



# OCEAN FREIGHT



# ASIA PACIFIC PORT SITUATION UPDATE

## PORT CONDITIONS – CHINA (1/3)

21 October 2021

### SHANGHAI

- Port operations are proceeding and the congestion situation has improved. Berth waiting time is around 1 - 1.5 days.

Terminal	Average Waiting Time
W1	2 days
W2/3	1 day
W4	1 day
W5/6	2.5 days

### NINGBO

- The port was closed from 16/SEP to 17/SEP 9a.m. due to strong winds but operations continue to proceed with moderate congestion. Berth waiting time is around 1.5 – 2 days.

Terminal	Average Waiting Time
NBCT	1.5 day
NBSCT	1.5 day
BLCT3	2 days
CMICT	3 days
MSICT	0.5 day
YZCT	0.5 day



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# ASIA PACIFIC PORT SITUATION UPDATE

## PORT CONDITIONS – CHINA (2/3)

21 October 2021

### **DALIAN**

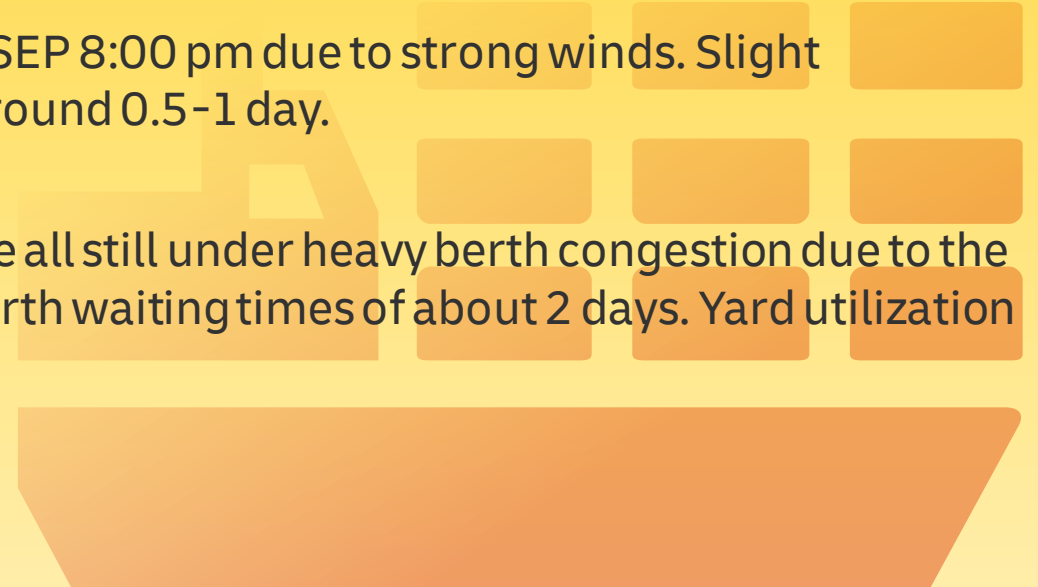
- The port was closed from 15/SEP to 17/SEP 7:30 am due to strong winds.

### **QINGDAO**

- The port was closed from 16/SEP to 16/SEP 8:00 pm due to strong winds. Slight congestion with berth waiting times of around 0.5-1 day.

### **NANSHA**

- Port operations are normal. Terminals are all still under heavy berth congestion due to the typhoons leading to port closure, with berth waiting times of about 2 days. Yard utilization is around 75% as of Tuesday.





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## ASIA PACIFIC PORT SITUATION UPDATE

### PORT CONDITIONS – CHINA (3/3)

21 October 2021

#### **SHEKOU**

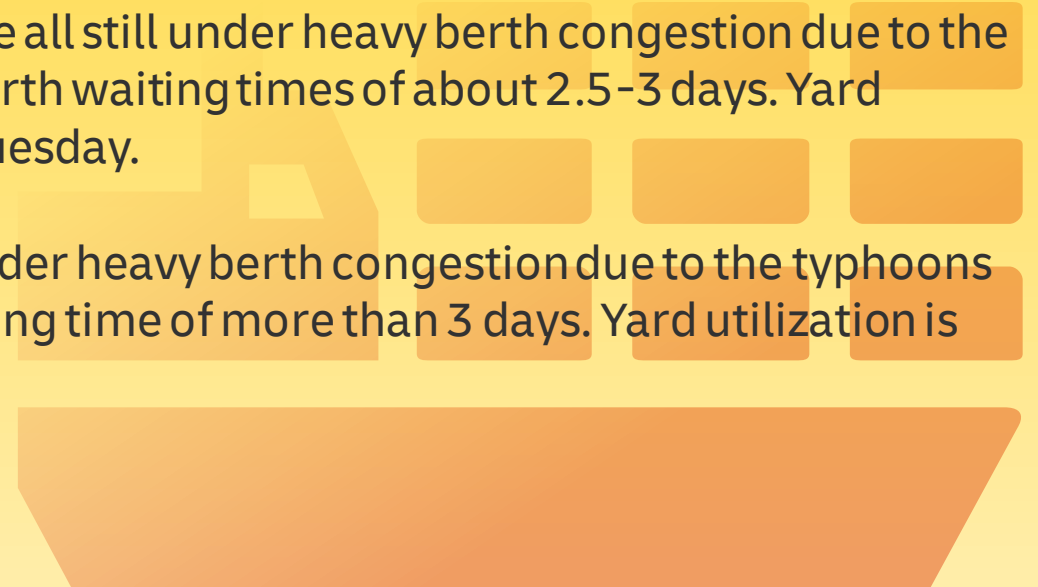
- Port operations are normal. Berth congestion is still heavy due to the recent typhoons leading to port closure, with berthing delays of around 2-3 days. Yard utilization is high around 85-90% as of Tuesday.

#### **YANTIAN**

- Port operations are normal. Terminals are all still under heavy berth congestion due to the typhoons leading to port closure, with berth waiting times of about 2.5-3 days. Yard utilization is high around 80-85% as of Tuesday.

#### **HONG KONG**

- Port operations are normal. HIT is still under heavy berth congestion due to the typhoons leading to port closure, with a berth waiting time of more than 3 days. Yard utilization is high around 85-90% as of Tuesday.





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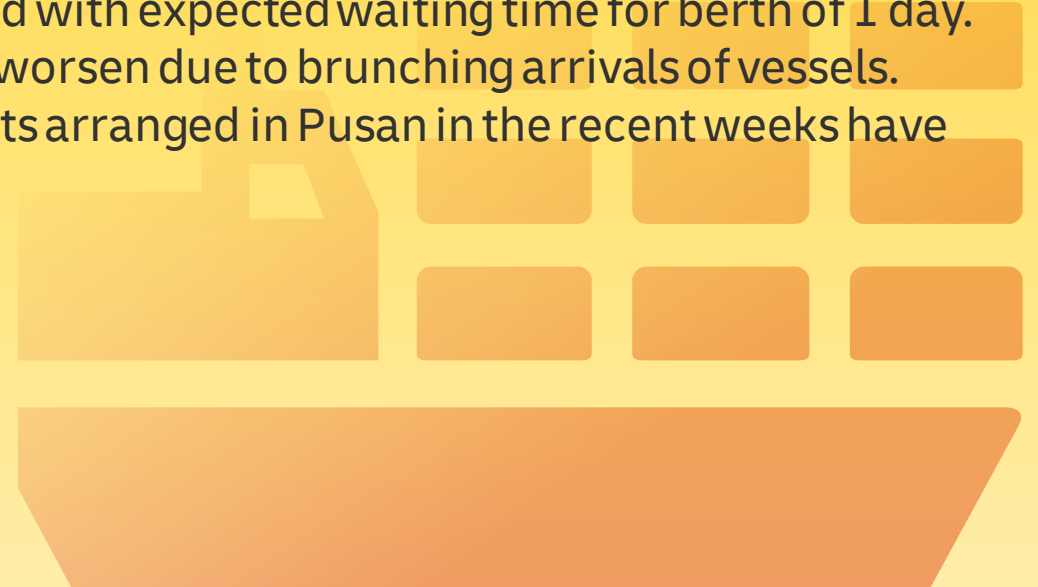
# ASIA PACIFIC PORT SITUATION UPDATE

PORT CONDITIONS – SOUTH KOREA

21 October 2021

## **PUSAN**

- Port operations are normal.
  - As of 18/OCT, yard utilization was at 84%.
  - The congestion situation has stabilized with expected waiting time for berth of 1 day. However, the situation is expected to worsen due to brunching arrivals of vessels.
  - Additional contingency transshipments arranged in Pusan in the recent weeks have worsened the congestion at the yard.





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# ASIA PACIFIC PORT SITUATION UPDATE

## PORT CONDITIONS – PHILIPPINES

21 October 2021

Port operations are normal. In view of the continuing challenges at the main terminals the following contingencies and rules have been put in place by the depots and port authorities in order to try and facilitate empty returns as efficiently as possible:

### MANILA

1. MIP North (ICTSI) is open for empty returns on a double (1:1) transaction basis only, except for 20'FR and 40'FR containers
2. ATI South is open for empty returns on a double (1:1) AND single transaction basis, except for 20'FR and 40'FR containers
3. IRS Cavite is open for 40'HC containers only
4. NCT Caloocan is open for 20'DV, 40'HC, 20'FR, 40'FR and 20'OT containers only
5. NCT Bustos Bulacan is closed for empty returns
6. ECG is open for 20'OT and 40'FR containers only
7. LGICT is closed for empty returns
8. ECD is closed for empty returns
9. MNHPI is closed for empty returns
10. SBITC is open for empty returns of Subic & Manila import boxes



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# ASIA PACIFIC PORT SITUATION UPDATE

## PORT CONDITIONS – MALAYSIA, SINGAPORE

21 October 2021

### **PORT KELANG**

- Port operations are normal but with relatively low productivity. Congestion has improved with a waiting time for a berth of 0.5-1 day. The yard utilization is high at around 90-95%.

### **SINGAPORE**

- The congestion situation has stabilized with a waiting time for berth of around 1.5-2 days. Some exceptions with longer wait times apply. These delays are caused by:
  - High inventory utilization
  - Low productivity due to high yard density and the large pool of roll-overs
  - Extra transshipment connections and related activities
  - Longer port-stays for contactless operations protocols