

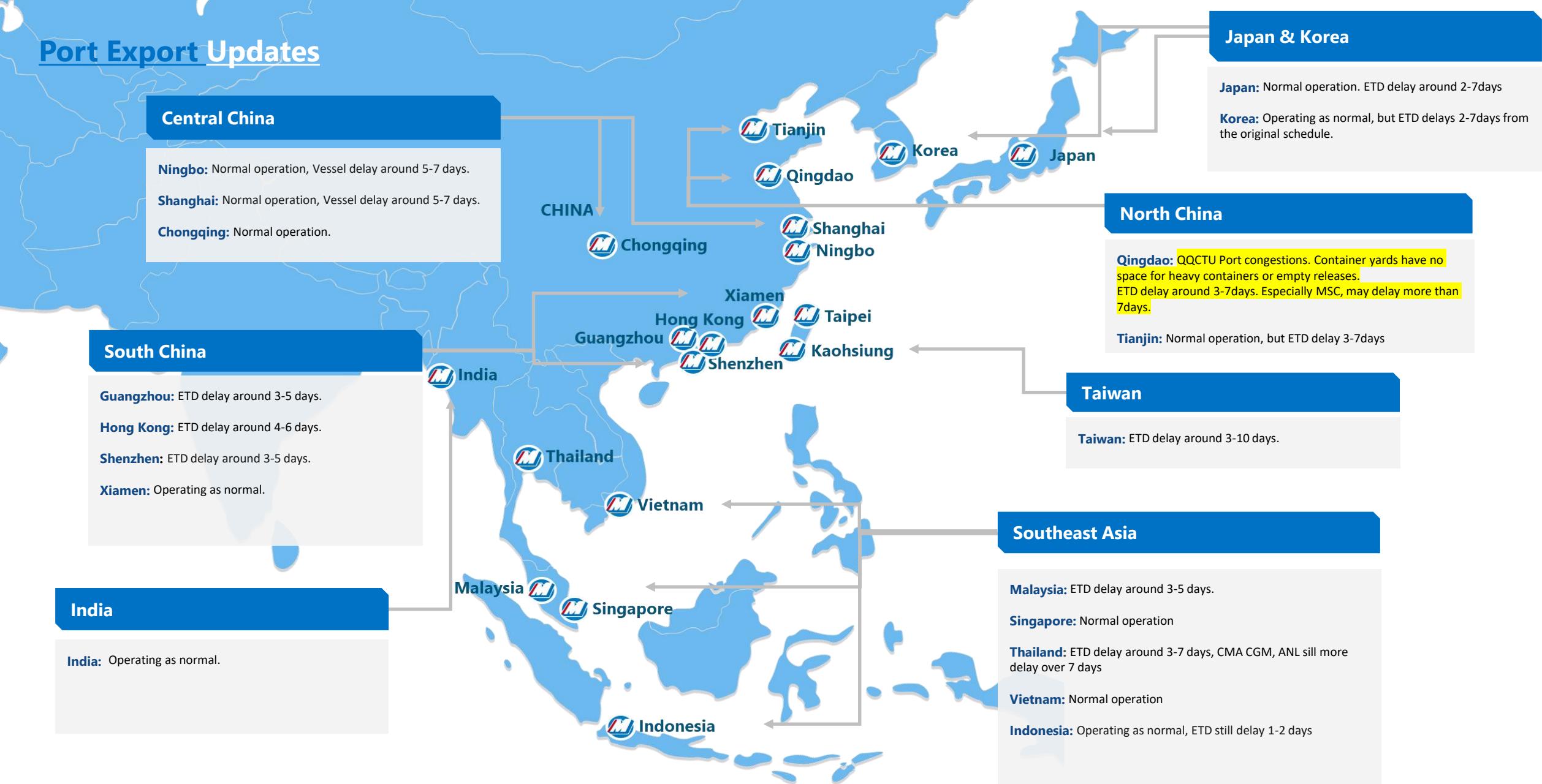


Asia Market Updates

As of Feb 2026



Port Export Updates



Local Port Conditions



Ocean Import				Ocean Export				Additional Remarks			
Korea	Operating as normal, but ETA delays 2-7days from the original schedule.				Operating as normal, but ETD delays 2-7days from the original schedule.				All the Korean terminals can only allow containers being dropped off 3 days prior to the vessel departure.		
Japan	Operation keep as normal , but ETA is delay about 2-7days				Operation keep as normal , but etd is delay about 2-7day						
Tianjin	Operation keep as normal , but ETA is delay about 3-7days				Operation keep as normal , but etd is delay about 3-7day				CMA control EIR strictly now , even prior 6days to the sailing date for special equipment .		
Qingdao	Normal operation. ETA delay around 3-7days				QQCTU Port congestions. Container yards have no space for heavy containers or empty releases. ETD delay around 3-7days. Especially MSC, may delay more than 7days				1.Carriers release empty containers earlier with longer free time, shipments before and during the holiday surge to the terminal, concentrated container returns overwhelmed yard capacity; Systems crashed. 2.Shipping lines release much more spaces and containers than actual vessels' capacity make large numbers of containers would be rolled to following weeks' vessels during or after Spring Festival holiday. 3. Container yards have no space for heavy containers or empty releases; trucks waiting in long line on the way from/to the port, off port depots saturated. 4. A lot of containers can't be unloaded as planned, need to wait for long time or unload in a temporary storage. It caused lots of additional charges, such as trucks waiting time, temporary storage charges, cost of unloading and reloading, cartage from temporary storage area to shipping lines nominated container yards. 5. CMA can't print EIR to EU/US at weekends. 3. ANL is lack of NOR equipment. 4. MSC's schedules to AU are unstable. For AUWC, they change vessels routing mostly. For AUEC, they may change direct vessel to transhipment vessel.		
Shanghai	Operating as normal.				Operation keep as normal , but ETD is delay about 5-7day				CMA container equipment is very tight, serious rolling from CMA		
Ningbo	Operating as normal.				Operation keep as normal , but ETD is delay about 5-7day				CMA container equipment is very tight, serious rolling from CMA		
Chongqing	Operating as normal.				Operating as normal.				With the Spring Festival holiday approaching, Chongqing Port is experiencing a shortage of CMA containers.		
Xiamen	Operating as normal.				Operating as normal.				1.MSC/COSCO sailing to AU are subject to change due to sailing plan change , space is open to book . 2.Regarding to EU/TP lane ,space is open to book 3. Terminal operate as normal 4.CFS warehouse operate as normal .5.cartage & truck arrangement as normal.		
Shenzhen	Operating as normal.				ETD delay around 3-5 days.				No port congestion issue. CMA control EIR print sometimes , 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 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			
Guangzhou	Operating as normal.				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.			
Hong Kong	ETA delay around 3-5 days.				ETD delay around 4-6 days.			We are seeing some signs of cargo rollings as carriers tighten their rolling pool in preparation for CNY and blank sailings that New Year capacity adjustments is expected to begin in the last week of Feb and continue through the 1st half of Mar;			
Taiwan	ETA usually delay around 3-5 days.				ETD delay around 3-10 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/PHH port.			
Thailand	ETA usually delay around 3-5 days.			ETD delay around 3-7 days, CMA CGM, ANL still more delay over 7 days				<ul style="list-style-type: none"> o 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 o Expect further blank sailings, schedule adjustments, and contract renegotiations as carriers seek to balance supply and demand. o 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. 			
Malaysia	ETA usually delay around 3-5 days.			ETD delay around 3-5 days.				Port Klang Congestion issues and affecting both main terminals and off-dock container depots.			
Singapore	Operating as normal.			Operating as normal.				May face slight port congestion over in Singapore estimate 1-2 days extra for berthing			
Indonesia	Operating as normal, ETA still delay 1-2 days			Operating as normal, ETD still delay 1-2 days				Several Rolls on Schedule from MSC. Kindly notice for Long Holiday 14-17 Feb.			
India	Operating as normal.			Operating as normal.							

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Operation as normal	Operation as normal	
Japan	Normal operation	Normal operation	
Beijing	Normal operation	Normal operation	
Qingdao	Normal operation	Normal operation	Space is tight before CNY holiday.
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	
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 & marketing slow down	
Vietnam	Operating as normal.	Operating as normal.	

Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Thailand	Import: still stable back to normal for both terminals	Terminal space still extremely limited but can operate as smoothly. Only Friday and before long holiday that a queue is too long.	<p>Asia</p> <ul style="list-style-type: none"> • Capacity remains stable. • Rates are stable to negotiate, • Demands are stable notably for high-tech, AI and e-commerce related flows. <p>only CN lane that booking congestion due to incoming CNY.</p>
Malaysia	Operating as normal	Operating as normal	<p>EU / US / LATAM / UAE</p> <ul style="list-style-type: none"> • Capacity still stable negotiate. • Demands remain stable, • rates show week-on-week declines in early January, Typical of seasonal normalization.
Singapore	Operating as normal.	Operating as normal.	<p>No port congestion issue.</p> <p>Seeing slow down after the super peak season. Do take note of the closure during CNY period so as not to export cargo to Singapore in case of storage in terminal. Always check with the team the best flight to book during the CNY period.</p>
Indonesia	Operating as normal.	Operating as normal.	Space is tight before CNY holiday, so need to check
India	Operating as normal.	Operating as normal.	



Thank You

Mainfreight Asia

