



# Asia Market Updates

*As of Aug 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:**  
In Chennai there is severe equipment /container shortages with some carrier's and have space issues to some POD's.

## 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:** • Normal operations with slight delays between 1 - 2 days.
- Thailand:** • Operating as normal, ETA delay around 3-5 days.
- Vietnam:** • Operating as normal.
- Indonesia:** • No Issue, operating as normal, delay ETD 1-2 days.



# 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 2-5 days.	ETD delay around 2-5 days.	No port congestion issue.
Tianjin	Operation keep in normal ,3-5days delay of arrival	Operation keep in normal ,3-5days delay of departure	CMA lack of all kinds of equipment currently
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.	No port congestion issues. CMA control EIR print sometime. The schedule is unstable due to the shipping company. CMA FAL3 svc to EU blank sailing during wk31, which caused our space arrangement from wk31~wk33 a little chaotic.
Ningbo	Operating as normal.	ETD delay around 3-5 days.	CMA limit the equipment of 40GP at Ningbo port
Chongqing	Operating as normal.	Operating as normal.	
Xiamen	Operating as normal.	Operating as normal.	1.No port congestion issue. 2.CMA control EIR print and lock of all size equipment , MSC/COSCO sailing to AU are subject to change ,both of them control the FAK & NAC space. 3.Regared to TP lane ,space is available now and suggest to pre-book 3-4 weeks in advanced. 4.EU space get tight and suggest pre booking 4 week in advance. 5.Typhoon season start to impact the sailing delay 2-5days,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.

# Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Hong Kong	ETA delay around 2-3 days.	ETD delay around 4-6 days.	Market demand is expected to remain stable while capacity is at normal levels and overall space availability is open
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 delay around 3-5 days	Operating as normal, ETA delay around 3-5 days	Port congestion at Laem Chabang is signing better. CMA CGM group changed process & control EIR for operating container movement for all inland container depot a cover all areas at Bangkok, Lat Krabang & Laem Chabang depot. 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
Malaysia	ETA usually delay around 2-3 days.	Operating as normal.	No port congestion issue.
Singapore	Normal operations with slight delays between 1 - 2 days	Normal operations with slight delays between 1 - 2 days.	Expected an incline of rates for Oceania trades - recommended to book and forecast in advance.
Indonesia	No Issue, operating as normal	No Issue, operating as normal, delay ETD 1-2 days	No Port congestion issue, some carrier have space issue, so prebook and forecast in advance is recommended
India	No issues so far	In Chennai there is severe equipment /container shortages with some carrier's and have space issues to some POD's.	

# 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.	Operating as normal.	

# Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Thailand	Both airlines operate as normal while congestion during long holiday.	Both airlines operate as normal while any airline operate by BFS, it needs to be well be cargo arrival terminal in earlier.	<p>Overall updates : Asia</p> <ul style="list-style-type: none"><li>• Overall demand is expected to remain stable, with no major increase.</li><li>• Rates should stay steady and open to negotiation.</li><li>• Space is sufficient and widely available.</li></ul> <p>EU/US/LATAM/UAE</p> <ul style="list-style-type: none"><li>• Overall demand is expected to remain stable.</li><li>• Rates should stay steady and open to negotiation.</li><li>• Space out of BKK is sufficient, and connections from carrier hubs to the EU/US are manageable. However, space to the UAE remains tight.</li></ul> <p>Airlines updates :</p> <ul style="list-style-type: none"><li>• Flights remain unchanged.</li><li>• WY's backlog situation has improved.</li></ul>
Malaysia	Operating as normal.	Operating as normal.	
Singapore	Operating as normal.	Operating as normal.	
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	No issues so far	For US sectors there is space constrains from MAA due to red sea crisis.	Offloads and delay might be expected





# Thank You

Mainfreight Asia

