



ASIA MARKET UPDATES AIR & OCEAN

Air & Ocean, Warehousing, Transport



Port Export Updates

North China

Qingdao: Operating as normal, but ETD delay around 3-7days.

Tianjin: Space is very tight for US/CA/Latin lane, 3-5days delay of ETD

Central China

Shanghai: Space is full across all carriers and container equipment is shortage with CMA, vessel delay 5-7 days for US trade.

Ningbo: Space is full across all carriers and container equipment is shortage with CMA/YML, vessel delay 5-7 days for US trade.

Chongqing: ETD delay around 3-7 days.

South China

Guangzhou: ETD delay around 3-7 days.

Hong Kong: ETD delay around 2-4 days.

Shenzhen: ETD delay around 3-7 days.

Xiamen: ETD delay around 1-3 days. Space is tight for EU,US, AU

India

India: Normal operation

Japan & Korea

Japan: ETD delay around 2-7 days. Space is tight for EU, CA, US, AU

Korea: Operating as normal, but ETD delays 3-7 days from the original schedule.

Taiwan

Taiwan: ETD delay around 3-5 days.

Southeast Asia

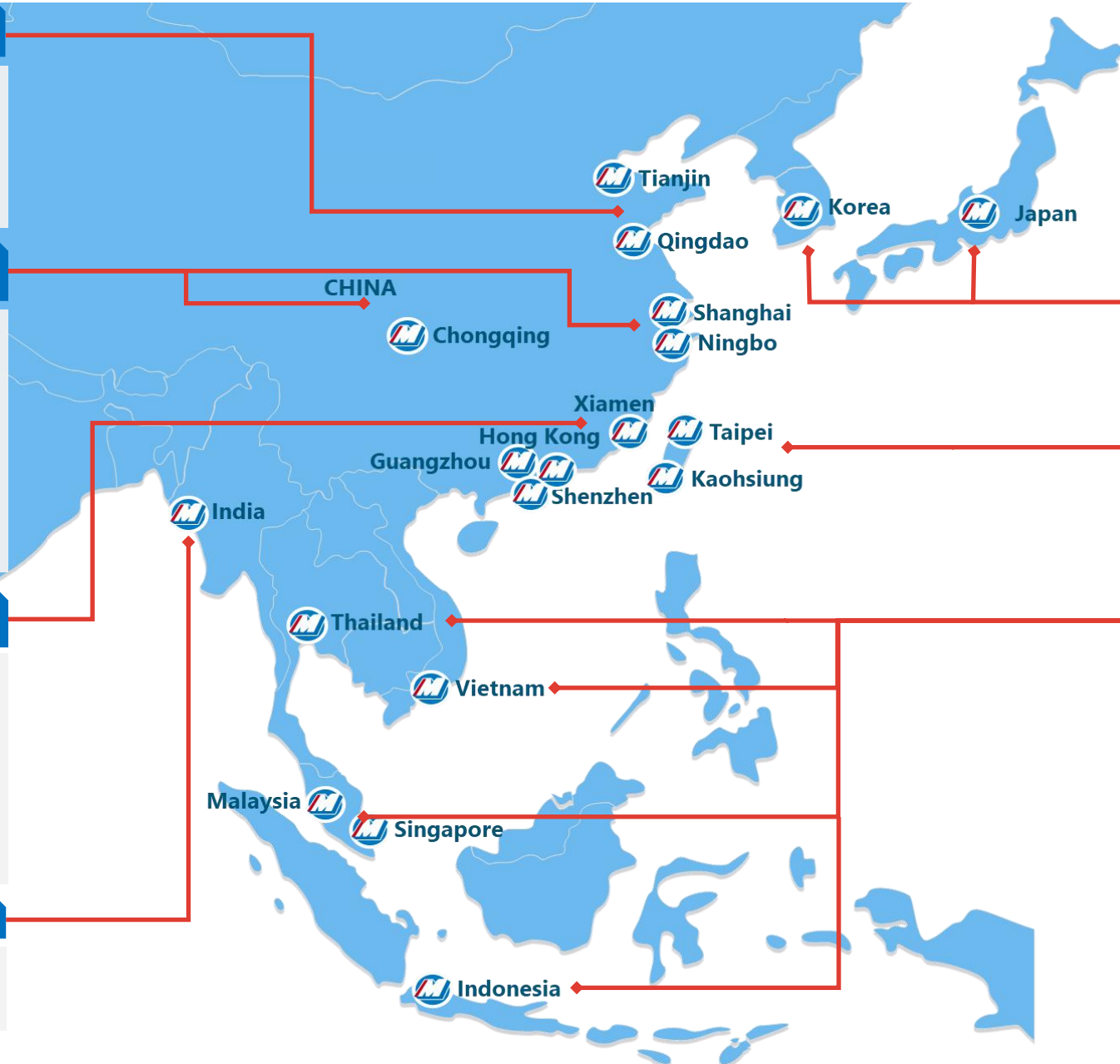
Malaysia: ETD delay around 3-5 days.

Singapore: Normal operation

Thailand: ETD delay around 2-4 days.

Vietnam: Normal operation

Indonesia: Normal operation



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 AU Trade: lack of spaces & Roll Over
Japan	Normal operation, but 2-7 days delay of ETA	ETD delay around 2-7 days. Space is tight for EU, CA, US, AU	
Tianjin	Normal operation, but 3-5 days delay of ETA	Space is very tight for US/CA/Latin lane, 3-5days delay of ETD	
Qingdao	Normal operation. ETA delay around 3-7days	Operating as normal, but ETD delay around 3-7days.	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. ETA delay around 3-7days	Space is full across all carriers and container equipment is shortage with CMA, vessel delay 5-7 days for US trade.	1. There is a serious lack of equipment from CMA/MAERSK/OOCL 2. ANL is lack of NOR equipment. 3. MSC 's schedule to AU are unstable.
Ningbo	Normal operation	Space is full across all carriers and container equipment is shortage with CMA/YML, vessel delay 5-7 days for US trade.	
Chongqing	Normal operation	ETD delay around 3-7 days.	
Xiamen	Normal operation	ETD delay around 1-3 days. Space is tight for EU,US, AU	1. There is a serious lack of equipment from CMA 2. ANL is lack of NOR equipment. 3. MSC 's schedule to AU are unstable.
Shenzhen	Normal operation	ETD delay around 3-7 days.	1. There is a 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. There is a 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 2-4 days	Multiple carriers have structural blank sailings in Weeks 25 through 29.
Taiwan	ETA usually delay around 3 days.	ETD delay around 3-5 days.	No port congestion issue.
Vietnam	Normal operation	Normal operation	ETD delay around 3-7 days.
Thailand	Normal operation	Normal operation	ETD, ETA delay around 3-7 days.
Malaysia	Normal operation	Normal operation	
Singapore	Normal operations, slight delays 1 - 2 days	Normal operations, slight delays 1 - 2 days	Bookings for Oceania trade recommended at least 4 weeks in advance. ANL will impose SPGO to secure bookings. Please check with us for more information.
Indonesia	Normal operation	Normal operation	Serious Delay at Tanjung Priok Port (IDJKT) due to berthing queue. ETA ETD Delays around 3-7 days. AU space is full.
India	Normal operation	Normal operation	Chennai /Cochin -US trade lane space issues and bookings are being rejected
Thailand	ETA delay around 3-5 days	ETD delay around 2-4 days	Multiple carriers have structural blank sailings in Weeks 25 through 29.
Malaysia	ETA usually delay around 3 days.	ETD delay around 3-5 days.	No port congestion issue.
Singapore	Normal operation	Normal operation	ETD delay around 3-7 days.
Indonesia	Normal operation	Normal operation	ETD, ETA delay around 3-7 days.
India	Normal operation	Normal operation	

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Normal operation	Normal operation	backlog at ICN for SYD, KUL, SIN.
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	Normal operation	Normal operation	
Taiwan	Normal operation	Normal operation	
Vietnam	Normal operation	Normal operation	
Thailand	Normal Operate but congestion and delay for D/O issue + Breakdown cargo.	Normal Operate but waiting time for loading cargo to airline terminal will take time 4-48hrs for queue. Open load 24hrs count from ETD. Airline terminal Change cut of CSD time as following: PASSENGER A/C GEN CUT OFF TIME 6HRS PRIOR ETD. FREIGHTER A/C GEN CUT OFF TIME 8 HRS PRIOR ETD.	TAG HAWB must attached wth cargo completely before request queue with FZ and enter to TMO.
Malaysia	Normal operation	Normal operation	
Singapore	Normal operation	Normal operation	
Indonesia	Normal operation	Normal operation	
India	Normal operation	Normal operation	



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