

Origin Port Callings on TP/AE trade

Data up to August 17, 2021 shows that, in August & September (The first port ETA in week 32~40, nine weeks), port calling on China main ports (Shanghai / Ningbo / Shenzhen / Qingdao) are affected by blank sailings, extra loaders, and added or omitted calls on existing sailings.

Below table summarizes these four ports' irregular callings in the past three months.

Port	2021-06-17 Data for Jun & Jul					2021-07-16 Data for Jul & Aug					2021-08-17 Data for Aug & Sep				
	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change
Shanghai	+14	+4	-45	-12	-39	+10	0	-67	-21	-78	+10	+3	-54	-18	-59
Ningbo	+8	+2	-36	-10	-36	+9	+2	-45	-14	-48	+5	+1	-40	-12	-46
Shenzhen	+12	+27	-45	-132	-138	+7	+3	-66	-31	-87	+9	+1	-55	-19	-64
Qingdao	+5	+2	-19	-10	-22	+1	+6	-23	-9	-25	+3	+6	-20	-20	-31

Compared to the data of July & August summarized on July 16, 2021, the situation of Shanghai/Ningbo/Shenzhen is getting better.

- Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has many omitted ports of calling and many blank sailings, but it also has many extra loaders. This port is fully back to normal since June's shutdown.
- Shanghai's situation is a little bit better Shenzhen.
- Ningbo is affected by Meishan terminal's closure, but overall situation is still good. Only 5 out of 12 omitted calls is due to Meishan issue.

- Qingdao has the most omitted callings.

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 trades within nine weeks. Overall, there are 4621 scheduled callings and 4075 actual callings. Total 546 callings are reduced, and calling ratio is 88%.

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

- Ports

Almost every origin port has reduced callings, specifically 59 for Shanghai, 46 for Ningbo, 31 for Qingdao, 16 for Xiamen, 64 for Shenzhen, 28 for Hong Kong, 15 for Taiwan, 131 for Southeast Asia, and 33 for Korea.

Compared to the data of July & August summarized on July 16, 2021, the ratio of port callings is improved in Shanghai and Shenzhen (Shanghai's calling ratio is up from 87% to 90%, Shenzhen's calling ratio is up from 86% to 90%). But the calling ratio of Qingdao and Southeast Asia is decreased.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	612	553	90%	-59
Ningbo	513	467	91%	-46
Lianyungang	9	6	67%	-3
Qingdao	189	158	84%	-31
Tianjin	63	57	90%	-6
Dalian	27	25	93%	-2
Xiamen	207	191	92%	-16
Fuqing	18	14	78%	-4
Shenzhen	621	557	90%	-64
Nansha	90	80	89%	-10
Hongkong	180	152	84%	-28
TaiwanPorts	216	201	93%	-15
S.E.AsiaPorts	684	553	81%	-131
KoreaPorts	360	327	91%	-33
JapanPorts	99	73	74%	-26
IndiaOceanPorts	450	390	87%	-60
MEastAsiaPorts	283	271	96%	-12
Total	4621	4075	88%	-546

■ 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 216, 85 for TPEC, 153 for North Europe, and 92 for Mediterranean. TPWC trade also has the most decreased capacity if we compare actual capacity with plan capacity, but TPWC's capacity has increased if we compare it with capacity in July & August.

Trade	Plan Calling	Actual Calling	Ratio	Variance	Plan Capacity	Actual Capacity	Ratio	Variance
Asia to TPWC	1611	1395	87%	-216	3629549	3221274	89%	-408275
Asia to TPEC	1053	968	92%	-85	2259158	2136236	95%	-122922
Asia to NEU	1134	981	87%	-153	3201697	3013988	94%	-187709
Asia to MED	823	731	89%	-92	1715521	1558062	91%	-157459
Total	4621	4075	88%	-546	10805925	9929560	92%	-876365

■ Alliances & trades

- ◇ THE alliance has the most reduced callings (-210) especially on TPWC trades.
Calling ratio is down from 83% in last month to 80%.
- ◇ 2M alliance has 138 reduced callings. Calling ratio is up from 84% in last month to 86%.
- ◇ OCEAN alliance has 129 reduced callings, and the calling ratio is down from 91% in last month to 90%.

The reduced capacity for 2M and Ocean alliance is mostly on TPWC and MED trades.

Reduced capacity for THE alliance is mostly on TPWC and NEU trades.

Consortium	Trade	Plan Calling	Actual Calling	Ratio	Variance	Plan Capacity	Actual Capacity	Ratio	Variance
2M	TPW	216	180	83%	-36	592235	493788	83%	-98447
2M	TPE	279	255	91%	-24	600826	553514	92%	-47312
2M	NEU	315	261	83%	-54	933730	915640	98%	-18090
2M	MED	189	165	87%	-24	508578	444484	87%	-64094
2M Total		999	861	86%	-138	2635369	2407426	91%	-227943
OCEAN	TPW	423	383	91%	-40	1063369	988621	93%	-74748
OCEAN	TPE	288	273	95%	-15	676956	676956	100%	0
OCEAN	NEU	369	334	91%	-35	1161937	1147318	99%	-14619
OCEAN	MED	225	186	83%	-39	396335	359522	91%	-36813
OCEAN Total		1305	1176	90%	-129	3298597	3172417	96%	-126180
THE	TPW	423	308	73%	-115	908550	729286	80%	-179264
THE	TPE	216	183	85%	-33	502859	449519	89%	-53340
THE	NEU	225	183	81%	-42	729250	607124	83%	-122126
THE	MED	171	151	88%	-20	382984	339301	89%	-43683
THE Total		1035	825	80%	-210	2523643	2125230	84%	-398413
OTHER	TPW	549	524	95%	-25	1065395	1009579	95%	-55816
OTHER	TPE	270	257	95%	-13	478517	456247	95%	-22270
OTHER	NEU	225	203	90%	-22	376780	343906	91%	-32874
OTHER	MED	238	229	96%	-9	427624	414755	97%	-12869
OTHER 汇总		1282	1213	95%	-69	2348316	2224487	95%	-123829
总计		4621	4075	88%	-546	10805925	9929560	92%	-876365

■ Ports & trades

Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	270	244	90%	-26
Shanghai	TPE	126	119	94%	-7
Shanghai	NEU	126	113	90%	-13
Shanghai	MED	90	77	86%	-13
Ningbo	TPW	198	179	90%	-19
Ningbo	TPE	99	92	93%	-7
Ningbo	NEU	126	118	94%	-8
Ningbo	MED	90	78	87%	-12
Lianyungang	TPE	9	6	67%	-3
Qingdao	TPW	63	56	89%	-7
Qingdao	TPE	45	35	78%	-10
Qingdao	NEU	45	40	89%	-5
Qingdao	MED	36	27	75%	-9
Tianjin	TPW	9	8	89%	-1
Tianjin	TPE				
Tianjin	NEU	45	40	89%	-5
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	16	89%	-2
Dalian	MED	9	9	100%	0
Xiamen	TPW	90	82	91%	-8
Xiamen	TPE	63	61	97%	-2
Xiamen	NEU	36	33	92%	-3
Xiamen	MED	18	15	83%	-3
Fuqing	TPW	18	14	78%	-4
Shenzhen	TPW	279	241	86%	-38
Shenzhen	TPE	135	127	94%	-8
Shenzhen	NEU	117	109	93%	-8
Shenzhen	MED	90	80	89%	-10
Nansha	TPW	36	30	83%	-6
Nansha	TPE	9	8	89%	-1
Nansha	NEU	27	27	100%	0
Nansha	MED	18	15	83%	-3
Hongkong	TPW	81	76	94%	-5
Hongkong	TPE	63	50	79%	-13
Hongkong	NEU	27	20	74%	-7
Hongkong	MED	9	6	67%	-3

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
TaiwanPorts	TPW	126	123	98%	-3
TaiwanPorts	TPE	45	41	91%	-4
TaiwanPorts	NEU	27	26	96%	-1
TaiwanPorts	MED	18	11	61%	-7
S.E.AsiaPorts	TPW	234	163	70%	-71
S.E.AsiaPorts	TPE	180	158	88%	-22
S.E.AsiaPorts	NEU	180	151	84%	-29
S.E.AsiaPorts	MED	90	81	90%	-9
KoreaPorts	TPW	126	122	97%	-4
KoreaPorts	TPE	99	95	96%	-4
KoreaPorts	NEU	54	42	78%	-12
KoreaPorts	MED	81	68	84%	-13
JapanPorts	TPW	54	45	83%	-9
JapanPorts	TPE				
JapanPorts	NEU	45	28	62%	-17
JapanPorts	MED				
IndiaOceanPorts	TPW	27	12	44%	-15
IndiaOceanPorts	TPE	135	131	97%	-4
IndiaOceanPorts	NEU	198	159	80%	-39
IndiaOceanPorts	MED	90	88	98%	-2
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	45	100%	0
MEastAsiaPorts	NEU	63	59	94%	-4
MEastAsiaPorts	MED	175	167	95%	-8
Total		4621	4075	88%	-546