

Port Export Updates

North China

Qingdao: Operating as normal, but ETD delay around 5-7days.

Tianjin: Normal operation, ETD delay 3-7days.

Central China

Shanghai: Normal operation, ETD delay 7-14days.

Ningbo: Normal operation, ETD delay 7-14days.

Chongqing: Normal operation, ETD delay 7-14days.

South China

Guangzhou: ETD delay around 3-7 days.

Hong Kong: ETD delay around 3-7 days.

Shenzhen: ETD delay around 3-5 days.

Xiamen: Normal operation, ETD delay 3-7days

India

India: Normal operation, ETD delay with 2 days approx. / Cochin to USA space is issue and space issue to NZ/AU also.

Japan & Korea

Japan: Normal operation, ETD delay 3-7days.

Korea: Operating as normal, but ETD delays 7-14days from the original schedule.

Taiwan

Taiwan: ETD delay around 3-10 days.

Southeast Asia

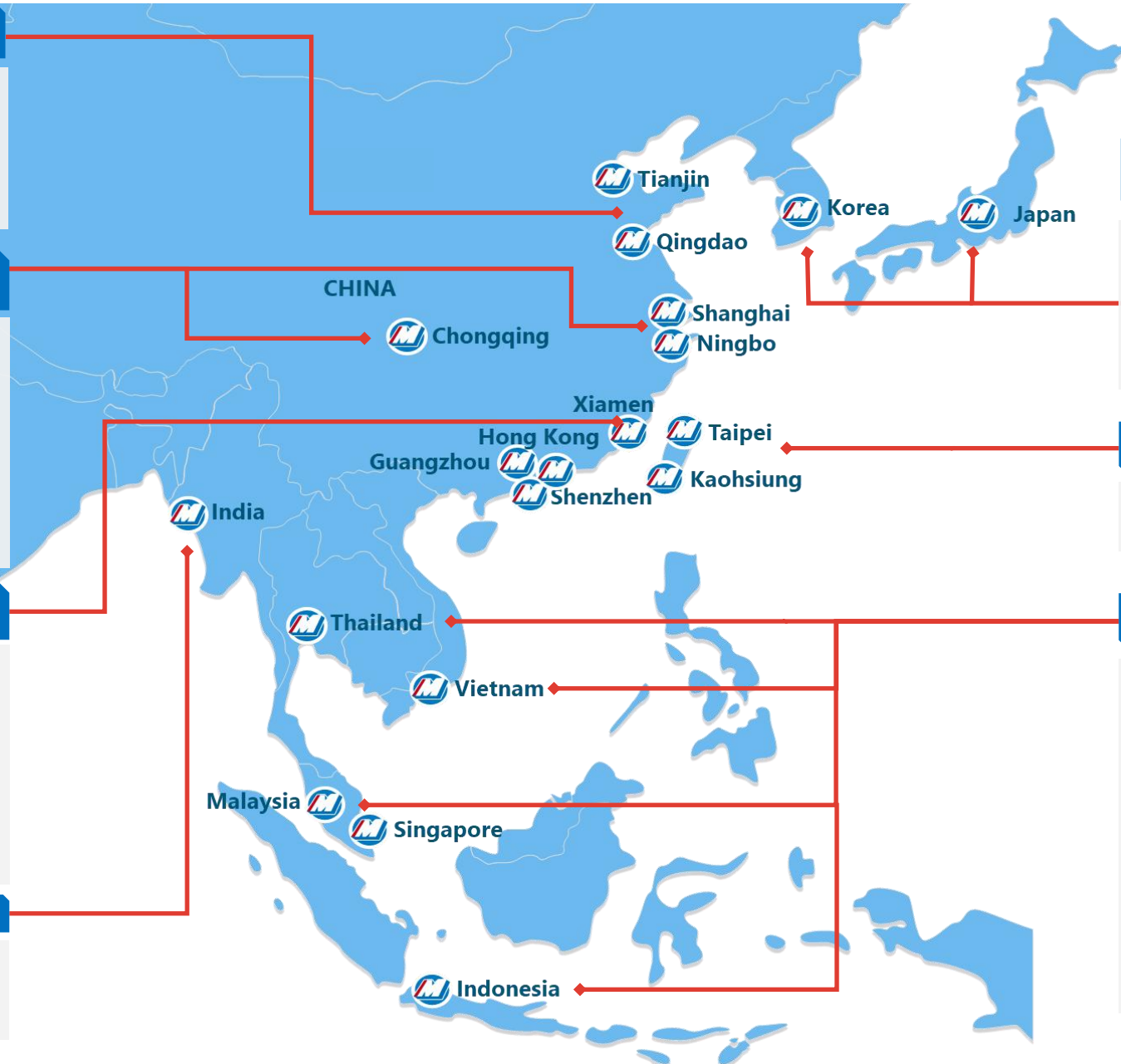
Thailand: ETD delay around 5-7 days

Vietnam: Normal operation.

Malaysia: Normal operation, the ETD heavy delay 5-10 days

Singapore: Vessel slightly delay due to vessel omit - 1 week

Indonesia: Normal operation, ETD Delay 1-2 Days.



Local Port Conditions



		Ocean Import	Ocean Export	Additional Remarks
	Korea	Operating as normal, but ETA delays 7-14days from the original schedule.	Operating as normal, but ETD delays 7-14days from the original schedule.	All the Korean terminals can only allow containers being dropped of 3 days prior to the vessel departure. CMA : lack of equipment. AU : delay 5-14days
	Japan	Normal operation, ETA delay 3-7days.	Normal operation, ETD delay 3-7days.	Vessel and saling schdule is sudden changed due to delay of previous delay. Cargo space is congested.
	Tianjin	Normal operation, ETA delay 3-7days.	Normal operation, ETD delay 3-7days.	Carriers always change vessel frequently, it will impact customer's operation and also may will raise some additional charges.
	Qingdao	Normal operation. ETA delay around 3-7days	Operating as normal, but ETD delay around 5-7days.	1. MSC's schedules to AU are unstable. For AUWC, they change vessels routing mostly. For AUEC, they may change direct vessel to transhipment vessel. 2. For CMA , It's better to book before 28days of ETD to EU/US and can't print EIR to EU/US sometimes, . 3. ANL is lack of NOR equipment.
	Shanghai	Normal operation, ETA delay 7-14days.	Normal operation, ETD delay 7-14days.	MSC's schedules to AU are unstable. delay situation also the most serious. CMA , It's better to book before 28days of ETD to EU/US and can't print EIR to EU/US sometimes, . ANL is lack of NOR equipment.
	Ningbo	Normal operation, ETA delay 7-14days.	Normal operation, ETD delay 7-14days.	Container equipment is very tight with all carriers; terminal is congested and sometimes containers cannot get into the terminal due to too full.
	Chongqing	Normal operation, ETA delay 7-14days.	Normal operation, ETD delay 7-14days.	Both space and container equipment are very tight with all carriers, espically CMA and ONE, terminal is congested, inland barge space is also
	Xiamen	Normal operation, ETA delay 3-7days.	Normal operation, ETD delay 3-7days.	No port congestion issue.CMA EIR have been all got, The port is not congestion, AU/NZ vessel have delayed 3-5 days, reason is AU port congestion caused vessel can't back late, sometimes have blank sailing, EU &US roughly delay 5 days.
	Shenzhen	Normal operation	ETD delay around 3-5 days.	No port congestion issue.CMA control EIR print sometime , most carriers lack of 20NOR and 40NOR.The port is not congestion, the schedule is unstable due to the shipping company. EU &US roughly delay 3 days. MSC is the seriously around 5 days. AU/NZ roughly delay 5 ~ 7 days, reason is AU port congestion caused vessel can't back late.
	Guangzhou	Normal operation	ETD delay around 3-5 days.	No port congestion issue. CMA control EIR print sometime , most carriers lack of 20NOR and 40NOR.The port is not congestion, the schedule is unstable due to the shipping company. EU &US roughly delay 3 days. MSC is the seriously around 5 days. AU/NZ roughly delay 5 ~ 7 days, reason is AU port congestion caused vessel can't back late.

Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Hong Kong	ETA delay around 3-5 days	ETD delay around 3-7 days.	
Taiwan	ETA usually delay around 3-7 days	ETD delay around 3-10 days.	Due to port congestion in Shanghai/Ningbo.
Vietnam	Normal operation	Normal operation.	the vessel delay 3-4 days, EQ normal
Thailand	ETA delay around 1 week	ETD delay around 5-7 days.	Bangkok Flooding Situation, Trucking and terminal access remain a concern in affected areas , We are starting to face an equipment shortage.
Malaysia	Normal operation, the ETA heavy delay more than one week	Normal operation, the ETD heavy delay 5-10 days.	Please note the latest update on the flooding situation in Thailand and its operational impact. In Bangkok, flooding is gradually improving in some areas, but eastern Bangkok and Lat Krabang continue to face road disruption and transport delays. Ocean freight: Trucking and terminal access remain a concern in affected areas. Our team is coordinating with customers and carriers on loading arrangements and alternative terminals where required. Please reconfirm cut-offs and delivery appointments.
Singapore	Vessel slightly delay due to vessel omit - 1 week	Vessel slightly delay due to vessel omit - 1 week.	
Indonesia	Normal operation , ETA Delay 1-2 days	Normal operation, ETD Delay 1-2 Days.	Case of Delay due to congestion is easing, ETA ETD delay is around 1-2 days. Space Australia still very tight. ANL have lot of rollover.
India	Normal Operations. Congestion At Ennore And Chennai Port Hence Container Movement Delay.	Normal operation, ETD delay with 2 days approx. / Cochin to USA space is issue and space issue to NZ/AU also.	CMA CGM empty container not available at yard hence delay in planning. Bookings are delayed. CMA CGM - vessel is delayed and roll over.

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Normal operation	Normal operation	
Japan	Normal operation	Normal operation	
Beijing	Normal operation	Normal operation	
Qingdao	Normal operation	Normal operation	
Shanghai	Normal operation	Operating as normal Air terminals & PVG warehouses	
Ningbo	Normal operation	Normal operation	
Chongqing	Normal operation	Normal operation	
Xiamen	Normal operation	Normal operation	
Shenzhen	Normal operation	Normal operation	
Guangzhou	Normal operation	Normal operation	
Hong Kong	Normal operation	Normal operation	
Taiwan	Normal operation	Normal operation	
Vietnam	Normal operation	Normal operation	
Thailand	TG Terminal Embargo for inbound cargo during 1-6Oct2026 for clear backlog due to lack of manpower from flooding. while BFS Terminal ,operations continue to experience congestion, primarily due to reduced manpower availability 25-30% and slower cargo collection from the marketplace as customers and transport providers are facing similar flooding-related challenges.	TG Terminal : TEMPORARY EMBARGO ON OUTBOUND CARGO period 1-6 October 2026 for all airlines that handle by TG terminal. BFS Terminal : Export operations remain stable and manageable, although processing times may be longer than normal during peak periods and waiting time truck for loading will be approximately at lease 6-48hrs.	Key operational impacts: • Air freight: Suvarnabhumi continues to experience flood-related ground-handling disruption. Cargo acceptance, loading/unloading and shipment release may be delayed. THAI Cargo has also announced (attached) a temporary embargo at Suvarnabhumi Airport from 00:01 on 1 October until 23:59 on 6 October 2026 for inbound, outbound and transshipment cargo, due to flooding-related manpower and terminal operational constraints. Exceptions apply to diplomatic documents, live animals, human remains and mail. • Customs: Government offices and Customs have resumed normal working days after the 28–29 Sep special holidays. for the area of Suvarnabhmi Airport and BKK Seaport , while other branch are closed. However, operational backlog remains, and clearance processing may still take longer than usual. • Our people and customers: Affected team members may work from home. Our teams continue to prioritize urgent shipments and communicate closely with customers, although response and service times may remain longer than usual.
Malaysia	Normal operation	Normal operation	
Singapore	Normal operation	Normal operation	
Indonesia	Normal operation	Normal operation	After effect of backlog on Krakatau eruption that halted the flight is easing, near back to normal. but expect space tightness around mid Oct and Rate climb nearing the end of year.
India	Normal operation	Space congestion from MAA airport, due to huge backlog	



**THANK YOU
MAINFREIGHT ASIA**

 www.mainfreight.com

