

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 31, 2022 shows that, May & June vessels (the first port arrival date in week 18~26) have 4989 scheduled callings and 4096 actual callings. Total 893 callings are reduced, and calling ratio is up from 79% in last month to 82%.

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

■ Ports

Almost every origin port has reduced callings, specifically 124 for Shanghai, 75 for Ningbo, 40 for Qingdao, 17 for Tianjin, 26 for Xiamen, 139 for Shenzhen, 51 for Hong Kong, 34 for Taiwan, 125 for Southeast Asia, and 101 for Korea.

Compared to April & May's statistics on May 5, 2022,

- ✓ Plan callings are increased. Shanghai's plan callings are increased from 624 to 634, Ningbo's plan callings are increased from 550 to 562, Qingdao's plan callings are increased from 233 to 248 and Shenzhen's plan callings are increased from 666 to 679.
- ✓ Actual callings are increased. Shanghai's actual callings are increased from 481 to 510, Ningbo's actual callings are increased from 459 to 487, Qingdao's actual callings are increased from 188 to 208 and Shenzhen's actual callings are increased from 509 to 540.
- ✓ In term of calling ratio, Shanghai is increased from 77% to 80%, Ningbo is increased from 83% to 87%, Shenzhen is increased from 76% to 80% and Qingdao is increased from 81% to 84%.

Port	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	634	510	80%	-124
Ningbo	562	487	87%	-75
Lianyungang	9	5	56%	-4
Qingdao	248	208	84%	-40
Tianjin	63	46	73%	-17
Dalian	27	24	89%	-3
Xiamen	207	181	87%	-26
Fuqing	9	8	89%	-1
Shenzhen	679	540	80%	-139
Nansha	90	84	93%	-6
Hongkong	180	129	72%	-51
TaiwanPorts	225	191	85%	-34
S.E.AsiaPorts	765	640	84%	-125
KoreaPorts	409	308	75%	-101
JapanPorts	99	64	65%	-35
IndiaOceanPorts	504	412	82%	-92
MEastAsiaPorts	279	259	93%	-20
Total	4989	4096	82%	-893

Below table summarizes China four major ports' irregular callings in the past three months' statistics.

- ✓ Shenzhen, which includes Yantian, Shekou, and Da Chan Bay, has the most cancelled sailings and omitted callings, and it also has the most 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.
- ✓ Ningbo has many cancelled sailings and some omitted callings, but it has the most added callings due to some Shanghai cargo diverted to Ningbo.

Port	2022-3-25 Data for Mar & Apr					2022-5-5 Data for Apr & May					2022-5-31 Data for May & Jun				
	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change	Extra	Add	Cancelled	Omit	Total Change
Shanghai	+19	+3	-128	-21	-127	+16	+4	-143	-20	-143	+17	+6	-131	-16	-124
Ningbo	+10	+10	-108	-16	-104	+19	+15	-112	-13	-91	+20	+19	-105	-9	-75
Shenzhen	+14	+13	-135	-36	-144	+17	+7	-149	-32	-157	+23	+7	-141	-28	-139
Qingdao	+12	+10	-49	-15	-42	+11	+10	-54	-12	-45	+11	+7	-53	-5	-40

■ Trades

Asia to TPWC trade has more reduced callings (-332) than other trades as always due to its congestion issue.

Compared to April & May's statistics on May 5, 2022,

- ✓ Plan callings for all area are increased excepting on NEU Trade. Trade-wise, Plan sailings increased from 1710 to 1739 on TPWC, increased from 1244 to 1270 on TPEC, increased from 888 to 900 on MED, and decreased from 1090 to 1080 on NEU.
- ✓ Actual callings for TP trade are increased especially on TPWC Trade. Trade-wise, actual sailings increased from 1255 to 1407 on TPWC, increased from 1066 to 1113 on TPEC, decreased from 860 to 852 on NEU, and decreased from 731 to 724 on MED.

Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
Asia to TPWC	1739	1407	81%	-332
Asia to TPEC	1270	1113	88%	-157
Asia to NEU	1080	852	79%	-228
Asia to MED	900	724	80%	-176
Total	4989	4096	82%	-893

■ Alliances & trades

- ✓ THE alliance has the most reduced callings (-298), and its calling ratio is up from 70% in last month to 71%.
- ✓ OCEAN alliance has 267 reduced callings, and its calling ratio is up from 77% in

last month to 81%.

- ✓ 2M alliance has 212 reduced callings, and the calling ratio is up from 77% in last month to 78%.

Consortium	Trade	Origin Plan Calling	Origin Actual Calling	Ratio	Variance
2M	TPW	216	129	60%	-87
2M	TPE	279	248	89%	-31
2M	NEU	270	212	79%	-58
2M	MED	189	153	81%	-36
2M Total		954	742	78%	-212
OCEAN	TPW	486	374	77%	-112
OCEAN	TPE	316	291	92%	-25
OCEAN	NEU	360	294	82%	-66
OCEAN	MED	225	161	72%	-64
OCEAN Total		1387	1120	81%	-267
THE	TPW	423	310	73%	-113
THE	TPE	216	154	71%	-62
THE	NEU	225	148	66%	-77
THE	MED	171	125	73%	-46
THE Total		1035	737	71%	-298
OTHER	TPW	614	594	97%	-20
OTHER	TPE	459	420	92%	-39
OTHER	NEU	225	198	88%	-27
OTHER	MED	315	285	90%	-30
OTHER Total		1613	1497	93%	-116
Total		4989	4096	82%	-893

- Ports & trades Details are in below table.

Port	Trade	Plan Calling	Actual Calling	Ratio	Variance
Shanghai	TPW	276	213	77%	-63
Shanghai	TPE	151	133	88%	-18
Shanghai	NEU	108	96	89%	-12
Shanghai	MED	99	68	69%	-31
Ningbo	TPW	204	181	89%	-23
Ningbo	TPE	133	120	90%	-13
Ningbo	NEU	126	106	84%	-20
Ningbo	MED	99	80	81%	-19
Lianyungang	TPW	0	1		1
Lianyungang	TPE	9	4	44%	-5
Qingdao	TPW	104	91	88%	-13
Qingdao	TPE	54	43	80%	-11
Qingdao	NEU	45	38	84%	-7
Qingdao	MED	45	36	80%	-9
Tianjin	TPW	9	8	89%	-1
Tianjin	TPE				
Tianjin	NEU	45	30	67%	-15
Tianjin	MED	9	8	89%	-1
Dalian	NEU	18	17	94%	-1
Dalian	MED	9	7	78%	-2
Xiamen	TPW	90	78	87%	-12
Xiamen	TPE	63	60	95%	-3
Xiamen	NEU	36	29	81%	-7
Xiamen	MED	18	14	78%	-4
Fuqing	TPW	9	8	89%	-1
Fuqing	TPE				
Shenzhen	TPW	276	206	75%	-70
Shenzhen	TPE	178	154	87%	-24
Shenzhen	NEU	126	98	78%	-28
Shenzhen	MED	99	82	83%	-17
Nansha	TPW	36	40	111%	4
Nansha	TPE	9	9	100%	0
Nansha	NEU	27	20	74%	-7
Nansha	MED	18	15	83%	-3
Hongkong	TPW	81	73	90%	-8
Hongkong	TPE	63	38	60%	-25
Hongkong	NEU	27	18	67%	-9
Hongkong	MED	9	0	0%	-9

TaiwanPorts	TPW	135	113	84%	-22
TaiwanPorts	TPE	54	49	91%	-5
TaiwanPorts	NEU	18	17	94%	-1
TaiwanPorts	MED	18	12	67%	-6
S.E.AsiaPorts	TPW	270	207	77%	-63
S.E.AsiaPorts	TPE	225	204	91%	-21
S.E.AsiaPorts	NEU	171	143	84%	-28
S.E.AsiaPorts	MED	99	86	87%	-13
KoreaPorts	TPW	159	120	75%	-39
KoreaPorts	TPE	106	94	89%	-12
KoreaPorts	NEU	54	25	46%	-29
KoreaPorts	MED	90	69	77%	-21
JapanPorts	TPW	63	41	65%	-22
JapanPorts	TPE				
JapanPorts	NEU	36	23	64%	-13
JapanPorts	MED				
IndiaOceanPorts	TPW	27	26	96%	-1
IndiaOceanPorts	TPE	180	162	90%	-18
IndiaOceanPorts	NEU	180	132	73%	-48
IndiaOceanPorts	MED	117	92	79%	-25
MEastAsiaPorts	TPW	0	1		1
MEastAsiaPorts	TPE	45	43	96%	-2
MEastAsiaPorts	NEU	63	60	95%	-3
MEastAsiaPorts	MED	171	155	91%	-16
Total		4989	4096	82%	-893