

## 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 May 5, 2022 shows that, April & May vessels (the first port arrival date in week 14~22) have 4932 scheduled callings and 3912 actual callings. Total 1020 callings are reduced, and calling ratio is down from 80% in last month to 79%.

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

### ■ Ports

Almost every origin port has reduced callings, specifically 143 for Shanghai, 91 for Ningbo, 45 for Qingdao, 39 for Xiamen, 157 for Shenzhen, 58 for Hong Kong, 49 for Taiwan, 150 for Southeast Asia, and 108 for Korea.

Compared to March & April's statistics on March 25, 2022,

- ✓ Plan callings are increased. Shanghai's plan callings are increased from 621 to 624, Ningbo's plan callings are increased from 540 to 550, Qingdao's plan callings are increased from 228 to 233 and Shenzhen's plan callings are increased from 640 to 666.
- ✓ Actual callings in Ningbo/Shenzhen/Qingdao are increased. Ningbo's actual callings are increased from 436 to 459, Shenzhen's actual callings are increased from 496 to 509, Qingdao's actual callings are increased from 186 to 188. Shanghai's actual callings are decreased from 494 to 481.
- ✓ In term of calling ratio, Ningbo is increased from 81% to 83% while Shanghai is decreased from 80% to 77%, Shenzhen is decreased from 78% to 76% , and Qingdao is decreased from 82% to 81%.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	624	481	77%	-143
Ningbo	550	459	83%	-91
Lianyungang	9	3	33%	-6
Qingdao	233	188	81%	-45
Tianjin	63	51	81%	-12
Dalian	27	27	100%	0
Xiamen	207	168	81%	-39
Fuqing	9	9	100%	0
Shenzhen	666	509	76%	-157
Nansha	90	69	77%	-21
Hongkong	180	122	68%	-58
TaiwanPorts	233	184	79%	-49
S.E.AsiaPorts	762	612	80%	-150
KoreaPorts	397	289	73%	-108
JapanPorts	99	68	69%	-31
IndiaOceanPorts	504	416	83%	-88
MEastAsiaPorts	279	257	92%	-22
<b>Total</b>	<b>4932</b>	<b>3912</b>	<b>79%</b>	<b>-1020</b>

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

- ✓ Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the most cancelled sailings and omitted callings, but it also has lots of extra loaders and some added callings.
- ✓ Shanghai has the second most cancelled sailings and omitted callings, and it has many extra loaders and some added callings as well. The Covid-19 lockdown didn't cause many skipped calls, but cargo volume is more impacted by productions and domestic trucking.
- ✓ Ningbo has some cancelled sailings and omitted callings, but it has the most extra loaders and added callings due to some Shanghai cargo diverted to Ningbo.

Port	2022-2-28 Data for Feb & Mar					2022-3-25 Data for Mar & Apr					2022-5-5 Data for Apr & May				
	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change
Shanghai	+16	+4	-141	-23	-144	+19	+3	-128	-21	-127	+16	+4	-143	-20	-143
Ningbo	+9	+5	-116	-22	-124	+10	+10	-108	-16	-104	+19	+15	-112	-13	-91
Shenzhen	+14	+15	-136	-34	-141	+14	+13	-135	-36	-144	+17	+7	-149	-32	-157
Qingdao	+12	+13	-52	-8	-35	+12	+10	-49	-15	-42	+11	+10	-54	-12	-45

## ■ Trades

Asia to TPWC trade has more reduced callings (-455) than other trades as always due to its congestion issue.

Compared to March & April's statistics on March 25, 2022,

- ✓ Plan callings for all area are increased especially on TP Trade. Trade-wise, Plan sailings increased from 1683 to 1710 on TPWC, increased from 1217 to 1244 on TPEC, increased from 1089 to 1090 on NEU, and increased from 864 to 888 on MED.
- ✓ Actual callings for TP trade are increased especially on TPEC Trade. Trade-wise, actual sailings increased from 1252 to 1255 on TPWC, increased from 1004 to 1066 on TPEC, decreased from 907 to 860 on NEU, and no change on MED.

Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
Asia to TPWC	1710	1255	73%	-455
Asia to TPEC	1244	1066	86%	-178
Asia to NEU	1090	860	79%	-230
Asia to MED	888	731	82%	-157
<b>Total</b>	<b>4932</b>	<b>3912</b>	<b>79%</b>	<b>-1020</b>

## ■ Alliances & trades

- ✓ THE alliance has the most reduced callings (-311), and its calling ratio is down from 71% in last month to 70%.
- ✓ OCEAN alliance has 310 reduced callings, and its calling ratio is down from 78% in last month to 77%.

- ✓ 2M alliance has 218 reduced callings, and the calling ratio is down from 80% in last month to 77%.

Consortium	Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
2M	TPW	216	115	53%	-101
2M	TPE	279	244	87%	-35
2M	NEU	272	218	80%	-54
2M	MED	189	161	85%	-28
<b>2M Total</b>		956	738	77%	-218
OCEAN	TPW	468	350	75%	-118
OCEAN	TPE	300	258	86%	-42
OCEAN	NEU	369	292	79%	-77
OCEAN	MED	225	152	68%	-73
<b>OCEAN Total</b>		1362	1052	77%	-310
THE	TPW	423	285	67%	-138
THE	TPE	216	153	71%	-63
THE	NEU	225	160	71%	-65
THE	MED	171	126	74%	-45
<b>THE Total</b>		1035	724	70%	-311
OTHER	TPW	603	505	84%	-98
OTHER	TPE	449	411	92%	-38
OTHER	NEU	224	190	85%	-34
OTHER	MED	303	292	96%	-11
<b>OTHER Total</b>		1579	1398	89%	-181
<b>Total</b>		<b>4932</b>	<b>3912</b>	<b>79%</b>	<b>-1020</b>

- Ports & trades Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	270	189	70%	-81
Shanghai	TPE	147	128	87%	-19
Shanghai	NEU	110	92	84%	-18
Shanghai	MED	97	72	74%	-25
Ningbo	TPW	198	160	81%	-38
Ningbo	TPE	129	117	91%	-12
Ningbo	NEU	126	104	83%	-22
Ningbo	MED	97	78	80%	-19
Lianyungang	TPW				
Lianyungang	TPE	9	3	33%	-6
Qingdao	TPW	99	76	77%	-23
Qingdao	TPE	46	37	80%	-9
Qingdao	NEU	45	40	89%	-5
Qingdao	MED	43	35	81%	-8
Tianjin	TPW	9	8	89%	-1
Tianjin	TPE				
Tianjin	NEU	45	34	76%	-11
Tianjin	MED	9	9	100%	0
Dalian	NEU	18	17	94%	-1
Dalian	MED	9	10	111%	1
Xiamen	TPW	90	70	78%	-20
Xiamen	TPE	63	56	89%	-7
Xiamen	NEU	36	27	75%	-9
Xiamen	MED	18	15	83%	-3
Fuqing	TPW	9	9	100%	0
Fuqing	TPE				
Shenzhen	TPW	271	180	66%	-91
Shenzhen	TPE	173	148	86%	-25
Shenzhen	NEU	125	98	78%	-27
Shenzhen	MED	97	83	86%	-14
Nansha	TPW	36	27	75%	-9
Nansha	TPE	9	8	89%	-1
Nansha	NEU	27	20	74%	-7
Nansha	MED	18	14	78%	-4
Hongkong	TPW	81	65	80%	-16
Hongkong	TPE	63	36	57%	-27
Hongkong	NEU	27	20	74%	-7
Hongkong	MED	9	1	11%	-8

TaiwanPorts	TPW	134	110	82%	-24
TaiwanPorts	TPE	54	48	89%	-6
TaiwanPorts	NEU	27	16	59%	-11
TaiwanPorts	MED	18	10	56%	-8
S.E.AsiaPorts	TPW	270	189	70%	-81
S.E.AsiaPorts	TPE	224	192	86%	-32
S.E.AsiaPorts	NEU	171	147	86%	-24
S.E.AsiaPorts	MED	97	84	87%	-13
KoreaPorts	TPW	153	106	69%	-47
KoreaPorts	TPE	102	90	88%	-12
KoreaPorts	NEU	54	27	50%	-27
KoreaPorts	MED	88	66	75%	-22
JapanPorts	TPW	63	41	65%	-22
JapanPorts	TPE				
JapanPorts	NEU	36	27	75%	-9
JapanPorts	MED				
IndiaOceanPorts	TPW	27	25	93%	-2
IndiaOceanPorts	TPE	180	159	88%	-21
IndiaOceanPorts	NEU	180	133	74%	-47
IndiaOceanPorts	MED	117	99	85%	-18
MEastAsiaPorts	TPW				
MEastAsiaPorts	TPE	45	44	98%	-1
MEastAsiaPorts	NEU	63	58	92%	-5
MEastAsiaPorts	MED	171	155	91%	-16
<b>Total</b>		<b>4932</b>	<b>3912</b>	<b>79%</b>	<b>-1020</b>