

Blank & Extra sailings on TP/AE trade

Data up to June 18, 2021 shows that, in June & July (The first port ETA in week 23~31), there are in total 69 blank sailings on Trans Pacific & Asia Europe trade. Trade-wise, there are 32 blank sailings on TP West Coast (TPW), 16 on TP East Coast (TPE), 14 on North Europe (NEU), and 7 on Mediterranean (MED); Alliance-wise, there are 23 blank sailings on THE, 13 on OCEAN, 20 on 2M, and 13 on others.

Compared to the blank sailings data of May & June summarized on May 21, 2021, the blank sailings in June & July have been decreased from 95 to 69. Trade-wise, blank sailings to TPWC decreased from 58 to 32, to TPEC decreased from 20 to 16, to NEU increased from 11 to 14, to MED increased from 6 to 7. Alliance-wise, THE alliance's blank sailings have further decreased from 33 to 23. Ocean alliance's blank sailings have also slightly decreased from 18 to 13. 2M alliance's blank sailings have considerably decreased from 32 to 20.

For blank sailing list per Alliance / Trade / Week, please see below table.

Alliance	Trade	Carrier/ServiceCode/PortRotation	WK	WK	WK	WK	WK	WK	WK	WK	
			23	24	25	26	27	28	29	30	31
THE	TPWC	HPL(FP1)ONE(FP1)YML(FP1)HMM(FP1) SGSIN-JPUKB-JPNGO-JPTYO-USLAX-USOAK			X						
		HPL(PS4)ONE(PS4)YML(PS4)HMM(PS4) CNXMN-CNYTN-TWKHH-TWKEL-USLAX-USOAK		X			X				
		HPL(PS5)ONE(PS5)YML(PS5)HMM(PS5) CNSHA-CNNGB-USLAX-USOAK	X			X					
		HPL(PS6)ONE(PS6)YML(PS6)HMM(PS6) CNTAO-CNNGB-KRPUS-USLAX-USOAK				X					
		HPL(FP2)ONE(FP2)YML(FP2)HMM(FP2) SGSIN-THLCH-VNVUT-HKHKG-CNYTN-USLGB-USOAK	X		X						
		HPL(PN1)ONE(PN1)YML(PN1)HMM(PN1) CNXMN-TWKHH-CNNGB-JPNGO-JPTYO-USTIW-CAVAN					X				
		HPL(PN2)ONE(PN2)YML(PN2)HMM(PN2) SGSIN-THLCH-VNVUT-VNHPH-CNYTN-USTIW-CAVAN		X							
		HPL(PN3)ONE(PN3)YML(PN3)HMM(PN3) HKHKG-CNYTN-CNSHA-KRPUS-CAVAN-USSEA	X				X				
		HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4) CNTAO-CNNGB-CNSHA-KRPUS-CAPRR-USTIW-CAVAN		X							
		HPL(EC1)ONE(EC1)YML(EC1)HMM(EC1) TWKHH-HKHKG-CNYTN-CNSHA-KRPUS-PAMIT-USSAV-USNCS-USNFK				X					
	NEU	HPL(FE2)ONE(FE2)YML(FE2)HMM(FE2) KRPUS-CNSHA-CNNGB-CNSA-CNYTN-SGSIN-MAPTM-GBSOU-FRLEH-DA	X								
		HPL(FE3)ONE(FE3)YML(FE3)HMM(FE3) HKHKG-CNXMN-TWKHH-CNYTN-NLR TM-DEHAM-BEANT-GBSOU	X		X						
		HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4) CNTAO-KRPUS-CNNGB-CNSHA-CNYTN-ESALG-NLR TM-DEHAM-BEANT		X							
		HPL(FP2)ONE(FP2)YML(FP2)HMM(FP2) HKHKG-THLCH-VNVUT-SGSIN-LKCM-B-NLR TM-DEHAM-BEANT-GBLGP		X			X		X		
	MED	HPL(MD1)ONE(MD1)YML(MD1)HMM(MD1) CNTAO-KRPUS-CNSHA-CNNGB-CNSHK-SGSIN-SAJED-EGDAM-ESBAR-ES							X		
		HPL(MD3)ONE(MD3)YML(MD3)HMM(MD3) KRPUS-CNNGB-CNSHA-CNSHK-SGSIN-SAJED-ILASH-TRIST-TRIZT-TRALL				X					
	OCEAN	TPWC	CMA(HBB)COSCO(AAC2)EMC(CPS) CNTAO-CNSHA-CNNGB-USLAX-USOAK	X							
			CMA(BOHA)COSCO(CEN)OOCL(PCN1)EMC(CEN)YML(CEN) CNTXG-CNTAO-CNSHA-CAPRR-USLGB		X		X				
			CMA(CPNW)COSCO(MPNW)OOCL(PNW2) CNYTN-CNXMN-CNNGB-CNSHA-KRPUS-USSEA-CAVAN		X						
			CMA(DAH)COSCO(OPNW)OOCL(PNW1)EMC(PNW1) CNSHK-HKHKG-CNYTN-TWKHH-CAVAN-USSEA					X			
CMA(CJX)COSCO(SEA2)OOCL(SEAP)EMC(PE1) MYPKG-SGSIN-THLCH-VNVUT-CNYTN-USLAX-USOAK						X					
CMA(GMXP)COSCO(GME)OOCL(GCC2)EMC(GME) CNSHA-CNNGB-CNXMN-CNYTN-USHOU-USMOB-USTAM							X				
TPEC		CMA(VEPUCCI)COSCO(AWE1)OOCL(ECC2)EMC(NUE) CNTAO-CNNGB-CNSHA-KRPUS-PAONX-USSAV-USNCS-USBOS-USNYK	X								
		CMA(FAL7)COSCO(AEU7)OOCL(LL3)EMC(NE7) CNXMN-CNSA-HKHKG-CNYTN-VNVUT-MYPKG-GRPIR-DEHAM-NLR TM-B	X								
NEU		CMA(FAL8)COSCO(AEU9)OOCL(LL7)EMC(CES) CNTXG-CNNGB-CNSHA-CNYTN-SGSIN-LKCM-B-GRPIR-BEANT-DEHAM-NLR	X								
		CMA(NEWMEX2S)COSCO(AEM1)OOCL(WM1)EMC(MD2) CNTAO-CNSHA-CNNGB-TWKHH-HKHKG-CNYTN-SGSIN-GRPIR-ITSPE-ITG	X			X					
MED		CMA(BEX2)COSCO(AEM6)OOCL(AAS)EMC(BEX2) CNSHA-CNNGB-KRPUS-CNSHK-SGSIN-MT DIS-SIKOP-ITTRI-HRRJK-EGPSD					X				

Alliance	Trade	Carrier/ServiceCode/PortRotation	WK	WK	WK	WK	WK	WK	WK	WK		
			23	24	25	26	27	28	29	30	31	
2M	TPWC	MSK(TP2)HSD(UPAS 2)MSC(JAGUAR)SML(PS2) <i>CNNSA-CNYTN-USLGB-USOAK</i>			X							
		MSK(TP8)HSD(UPAS 1)MSC(ORIENT)SML(PS1) <i>CNTAO-CNSHA-CNNGB-KRPUS-USLGB-USOAK</i>		X	X	X						
		MSK(TP9)HSD(UPAS 4)MSC(EAGLE)ZIM(ZP9) <i>TWKHH-CNXMN-CNYTN-CNNGB-CNSHA-KRPUS-CAVAN-USSEA</i>	X									
		MSK(TP1)HSD(UPAS5)MSC(MAPLE)ZIM(ZP8) <i>CNNSA-CNYTN-CNSHA-KRPUS-JPYOK-CAPRR-CAVAN</i>	X		X							
	TPEC	MSK(TP17)HSD(ASUS5)MSC(AMERICA)ZIM(Z7S) <i>HKHKG-CNNSA-CNYTN-VNVUT-SGSIN-USNYK-USSAV-USMIA-BSFPO</i>	X	X	X							
		MSK(TP12)HSD(ASUS2)MSC(EMPIRE)ZIM(ZBA) <i>CNYTN-CNXMN-CNNGB-CNSHA-KRPUS-USNYK-USNFK-USBAL</i>	X	X								
		MSK(TP18)HSD(ASUS4)MSC(LONE STAR)ZIM(ZGC) <i>CNNGB-CNSHA-KRPUS-USMOB-USHOU-USMSY-USMIA-BSFPO</i>		X	X	X						
		MSK(TP88)HSD(ASUS6)MSC(PELICAN)ZIM(ZGX) <i>CNXMN-CNYTN-KRPUS-USHOU-USMOB-USTAM</i>		X								
		MSK(AE6)HSD(NERA3)MSC(LION) <i>KRPUS-CNNGB-CNSHA-CNYTN-MYTPP-PTSIE-BEANT-FRLEH-GBFEL</i>					X	X				
		MSK(AE10)HSD(NERA6)MSC(SILK)HPL(IE8) <i>CNTXG-CNTAO-KRKWA-CNNGB-CNSHA-CNYTN-MYTPP-DEBHN-PLGDN</i>									X	
	NEU	MSK(AE12)HSD(SERA4)MSC(PHOENIX)ZIM(ZAS) <i>CNTXG-CNDAL-KRPUS-CNNGB-CNSHA-CNSHK-SGSIN-EGPSD-ILHFA-SIKO</i>						X				
	OTHER	TPWC	MSC(ROSE)SML(PNS) <i>CNNGB-CNSHA-KRPUS-CAVAN-USSEA-USPDX</i>		X							
			CMA(EX1) <i>CNTAO-CNSHA-KRPUS-USLAX-USOAK</i>						X			
			CMA(GGB) <i>CNSHA-CNYTN-USOAK-USSEA</i>						X			
			ZIM(ZX3) <i>TWKHH-CNSHA-CNNGB-USLAX</i>		X							
			COSCO(SEAX)OOCL(SC2) <i>CNSHA-CNFQG-CNXMN-CNYTN-USLAX</i>				X					
			COSCO(AAC3)OOCL(PCC3) <i>CNSHA-CNFQG-CNYTN-USLGB</i>		X							
TPEC		COSCO(AWE6)OOCL(VCE) <i>CNL YG-CNTAO-CNSHA-CNNGB-CNYTN-VNVUT-SGSIN-GRPIR-USNYK-USSEA</i>		X		X		X		X		
NEU		COSCO(IEX)HPL(IEX)ONE(IO3)OOCL(IP3)YML(IEX) <i>INVIG-INKRI-INMAA-INTUT-LKCMB-INCOK-EGDAM-GRPIR-NLRTM-GBLGP-L</i>			X		X					
MED		MSC(INDIA - MED)ZIM(ZIE) <i>INMUN-INHZR-LKCMB-TRMER-TRTEK-ITGIT-TRSKK</i>	X									

In the middle of **June 2020**, we summarized the blank sailings in June & July last year.

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

Trade	2020 Data		2021 Data	
Asia to TPWC	27	25.7%	32	46.4%
Asia to TPEC	17	16.2%	16	23.2%
Asia to NEU	24	22.9%	14	20.3%
Asia to MED	37	35.2%	7	10.1%
Total	105	100%	69	100%

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

Alliance	2020 Data		2021 Data	
THE	39	37.1%	23	33.3%
OCEAN	14	13.3%	13	18.8%
2M	31	29.5%	20	29.0%
OTHER	21	20.0%	13	18.8%
Total	105	100%	69	100%

There are 36 less blank sailings in June & July 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. In 2020, the number of blank sailings are relatively even across trades, with more blank sailings for Mediterranean.

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

Port	2021-05-21 Data					2021-06-17 Data				
	Extra Sailing	Add Call	Cancel Sailing	Omit Call	Change Total	Extra Sailing	Add Call	Cancel Sailing	Omit Call	Change Total
Shanghai	+12	+3	-61	-24	-70	+14	+4	-45	-12	-39
Ningbo	+7	+4	-47	-15	-51	+8	+2	-36	-10	-36
Shenzhen	+7	+4	-61	-19	-69	+12	+27	-45	-132	-138
Qingdao	+1	+3	-20	-13	-29	+5	+2	-19	-10	-22

Shanghai has the most blank sailings, and also the most extra loaders; Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the same blank sailings as Shanghai, but has the most omitted calls due to the COVID-19 restrictions. Except Shenzhen, other ports' calling ratio is getting better.

There are 3 extra sailings from THE alliance as below.

WK	Trade	Alliance	Service	Route	Vessel&Voyage
25	NEU	THE	FE4	KRPUS-CNSHA-NLRMT-DEHAM	HYUNDAI PARAMOUNT/062W
25	NEU	THE	FE3	CNSHA-CNYTN-SGSIN-BEANT-DEHAM	VIRGINIA TRADER/001W
27	NEU	THE	FE4	CNSHA-CNNSA-CNYTN-SGSIN-DEWIL-NLRMT	PUERTO LIMON EXPRESS/001W

There are sixteen non-consortium's extra sailings on TPWC and NEU as below.

WK	Trade	Carrier	Service	Route	Vessel&Voyage
23	TPWC	WHL	AA2	TWKHH-HKHKG-CNYTN-CNSHK-CNTAO-USLGB	KOTA LIHAT/E172
23	TPWC	CMA	CPNW	CNSHK-CNXMN-CNSHA-USSEA	CMA CGM TARPON/0TNSLS1MA
24	NEU	CUL	AEX	CNSHA-CNNGB-CNYTN-VNVUT-NLRTM-DEHAM-BEANT	REN JIAN 17/2123W
24	TPWC	Matson	CLX	CNNGB-USLGB	HORIZON ENTERPRISE/647E
24	TPWC	SML	CPX	CNSHA-KRPUS-CAVAN-USSEA	SINGAPORE/2103E
24	TPWC	MSK	TP5/Feme	CNYTN-CNSHA-KRPUS-CAPRR-CAVAN	BALTHASAR SCHULTE/123N
24	TPWC	WHL	AA2	CNSHK-CNXMN-USLGB	WAN HAI 312/E208
24	NEU	EMC		CNYTN-GRPIR-BEANT-DEHAM	EVER UTILE/0014-164W
25	NEU	CUL	AEX	CNSHA-CNNGB-CNNSA-CNYTN-NLRTM-DEHAM-BEANT	REN JIAN 15/2124W
25	TPWC	ONE		KRPUS-CNSHA-CNNGB-USTIW	SEASPAN KYOTO/085E
25	NEU	CMA	FAL3	KRPUS-CNYTN-SGSIN-FRLEH	NORDMARSH/0FLTXX1MA
26	NEU	CUL	AEX	CNTAO-CNSHA-CNNGB-CNXMN-CNYTN-NLRTM-DEHAM-BENAT	REN JIAN 16/2126W
26	TPWC	MSK	TP5/Feme	CNXMN-CNNGB-CNSHA-CNTAO-CNTXG-USLAX-USTIW	MAERSK GUAYAQUIL/125N
26	TPWC	WHL	AA2	CNTAO-CNSHA-CNNGB-USLGB	SC MARA/E009
26	MED	EMC		CNTAO-CNSHA-CNNGB-TWKHH-HKHKG-CNYTN-SGSIN-GRPIR-ITSPE	THALASSA DOXA/0011-035W
28	NEU	CUL	AEX	CNSHA-CNNGB-CNXMN-CNNSA-CNYTN-VNVUT-NLRTM-DEHAM-BEANT	REN JIAN 25/2127W

Considering blank sailings, extra loaders, added or omitted 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 4545 scheduled callings and 4136 actual callings. Total 406 callings are reduced and calling ratio is 91%.

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

■ Ports

Almost every origin port has reduced callings, specifically 39 for Shanghai, 36 for Ningbo, 22 for Qingdao, 10 for Xiamen, 138 for Shenzhen, 15 for Hong Kong, 2 for Taiwan, 70 for Southeast Asia, and 36 for Korea. The port of Nansha, as a backup for Yantian, has 22 added calls.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	585	546	93%	-39
Ningbo	486	450	93%	-36
Lianyungang	9	5	56%	-4
Qingdao	189	167	88%	-22
Tianjin	63	57	90%	-6
Dalian	27	24	89%	-3
Xiamen	198	188	95%	-10
Fuqing	18	15	83%	-3
Shenzhen	594	456	77%	-138
Nansha	90	112	124%	22
Hongkong	180	165	92%	-15
TaiwanPorts	207	205	99%	-2
S.E.AsiaPorts	648	578	89%	-70
KoreaPorts	360	324	90%	-36
JapanPorts	99	85	86%	-14
IndiaOceanPorts	486	454	93%	-32
MEastAsiaPorts	306	305	100%	-1
Total	4545	4136	91%	-409

■ 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 163, 98 for TPEC, 98 for North Europe, and 50 for Mediterranean. TP 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	1566	1403	90%	-163	3470897	3222504	93%	-248393
Asia to TPEC	990	892	90%	-98	2184309	2039022	93%	-145287
Asia to NEU	1107	1009	91%	-98	3129664	2961800	95%	-167864
Asia to MED	882	832	94%	-50	1774698	1704508	96%	-70190
Total	4545	4136	91%	-409	10559568	9927834	94%	-631734

■ Consortiums & trades

- ✧ 2M consortium has the most reduced callings (-141) especially on NEU and TPEC trades. Calling ratio is up from 81% in last month to 86%.
- ✧ OCEAN consortium has 126 reduced callings. 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 91%, up from 88% in last month.
- ✧ THE consortium has 124 reduced callings, and the calling ratio is up from 84% in last month to 88%.

The reduced capacity for 2M alliance is mostly on TPWC and TPEC. Ocean alliance has relatively more reduced capacity on the Mediterranean trade. Reduced capacity for THE alliance is mostly on TPWC and NEU trades.

Alliance	Trade	Origin		Ratio	Variance	Plan		Ratio	Variance
		Plan Calling	Actual Calling			Capacity	Capacity		
2M	TPWC	207	178	86%	-29	623443	549906	88%	-73537
2M	TPEC	279	231	83%	-48	612269	535845	88%	-76424
2M	NEU	315	262	83%	-53	931560	880418	95%	-51142
2M	MED	189	178	94%	-11	514644	499514	97%	-15130
2M Total		990	849	86%	-141	2681916	2465683	92%	-216233
OCEAN	TPWC	486	425	87%	-61	1126041	1068782	95%	-57259
OCEAN	TPEC	288	279	97%	-9	672061	658285	98%	-13776
OCEAN	NEU	369	341	92%	-28	1164635	1135307	97%	-29328
OCEAN	MED	225	197	88%	-28	386718	353065	91%	-33653
OCEAN Total		1368	1242	91%	-126	3349455	3215439	96%	-134016
THE	TPWC	423	357	84%	-66	903855	783837	87%	-120018
THE	TPEC	216	202	94%	-14	504002	491323	97%	-12679
THE	NEU	225	197	88%	-28	715043	614303	86%	-100740
THE	MED	171	155	91%	-16	383115	355521	93%	-27594
THE Total		1035	911	88%	-124	2506015	2244984	90%	-261031
OTHER	TPWC	450	443	98%	-7	817558	819979	100%	2421
OTHER	TPEC	207	180	87%	-27	395977	353569	89%	-42408
OTHER	NEU	198	209	106%	11	318426	331772	104%	13346
OTHER	MED	297	302	102%	5	490221	496408	101%	6187
OTHER 汇总		1152	1134	98%	-18	2022182	2001728	99%	-20454
总计		4545	4136	91%	-409	10559568	9927834	94%	-631734

■ Ports & trades

Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	252	238	94%	-14
Shanghai	TPE	117	106	91%	-11
Shanghai	NEU	126	117	93%	-9
Shanghai	MED	90	85	94%	-5
Ningbo	TPW	180	169	94%	-11
Ningbo	TPE	90	80	89%	-10
Ningbo	NEU	126	117	93%	-9
Ningbo	MED	90	84	93%	-6
Lianyungang	TPE	9	5	56%	-4
Qingdao	TPW	63	54	86%	-9
Qingdao	TPE	45	40	89%	-5
Qingdao	NEU	45	43	96%	-2
Qingdao	MED	36	30	83%	-6
Tianjin	TPW	9	8	89%	-1
Tianjin	TPE				
Tianjin	NEU	45	41	91%	-4
Tianjin	MED	9	8	89%	-1
Dalian	NEU	18	16	89%	-2
Dalian	MED	9	8	89%	-1
Xiamen	TPW	90	87	97%	-3
Xiamen	TPE	54	51	94%	-3
Xiamen	NEU	36	35	97%	-1
Xiamen	MED	18	15	83%	-3
Fuqing	TPW	18	15	83%	-3
Shenzhen	TPW	261	203	78%	-58
Shenzhen	TPE	126	86	68%	-40
Shenzhen	NEU	117	89	76%	-28
Shenzhen	MED	90	78	87%	-12
Nansha	TPW	36	41	114%	5
Nansha	TPE	9	12	133%	3
Nansha	NEU	27	42	156%	15
Nansha	MED	18	17	94%	-1
Hongkong	TPW	81	77	95%	-4
Hongkong	TPE	63	59	94%	-4
Hongkong	NEU	27	21	78%	-6
Hongkong	MED	9	8	89%	-1

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
TaiwanPorts	TPW	126	127	101%	1
TaiwanPorts	TPE	36	35	97%	-1
TaiwanPorts	NEU	27	25	93%	-2
TaiwanPorts	MED	18	18	100%	0
S.E.AsiaPorts	TPW	216	183	85%	-33
S.E.AsiaPorts	TPE	162	148	91%	-14
S.E.AsiaPorts	NEU	180	162	90%	-18
S.E.AsiaPorts	MED	90	85	94%	-5
KoreaPorts	TPW	126	112	89%	-14
KoreaPorts	TPE	99	91	92%	-8
KoreaPorts	NEU	54	45	83%	-9
KoreaPorts	MED	81	76	94%	-5
JapanPorts	TPW	54	47	87%	-7
JapanPorts	TPE				
JapanPorts	NEU	45	38	84%	-7
JapanPorts	MED				
IndiaOceanPorts	TPW	54	42	78%	-12
IndiaOceanPorts	TPE	135	134	99%	-1
IndiaOceanPorts	NEU	171	155	91%	-16
IndiaOceanPorts	MED	126	123	98%	-3
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	45	100%	0
MEastAsiaPorts	NEU	63	63	100%	0
MEastAsiaPorts	MED	198	197	99%	-1
Total		4545	4136	91%	-409