



Asia Market Updates

As of Apr 2026



Port Export Updates

Central China

Ningbo: Normal operation
Shanghai: Operating as normal, but ETD delay around 3-7 days.
Chongqing: Normal operation

South China

Guangzhou: ETD delay around 3-5 days.
Hong Kong: ETD delay around 2-4 days.
Shenzhen: ETD delay around 3-5 days.
Xiamen: Normal operation

India

India: Normal operation

CHINA

Japan & Korea

Japan: Operation keep as normal, but ETD delay 2-7 days.
Korea: Operating as normal, but ETD delays 3-7 days from the original schedule.

North China

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

Taiwan

Taiwan: ETD delay around 3-5 days.

Southeast Asia

Malaysia: Normal operation
Singapore: Normal operation
Thailand: Operating as normal, ETD still delay 3-5 days.
Vietnam: Normal operation
Indonesia: Operating as normal, ETD still delay 2-3 days, ETD Delays due to delay from previous Ports in China related with Weather.

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 equipments
Japan	Operation keep as normal, but ETA delay 2-7days	Operation keep as normal, but ETD delay 2-7days	
Tianjin	Operation keep as normal, but ETA delay 3-7days	Operation keep as normal, but ETD delay 3-7days	CMA still lack of 40gp equipment .
Qingdao	Normal operation. ETA delay around 3-7days	Operating as normal, but ETD delay around 3-7days.	<ol style="list-style-type: none"> 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. CMA can't print EIR to EU/US sometimes. 3. ANL is lack of NOR equipment.
Shanghai	Normal operation. ETA delay around 3-7days	Operating as normal, but ETD delay around 3-7days.	<ol style="list-style-type: none"> 1. MSC's schedules to AU are unstable. 2. CMA EU trade face the serious rolling.
Ningbo	Normal operation	Operate as normal	CMA EU trade face the serious rolling.
Chongqing	Operation keep as normal.	Operation keep as normal.	CMA&YML still lack of 40HQ equipment .
Xiamen	Normal operation	Operation as normal.	
Shenzhen	Normal operation	ETD delay around 3-5 days.	<p>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.</p> <p>EU &US roughly delay 3 days. MSC is the seriously around 5 days.</p> <p>AU/NZ roughly delay 5 ~ 7 days, reason is AU port congestion caused vessel can't back late.</p>
Guangzhou	Normal operation	ETD delay around 3-5 days.	<p>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.</p> <p>EU &US roughly delay 3 days. MSC is the seriously around 5 days.</p> <p>AU/NZ roughly delay 5 ~ 7 days, reason is AU port congestion caused vessel can't back late.</p>

Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Hong Kong	Operating as normal.	ETD delay around 2-4 days.	Some blank sailing would expect in the early Apr that impacting of scheduled departures.
Taiwan	ETA usually delay around 3 days.	ETD delay around 3-5 days.	No port congestion issue.
Vietnam	Normal operation	Normal operation	The vessel delays 4-5 days due to congestion issue in transit ports as well as VUT/HPH port.
Thailand	Operating as normal, ETA delay around 3-5 days.	Operating as normal, ETD delay around 3-7 days	<ol style="list-style-type: none"> 1. Recommend to place booking earlier and pick up empty container right after CY opens in order to be in priority to get booking confirmation / equipment 2. Expect further blank sailings, schedule adjustments, and contract renegotiations as carriers seek to balance supply and demand. 3. Monitor carrier advisories for blank sailings and port omissions in daily basic. Blank sailing continue, the sailing is open for booking with occasion rolling due to blank sailing. 4. More carriers have started signaling a shortage of 20GP, 40GP containers both areas BKK/LCH
Malaysia	Normal operation	Normal operation	No port congestion issue.
Singapore	ETA delays between 1 - 2 days	ETD delays between 1 - 2 days	<ul style="list-style-type: none"> - Slight port congestions, expect ETD/ETA delays between 1 - 2 days - Carriers have started imposing EBS in view of the geopolitical tensions. - Strongly advisable to place advance bookings, especially for Oceania Trades.
Indonesia	ETA usually delay around 1-2 days.	ETD usually delay around 1-3 days.	<p><JAKARTA SEA PORT></p> <p>Due to Managing situation for preventing Road Congestion for truck accessing Jakarta Seaport/CY, CY Operator has enforced limitation for :</p> <ol style="list-style-type: none"> a. Capacity of Receiving and Delivery Timeslot in Terminal (From 50% capacity in the early April until 100% capacity in End of April). b. Strict Scheduling of Berthing of the Vessel to quayside. Capacity 50% in early April, and interval between vessel departure and next berthing vessel --> 6 hours minimal. <p>This escalation will impact on</p> <ol style="list-style-type: none"> 1. Higher dwelling time, and delay in release of Cargo from CY to Customer. 2. High Possibility of Port Congestion in Jakarta and several big port in Indonesia, that will impact on increased of Delay on ETA and ETD on April 2026. 3. Port also still so packed with many containers not recovered/gate out due to Long Idul Fitri Holiday Transport Restriction from March 13th - 29th, so this will be increased on the possibility of delay delivery to Customer due to High Volume in the CY. 4. Shortage on Container due to slow release of the empty container.
India	Normal operation	Normal operation	In Cochin Port, no vessel availability till 15th of April, YML, ONE

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Normal operation	Normal operation	Backlog at ICN for MEL Backlog at ICN by SQ and TG FRTM and FSC will be increased from 1st APR 2026.
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	

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Thailand	Airline terminal congestion and impact with cargo check-in to location. Due to more than 250 flights unbreak and store outside w/h.	Shortage equipment loading cargo. Truck dock receiving area are congestion and truck waiting queue at lease 8hrs.-24hrs at TMO area.	Airfreight fuel surcharge are increase. Some airline like NZ,SQ temporary reject booking to AKL via SIN gateway due to backlog and Zero Fuel reason. Capacity to AU are congestion and require booking week a head. Airfreight rate are increase to all tradelanes around 80%. from FEB 2026. In term of local transportation, the duel surcharge are increase around 45%.
Malaysia	Operating as normal.	Operating as normal.	Fuel Surcharges of many airlines increase.
Singapore	Operating as normal.	Operating as normal.	- FSC increase across several airlines - SQ declare embargo to DXB/JED until 30/APR, flights cancelled until 16/APR.
Indonesia	Operating as normal.	Operating as normal.	Fuel Surcharges of many airlines increase. Gulf airlines very limited space, lack of space for non-gulf ailines due to overbook situation
India	Weekdays operations is normal however weekends constantly remain congested due late customs documents filing and upload affecting the delivery. There are also delay in some shipment in T/S due to current on-going situation	Due to Financial year end March remains completely challenge. During this period, only high priority shipments, express shipment are given priority for acceptance and clearance. Also, the Air rates are drastically higher than usual.	Space critical in all sectors and There is also a huge backlog in almost all the airport to all sectors. And airlines are currently giving rate validity only for 2 days. Rates are currently on higher side for all sectors. Mild congestion due acceptance and space issues with carriers



Thank You

Mainfreight Asia

