



Asia Market Updates

As of Jul 2025



Port Export Updates

Central China

- Ningbo:** • ETD delay around 3-5 days.
- Shanghai:** • ETD delay around 3-5 days.
- Chongqing:** • Operating as normal.

South China

- Guangzhou:** • ETD delay around 3-5 days.
- Hong Kong:** • ETD delay around 4-6 days.
- Shenzhen:** • ETD delay around 3-5 days.
- Xiamen:** • Operating as normal.

India

- India:**
- 1>Due to monsoon season heavy traffic and vessel delays are frequent.
 - 2>ANL, COSCO-equipment shortage in Chennai.
 - 3>PIL shipping line: Australia sector bookings on hold temporarily due to space constraint on 2nd leg.
 - 4>Traffic at Nhava Sheva port which is delaying the port gate in.

Japan & Korea

- Japan:** • ETD delay around 2-5days
- Korea:** • Operating as normal, but ETD delays 3-5days from the original schedule.

North China

- Qingdao:** • ETD delay around 3-5 days.
- Tianjin:** • ETD delay around 3-5days.

Taiwan

- Taiwan:** • ETD delay around 3-5 days.

Southeast Asia

- Malaysia:** • Operating as normal.
- Singapore:** • Port congestions, expect delays 4 - 6 days.
- Thailand:** • Operating as normal, ETD delayed 5-7 days from original booked due to delay from previous port.
- Vietnam:** • Operating as normal.
- Indonesia:** • Operating as normal, ETD Delay around 1 day



Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Korea	Operating as normal, but ETA delays 3-5days from the original schedule.	Operating as normal, but ETD delays 3-5days from the original schedule.	All the Korean terminals can only allow containers being dropped of 3 days prior to the vessel departure.
Japan	ETA delay around 2-5days	ETD delay around 2-5days	no port congestion issue.
Tianjin	ETA delay around 3-5days	ETD delay around 3-5days	CMA and MSK lack of equipment seriously .
Qingdao	Operating as normal.	ETD delay around 3-5 days.	For export: No port congestion issue. NEUR: CMA FAL3 service blanksailings from WK27-29 so there will be trashipment to NEUR. And can't print EIR sometimes and CMA rollover containers mostly. MSC vessels are delay 5-7 days mostly. AU: MSC vessels are delay 5 ~ 7 days mostly, ONE/COSCO/ANL vessels schedule are stable.
Shanghai	Operating as normal.	ETD delay around 3-5 days.	CMA lack of equipment seriously .
Ningbo	Operating as normal.	ETD delay around 3-5 days.	Equipment also as normal
Chongqing	Operating as normal.	Operating as normal.	
Xiamen	Operating as normal.	Operating as normal.	1.No port congestion issue. 2.CMA control EIR print , MSC sailing to AU are unstable ,sometimes omit XMN. 3.Regared to TP lane ,space is available, we suggest to pre-book 3-4 weeks in advanced. 4,EU space get tight and suggest pre booking 4 week in advance. 5. terminal operate as normal 6.CFS warehouse operate as normal .
Shenzhen	Operating as normal.	ETD delay around 3-5 days.	No port congestion issues. 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	Operating as normal.	ETD delay around 3-5 days.	No port congestion issues. 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	Operating as normal.	ETD delay around 4-6 days.	Blank sailings are still ad-hoc, without consistent patterns or major service suspensions, equipment availability is sufficient with no immediate shortages reported.
Taiwan	ETA usually delay around 2-3 days.	ETD delay around 3-5 days.	No port congestion issue.
Vietnam	Operating as normal.	Operating as normal.	Vessel delays 3-4 days due to congestion issue in transit ports. Equipment also as normal.
Thailand	Operating as normal, ETA delayed from previous port and port congestion at Laem Chabang terminal depot, it will be delay 5-7 days after vessel arrived at LCH port	Operating as normal, ETD delayed 5-7 days from original booked due to delay from previous port	<ul style="list-style-type: none">• Require booking 4-6 weeks in advance to long haul service due to the space is constraint at this moment.• Vessel schedule changed, early berth & delay from original booked for all nominated carriers due to delay from previous ports & Blank sailing/Omitted for some feeder to Thailand• The equipment size 20GP, 40GP are shortage & waiting time for repair the equipment at depot, 40HQ still available subject to first come first serve.
Malaysia	Operating as normal.	Operating as normal.	no port congestion issue.
Singapore	Port congestions, expect delays 4 - 6 days	Port congestions, expect delays 4 - 6 days	Red Sea diversions due to Houthi attacks have diverted global vessel traffic via Singapore, resulting in increasing port load and strain.
Indonesia	Operating as normal, ETA Delay around 1 day	Operating as normal, ETD Delay around 1 day	<p>Jakarta, Semarang, and Surabaya Port has No issue for operational. But Belawan port have several roll and delays due using MSC/CMA due to congestion from previous port (usually delays in Port Klang). ETD CMA Belawan pushed to ETD + 3-4 Days from initial ETD.</p> <p>Space to USA informed to be open, no issue. However, US President Trump's new order on Imposed 32% Tariff for Indonesia Import to US, probably will have impact on this lane. Will keep update once available.</p>
India	Operational activities are normal.	1>Due to monsoon season heavy traffic and vessel delays are frequent 2>ANL, COSCO-equipment shortage in chennai 3>PIL shipping line: Australia sector bookings on hold temporarily due to space constraint on 2nd leg. 4>Traffic at Nhava Sheva port which is delaying the port gate in.	

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Operating as normal.	Operating as normal.	
Japan	Operating as normal.	Operating as normal.	
Beijing	Operating as normal.	Operating as normal.	
Qingdao	Operating as normal.	Operating as normal.	Space is tight recently export to NZ.
Shanghai	1. Operating as normal at air terminals & PVG bonded warehouses 2. Operating as normal for DG & Frozen & perishable goods shipment	Operating as normal Air terminals & PVG warehouses.	Operating as normal on LTL & FTL service.
Ningbo	Operating as normal.	Operating as normal.	
Chongqing	Operating as normal.	Operating as normal.	
Xiamen	Operating as normal.	Operating as normal.	Operating as normal for general cargo, DG cargo need to reconfirm. Key Airlines: CX, CV, NH, MF, SQ, BR, CI.
Shenzhen	Operating as normal.	Operating as normal.	
Guangzhou	Operating as normal.	Operating as normal.	
Hong Kong	Operating as normal.	Operating as normal.	
Taiwan	Operating as normal.	Operating as normal.	
Vietnam	Operating as normal.	SGN Operating as normal. Offload at HAN about 2-3 days.	Due to the cargo of market increase strong at the end of June.

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Thailand	BKK terminal rather slow for cargo breakdown and check-in process. It will be used for 7-9 hrs. upon flight arrival impact to more slowly for customs clearance process.	Overall demand and rates remain stable. Space to the US is slightly congested, but still manageable.	Thailand Export: Asia <ul style="list-style-type: none">• Overall demand and rates remain stable.• Capacity is sufficient to meet demand, with the exception of India routes - where space remains constrained due to ongoing aircraft rotation issues, equipment downgrades, Aircraft on Ground (AOG). Thailand Export: EU/US/LATAM/UAE <ul style="list-style-type: none">• Overall demand and rates remain stable.• Demand to the EU remains soft, with controllable both space ex. BKK and connecting from carrier hubs.• Space to the US is slightly congested, but still manageable and the rate is higher during tariff. Additional Remarks Export to Chennai Fully booked till 18 July, Terminal delayed loading 5-7 hrs as planned may it will get the off load., Hubs for shipment to EU Back lock will get the delayed 2-3 days.
Malaysia	Operating as normal.	Operating as normal.	
Singapore	Operating as normal.	Operating as normal.	Flights to EU/NA sector are tight but stable. Intra-Asia routes experiencing space and offloading issues. Middle east airspace rerouting continues to delay and increase costs along Asia-EU lanes.
Indonesia	Operating as normal.	Operating as normal.	Flight to Middle East, several embargoes to several countries by airlines, so in case there are shipment consigned to middle east, need to check case by case to search which airlines not have embargo on which country. -Update: SV - so far nil cancellation information, AMM no info yet TK - embargo to Iran/Iraq/Jordan/Syria QR - embargo to Jordan/Iran/Iraq EK - embargo to Iran/Iraq/Lebanon/Jordan EY - embargo to Syria/Iran/Iraq/Lebanon/Jordan WY - cancel flight to AMM only. LH - no fly to THR/TLV till 31Jul, Lebanon/Jordan till 20 Jun, ufn. TLV - embargoed by most airlines. Current no fly zone - Jordan/Israel/Iran/Iraq/Syria/Lebanon Rate freight to USA increased, due to increased demand, Customer want to chase earlier departure following President Trump's new order of 32% Import Imposed for Shipment From Indonesia
India	1.0 For shipments arrive in India, all required documents must be filed prior to the shipment's arrival. 2.0 Consignee details (name, contact number, and email) must be updated at least 4 days before arrival to ensure documentation readiness for customs filing. 3.0 All arrival shipments are required to shrink wrapped, any shipment without same carrier and airport authority will be responsible for wet or damage due wet condition.	1. Onset monsoon season Airport Cargo handling authority has as all shipper/forwarder and carriers to ensure cargo is shrink wrapped, without same authority reserve right to deny acceptance.	1.0 Latest Development Adani Airports is in the process of launching an in-house DRY ICE vendor service operated by their own trained team. Rates and charges will be shared with all stakeholders once officially confirmed. 2.0 Airport Handling Options at BOM (Mumbai Airport) a. Adani Airports b. Air India Cargo Handling Facilities



Thank You

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