

Origin Port Callings on TP/AE Trade

Considering cancelled sailings, extra loaders, added or omitted ports, we measure market capacity distribution by calculating Asia origin ports' calling times within nine weeks on TP&AE trades. Data up to January 25, 2022 shows that, January & February vessels (the first port arrival date in week 1~9) have 4722 scheduled callings and 3595 actual callings. Total 1127 callings are reduced, and calling ratio is down from 79% in last month to 76%.

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

■ Ports

Almost every origin port has reduced callings, specifically 155 for Shanghai, 143 for Ningbo, 41 for Qingdao, 47 for Xiamen, 147 for Shenzhen, 66 for Hong Kong, 39 for Taiwan, 212 for Southeast Asia, and 88 for Korea.

Compared to December & January's statistics on December 31, 2021,

- Shanghai's plan callings are reduced from 617 to 612 and Shenzhen's plan callings are reduced from 617 to 612 due to service termination on OOCL(PCC3)COSCO(AAC3). Ningbo and Qingdao has no change on plan callings.
- Ningbo's actual callings are reduced from 440 to 388, Shanghai's actual callings are reduced from 494 to 457, Shenzhen's actual callings are reduced from 481 to 465, and Qingdao's actual callings are reduced from 177 to 175.
- In term of calling ratio, Ningbo has the biggest decrease from 83% to 73%, Shanghai is down from 80% to 75%, Shenzhen is down from 78% to 76%, and Qingdao is down from 82% to 81%.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	612	457	75%	-155
Ningbo	531	388	73%	-143
Lianyungang	9	4	44%	-5
Qingdao	216	175	81%	-41
Tianjin	63	42	67%	-21
Dalian	27	23	85%	-4
Xiamen	207	160	77%	-47
Fuqing	9	11	122%	2
Shenzhen	612	465	76%	-147
Nansha	90	70	78%	-20
Hongkong	180	114	63%	-66
TaiwanPorts	225	186	83%	-39
S.E.AsiaPorts	729	517	71%	-212
KoreaPorts	369	281	76%	-88
JapanPorts	90	50	56%	-40
IndiaOceanPorts	474	393	83%	-81
MEastAsiaPorts	279	259	93%	-20
Total	4722	3595	76%	-1127

Below table summarizes China four major ports' irregular callings in the past three months' statistics. Cancelled sailings for Shanghai, Ningbo, Qingdao and Shenzhen are increased.

- Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the most cancelled sailings and omitted callings, but it also has the most extra loaders and added calls.
- Shanghai has a little bit less cancelled sailings and omitted callings than Shenzhen, and it has a lot of extra loaders and some added callings.
- Ningbo has more cancelled sailings and omitted callings than last month, and some extra loaders and added callings. It recovered quickly after its Beilun terminals were impacted by COVID-19 issues in early January.

Port	2021-11-17 Data for Nov & Dec					2021-12-30 Data for Dec & Jan					2022-1-25 Data for Jan & Feb				
	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change
Shanghai	+15	+2	-110	-26	-119	+21	+4	-111	-37	-123	20	2	-150	-27	-155
Ningbo	+9	+5	-90	-15	-91	+17	+5	-93	-20	-91	13	2	-133	-25	-143
Shenzhen	+8	+2	-131	-32	-153	+24	+11	-138	-33	-136	23	13	-155	-28	-147
Qingdao	+6	+7	-26	-13	-26	+13	+6	-39	-19	-39	13	8	-50	-12	-41

■ Trades

Asia to TPWC trade has more reduced callings than other trades as always due to its congestion issue. This time, Asia to NEU trade also has many reduced calls which are attributed to more cancelled sailings. Asia to NEU trade seems to enter a typical slack season.

Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
Asia to TPWC	1683	1138	68%	-545
Asia to TPEC	1131	975	86%	-156
Asia to NEU	1089	813	75%	-276
Asia to MED	819	669	82%	-150
Total	4722	3595	76%	-1127

■ Alliances & trades

OCEAN alliance has the most reduced callings (-379) but its calling ratio is not the worst. Calling ratio is down from 79% in last month to 72%.

THE alliance has 369 reduced callings, and its calling ratio is maintained at 64%.

2M alliance has 231 reduced callings, and the calling ratio is down from 82% in last month to 76%.

Consortium	Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
2M	TPW	216	158	73%	-58
2M	TPE	279	246	88%	-33
2M	NEU	279	177	63%	-102
2M	MED	189	151	80%	-38
2M Total		963	732	76%	-231
OCEAN	TPW	468	286	61%	-182
OCEAN	TPE	288	216	75%	-72
OCEAN	NEU	369	296	80%	-73
OCEAN	MED	225	173	77%	-52
OCEAN Total		1350	971	72%	-379
THE	TPW	423	203	48%	-220
THE	TPE	216	177	82%	-39
THE	NEU	225	161	72%	-64
THE	MED	171	125	73%	-46
THE Total		1035	666	64%	-369
OTHER	TPW	576	491	85%	-85
OTHER	TPE	348	336	97%	-12
OTHER	NEU	216	179	83%	-37
OTHER	MED	234	220	94%	-14
OTHER Total		1374	1226	89%	-148
Total		4722	3595	76%	-1127

- Ports & trades Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	270	194	72%	-76
Shanghai	TPE	135	108	80%	-27
Shanghai	NEU	117	88	75%	-29
Shanghai	MED	90	67	74%	-23
Ningbo	TPW	198	129	65%	-69
Ningbo	TPE	117	96	82%	-21
Ningbo	NEU	126	95	75%	-31
Ningbo	MED	90	68	76%	-22
Lianyungang	TPW		1		1
Lianyungang	TPE	9	3	33%	-6
Qingdao	TPW	90	73	81%	-17
Qingdao	TPE	45	41	91%	-4
Qingdao	NEU	45	36	80%	-9
Qingdao	MED	36	25	69%	-11
Tianjin	TPW	9	4	44%	-5
Tianjin	TPE	0	1		1
Tianjin	NEU	45	29	64%	-16
Tianjin	MED	9	8	89%	-1
Dalian	NEU	18	15	83%	-3
Dalian	MED	9	8	89%	-1
Xiamen	TPW	90	64	71%	-26
Xiamen	TPE	63	54	86%	-9
Xiamen	NEU	36	28	78%	-8
Xiamen	MED	18	14	78%	-4
Fuqing	TPW	9	9	100%	0
Fuqing	TPE		2		2
Shenzhen	TPW	270	183	68%	-87
Shenzhen	TPE	135	118	87%	-17
Shenzhen	NEU	117	88	75%	-29
Shenzhen	MED	90	76	84%	-14
Nansha	TPW	36	28	78%	-8
Nansha	TPE	9	7	78%	-2
Nansha	NEU	27	20	74%	-7
Nansha	MED	18	15	83%	-3
Hongkong	TPW	81	56	69%	-25
Hongkong	TPE	63	39	62%	-24
Hongkong	NEU	27	19	70%	-8
Hongkong	MED	9	0	0%	-9

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
TaiwanPorts	TPW	135	107	79%	-28
TaiwanPorts	TPE	45	43	96%	-2
TaiwanPorts	NEU	27	25	93%	-2
TaiwanPorts	MED	18	11	61%	-7
S.E.AsiaPorts	TPW	279	140	50%	-139
S.E.AsiaPorts	TPE	189	169	89%	-20
S.E.AsiaPorts	NEU	171	131	77%	-40
S.E.AsiaPorts	MED	90	77	86%	-13
KoreaPorts	TPW	135	109	81%	-26
KoreaPorts	TPE	99	90	91%	-9
KoreaPorts	NEU	54	25	46%	-29
KoreaPorts	MED	81	57	70%	-24
JapanPorts	TPW	54	26	48%	-28
JapanPorts	TPE				
JapanPorts	NEU	36	24	67%	-12
JapanPorts	MED				
IndiaOceanPorts	TPW	27	15	56%	-12
IndiaOceanPorts	TPE	177	160	90%	-17
IndiaOceanPorts	NEU	180	134	74%	-46
IndiaOceanPorts	MED	90	84	93%	-6
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	44	98%	-1
MEastAsiaPorts	NEU	63	56	89%	-7
MEastAsiaPorts	MED	171	159	93%	-12
Total		4722	3595	76%	-1127