



ASIA MARKET UPDATES AIR & OCEAN

Air & Ocean, Warehousing, Transport



Port Export Updates

North China

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

Tianjin: Normal operation, but 3-5days delay of vessel departure.

Central China

Shanghai: Normal operation.

Ningbo: Normal operation.

Chongqing: Normal operation.

South China

Guangzhou: ETD delay around 3-7 days.

Hong Kong: ETD delay around 3-7 days.

Shenzhen: ETD delay around 3-7 days.

Xiamen: Normal operation.

India

India: Facing 20' GP equipment shortage with Cosco & CMA both 20' & 40' at Chennai. US bookings are not getting released due to space issues.

Japan & Korea

Japan: Normal operation , but 2-7days delay of vessel arrival.

Korea: Operating as normal, but ETD delays 7-10 days from the original schedule.

Taiwan

Taiwan: ETD delay around 3-7 days.

Southeast Asia

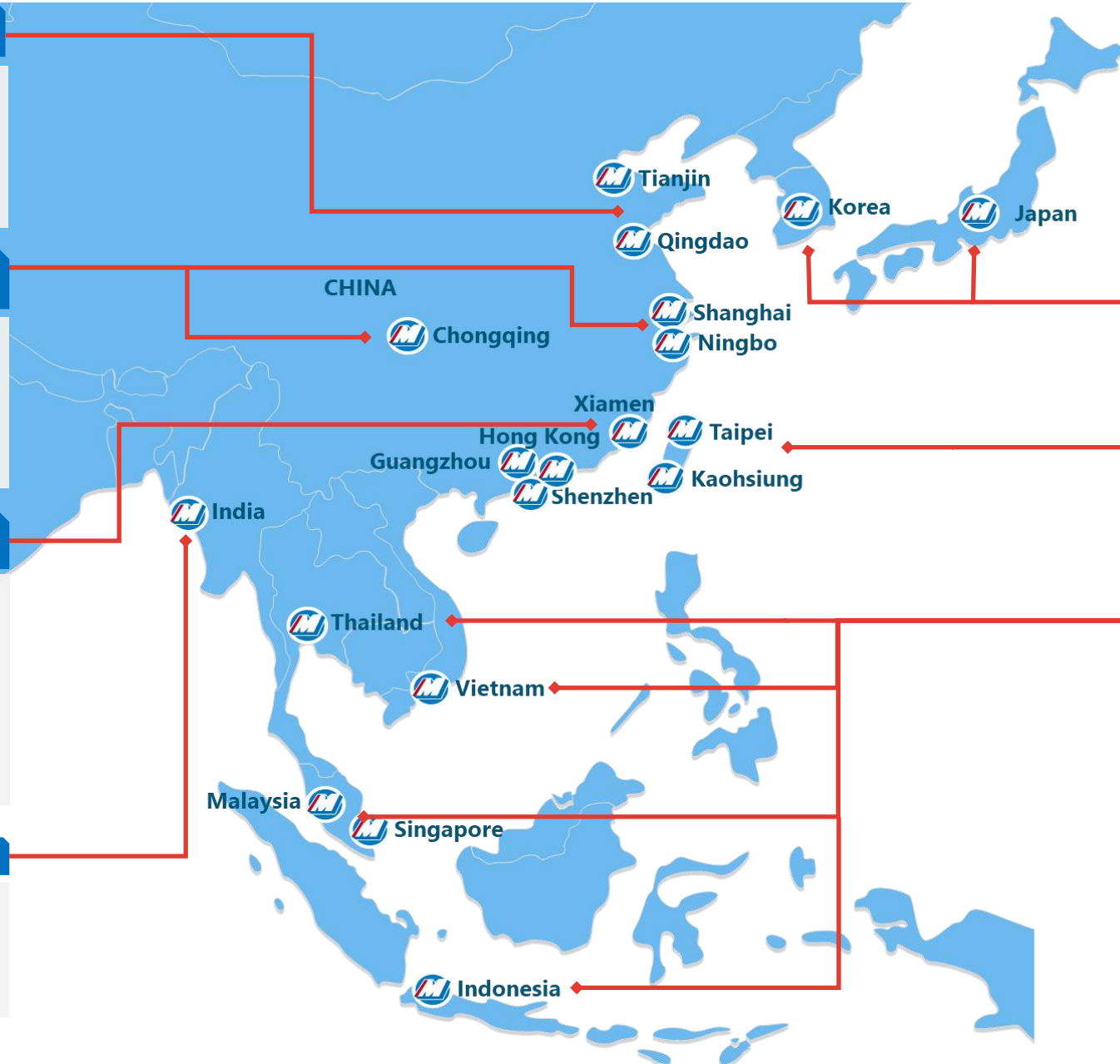
Malaysia: Normal operation.

Singapore: Normal operation, but 2-3 days delay of vessel arrival.

Thailand: Normal operation.

Vietnam: Normal operation.

Indonesia: Normal operation. Major ports across Indonesia show stable operational flow with minor delays, including Tanjung Priok (Jakarta) and Surabaya at 2 days, and Panjang and Palembang at 1 day.



Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Korea	Operating as normal, but ETA delays 7-10 days from the original schedule.	Operating as normal, but ETD delays 7-10 days 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 equipments No space for AU Trucking charge is increased from 1st AUG 2026.
Japan	Normal operation , but 2-7days delay of vessel arrival	Normal operation , but 2-7days delay of vessel arrival	Space is crowded to AU, US, CA
Tianjin	Normal operation , but 3-5days delay of vessel arrival	Normal operation , but 3-5days delay of vessel departure	
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 transshipment 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	Normal operation	Vessel have heavy delay around 10 days at least due to typhoon. still have seriously equipemnt issue with CMA
Ningbo	Normal operation	Normal operation	Vessels have the heavy delay around 5~7 days and many vessels omit NGB due to the typhoon affects. CMA container euquipment is very tight especially for EU.
Chongqing	Normal operation	Normal operation	Vessels have the heavy delay around 5~7 days and lack of available container in inland port due to the typhoon affects. CMA container euquipment is very tight especially for US.
Xiamen	Normal operation	Normal operation	Vessels have the sailing delay around 2-3 days and space to AU are getting better, sometimes we can get extra FAK space supporting to AU.
Shenzhen	Normal operation	ETD delay around 3-7 days.	1. Serious lack of equipment from CMA/MAERSK/OOCL 2. ANL is lack of NOR equipment. 3. MSC 's schedule to AU are unstable.
Guangzhou	Normal operation	ETD delay around 3-7 days.	1. Serious lack of equipment from CMA/MAERSK/OOCL 2. ANL is lack of NOR equipment. 3. MSC 's schedule to AU are unstable.

Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Hong Kong	ETA delay around 3-5 days	ETD delay around 3-7 days.	Blank sailing remains across major trades through mid-August;
Taiwan	ETA usually delay around 3-7 days.	ETD delay around 3-7 days.	Delay reason: Port congestion in Shanghai.
Vietnam	Operating as normal.	Operating as normal.	The vessel delays 4-5 days due to congestion issue in transit ports as well as VUT/HPH port.
Thailand	Normal operation	Normal operation	The vessel heavy delayed at POL/POD Thailand ports due to delayed from previous port. The space to AU, NZ,EU veru cretical tight for Thailand. We suggest toplace the booking more than 4 weeks.
Malaysia	Normal operation	Normal operation	
Singapore	Normal operation , but 2-3 days delay of vessel arrival	Normal operation , but 2-3 days delay of vessel arrival	Space to AUS are tight and rates is more than triple . ANL totally no space to support
Indonesia	Normal operation. Major ports across Indonesia show stable operational flow with minor delays, including Tanjung Priok (Jakarta) and Surabaya at 2 days, and Panjang and Palembang at 1 day. In contrast, Belawan stands out significantly with a 10-day delay, placing it in the highest congestion category (over 5 days delay).	Normal operation. Major ports across Indonesia show stable operational flow with minor delays, including Tanjung Priok (Jakarta) and Surabaya at 2 days, and Panjang and Palembang at 1 day. In contrast, Belawan stands out significantly with a 10-day delay, placing it in the highest congestion category (over 5 days delay).	Spaces to US, EU, Oceania are relatively tight, suggest at least two weeks booking in advance.
India	Operation as normal	facing 20' GP equipment shortage with Cosco & CMA both 20' & 40' at Chennai. US bookings are not getting released due to space issues.	

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Operation as normal	Operation as normal	backlog at ICN for SYD & MEL
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	Operating as normal for general cargo, DG cargo need to reconfirm. Key Airlines: CX, CV, NH, MF, SQ, BR, CI.
Shenzhen	Normal operation	Normal operation	
Guangzhou	Normal operation	Normal operation	
Hong Kong	Operation as normal	Operation as normal	
Taiwan	Normal operation	Normal operation	
Vietnam	Operating as normal.	Operating as normal.	
Thailand	Operate as normal for both airline terminal .	from 1 Aug 2026 All cargos must attached tagged HAWB from factory and cargo required tender to airline terminal under MAWB level instead of separate HAWB. For all consolidation, must tender to Mainfreight W/H and additional cost of transferring will be applied for all incoterm + additional customs clearance at airport.	
Malaysia	Operation as normal	Operation as normal	
Singapore	Operation as normal	Operation as normal	Area TC1 & TC2 experiencing high demand, space and rates subject to availability.
Indonesia	Operation as normal	Operation as normal	Terminal 2 and 3 operations remain fluid.
India	Operation as normal	Operation as normal	



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