

## Origin Port Callings on TP/AE Trade

Data up to September 24, 2021 shows that, in September & October (The first port ETA in week 36~44, 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	2021-07-16 Data for Jul & Aug					2021-08-17 Data for Aug & Sep					2021-09-24 Data for Sep & Oct				
	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change	Extra	Add	Blank	Omit	Total Change
Shanghai	+10	0	-67	-21	<b>-78</b>	+10	+3	-54	-18	<b>-59</b>	+19	+1	-100	-36	<b>-116</b>
Ningbo	+9	+2	-45	-14	<b>-48</b>	+5	+1	-40	-12	<b>-46</b>	+13	+2	-82	-28	<b>-95</b>
Shenzhen	+7	+3	-66	-31	<b>-87</b>	+9	+1	-55	-19	<b>-64</b>	+25	+3	-105	-39	<b>-116</b>
Qingdao	+1	+6	-23	-9	<b>-25</b>	+3	+6	-20	-20	<b>-31</b>	+7	+7	-32	-14	<b>-32</b>

Compared to the data of August & September summarized on August 17, 2021, the situation of Shanghai/Ningbo/Shenzhen is getting worse.

- Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the most omitted ports of calling and blank sailings, but it also has the most extra loaders and a few added ports of calling.
- Shanghai has a little bit less omitted ports of calling, blank sailings, and extra loaders than Shenzhen, but total change is the same as Shenzhen.

- Ningbo's omitted ports of calling and blank sailings are better than Shenzhen and Shanghai. And it also has some added ports of calling and extra loaders.
- Qingdao has more omitted ports of calling and also more extra loaders, therefore, total change remains similar to last month.

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 4653 scheduled callings and 3854 actual callings. Total 799 callings are reduced, and calling ratio is 83%.

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

#### ■ Ports

Almost every origin port has reduced callings, specifically 116 for Shanghai, 95 for Ningbo, 32 for Qingdao, 24 for Xiamen, 116 for Shenzhen, 51 for Hong Kong, 19 for Taiwan, 176 for Southeast Asia, and 57 for Korea.

Compared to the data of July & August summarized on August 17, 2021, the ratio of port callings are decreased in Shanghai\Shenzhen\Ningbo (Shanghai's calling ratio is down from 90% to 81%, Ningbo's calling ratio is down from 91% to 81%, Shenzhen's calling ratio is down from 90% to 82%).

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	614	498	81%	-116
Ningbo	513	418	81%	-95
Lianyungang	9	4	44%	-5
Qingdao	189	157	83%	-32
Tianjin	63	53	84%	-10
Dalian	27	25	93%	-2
Xiamen	207	183	88%	-24
Fuqing	18	10	56%	-8
Shenzhen	629	513	82%	-116
Nansha	90	80	89%	-10
Hongkong	180	129	72%	-51
TaiwanPorts	216	197	91%	-19
S.E.AsiaPorts	719	543	76%	-176
KoreaPorts	360	303	84%	-57
JapanPorts	99	76	77%	-23
IndiaOceanPorts	441	392	89%	-49
MEastAsiaPorts	279	273	98%	-6
<b>Total</b>	<b>4653</b>	<b>3854</b>	<b>83%</b>	<b>-799</b>

## ■ Trades

Asia to TPWC trade has more reduced callings than other trades, and Asia to Mediterranean has less reduced callings than other trades. Actual callings on origin ports on TPWC have decreased by 289, 166 for TPEC, 214 for North Europe, and 130 for Mediterranean. TPWC trade also has the most decreased capacity if we compare actual capacity with plan capacity.

Trade	Origin	Origin	Ratio	Variance	Plan	Actual	Ratio	Variance
	Plan	Actual			Capacity	Capacity		
Calling	Calling	Calling	Capacity	Capacity	Ratio	Variance	Capacity	Variance
Asia to TPWC	1656	1367	83%	-289	3742710	3154037	84%	-588673
Asia to TPEC	1053	887	84%	-166	2262927	2002083	88%	-260844
Asia to NEU	1125	911	81%	-214	3221214	2840921	88%	-380293
Asia to MED	819	689	84%	-130	1722889	1551242	90%	-171647
<b>Total</b>	<b>4653</b>	<b>3854</b>	<b>83%</b>	<b>-799</b>	<b>10949740</b>	<b>9548283</b>	<b>87%</b>	<b>-1401457</b>

■ Alliances & trades

- ✧ OCEAN alliance has the most reduced callings (-310) especially on TPWC trades.  
Calling ratio is down from 90% in last month to 77%.
- ✧ THE alliance has 282 reduced callings. Calling ratio is down from 80% in last month to 73%.
- ✧ 2M alliance has 165 reduced callings, and the calling ratio is down from 86% in last month to 83%.

If we compare actual capacity with plan capacity, the reduced capacity for OCEAN is mostly on MED trade, for 2M is mostly on TPWC trade. THE alliance has much reduced capacity on TPWC 、 NEU and MED trades, and only TPEC is better at 85%.

Consortium	Trade	Origin	Origin	Ratio	Variance	Plan	Actual	Ratio	Variance
		Plan	Actual			Capacity	Capacity		
2M	TPW	216	181	84%	-35	592672	464555	78%	-128117
2M	TPE	279	247	89%	-32	594058	540507	91%	-53551
2M	NEU	315	237	75%	-78	929810	826591	89%	-103219
2M	MED	189	169	89%	-20	516069	496766	96%	-19303
<b>2M Total</b>		999	834	83%	-165	2632609	2328419	88%	-304190
OCEAN	TPW	477	357	75%	-120	1155330	986338	85%	-168992
OCEAN	TPE	288	234	81%	-54	687883	607940	88%	-79943
OCEAN	NEU	369	302	82%	-67	1182333	1099638	93%	-82695
OCEAN	MED	225	156	69%	-69	404063	330997	82%	-73066
<b>OCEAN Total</b>		1359	1049	77%	-310	3429609	3024913	88%	-404696
THE	TPW	423	295	70%	-128	909254	667734	73%	-241520
THE	TPE	216	172	80%	-44	502717	429530	85%	-73187
THE	NEU	225	162	72%	-63	728551	539434	74%	-189117
THE	MED	171	124	73%	-47	381483	297560	78%	-83923
<b>THE Total</b>		1035	753	73%	-282	2522005	1934258	77%	-587747
OTHER	TPW	540	534	99%	-6	1085454	1035410	95%	-50044
OTHER	TPE	270	234	87%	-36	478269	424106	89%	-54163
OTHER	NEU	216	210	97%	-6	380520	375258	99%	-5262
OTHER	MED	234	240	103%	6	421274	425919	101%	4645
<b>OTHER Total</b>		1260	1218	97%	-42	2365517	2260693	96%	-104824
<b>Total</b>		<b>4653</b>	<b>3854</b>	<b>83%</b>	<b>-799</b>	<b>10949740</b>	<b>9548283</b>	<b>87%</b>	<b>-1401457</b>

■ Ports & trades

Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	272	232	85%	-40
Shanghai	TPE	126	97	77%	-29
Shanghai	NEU	126	101	80%	-25
Shanghai	MED	90	68	76%	-22
Ningbo	TPW	198	160	81%	-38
Ningbo	TPE	99	76	77%	-23
Ningbo	NEU	126	111	88%	-15
Ningbo	MED	90	71	79%	-19
Lianyungang	TPE	9	4	44%	-5
Qingdao	TPW	63	60	95%	-3
Qingdao	TPE	45	35	78%	-10
Qingdao	NEU	45	37	82%	-8
Qingdao	MED	36	25	69%	-11
Tianjin	TPW	9	8	89%	-1
Tianjin	TPE				
Tianjin	NEU	45	36	80%	-9
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	16	89%	-2
Dalian	MED	9	9	100%	0
Xiamen	TPW	90	80	89%	-10
Xiamen	TPE	63	59	94%	-4
Xiamen	NEU	36	31	86%	-5
Xiamen	MED	18	13	72%	-5
Fuqing	TPW	18	10	56%	-8
Shenzhen	TPW	287	226	79%	-61
Shenzhen	TPE	135	121	90%	-14
Shenzhen	NEU	117	91	78%	-26
Shenzhen	MED	90	75	83%	-15
Nansha	TPW	36	36	100%	0
Nansha	TPE	9	8	89%	-1
Nansha	NEU	27	23	85%	-4
Nansha	MED	18	13	72%	-5
Hongkong	TPW	81	67	83%	-14
Hongkong	TPE	63	41	65%	-22
Hongkong	NEU	27	19	70%	-8
Hongkong	MED	9	2	22%	-7

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
TaiwanPorts	TPW	126	119	94%	-7
TaiwanPorts	TPE	45	41	91%	-4
TaiwanPorts	NEU	27	23	85%	-4
TaiwanPorts	MED	18	14	78%	-4
S.E.AsiaPorts	TPW	269	181	67%	-88
S.E.AsiaPorts	TPE	180	144	80%	-36
S.E.AsiaPorts	NEU	180	139	77%	-41
S.E.AsiaPorts	MED	90	79	88%	-11
KoreaPorts	TPW	126	122	97%	-4
KoreaPorts	TPE	99	86	87%	-13
KoreaPorts	NEU	54	39	72%	-15
KoreaPorts	MED	81	56	69%	-25
JapanPorts	TPW	54	48	89%	-6
JapanPorts	TPE				
JapanPorts	NEU	45	28	62%	-17
JapanPorts	MED				
IndiaOceanPorts	TPW	27	18	67%	-9
IndiaOceanPorts	TPE	135	130	96%	-5
IndiaOceanPorts	NEU	189	154	81%	-35
IndiaOceanPorts	MED	90	90	100%	0
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	45	100%	0
MEastAsiaPorts	NEU	63	63	100%	0
MEastAsiaPorts	MED	171	165	96%	-6
<b>Total</b>		<b>4653</b>	<b>3854</b>	<b>83%</b>	<b>-799</b>