
Blank & Extra sailings on TP/AE trade

Data up to May 21, 2021 shows that, in May & June (The first port ETA in week 18~26), there are in total 95 blank sailings on Trans Pacific & Asia Europe trade. Trade-wise, there are 58 blank sailings on TP West Coast, 20 on TP East Coast, 11 on North Europe, and 6 on Mediterranean; Consortium-wise, there are 33 blank sailings on THE, 18 on OCEAN, 32 on 2M, and 12 on others.

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 increased from 92 to 95. Trade-wise, blank sailings to TPWC increased from 48 to 58, to TPEC increased from 19 to 20, to NEU decreased from 15 to 11, to MED decreased from 10 to 6. Consortium-wise, THE alliance's blank sailings in May & June have considerably decreased compared to April & May (from 47 to 33). Ocean alliance's blank sailings have also slightly decreased (from 21 to 18). 2M alliance's blank sailings in May & June have considerably increased (from 16 to 32).

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

In the middle of 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		2021Data	
Asia to TPWC	50	27.9%	58	61.1%
Asia to TPEC	37	20.7%	20	21.1%
Asia to NEU	44	24.6%	11	11.6%
Asia to MED	48	26.8%	6	6.3%
Total	179	100%	95	100%

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

Consortium	2020 Data		2021 Data	
THE	57	31.8%	33	34.7%
OCEAN	40	22.3%	18	18.9%
2M	43	24.0%	32	33.7%
OTHER	39	21.8%	12	12.6%
Total	179	100%	95	100%

There are 84 less blank sailings in May & June of 2021 compared to 2020. Blank sailings of 2021 are mostly on TPWC services. There are relatively few blank sailings for North Europe and Mediterranean. 2M and THE alliances have relatively more blank sailings. 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:

Port	2021-05-10 Data					2021-05-21 Data				
	Extra	Add	Cancel	Skip	Change	Extra	Add	Cancel	Skip	Change
Shanghai	+8	+2	-55	-17	-62	+12	+3	-61	-24	-70
Ningbo	+6	+2	-41	-12	-45	+7	+4	-47	-15	-51
Shenzhen	+4	0	-52	-11	-59	+7	+4	-61	-19	-69
Qingdao	+2	+4	-19	-8	-21	+1	+3	-20	-13	-29

In general, Shanghai has the most blank sailings, but also the most extra loaders; Shenzhen has the same blank sailings as Shanghai, but has less port skipping; Ningbo and Shenzhen has the most port adding, but the extra loaders' volume ranked behind Shanghai

There are 3 consortium's extra sailings as below.

WK	Trade	Consortium	ServiceCodes	Route	Vessel&Voyage
18	NEU	THE	HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4)	KRPUS-NLRM-DEHAM	HYUNDAI GOODWILL/107W
19	TPW	OCEAN	CMA(TWPKS)COSCO(CPNW)OOCL(PNW4)EMC(PE2)	CNTXG-CNTAO-CNGB-CNSHA-CAPRR	XIN NAN TONG/428N
24	TPW	OCEAN	CMA(TWPKS)COSCO(CPNW)OOCL(PNW4)EMC(PE2)	HKHKG-CNYTN-CNGB-CNSHA-CAPRR-CAVAN	XIN TAI CANG/255N

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

WK	Trade	Carrier	ServiceCo	Route	Vessel&Voyage
19	TPE	HPL	IN2	PKBQM-INNSA-INMUN-USNYK-USNFK-USSAV-USNCS	RDO FORTUNE/001W
20	TPW	YML	PN2	CNSHA-CNYTN-USTIW	YM EFFICIENCY/146E
20	TPW	ONE		CNNGB-CNSHA-KRPUS-USTIW	SEASPAN KYOTO/084E
20	TPW	CMA	PRX	CNXMN-CNYTN-CNSHA-USLGB	NORTHERN JUVENILE/0TXTIE1MA
21	TPE	HPL	IN2	INNSA-PKBQM-INMUN-USNYK-USNFK-USSAV-USNCS	ARGOLIKOS/001W
21	TPW	ONE		CNSHA-CNNGB-USLAX	MOL SUCCESS/123E
21	TPE	EMC		CNNGB-CNSHA-CNYTN-USNYK-USSAV	ITAL USODIMARE/0030-147E
21	TPW	SML	CPX	CNSHA-CNYTN-KRKWA-KRPUS-USLAX	SM NINGBO/2101E
21	TPW	Matson	CLX	CNSHA-USSEA-USLGB	CAPT THANASIS/010E
22	TPW	WHL	AA5	CNNGB-CNYTN-TWKHH-USSEA-USOAK	NAJADE/E021
22	TPW	WHL	AA3	VNVUT-VNHPH-TWKHH-CNYTN-USLGB	KOTA LIHAT/E172
23	TPW	CMA	CPNW	CNSHK-CNXMN-CNSHA-USSEA	CMA CGM TARPON/0TNSLS1MA
23	TPE	HPL	IN2	PKBQM-INMUN-INNSA-USNYK-USNFK-USSAV-USNCS	IKARIA/001W
24	TPW	SML	CPX	CNSHA-KRPUS-CAVAN-USLAX	SINGAPORE/2103E
24	TPW	ONE		KRPUS-CNSHA-CNNGB-USTIW	SEASPAN KYOTO/085E
25	NEU	CMA	FAL3	KRPUS-CNYTN-SGSIN-FRLEH	NORDMARSH/0FLTXW1MA

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 4490 scheduled callings and 3959 actual callings. Total 531 callings are reduced and calling ratio is 88%.

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

■ Ports

Almost every origin port has reduced callings, specifically 70 for Shanghai, 51 for Ningbo, 29 for Qingdao, 23 for Xiamen, 69 for Shenzhen, 30 for Hong Kong, 22 for Taiwan, 85 for Southeast Asia, and 63 for Korea.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	577	507	88%	-70
Ningbo	482	431	89%	-51
Lianyungang	7	5	71%	-2
Qingdao	187	158	84%	-29
Tianjin	63	61	97%	-2
Dalian	27	25	93%	-2
Xiamen	197	174	88%	-23
Fuqing	14	12	86%	-2
Shenzhen	579	510	88%	-69
Nansha	89	75	84%	-14
Hongkong	177	147	83%	-30
TaiwanPorts	204	182	89%	-22
S.E.AsiaPorts	638	553	87%	-85
KoreaPorts	358	295	82%	-63
JapanPorts	99	76	77%	-23
IndiaOceanPorts	486	449	92%	-37
MEastAsiaPorts	306	299	98%	-7
Total	4490	3959	88%	-531

■ 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 269, 85 for TPEC, 118 for North Europe, and 59 for Mediterranean. TPWC also has the most decreased capacity.

Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance	Plan Capacity	Actual Capacity	Ratio	Variance
Asia to TPWC	1554	1285	83%	-269	3501919	3031324	87%	-470595
Asia to TPEC	957	872	91%	-85	2139676	1970623	92%	-169053
Asia to NEU	1097	979	89%	-118	3102293	2951611	95%	-150682
Asia to MED	882	823	93%	-59	1759212	1688486	96%	-70726
Total	4490	3959	88%	-531	10503100	9642044	92%	-861056

■ Consortiums & trades

- ✧ 2M consortium has the most reduced callings (-189) especially on TP trade. Compared with May 10, 2021 data, calling ratio is down from 83% to 81%.
- ✧ OCEAN consortium has 165 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 88%. Compared with May 10, 2021 data, calling ratio is down from 90% to 88%.
- ✧ THE consortium has 162 reduced callings, and the calling ratio is 84%. Compared with May 10, 2021 data, calling ratio is down from 89% to 84%.

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	Origin		Ratio	Variance	Plan		Actual	
		Plan Calling	Actual Calling			Capacity	Capacity	Ratio	Variance
2M	TPW	207	131	63%	-76	628471	414732	66%	-213739
2M	TPE	269	216	80%	-53	581872	467491	80%	-114381
2M	NEU	315	266	84%	-49	933911	933911	100%	0
2M	MED	189	178	94%	-11	506588	506588	100%	0
2M Total		980	791	81%	-189	2650842	2322722	88%	-328120
OCEAN	TPW	486	403	83%	-83	1118533	1064064	95%	-54469
OCEAN	TPE	288	271	94%	-17	669565	640365	96%	-29200
OCEAN	NEU	369	337	91%	-32	1142384	1098712	96%	-43672
OCEAN	MED	225	192	85%	-33	389091	345845	89%	-43246
OCEAN Total		1368	1203	88%	-165	3319573	3148986	95%	-170587
THE	TPW	423	323	76%	-100	904898	697008	77%	-207890
THE	TPE	207	188	91%	-19	495590	462687	93%	-32903
THE	NEU	215	187	87%	-28	693121	598219	86%	-94902
THE	MED	171	156	91%	-15	382203	354723	93%	-27480
THE Total		1016	854	84%	-162	2475812	2112637	85%	-363175
OTHER	TPW	438	428	98%	-10	850017	855520	101%	5503
OTHER	TPE	193	197	102%	4	392649	400080	102%	7431
OTHER	NEU	198	189	95%	-9	332877	320769	96%	-12108
OTHER	MED	297	297	100%	0	481330	481330	100%	0
OTHER 汇总		1126	1111	99%	-15	2056873	2057699	100%	826
总计		4490	3959	88%	-531	10503100	9642044	92%	-861056

■ 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	217	88%	-31
Shanghai	TPE	114	104	91%	-10
Shanghai	NEU	125	105	84%	-20
Shanghai	MED	90	81	90%	-9
Ningbo	TPW	180	155	86%	-25
Ningbo	TPE	87	80	92%	-7
Ningbo	NEU	125	115	92%	-10
Ningbo	MED	90	81	90%	-9
Lianyungang	TPE	7	5	71%	-2
Qingdao	TPW	63	46	73%	-17
Qingdao	TPE	43	40	93%	-3
Qingdao	NEU	45	40	89%	-5
Qingdao	MED	36	32	89%	-4
Tianjin	TPW	9	10	111%	1
Tianjin	TPE				
Tianjin	NEU	45	42	93%	-3
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	17	94%	-1
Dalian	MED	9	8	89%	-1
Xiamen	TPW	90	80	89%	-10
Xiamen	TPE	54	46	85%	-8
Xiamen	NEU	35	32	91%	-3
Xiamen	MED	18	16	89%	-2
Fuqing	TPW	14	12	86%	-2
Shenzhen	TPW	257	219	85%	-38
Shenzhen	TPE	117	103	88%	-14
Shenzhen	NEU	115	106	92%	-9
Shenzhen	MED	90	82	91%	-8
Nansha	TPW	36	29	81%	-7
Nansha	TPE	9	6	67%	-3
Nansha	NEU	26	23	88%	-3
Nansha	MED	18	17	94%	-1
Hongkong	TPW	81	67	83%	-14
Hongkong	TPE	61	50	82%	-11
Hongkong	NEU	26	23	88%	-3
Hongkong	MED	9	7	78%	-2

TaiwanPorts	TPW	126	115	91%	-11
TaiwanPorts	TPE	34	29	85%	-5
TaiwanPorts	NEU	26	24	92%	-2
TaiwanPorts	MED	18	14	78%	-4
S.E.AsiaPorts	TPW	216	173	80%	-43
S.E.AsiaPorts	TPE	153	137	90%	-16
S.E.AsiaPorts	NEU	179	159	89%	-20
S.E.AsiaPorts	MED	90	84	93%	-6
KoreaPorts	TPW	126	96	76%	-30
KoreaPorts	TPE	98	88	90%	-10
KoreaPorts	NEU	53	40	75%	-13
KoreaPorts	MED	81	71	88%	-10
JapanPorts	TPW	54	42	78%	-12
JapanPorts	TPE				
JapanPorts	NEU	45	34	76%	-11
JapanPorts	MED				
IndiaOceanPorts	TPW	54	24	44%	-30
IndiaOceanPorts	TPE	135	140	104%	5
IndiaOceanPorts	NEU	171	159	93%	-12
IndiaOceanPorts	MED	126	126	100%	0
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	44	98%	-1
MEastAsiaPorts	NEU	63	60	95%	-3
MEastAsiaPorts	MED	198	195	98%	-3
Total		4490	3959	88%	-531

Below table is the detailed blank sailing summary.

Consortium		Trade	Carrier/ServiceCode/PortRotation	WK 18	WK 19	WK 20	WK 21	WK 22	WK 23	WK 24	WK 25	WK 26	
2M	TPW	MSK(TP1)HSD(UPAS5)MSC(MAPLE)ZIM(ZP8)			X	X	X	X					
		<i>CNNSA-CNYTN-CNSHA-KRPUS-JPYOK-CAPRR-CAVAN</i>				X							
		MSK(TP2)HSD(UPAS 2)MSC(JAGUAR)SML(PS2)				X							
		<i>CNNSA-CNYTN-USLGB-USOAK</i>											
		MSK(TP3)MSC(SEQUOIA)SML(PS6)HSD(UPAS6)			X	X	X						
		<i>CNNGB-CNSHA-USLAX</i>											
		MSK(TP6)HSD(UPAS 3)MSC(PEARL)					X	X					
		<i>VNVUT-HKHKG-CNYTN-CNXMN-USLAX</i>											
		MSK(TP8)HSD(UPAS 1)MSC(ORIENT)SML(PS1)		X	X		X				X	X	X
		<i>CNTAO-CNSHA-CNNGB-KRPUS-USLGB-USOAK</i>											
	MSK(TP9)HSD(UPAS 4)MSC(EAGLE)ZIM(ZP9)				X	X	X						
	<i>TWKHH-CNXMN-CNYTN-CNNGB-CNSHA-KRPUS-CAVAN-USSEA</i>												
	MSK(TP11)USEC6)MSC(ELEPHANT)						X						
	<i>THLCH-SGSIN-MYTPP-LKCMB-OMSL-LSUNYK-USNFK-USSAV</i>												
	MSK(TP12)HSD(ASUS2)MSC(EMPIRE)ZIM(ZBA)							X	X	X			
	<i>CNYTN-CNXMN-CNNGB-CNSHA-KRPUS-USNYK-USNFK-USBAL</i>												
	MSK(TP16)HSD(ASUS3)MSC(EMERALD)ZIM(ZSA)				X	X							
	<i>CNXMN-CNYTN-CNSHA-KRPUS-USSAV-USNFK-USNYK</i>												
	MSK(TP17)HSD(ASUS5)MSC(AMERICA)ZIM(Z7S)								X	X	X		
	<i>HKHKG-CNNSA-CNYTN-VNVUT-SGSIN-USNYK-USSAV-USMIA-BSFPO</i>												
MSK(TP18)HSD(ASUS4)MSC(LONE STAR)ZIM(ZGC)									X	X	X		
<i>CNNGB-CNSHA-KRPUS-USMOB-USHOU-USMSY-USMIA-BSFPO</i>													
MSK(TP88)HSD(ASUS6)MSC(PELICAN)ZIM(ZGX)									X				
<i>CNXMN-CNYTN-KRPUS-USHOU-USMOB-USTAM</i>													
OTHER	TPW	CMA(EX1)				X	X						
		<i>CNTAO-CNSHA-KRPUS-USLAX-USOAK</i>											
		MSC(CHINOOK)	X										
		<i>CNYTN-CNSHA-KRPUS-CAVAN</i>											
		MSC(ROSE)SML(PNS)									X		
		<i>CNNGB-CNSHA-KRPUS-CAVAN-USSEA-USPDX</i>											
		WHL(AA5)	X		X								
		<i>TWKHH-CNYTN-CNSHA-CNNGB-USSEA-USOAK</i>											
		ZIM(ZX2)	X			X							
		<i>THLCH-VNVUT-CNYTN-USLAX-USTIW</i>											
	ZIM(ZX3)		X										
	<i>TWKHH-CNSHA-CNNGB-USOAK-USLAX</i>												
	COSCO(AWE6)OOCL(VCE)					X							
	<i>CNL YG-CNTAO-CNSHA-CNNGB-CNYTN-VNVUT-SGSIN-GRPIR-USNYK-USSAV</i>												
	CMA(EPIC1)COSCO(EPIC1)HPL(IO2)OOCL(IP1)ONE(IO2)	X											
<i>AEJEA-AEAUH-PKBQM-INNSA-INMUN-SAJED-MAPTM-GBSOU-DEBHN-NLRMT-BEANT-FRLEH</i>													
COSCO(IEX)HPL(IEX)ONE(IO3)OOCL(IP3)YML(IEX)	X												
<i>INVIG-INKRI-INMAA-INTUT-LKCMB-INCOK-EGDAM-GRPIR-NLRMT-GBLGP-DEHAM-BEANT-FRLEH</i>													

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