



# Asia Market Updates

*As of Sep 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 3-5 days.
- Shenzhen:** • ETD delay around 3-5 days.
- Xiamen:** • Operating as normal.

## India

- India:**  
Operating as normal.

## Japan & Korea

- Japan:** • ETD delay around 2-5days
- Korea:** • Operating as normal, but ETD delays 3-7days from the original schedule.

## North China

- Qingdao:** • ETD delay around 3-7days. Especially MSC, may delay more than 7days.
- Tianjin:** • ETD delay around 3-7days.

## Taiwan

- Taiwan:** • ETD delay around 3-7 days.

## Southeast Asia

- Malaysia:** • Operating as normal.
- Singapore:** • Normal operations, with slight delays +/- 2 days.
- Thailand:** • Operating as normal, ETA delay around 3-7 days.
- Vietnam:** • Operating as normal.
- Indonesia:** • Operating as normal.



Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Korea	Operating as normal, but ETA delays 3-7days from the original schedule.	Operating as normal, but ETD delays 3-7days 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.
Japan	Normal operation. ETA delay around 2-5days.	Normal operation. ETD delay around 2-5days.	No port congestion.
Tianjin	Normal operation. ETA delay around 3-7days	Normal operation. ETD delay around 3-7days	due to Tianjin will hold Shanghai Cooperation Organization Summit, so Tianjin will have traffic restriction from Aug 30 to Sep 2 in city center and port area.
Qingdao	Normal operation. ETA delay around 3-7days	Normal operation. ETD delay around 3-7days. Especially MSC,may delay more than 7days	The port is slightly congested. As the National Day holiday approaches, the shipping space is starting to be tight.
Shanghai	Operating as normal.	ETD delay around 3-5 days.	No port congestion issue. ONE has space problem for NZ and CMA has space problem for US.
Ningbo	Operating as normal.	ETD delay around 3-5 days.	
Chongqing	Operating as normal.	Operating as normal.	Few SSL are lack of containers such as CMA, ONE (HQ). No port congestion. Barge schedule as normal depends on different shipping lines, 12-14 days on the way to SHA port.
Xiamen	Operating as normal.	Operating as normal.	1.No port congestion issue. 2. MSC/COSCO sailing to AU are subject to change ,both of them control the FAK & NAC space ,space is limited 3.Regared to TP lane ,space is available now, suggest to pre-book 3-4 weeks in advanced 4. Typhoon season may impact the sailing delay 2-3days,terminal operate as normal 5.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.

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	Ocean Import	Ocean Export	Additional Remarks
Hong Kong	Operating as normal.	ETD delay around 3-5 days.	September blank sailings are expected to reduce and space availability has improved since August and equipment supply has returned to normal; however, we still recommend booking two to three weeks ahead of intended departure of the traditional pre-Golden-Week demand surge;
Taiwan	ETA usually delay around 2-3 days.	ETD delay around 3-7 days.	No port congestion issue.
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	Operating as normal, ETA usually delay around 2-3 days.	Operating as normal, ETD delay around 3-7 days.	<ul style="list-style-type: none"><li>o Require booking 4-6 weeks in advance to long haul service due to the space is constraint at this moment.</li><li>o Vessel schedule changed, early berth &amp; delay from original booked for all nominated carriers due to delay from previous ports &amp; Blank sailing/Omitted for some feeder to Thailand</li><li>o The equipment size 20GP, 40GP &amp; 40HQ (FS) are shortage &amp; waiting time for repair the equipment at depot for CMA CGM group, other carriers still available release to customers <b>**Highlight**</b> Any routing/service via transship at Singapore is currently congested for more than 3-4 weeks due to delayed schedules .</li></ul>
Malaysia	Normal operation. ETA delay around 2-3days.	Operating as normal.	No port congestion issue.
Singapore	Normal operations, with slight delays +/- 2 days	Normal operations, with slight delays +/- 2 days	Rates to Oceania on an uptrend, space remains tight, advisable to forecast and book early.
Indonesia	Operating as normal.	Operating as normal.	No Port congestion issue, some carrier have space issue, so prebook and forecast in advance is recommended. MSC to AU have several space issue, so prebook is recommended.
India	Operating as normal.	Operating as normal.	CMA CGM doesn't have food grade containers available at Cochin. PIL is not accepting Australia bookings until further instruction. Export Bookings to USA has been dropped down due to Tariffs imposed by US government.

# Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Operating as normal.	Operating as normal.	backlog at ICN for SYD
Japan	Operating as normal.	Operating as normal.	
Beijing	Operating as normal.	Operating as normal.	Since China is going to hold a Military Parade in Beijing to commemorate the Victory in the anti-Fascist War on Sep 3rd. All DG cargo would not be accepted at any airport of China until Sep 6th
Qingdao	Operating as normal.	Operating as normal.	
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.	Peak season for EU lane.
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.	Operating as normal.	



# Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Thailand	<p>Operating as normal.</p> <p>- Import: Delays are occurring due to TG’s operational processes.</p> <p>- Import: Delays are occurring due to BFS’s operational processes</p>	<p>Operating as normal.</p> <ul style="list-style-type: none"><li>• TG</li><li>- Export: Loading operations remain stable.</li></ul> <p>BFS</p> <ul style="list-style-type: none"><li>- Export: Terminal space is extremely limited, causing slow loading operations.</li><li>– BFS Terminal –</li></ul> <p>Please inform your customers that due to the very tight space at the BFS Terminal for export shipments, loading operations are significantly delayed.</p> <p>Consequently, there may be overtime charges incurred from the trucking company. Additionally, please note that terminal charges may apply due to uncontrollable waiting times.</p> <p>“Due to raining season, pls notice client to add more plastic cover sheet when loading the cargo to avoid wet damaged during this time”</p>	<p>Overall update :</p> <p>Asia</p> <ul style="list-style-type: none"><li>• Demand remains strong, driven by the month-end effect.</li><li>• Rates remain stable and are open for negotiation.</li><li>• Overall capacity is tight but still manageable.</li></ul> <p>EU/US/LATAM/UAE</p> <ul style="list-style-type: none"><li>• Demand remains strong, driven by the month-end effect.</li><li>• Rates remain stable and are open for negotiation.</li><li>• Space ex. BKK remains constrained, and connections via carrier hubs to the EU, US, LATAM, and UAE continue to face tight capacity limitations.</li></ul> <p>Airlines updates :</p> <ul style="list-style-type: none"><li>• Qatar Airways has adjusted its fleet deployment, downgrading aircraft from B777 to A380 effective 01 September 2025. This adjustment will directly affect available capacity and payload ex. BKK.</li></ul>
Malaysia	Operating as normal.	Operating as normal.	
Singapore	Operating as normal.	Operating as normal.	Have more allotment with carriers to support Intra-Asia market
Indonesia	Operating as normal.	Operating as normal.	Space for Export to US a little bit tight, usually the connecting leg is delayed for few days for several airlines, so better to take 1-3 options of airlines while booking in place if the connecting leg TT is too long.
India	Operating as normal.	Operating as normal.	



# Thank You

Mainfreight Asia

