

Blank & Extra sailings on TP/AE trade

Data up to July 16, 2021 shows that, in July & August (The first port ETA in week 27~35), there are in total 97 blank sailings on Trans Pacific & Asia Europe trade. Trade-wise, there are 60 blank sailings on TP West Coast (TPW), 11 on TP East Coast (TPE), 11 on North Europe (NEU), and 15 on Mediterranean (MED); Alliance-wise, there are 33 blank sailings on THE, 14 on OCEAN, 19 on 2M, and 31 on others.

Compared to the blank sailings data of June & July summarized on June 18, 2021, the blank sailings in July & August have been increased from 69 to 97. Trade-wise, blank sailings to TPWC increased from 32 to 60, to TPEC decreased from 16 to 11, to NEU decreased from 14 to 11, to MED increased from 7 to 15. Alliance-wise, THE alliance's blank sailings have increased from 23 to 33. Ocean alliance's blank sailings have slightly increased from 13 to 14. 2M alliance's blank sailings have mildly decreased from 20 to 19. Other non-alliance's blank sailings have considerably increased from 13 to 31.

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

| Consortium | Trade | Carrier/ServiceCode/PortRotation | WK | WK | WK | WK | WK | WK | WK | WK | | |
|------------|--|---|---|----|----|----|----|----|----|----|----|---|
| | | | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | |
| THE | TPW | HPL(FP1)ONE(FP1)YML(FP1)HMM(FP1) <i>SGSIN-JPUKB-JPNGO-JPTYO-USLAX-USOAK</i> | | | X | | | | | | | |
| | | HPL(PS3)ONE(PS3)YML(PS3)HMM(PS3) <i>INNSA-INPAV-LKCMB-MYPKG-SGSIN-VNVUT-VNHPH-CNYTN-USLAX-USOAK</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 | | X | | | | | | |
| | | HPL(PS6)ONE(PS6)YML(PS6)HMM(PS6) <i>CNTAO-CNNGB-KRPUS-USLAX-USOAK</i> | | | | | X | | | X | | |
| | | HPL(FP2)ONE(FP2)YML(FP2)HMM(FP2) <i>SGSIN-THLCH-VNVUT-HKHKG-CNYTN-USLGB-USOAK</i> | X | | | | | X | | | | |
| | | HPL(PN2)ONE(PN2)YML(PN2)HMM(PN2) <i>SGSIN-THLCH-VNVUT-VNHPH-CNYTN-USTIW-CAVAN</i> | | | | | X | | | | | |
| | | HPL(PN3)ONE(PN3)YML(PN3)HMM(PN3) <i>HKHKG-CNYTN-CNSHA-KRPUS-CAVAN-USSEA</i> | | X | X | | | | | | | |
| | | HPL(PN4)ONE(PN4)YML(PN4)HMM(PN4) <i>CNTAO-CNNGB-CNSHA-KRPUS-CAPRR-USTIW-CAVAN</i> | | | | X | | X | | | | |
| | | HPL(PS8)ONE(PS8)YML(PS8)HMM(PS8) <i>CNSHA-KRKWA-KRPUS-USLAX-USOAK</i> | | X | | | | | X | | | X |
| | | HPL(EC4)ONE(EC4)YML(EC4)HMM(EC4) <i>TWKHH-HKHKG-CNYTN-VNVUT-SGSIN-USNYK-USNFK-USSAV-USNCS</i> | | | X | | | | | | | |
| | | HPL(EC5)ONE(EC5)YML(EC5)HMM(EC5) <i>THLCH-VNVUT-SGSIN-LKCMB-CAHAL-USNYK-USSAV-USJAO-USNFK</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(FP1)ONE(FP1)YML(FP1)HMM(FP1) <i>JPSMZ-JPUKB-JPNGO-JPTYO-SGSIN-NLR TM-DEHAM-FRLEH</i> | | | | | | | | X | | |
| | | HPL(FE2)ONE(FE2)YML(FE2)HMM(FE2) <i>KRPUS-CNSHA-CNNGB-CNNSA-CNYTN-SGSIN-MAPTM-GBSOU-FRLEH-DEHAM-NLR TM</i> | | | | | X | | | | X | |
| | | HPL(FE3)ONE(FE3)YML(FE3)HMM(FE3) <i>HKHKG-CNXMN-TWKHH-CNYTN-NLR TM-DEHAM-BEANT-GBSOU</i> | | | | | | | X | | | |
| | | HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4) <i>CNTAO-KRPUS-CNNGB-CNSHA-CNYTN-ESALG-NLR TM-DEHAM-BEANT</i> | | | | | | | X | | | |
| | | HPL(FP2)ONE(FP2)YML(FP2)HMM(FP2) <i>HKHKG-THLCH-VNVUT-SGSIN-LKCMB-NLR TM-DEHAM-BEANT-GBLGP</i> | X | | X | | X | | | | | |
| | | HPL(MD1)ONE(MD1)YML(MD1)HMM(MD1) <i>CNTAO-KRPUS-CNSHA-CNNGB-CNSHK-SGSIN-SAJED-EGDAM-ESBAR-ESVAL-ITGOA</i> | X | | X | | | | | | | |
| | OCEAN | TPW | CMA(HBB)COSCO(AAC2)EMC(CPS) <i>CNTAO-CNSHA-CNNGB-USLAX-USOAK</i> | | | | X | | | | | |
| | | | CMA(GEX)COSCO(AAS3)OOCL(PCS2)EMC(HTW) <i>TWTPE-CNXMN-HKHKG-CNYTN-USLAX-USOAK</i> | | | X | | | | | | |
| | | | CMA(PRX)COSCO(AAS2)OOCL(PCS1)EMC(PRX) <i>CNNSA-CNYTN-CNXMN-USLAX</i> | | | | X | | | | | |
| | | | CMA(JDX)COSCO(AAS4)EMC(TPA) <i>HKHKG-TWKHH-TWTPE-USLAX-USTIW</i> | X | | | | | | | | |
| | | | CMA(BOHAI)COSCO(CEN)OOCL(PCN1)EMC(CEN)YML(CEN) <i>CNTXG-CNTAO-CNSHA-CAPRR-USLGB</i> | | | | X | | | | | |
| | | | CMA(CPNW)COSCO(MPNW)OOCL(PNW2) <i>CNYTN-CNXMN-CNNGB-CNSHA-KRPUS-USSEA-CAVAN</i> | X | | | | X | | | | |
| | | TPE | CMA(GMXP)COSCO(GME)OOCL(GCC2)EMC(GME) <i>CNSHA-CNNGB-CNXMN-CNYTN-USHOU-USMOB-USTAM</i> | | | | X | | | | | |
| | | | CMA(NEWMEX2S)COSCO(AEM1)OOCL(WM1)EMC(MD2) <i>CNTAO-CNSHA-CNNGB-TWKHH-HKHKG-CNYTN-SGSIN-GRPIR-ITSP-ITGOA-FRFSM-ESVAL</i> | | X | | | | | | | |
| | | | CMA(BEX)COSCO(AEM3)OOCL(EM1)EMC(BEX) <i>KRPUS-CNSHA-CNNGB-CNXMN-CNSHK-SGSIN-EGPSD-LBBEY-TRIST-TRIST-ROCND-UAODS-GRPIR</i> | | X | | | | | | | |
| | | MED | CMA(MEX)COSCO(AEM2)OOCL(WM2)EMC(MEX1) <i>CNTAO-KRPUS-CNSHA-CNNGB-CNNSA-CNYTN-SGSIN-MTDIS-ESVAL-ESBAR-FRFSM-ITGOA-LBBEY</i> | | X | | | | | | | |
| | | | CMA(BEX2)COSCO(AEM6)OOCL(AAS)EMC(BEX2) <i>CNSHA-CNNGB-KRPUS-CNSHK-SGSIN-MTDIS-SIKOP-ITRI-HRRJK-EGPSD</i> | X | | X | | X | | | | |
| | | | | | | | | | | | | |

| Consortium | Trade | Carrier/ServiceCode/PortRotation | WK | WK | WK | WK | WK | WK | WK | WK | | |
|---|-------|--|--|----|----|----|----|----|----|----|----|--|
| | | | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | |
| 2M | TPW | MSK(TP2)HSD(UPAS 2)MSC(JAGUAR)SML(PS2) <i>CNSHK-CNNSA-CNYTN-USLGB</i> | | | | 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 | | | |
| | | MSK(TP9)HSD(UPAS 4)MSC(EAGLE)ZIM(ZP9) <i>TWKHH-CNXMN-CNYTN-CNNGB-CNSHA-KRPUS-CAVAN-USSEA</i> | X | | | | | | | X | | |
| | | MSK(TP1)HSD(UPAS5)MSC(MAPLE)ZIM(ZP8) <i>CNNSA-CNYTN-CNSHA-KRPUS-JPYOK-CAPRR-CAVAN</i> | | | | X | | | | X | | |
| | | MSK(TP3)MSC(SEQUOIA)SML(PS6)HSD(UPAS6) <i>CNNGB-CNSHA-USLAX</i> | | | | | | | | X | | |
| | TPE | MSK(TP17)HSD(ASUS5)MSC(AMERICA)ZIM(Z7S) <i>HKHKG-CNNSA-CNYTN-VNVUT-SGSIN-USNYK-USSAV-USMIA-BSFPO</i> | | | | | | | | | X | |
| | | MSK(TP12)HSD(ASUS2)MSC(EMPIRE)ZIM(ZBA) <i>CNYTN-CNXMN-CNNGB-CNSHA-KRPUS-USNYK-USNFK-USBAL</i> | | | | | | | X | | | |
| | | MSK(TP16)HSD(ASUS3)MSC(EMERALD)ZIM(ZSA) <i>CNXMN-CNYTN-CNSHA-KRPUS-USSAV-USNFK-USNYK</i> | | X | | | | | | | | |
| | NEU | MSK(AE10)HSD(NERA6)MSC(SILK)HPL(FE8) <i>CNTXG-CNTAO-KRKWA-CNNGB-CNSHA-CNYTN-MYTPP-DEBHN-PLGDN</i> | | | | | | X | | | | |
| | | MSK(AE55)MSC(GRIFFIN) <i>CNSHA-CNNGB-CNYTN-SGSIN-MYTPP-EGPSD-NLRTM-BEANT-GBFEL</i> | | | | | | X | | | | |
| | MED | MSK(AE12)HSD(SERA4)MSC(PHOENIX)ZIM(ZAS) <i>CNTXG-CNDAL-KRPUS-CNNGB-CNSHA-CNSHK-SGSIN-EGPSD-ILHFA-SIKOP-ITTRI-HRRJK</i> | X | | | | | | | | | |
| | | MSK(AE15)HSD(SERA3)MSC(TIGER)ZIM(ZMS) <i>KRPUS-CNSHA-CNNGB-CNSHK-SGSIN-SAKAC-EGPSD-GRPIR-TRIZT-TRIST-TRTEK</i> | | | | | | | X | | | |
| | | MSK(AE11)HSD(SERA2)MSC(JADE) <i>CNTAO-KRPUS-CNNGB-CNSHA-CNXMN-CNNSA-CNYTN-SGSIN-EGPSD-ITGIT-ESBAR-ESVAL</i> | | | | | | | | X | X | |
| | OTHER | TPW | MSC(ROSE)SML(PNS) <i>CNNGB-CNSHA-KRPUS-CAVAN-USSEA-USPDX</i> | | | | X | | | | | |
| | | | CMA(EX1) <i>CNTAO-CNSHA-KRPUS-USLAX-USOAK</i> | X | | | | | | | X | |
| | | | MSC(SANTANA) <i>CNYTN-CNSHA-USTIW</i> | | | X | | | | | | |
| | | | WHL(AA1) <i>CNSHA-CNNGB-USLAX</i> | | | | | | | | X | |
| | | | MSC(CHINOOK) <i>CNYTN-CNSHA-KRPUS-CAVAN</i> | X | | X | | | | | | |
| | | | ZIM(ZX2) <i>THLCH-VNVUT-CNYTN-USLAX-USTIW</i> | X | | X | X | | | | | |
| CMA(GGB) <i>CNSHA-CNYTN-USOAK-USSEA</i> | | | X | | X | | | | | | | |
| WHL(AA2) <i>TWTPE-TWKHH-CNSHK-USLGB</i> | | | X | | | | | | | | | |
| WHL(AA5) <i>TWKHH-CNSHA-CNNGB-USSEA</i> | | | X | | | | | | | | | |
| ZIM(ZX3) <i>TWKHH-CNSHA-CNNGB-USLAX</i> | | | | X | X | | | | | | | |
| TPE | | COSCO(SEAX)OOCL(SC2) <i>CNSHA-CNFQG-CNXMN-CNYTN-USLAX</i> | | X | X | X | | | | X | X | |
| | | COSCO(AAC3)OOCL(PCC3) <i>CNSHA-CNFQG-CNYTN-USLGB</i> | X | X | X | | | | | | | |
| | | COSCO(AWE6)OOCL(VCE) <i>CNLYG-CNTAO-CNSHA-CNNGB-CNYTN-VNVUT-SGSIN-GRPIR-USNYK-USSAV</i> | X | | | X | | X | | X | | |
| | | COSCO(IEX)HPL(IEX)ONE(IO3)OOCL(IP3)YML(IEX) <i>INDIANPorts-LKCMC-INCOK-EGDAM-GRPIR-NLRTM-GBLGP-DEHAM-BEANT-FRLEH</i> | X | | | | | | | | | |
| | | MSC(INDIA - MED)ZIM(ZIE) <i>INMUN-INHZR-LKCMC-TRMER-TRTEK-ITGIT-TRSKK</i> | | | | | | | | | X | |
| | | CMA(MEGEM)COSCO(GEM)HPL(GEM)OOCL(EM3) <i>QAHMD-SADMM-SAJUB-AEJEA-SAJED-EGPSD-TRMER-GRPIR-TRIZT-TRIST-TRALI-TRSKK</i> | | | | X | | | | | | |
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In the July 2020, we summarized the blank sailings in July & August last year.

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

| Trade | 2020 Data | | 2021Data | |
|--------------|-----------|-------------|-----------|-------------|
| Asia to TPWC | 11 | 15.9% | 60 | 61.9% |
| Asia to TPEC | 11 | 15.9% | 11 | 11.3% |
| Asia to NEU | 22 | 31.9% | 11 | 11.3% |
| Asia to MED | 25 | 36.2% | 15 | 15.5% |
| Total | 69 | 100% | 97 | 100% |

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

| Consortium | 2020 Data | | 2021Data | |
|--------------|-----------|-------------|-----------|-------------|
| THE | 26 | 37.7% | 33 | 34.0% |
| OCEAN | 8 | 11.6% | 14 | 14.4% |
| 2M | 22 | 31.9% | 19 | 19.6% |
| OTHER | 13 | 18.8% | 31 | 32.0% |
| Total | 69 | 100% | 97 | 100% |

There are 28 more blank sailings in July & August 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 North Europe and 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 | 2021-05-21Data for May&June | | | | | 2021-06-17Data for June&July | | | | | 2021-05-30Data for July&August | | | | |
|----------|-----------------------------|-----|--------|------|--------|------------------------------|-----|--------|------|--------|--------------------------------|-----|--------|------|--------|
| | Extra | Add | Cancel | Skip | Change | Extra | Add | Cancel | Skip | Change | Extra | Add | Cancel | Skip | Change |
| Shanghai | +12 | +3 | -61 | -24 | -70 | +14 | +4 | -45 | -12 | -39 | +10 | 0 | -67 | -21 | -78 |
| Ningbo | +7 | +4 | -47 | -15 | -51 | +8 | +2 | -36 | -10 | -36 | +9 | +2 | -45 | -14 | -48 |
| Shenzhen | +7 | +4 | -61 | -19 | -69 | +12 | +27 | -45 | -132 | -138 | +7 | +3 | -66 | -31 | -87 |
| Qingdao | +1 | +3 | -20 | -13 | -29 | +5 | +2 | -19 | -10 | -22 | +1 | +6 | -23 | -9 | -25 |

Shanghai has the most blank sailings, and also the most extra loaders; Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, almost has the same blank sailings as Shanghai, and has the most omitted calls. The good news is – Yantian is almost back to normal.

There are 4 extra sailings from THE & OCEAN alliance as below.

| WK | Trade | Alliance | ServiceCodes | Route | Vessel&Voyage |
|----|-------|----------|---|---|---------------------------|
| 27 | MED | OCEAN | CMA(NEWMEX2S)COSCO(AEM1)OOCL(WM1)EMC(MD2) | CNTAO-CNSHA-CNNGB-TWKHH-HKHKG-CNYTN-SGSIN-GRPIR-ITSPE-ITGOA-FRLEH-ESVAL | THALASSA DOXA/0011-035W |
| 27 | NEU | THE | HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4) | CNSHA-CNNSA-CNYTN-SGSIN-DEWIL-NLRTM | PUERTO LIMON EXPRESS/001W |
| 29 | TPW | OCEAN | CMA(TWPKS)COSCO(CPNW)OOCL(PNW4)EMC(PE2) | CNNGB-CNSHA-CAPRR | XIN CHONG QING/133N |
| 31 | NEU | THE | HPL(FE4)ONE(FE4)YML(FE4)HMM(FE4) | CNYTN-CNSHA-SGSIN-ESVAL-DEWIL | TORRENTE/2115W |

There are ten non-consortium's extra sailings, most of them are TPW trade.

| WK | Trade | Carrier | ServiceCodes | Route | Vessel&Voyage |
|----|-------|---------|--------------|---|------------------------------|
| 27 | TPW | Matson | CLX+ | CNSHA-USLGB | MAHIMAH/466E |
| 27 | TPW | ONE | EXW | VNVUT-CNNGB-USLGB | NYK ISABEL/100E |
| 28 | NEU | ONE | EES | CNNGB-CNSHA-CNYTN-NLRTM-DEHAM | ALS VENUS/2114W |
| 28 | TPW | CMA | CMAExtraPSW | VNHPH-CNXMN-CNFQG-USLAX | CMA CGM TOPAZ/0WF01E1MA |
| 28 | NEU | CUL | AEX | CNSHA-CNNGB-CNXMN-CNNSA-CNYTN-NLRTM-DEHAM-BEANT | REN JIAN 25/2127W |
| 29 | TPW | ONE | EXW | CNNGB-CNTAO-CNTXG-CAVAN | NASIA/166E |
| 29 | TPW | HMM | HMMExtraPSW | KRPUS-USLGB-USTIW | HYUNDAI JAKARTA/112E |
| 30 | TPW | CMA | CMAExtraPSW | CNSHK-CNNGB-CNSHA-USLAX | CMA CGM TARPON/0TXTME1MA |
| 31 | MED | EMC | EMCExtraMED | TWKHH-CNSHA-CNNGB-CNYTN-GRPIR | EVER OCEAN/0012-004W |
| 32 | TPE | CMA | PEX3 | CNYTN-CNNGB-CNSHA-USHOU-USMOB | CMA CGM BLUE WHALE/0PGUME1MA |

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 4608 scheduled callings and 4060 actual

callings. Total 548 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 78 for Shanghai, 48 for Ningbo, 25 for Qingdao, 18 for Xiamen, 87 for Shenzhen, 24 for Hong Kong, 14 for Taiwan, 120 for Southeast Asia, and 56 for Korea.

| Port | Plan Calling | Actual Calling | Ratio | Variance |
|-----------------|--------------|----------------|------------|-------------|
| Shanghai | 603 | 525 | 87% | -78 |
| Ningbo | 500 | 452 | 90% | -48 |
| Lianyungang | 9 | 5 | 56% | -4 |
| Qingdao | 189 | 164 | 87% | -25 |
| Tianjin | 63 | 58 | 92% | -5 |
| Dalian | 27 | 26 | 96% | -1 |
| Xiamen | 206 | 188 | 91% | -18 |
| Fuqing | 18 | 11 | 61% | -7 |
| Shenzhen | 614 | 527 | 86% | -87 |
| Nansha | 90 | 81 | 90% | -9 |
| Hongkong | 180 | 156 | 87% | -24 |
| TaiwanPorts | 215 | 201 | 93% | -14 |
| S.E.AsiaPorts | 670 | 550 | 82% | -120 |
| KoreaPorts | 360 | 304 | 84% | -56 |
| JapanPorts | 99 | 82 | 83% | -17 |
| IndiaOceanPorts | 459 | 433 | 94% | -26 |
| MEastAsiaPorts | 306 | 297 | 97% | -9 |
| Total | 4608 | 4060 | 88% | -548 |

■ **Trades**

Asia to TPWC trade has more reduced callings than other trades, and Asia to TPEC has less reduced callings than other trades. Actual callings on origin ports on TPWC have decreased by 261, 75 for TPEC, 116 for North Europe, and 96 for Mediterranean. TPWC trade also has the most decreased capacity if we compare actual capacity with plan capacity. But if we compare 2021 plan capacity with 2020 plan capacity in week 27- 35, TPWC capacity has the most increased capacity from 2809412 Teus to 3517142 Teus, while NEU and MED have decreased capacity.

| Trade | Origin Plan Calling | Origin Actual Calling | Ratio | Variance | Plan Capacity | Actual Capacity | Ratio | Variance |
|--------------|---------------------|-----------------------|------------|-------------|-----------------|-----------------|------------|----------------|
| Asia to TPWC | 1582 | 1321 | 84% | -261 | 3517142 | 3024886 | 86% | -492256 |
| Asia to TPEC | 1037 | 962 | 93% | -75 | 2229900 | 2124472 | 95% | -105428 |
| Asia to NEU | 1107 | 991 | 90% | -116 | 3145941 | 2996717 | 95% | -149224 |
| Asia to MED | 882 | 786 | 89% | -96 | 1777258 | 1599447 | 90% | -177811 |
| Total | 4608 | 4060 | 88% | -548 | 10670241 | 9745522 | 91% | -924719 |

■ **Consortiums & trades**

- ✧ THE consortium has the most reduced callings (-178) especially on TPWC trades. Calling ratio is down from 88% in last month to 83%.
- ✧ 2M consortium has 162 reduced callings. Calling ratio is down from 86% in last month to 84%.
- ✧ OCEAN consortium has 122 reduced callings, and the calling ratio is kept at 91%.

| Consortium | Trade | Origin | Origin | Ratio | Variance | Plan | Actual | Ratio | Variance |
|--------------------|-------|-------------|-------------|------------|-------------|-----------------|----------------|------------|----------------|
| | | Plan | Actual | | | Capacity | Capacity | | |
| 2M | TPW | 216 | 171 | 79% | -45 | 617356 | 508300 | 82% | -109056 |
| 2M | TPE | 279 | 258 | 92% | -21 | 599218 | 570241 | 95% | -28977 |
| 2M | NEU | 315 | 252 | 80% | -63 | 937604 | 903174 | 96% | -34430 |
| 2M | MED | 189 | 156 | 83% | -33 | 512662 | 433252 | 85% | -79410 |
| 2M Total | | 999 | 837 | 84% | -162 | 2666840 | 2414967 | 91% | -251873 |
| OCEAN | TPW | 468 | 408 | 87% | -60 | 1135869 | 1067584 | 94% | -68285 |
| OCEAN | TPE | 288 | 280 | 97% | -8 | 677235 | 672975 | 99% | -4260 |
| OCEAN | NEU | 369 | 350 | 95% | -19 | 1159229 | 1159229 | 100% | 0 |
| OCEAN | MED | 225 | 190 | 84% | -35 | 398022 | 354487 | 89% | -43535 |
| OCEAN Total | | 1350 | 1228 | 91% | -122 | 3370355 | 3254275 | 97% | -116080 |
| THE | TPW | 423 | 327 | 77% | -96 | 898956 | 721565 | 80% | -177391 |
| THE | TPE | 216 | 194 | 90% | -22 | 503282 | 473692 | 94% | -29590 |
| THE | NEU | 225 | 189 | 84% | -36 | 730054 | 614536 | 84% | -115518 |
| THE | MED | 171 | 147 | 86% | -24 | 384059 | 342907 | 89% | -41152 |
| THE Total | | 1035 | 857 | 83% | -178 | 2516351 | 2152700 | 86% | -363651 |
| OTHER | TPW | 475 | 415 | 87% | -60 | 864961 | 727437 | 84% | -137524 |
| OTHER | TPE | 254 | 230 | 91% | -24 | 450165 | 407564 | 91% | -42601 |
| OTHER | NEU | 198 | 200 | 101% | 2 | 319054 | 319778 | 100% | 724 |
| OTHER | MED | 297 | 293 | 99% | -4 | 482515 | 468801 | 97% | -13714 |
| OTHER 汇总 | | 1224 | 1138 | 93% | -86 | 2116695 | 1923580 | 91% | -193115 |
| 总计 | | 4608 | 4060 | 88% | -548 | 10670241 | 9745522 | 91% | -924719 |

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

■ Ports & trades

Details are in below table.

| Port | Trade | Plan Calling | Actual Calling | Ratio | Variance |
|-------------|-------|--------------|----------------|-------|----------|
| Shanghai | TPW | 265 | 224 | 85% | -41 |
| Shanghai | TPE | 122 | 115 | 94% | -7 |
| Shanghai | NEU | 126 | 109 | 87% | -17 |
| Shanghai | MED | 90 | 77 | 86% | -13 |
| Ningbo | TPW | 189 | 171 | 90% | -18 |
| Ningbo | TPE | 95 | 89 | 94% | -6 |
| Ningbo | NEU | 126 | 114 | 90% | -12 |
| Ningbo | MED | 90 | 78 | 87% | -12 |
| Lianyungang | TPE | 9 | 5 | 56% | -4 |
| Qingdao | TPW | 63 | 54 | 86% | -9 |
| Qingdao | TPE | 45 | 40 | 89% | -5 |
| Qingdao | NEU | 45 | 41 | 91% | -4 |
| Qingdao | MED | 36 | 29 | 81% | -7 |
| Tianjin | TPW | 9 | 8 | 89% | -1 |
| Tianjin | TPE | | | | |
| Tianjin | NEU | 45 | 42 | 93% | -3 |
| Tianjin | MED | 9 | 8 | 89% | -1 |
| Dalian | NEU | 18 | 18 | 100% | 0 |
| Dalian | MED | 9 | 8 | 89% | -1 |
| Xiamen | TPW | 90 | 78 | 87% | -12 |
| Xiamen | TPE | 62 | 60 | 97% | -2 |
| Xiamen | NEU | 36 | 36 | 100% | 0 |
| Xiamen | MED | 18 | 14 | 78% | -4 |
| Fuqing | TPW | 18 | 11 | 61% | -7 |
| Shenzhen | TPW | 273 | 222 | 81% | -51 |
| Shenzhen | TPE | 134 | 119 | 89% | -15 |
| Shenzhen | NEU | 117 | 110 | 94% | -7 |
| Shenzhen | MED | 90 | 76 | 84% | -14 |
| Nansha | TPW | 36 | 31 | 86% | -5 |
| Nansha | TPE | 9 | 8 | 89% | -1 |
| Nansha | NEU | 27 | 26 | 96% | -1 |
| Nansha | MED | 18 | 16 | 89% | -2 |
| Hongkong | TPW | 81 | 71 | 88% | -10 |
| Hongkong | TPE | 63 | 53 | 84% | -10 |
| Hongkong | NEU | 27 | 23 | 85% | -4 |
| Hongkong | MED | 9 | 9 | 100% | 0 |

| Port | Trade | Plan Calling | Actual Calling | Ratio | Variance |
|-----------------|-------|--------------|----------------|------------|-------------|
| TaiwanPorts | TPW | 126 | 120 | 95% | -6 |
| TaiwanPorts | TPE | 44 | 40 | 91% | -4 |
| TaiwanPorts | NEU | 27 | 25 | 93% | -2 |
| TaiwanPorts | MED | 18 | 16 | 89% | -2 |
| S.E.AsiaPorts | TPW | 225 | 162 | 72% | -63 |
| S.E.AsiaPorts | TPE | 175 | 158 | 90% | -17 |
| S.E.AsiaPorts | NEU | 180 | 152 | 84% | -28 |
| S.E.AsiaPorts | MED | 90 | 78 | 87% | -12 |
| KoreaPorts | TPW | 126 | 103 | 82% | -23 |
| KoreaPorts | TPE | 99 | 96 | 97% | -3 |
| KoreaPorts | NEU | 54 | 40 | 74% | -14 |
| KoreaPorts | MED | 81 | 65 | 80% | -16 |
| JapanPorts | TPW | 54 | 51 | 94% | -3 |
| JapanPorts | TPE | | | | |
| JapanPorts | NEU | 45 | 31 | 69% | -14 |
| JapanPorts | MED | | | | |
| IndiaOceanPorts | TPW | 27 | 15 | 56% | -12 |
| IndiaOceanPorts | TPE | 135 | 134 | 99% | -1 |
| IndiaOceanPorts | NEU | 171 | 161 | 94% | -10 |
| IndiaOceanPorts | MED | 126 | 123 | 98% | -3 |
| MEastAsiaPorts | TPW | | | | |
| MEastAsiaPorts | TPE | 45 | 45 | 100% | 0 |
| MEastAsiaPorts | NEU | 63 | 63 | 100% | 0 |
| MEastAsiaPorts | MED | 198 | 189 | 95% | -9 |
| Total | | 4608 | 4060 | 88% | -548 |