



Asia Market Updates

As of May 2026



Port Export Updates

Central China

Ningbo: Normal operation, 5~7 days delay of ETD
Shanghai: Normal operation, always 5-7days delay of ETD
Chongqing: Normal operation

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: Normal operation

India

India: Normal operation

Japan & Korea

Japan: Normal operation. ETA delay around 2-7days
Korea: Operating as normal, but ETD delays 3-7 days from the original schedule.

North China

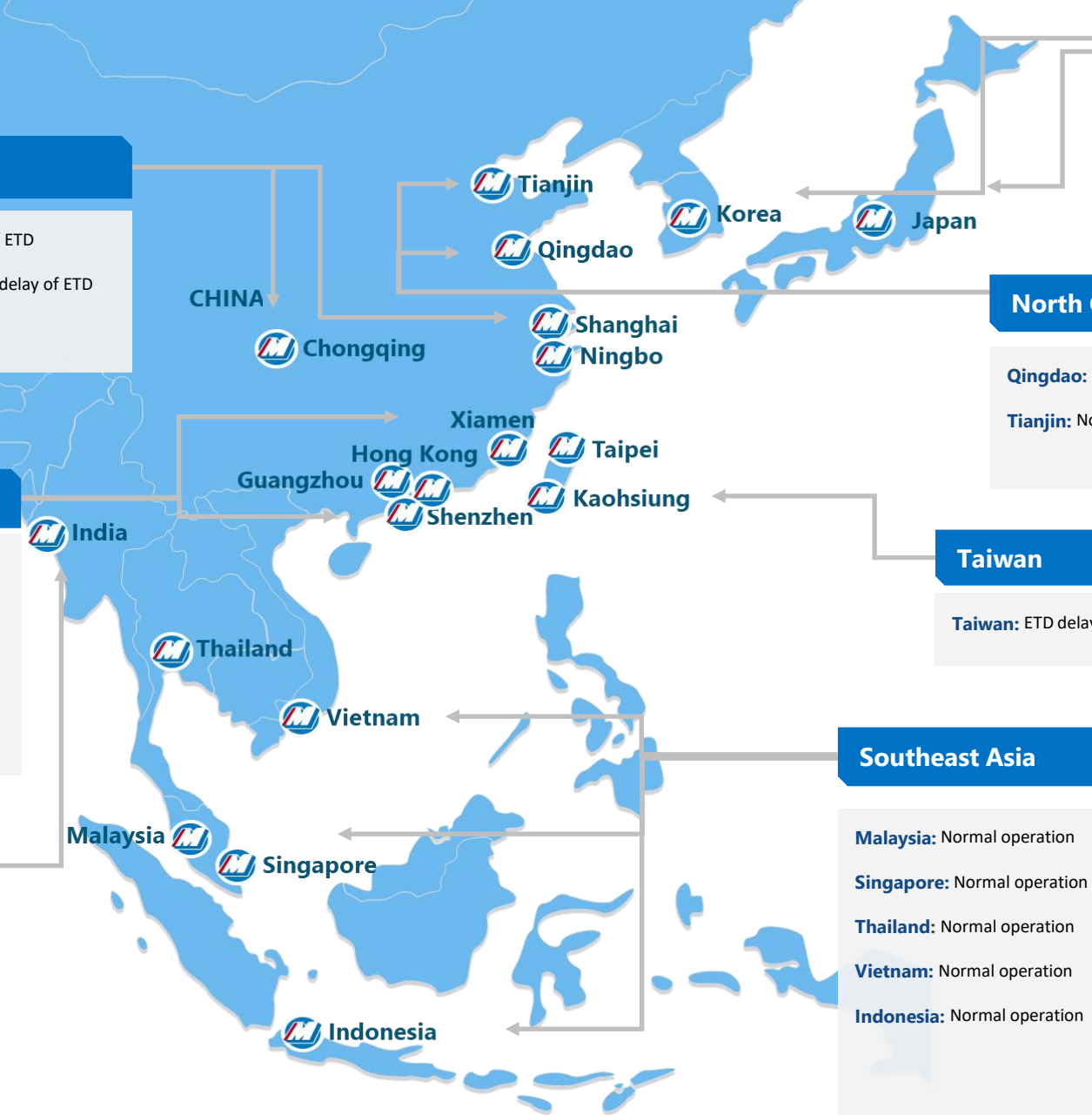
Qingdao: Operating as normal, but ETD delay around 3-7 days.
Tianjin: Normal operation, always 3-5days delay of ETD

Taiwan

Taiwan: ETD delay around 3-5 days.

Southeast Asia

Malaysia: Normal operation
Singapore: Normal operation
Thailand: Normal operation
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. Incheon and Bugok : lack of equipments
Japan	Normal operation. ETA delay around 2-7days	Normal operation. ETA delay around 2-7days	May 02 to 06 are holiday in Japan. terminal is crowded around this period.
Tianjin	normal operation , always 3-5days delay of ETA	normal operation , always 3-5days delay of ETD	Most carriers lack of 20OT equipment , need to apply to carriers prior 3weeks to the 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 transhipment vessel. 2. CMA can't print EIR to EU/US sometimes. 3. ANL is lack of NOR equipment.
Shanghai	normal operation , always 5-7days delay of ETA	Normal operation, always 5-7days delay of ETD	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. EU &US roughly delay 3~5 days. MSC is the seriously around 5~7 days. AU/NZ roughly delay 5 ~ 7 days, reason is AU port congestion caused vessel can't back late.
Ningbo	Normal operation	Normal operation, 5-7 days delay of ETD	Space and container equipment is tight. Vessel is unstable and many blank sailings.
Chongqing	Normal operation	Normal operation.	Space and container equipment is tight.
Xiamen	Normal operation	Normal operation.	1.MSC/COSCO sailing to AU are subject to change due to sailing plan change ,space getting tight from May . 2.Regared to EU/TP lane ,space is available now 3. Terminal operate as normal 4.CFS warehouse operate as normal .5.cartage & truck arrange as normal.
Shenzhen	Normal operation	ETD delay around 3-5 days.	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. 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	Normal operation	ETD delay around 3-5 days.	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. 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 3-5 days.	Carriers are continuing to implement blank sailings through Weeks 17 to 21 and delays of 3-5 days for ETD;
Taiwan	ETA usually delay around 3 days.	ETD delay around 3-5 days.	No port congestion issue.
Vietnam	Normal operation	Normal operation	
Thailand	Normal operation	Normal operation	
Malaysia	Normal operation	Normal operation	
Singapore	Normal operation	Normal operation	
Indonesia	Normal operation	Normal operation	
India	Normal operational activities	Normal operational activities	
Thailand	Terminal congestion and delay for unbreak cargo.	Terminal congestion and delay for unbreak cargo.	Fuel surcharge from outbound are continue increasing on May. And booking require in advance due to space consistent.
Malaysia	Normal operation	Normal operation	Fuel Surcharges applied for Outbound are continue effective on April
Singapore	Normal operation	Normal operation	
Indonesia	Normal operation	Normal operation	
India	Normal operational activities	Normal operational activity, rates are high due to war.	

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Operation as normal	Operation as normal	backlog at ICN for SYD due to e-commerce from China
Japan	Normal operation	Normal operation	May 02 to 06 are holiday in Japan. terminal is crowded around this period.
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	
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	



Thank You

Mainfreight Asia

