

Origin Port Callings on TP/AE Trade

Considering cancelled sailings, extra loaders, added or omitted ports, we measure market capacity distribution on TP&AE trades by calculating Asia origin ports' calling times within nine weeks. Data up to March 25, 2022 shows that, March & April vessels (the first port arrival date in week 10~18) have 4853 scheduled callings and 3894 actual callings. Total 959 callings are reduced, but calling ratio is up from 79% in last month to 80%.

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

■ Ports

Almost every origin port has reduced callings, specifically 127 for Shanghai, 104 for Ningbo, 42 for Qingdao, 45 for Xiamen, 144 for Shenzhen, 55 for Hong Kong, 53 for Taiwan, 163 for Southeast Asia, and 85 for Korea.

Compared to February & March's statistics on February 28, 2022,

- ✓ Plan callings are increased. Shanghai's plan callings are increased from 614 to 621, Ningbo's plan callings are increased from 533 to 540, Qingdao's plan callings are increased from 221 to 228, and Shenzhen's plan callings are increased from 621 to 640.
- ✓ Actual callings in Shanghai / Ningbo / Shenzhen are increased. Shanghai's actual callings are increased from 470 to 494, Ningbo's actual callings are increased from 409 to 436, Shenzhen's actual callings are increased from 480 to 496, and Qingdao's actual callings are maintained at 186.
- ✓ In terms of calling ratio, Shanghai is increased from 77% to 80%, Ningbo is increased from 77% to 81%, Shenzhen is increased from 77% to 78% , and Qingdao is decreased from 84% to 82%.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	621	494	80%	-127
Ningbo	540	436	81%	-104
Lianyungang	9	2	22%	-7
Qingdao	228	186	82%	-42
Tianjin	63	53	84%	-10
Dalian	27	27	100%	0
Xiamen	207	162	78%	-45
Fuqing	9	7	78%	-2
Shenzhen	640	496	78%	-144
Nansha	90	78	87%	-12
Hongkong	180	125	69%	-55
TaiwanPorts	234	181	77%	-53
S.E.AsiaPorts	760	597	79%	-163
KoreaPorts	372	287	77%	-85
JapanPorts	90	78	87%	-12
IndiaOceanPorts	504	423	84%	-81
MEastAsiaPorts	279	262	94%	-17
Total	4853	3894	80%	-959

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

- ✓ Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the most cancelled sailings and omitted callings, but it also has the most added callings and the second most extra loaders.
- ✓ Shanghai has the second most cancelled sailings and omitted callings, and it has the most extra loaders and some added callings.
- ✓ Ningbo has less cancelled sailings and omitted callings than last month, and has lots of extra loaders and added callings.

Port	2022-1-25 Data for Jan & Feb					2022-2-28 Data for Feb & Mar					2022-3-25 Data for Mar & Apr				
	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change
Shanghai	+20	+2	-150	-27	-155	+16	+4	-141	-23	-144	+19	+3	-128	-21	-127
Ningbo	+13	+2	-133	-25	-143	+9	+5	-116	-22	-124	+10	+10	-108	-16	-104
Shenzhen	+23	+13	-155	-28	-147	+14	+15	-136	-34	-141	+14	+13	-135	-36	-144
Qingdao	+13	+8	-50	-12	-41	+12	+13	-52	-8	-35	+12	+10	-49	-15	-42

■ Trades

Asia to TPWC trade has more reduced callings (-431) than other trades as always due to its congestion issue.

Compared to February & March's statistics on February 28, 2022,

- ✓ Asia to TPWC and NEU trades have the same plan callings as last month. Actual callings on Asia to TPWC trade are increased from 1231 to 1252 and calling ratio is increased from 73% to 74%. Actual callings on Asia to NEU trade are increased from 844 to 907 and calling ratio is increased from 78% to 83%.
- ✓ Asia to TPEC and MED trades have more plan callings than last month. Actual callings on Asia to TPEC trade are increased from 988 to 1004, to MED increased from 695 to 731. But calling ratio to TPEC is reduced from 84% to 82% due to plan callings increased a lot.

Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
Asia to TPWC	1683	1252	74%	-431
Asia to TPEC	1217	1004	82%	-213
Asia to NEU	1089	907	83%	-182
Asia to MED	864	731	85%	-133
Total	4853	3894	80%	-959

■ Alliances & trades

- ✓ THE alliance has the most reduced callings (-301), but its calling ratio is up from 68% to 71%.
- ✓ OCEAN alliance has 299 reduced callings, and its calling ratio is up from 75% in last month to 78%.
- ✓ 2M alliance has 196 reduced callings, and the calling ratio is down from 83% in last month to 80%.

Consortium	Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
2M	TPW	216	109	50%	-107
2M	TPE	279	239	86%	-40
2M	NEU	279	243	87%	-36
2M	MED	189	176	93%	-13
2M Total		963	767	80%	-196
OCEAN	TPW	468	340	73%	-128
OCEAN	TPE	288	232	81%	-56
OCEAN	NEU	369	320	87%	-49
OCEAN	MED	225	159	71%	-66
OCEAN Total		1350	1051	78%	-299
THE	TPW	423	278	66%	-145
THE	TPE	216	154	71%	-62
THE	NEU	225	177	79%	-48
THE	MED	171	125	73%	-46
THE Total		1035	734	71%	-301
OTHER	TPW	576	525	91%	-51
OTHER	TPE	434	379	87%	-55
OTHER	NEU	216	167	77%	-49
OTHER	MED	279	271	97%	-8
OTHER Total		1505	1342	89%	-163
Total		4853	3894	80%	-959

■ Ports & trades Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	270	201	74%	-69
Shanghai	TPE	141	118	84%	-23
Shanghai	NEU	117	101	86%	-16
Shanghai	MED	93	74	80%	-19
Ningbo	TPW	198	145	73%	-53
Ningbo	TPE	123	101	82%	-22
Ningbo	NEU	126	115	91%	-11
Ningbo	MED	93	75	81%	-18
Lianyungang	TPW				
Lianyungang	TPE	9	2	22%	-7
Qingdao	TPW	90	81	90%	-9
Qingdao	TPE	54	31	57%	-23
Qingdao	NEU	45	42	93%	-3
Qingdao	MED	39	32	82%	-7
Tianjin	TPW	9	8	89%	-1
Tianjin	TPE				
Tianjin	NEU	45	36	80%	-9
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	17	94%	-1
Dalian	MED	9	10	111%	1
Xiamen	TPW	90	62	69%	-28
Xiamen	TPE	63	53	84%	-10
Xiamen	NEU	36	32	89%	-4
Xiamen	MED	18	15	83%	-3
Fuqing	TPW	9	7	78%	-2
Fuqing	TPE				
Shenzhen	TPW	270	181	67%	-89
Shenzhen	TPE	160	134	84%	-26
Shenzhen	NEU	117	101	86%	-16
Shenzhen	MED	93	80	86%	-13
Nansha	TPW	36	28	78%	-8
Nansha	TPE	9	8	89%	-1
Nansha	NEU	27	25	93%	-2
Nansha	MED	18	17	94%	-1
Hongkong	TPW	81	68	84%	-13
Hongkong	TPE	63	39	62%	-24
Hongkong	NEU	27	18	67%	-9
Hongkong	MED	9	0	0%	-9

TaiwanPorts	TPW	135	108	80%	-27
TaiwanPorts	TPE	54	42	78%	-12
TaiwanPorts	NEU	27	22	81%	-5
TaiwanPorts	MED	18	9	50%	-9
S.E.AsiaPorts	TPW	279	190	68%	-89
S.E.AsiaPorts	TPE	217	180	83%	-37
S.E.AsiaPorts	NEU	171	146	85%	-25
S.E.AsiaPorts	MED	93	81	87%	-12
KoreaPorts	TPW	135	110	81%	-25
KoreaPorts	TPE	99	85	86%	-14
KoreaPorts	NEU	54	31	57%	-23
KoreaPorts	MED	84	61	73%	-23
JapanPorts	TPW	54	42	78%	-12
JapanPorts	TPE				
JapanPorts	NEU	36	36	100%	0
JapanPorts	MED				
IndiaOceanPorts	TPW	27	21	78%	-6
IndiaOceanPorts	TPE	180	165	92%	-15
IndiaOceanPorts	NEU	180	130	72%	-50
IndiaOceanPorts	MED	117	107	91%	-10
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	46	102%	1
MEastAsiaPorts	NEU	63	55	87%	-8
MEastAsiaPorts	MED	171	161	94%	-10
Total		4853	3894	80%	-959