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Kpler Pulse: APAC Series

Shipping intelligence for Asia: Port call & container trends

Agenda

SHIPPING INTELLIGENCE

Port Call Trends

How vessel activity at ports changes over time.

- Arrivals and departures
- Up to 5 years of history
- Filter by geography, vessel and ownership

CONTAINER INTELLIGENCE

Terminal Activity

How container vessels behave inside terminals.

- Waiting time, berth stay and calls
- Compare carriers, alliances and vessel sizes
- History from June 2025

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Part 1
Shipping Intelligence: Port Call Trends

Persona-Based Real-World Examples



From port activity to evidence-backed trends

MarineTraffic shows what is happening. Shipping Intelligence helps you understand what that activity signals.

TODAY

The spreadsheet route

1 Export port-call records
2 Clean and filter spreadsheets
3 Build period comparisons by hand
4 Ask an analyst to explain the change

Slow, inconsistent and hard to repeat across a team.

WITH PORT CALL TRENDS

One question, one view

1 Frame the question

2 Apply geography, vessel and ownership filters

3 See the trend over time

4 Inspect the records behind the signal

A repeatable view you can explain and share.

AT A GLANCE

Arrivals + departures
Choose the event that fits your question

Up to 5 years
Compare today with one, two or five years ago

Daily to yearly
Plus custom periods and a total view

Chart + table
See the trend, then inspect the calls behind it

IMO-registered vessels
Top 10 + Other splits by any filter

Port Call Trends is the first feature of Shipping Intelligence, an add-on to MarineTraffic Enterprise.

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Who uses it, and for what

The same trend matters for different reasons. Today's examples follow these personas.

PERSONA

Port authority / strategy

Benchmark traffic and vessel mix against peer ports, and plan infrastructure with historical context.

PERSONA

Commercial operator / charterer

Track activity at load and discharge ports, corridors and competitor footprint.

PERSONA

Shipowner / fleet manager

Monitor fleet or segment activity across ports, and see how disruption changes plans.

PERSONA

Marine services / bunker supplier

Size addressable vessel demand and identify growing owners, managers and ports.

PERSONA

Energy-transition analyst

Track LNG-ready, methanol-ready, dual-fuel and alternative-fuel vessel activity.

PERSONA

Analyst / researcher / government

Build repeatable maritime indicators and high-frequency signals for trade and resilience.

Do you need to compare activity over time, by segment, port, country, owner, operator or vessel characteristic? This is for you.

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Real-World Examples to Validate

Four real events each visible in arrivals data: a trade, a supply, demand or disruption move

PERSONA 1

Port authority / bunker supplier / LNG-fuelled owner

China

LNG-ready arrivals up fourfold

PERSONA 2

Shipowner / operator / charterer

Singapore

Methanol-ready vessel calls and fuel-strategy planning

PERSONA 3

Ship operator / Charterer

Ningbo

Typhoon Dolphin: Ningbo arrivals drop to zero

PERSONA 4

Ship owner / operator

Vietnam

A new LNG import market: 3 arrivals in 2023 to 35 in 2026

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China: LNG-ready vessel arrivals up roughly fourfold

Arrivals of LNG-ready vessels in China grew from about 250 a month in late 2021 to roughly 1,000 or more in 2026, led by container ships.

- **Real-world development:** 42,684 arrivals in five years, with Shanghai the top destination (5,726 events).
- **Planning question:** Is the LNG-fuelled fleet calling at China large enough to justify bunkering supply?
- **Best metric:** Monthly arrivals, LNG Ready, by vessel type.

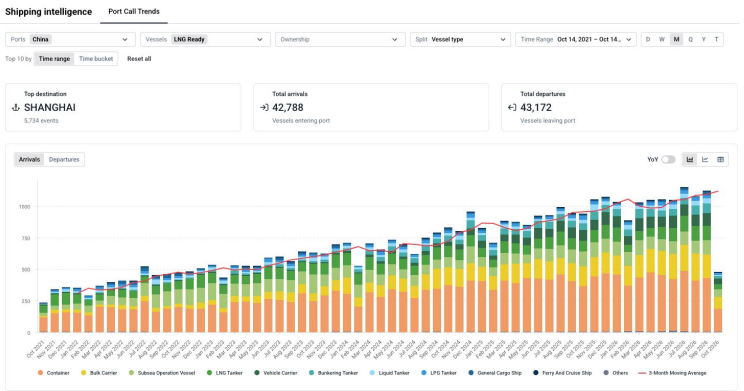
What the trend indicates

The growth is steady and broad. Container ships (orange) are the largest block, but bulk carriers, subsea vessels, LNG tankers and vehicle carriers all add to it, so LNG capability is spreading across the fleet. The three-month moving average climbs throughout, and each February dips, consistent with Lunar New Year. Adding the Ownership filter shows which companies drive the growth.



Link to Filter

Open filtered Port Call Trends view



PCT field	Selection
Port	China
Metric	Arrivals
Vessel characteristic	LNG ready
Period	Last Five Years
Granularity	Monthly

Call Outs

- **Total arrivals 42,684; departures 43,060**
- **Container ships are the largest vessel-type block**
- **February dips each year; use YoY to compare**

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Ship owner / operator / charterer persona

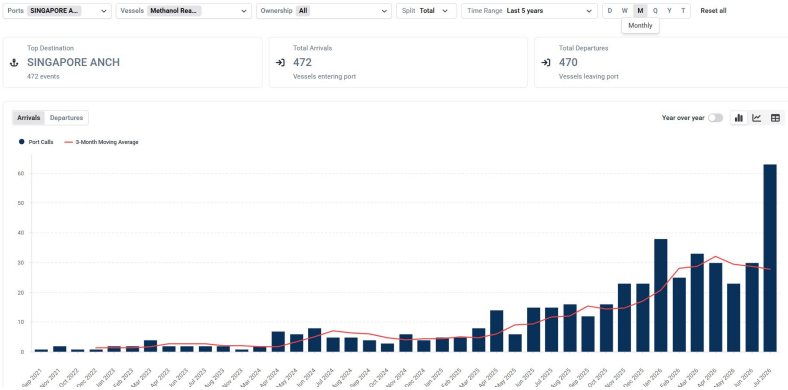
Singapore: methanol-ready vessel calls and fuel-strategy planning

Rising methanol-ready calls show where methanol-capable vessels are trading.

- **Real-world development:** Singapore began methanol bunkering trials in 2023.
- **Planning question:** Are methanol-ready ships calling at Singapore in numbers that matter, and is that growing?
- **Best metric:** Arrivals, filtered to methanol-ready vessels.

What the trend indicates

Rising arrivals show methanol-capable tonnage trading through the hub as bunkering becomes available. Split by ownership and vessel type to see which owners deploy these ships and benchmark your fleet against peers. For a charterer, it shows how much methanol-ready vessels are available.



PCT field	Selection
Port	Singapore Anchorage
Metric	Arrivals
Vessel characteristic	Methanol-ready
Period	Last Five Years
Granularity	Monthly

2021–2022
Pre-commercial baseline

July 2023
First Methanol Bunkering

May 2024
Larger-scale trials

2025-2026
Commercial framework

Link to Filter

Open filtered Port Call Trends view
Source

Call Outs

- **2021–2022: low methanol-ready baseline**
- **2023–2024: activity begins to rise alongside early bunkering trials**
- **2025–2026: growth broadens across vessel segments**

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Ship operator charterer persona

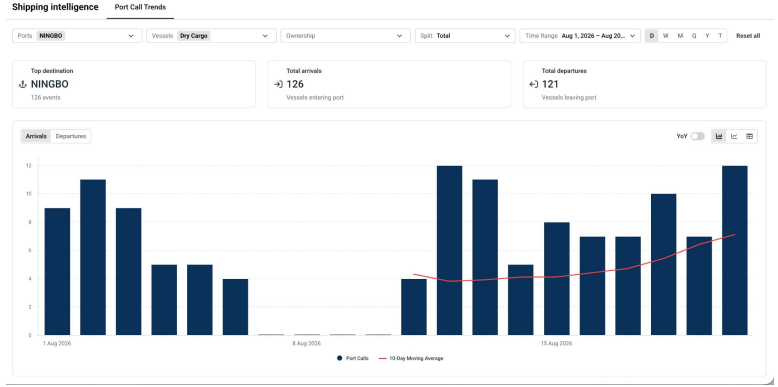
Typhoon Dolphin: Ningbo arrivals drop to zero, then recover

Dry bulk arrivals in the Ningbo area stopped for four days (7 to 10 Aug 2026), then recovered above the pre-storm pace.

- **Real-world development:** Ningbo-Zhoushan terminals suspended from 6-7 Aug and Shanghai on 8 Aug, ahead of forecast landfall on 9-10 Aug.
- **Planning question:** When did the port stop, and how long did it take to recover?
- **Best metric:** Daily arrivals, Ningbo port.

What the trend indicates

Arrivals averaged about seven a day from 1 to 6 August (43 in total), slipping to four on 6 August, then to zero from 7 to 10 August. Calls resumed on 11 August with four, and twelve on 12 August, the busiest day. From 11 to 20 August there were 82 arrivals, close to ten a day.



PCT field	Selection
Port	Ningbo, China
Metric	Arrivals
Vessel types	Dry bulk
Period	1 - 20 Aug 2026
Granularity	Daily

1 - 6 Aug
~7 a day

7-10 Aug
Zero arrivals

12 Aug
Peak: 12

11 - 20 Aug
82 arrivals ~8 /day

Link to Filter

Open filtered Port Call Trends view
Source

Call Outs

- **7 to 10 Aug: zero arrivals**
- **12 Aug: back to 12 arrivals, the day after the restart**
- **Daily view gives the exact stop and restart dates**

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Ship owner / operator persona

Vietnam: a new LNG import market opens for shipowners

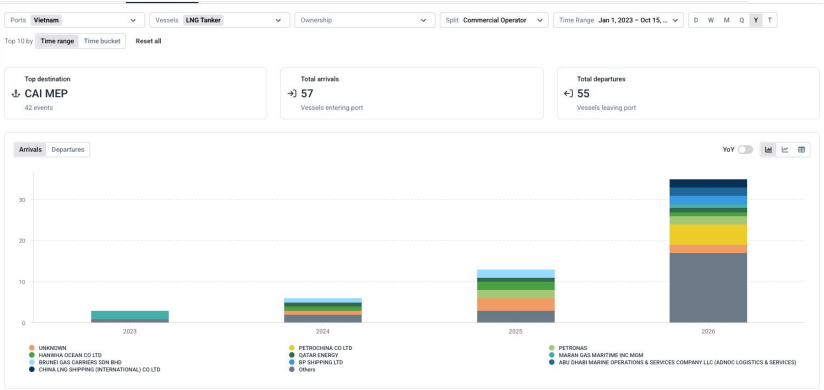
A single arrival-country view shows when a market opens, and how fast it grows.

- **Real-world development:** Vietnam received its first LNG cargo in July 2023 and is now building an LNG import market..
- **Planning question:** Is Vietnam becoming a market worth positioning ships for, and how fast is it growing?
- **Best metric:** Arrivals, one country, monthly or yearly..

What the trend indicates

Filter on Vietnam as the arrival country and read the yearly bars: 3 arrival in 2023, 6 in 2024, 13 in 2025 and 35 so far in 2026, already about three times last year's total. For an LNG shipowner or operator this is a new employment market opening: add the country to your trading watchlist, and compare it with peer importers using the same view.





PCT field	Selection
Port	Vietnam
Metric	Arrivals
Vessel Type	LNG carriers
Period	Jan 2023- Oct 2026
Granularity	Monthly or yearly

Link to Filter

Open filtered Port Call Trends view
Source

Call Outs

- **10 Jul 2023:** first LNG cargo at Thi Vai (Maran Gas Achilles)
- **2024 to 2025:** 6 to 13 LNG carrier arrivals
- **2026 to 15 Oct:** 35 arrivals, about 2.7x 2025

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Part 2
Container Intelligence: Terminal Activity

What it adds alongside port call data, with recent APAC examples



One neutral view of how terminals perform

BEFORE

Carrier's numbers ≠ **Terminal's numbers**

Two versions of the truth. Negotiations stall, and shippers and forwarders see neither.

WITH TERMINAL ACTIVITY

One independent view

Measured from observed vessel behaviour, not reported by either side of the call.

1,200+
Terminals and berths geofenced

770+
Ports covered

9,100+
Vessels tracked

Independent AIS data and port geometries. Covers every carrier and terminal in the network.

At a glance: six metrics, one workspace

ACTIVITY

Terminal calls

Count of unique calls

TEU capacity

Capacity of calling vessels

CONGESTION

Waiting time

Hours of pre-berth wait per call

Waiting rate

Share of calls that waited

WORKLOAD

Berth stay

Arrival to departure, in hours

TEU berth hours

Load proxy for relative workload

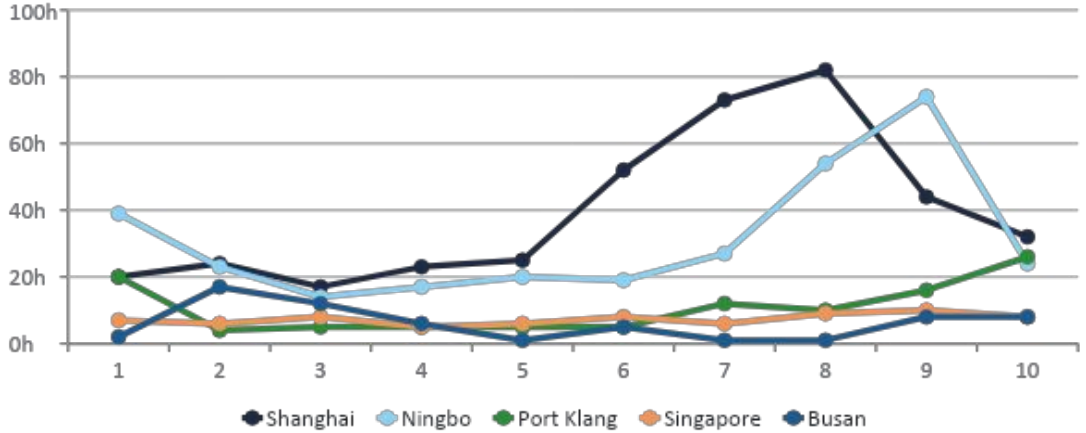
Median, sum, average, max or min

Daily to yearly and YoY

History from Jun 2025

How does a port's wait compare regionally?

MONTHLY MEDIAN WAITING TIME BY PORT, 2026



Kpler Container Intelligence, Terminal Activity. Demo selection, UTC. *Oct = to date. Values rounded.

~82h
Shanghai median wait, August

~74h
Ningbo median wait, September

≤10h
Singapore, every month of 2026

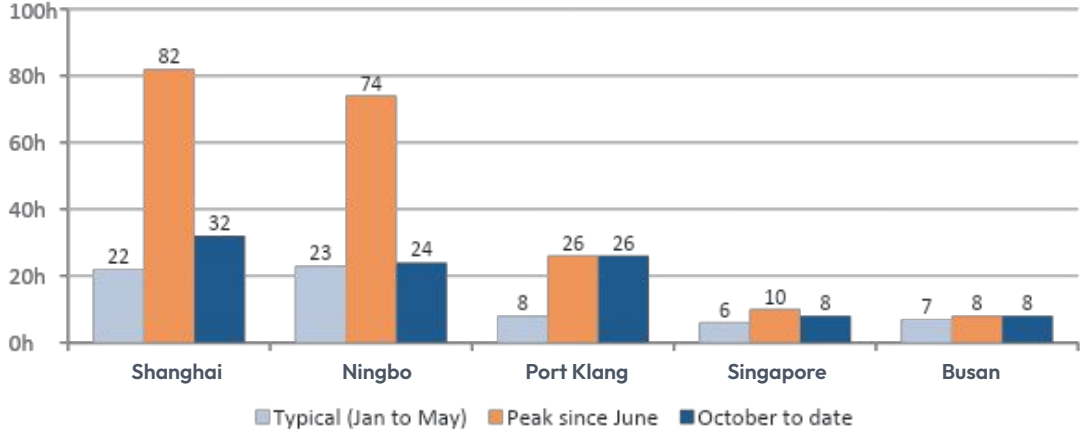
PLANNING QUESTION
How does our port compare with regional peers before we negotiate berth windows?

SO WHAT
Shanghai's August wait was 8x+ Singapore's: a neutral anchor for negotiations.

BEST METRIC
Median waiting time by port, monthly. Add waiting rate for the share that waited.

Where should peak-season volume go?

MEDIAN WAITING TIME BY PORT: TYPICAL VS PEAK VS NOW



Kpler Container Intelligence, Terminal Activity. Demo selection, UTC. Typical = average of monthly medians. Values rounded.

3 to 4x
Shanghai and Ningbo, peak vs Jan to May

8h → 26h
Port Klang, typical vs October

≤10h
Singapore and Busan since June

PLANNING QUESTION

Which gateway can absorb Q4 volume without adding waiting days, and on which carrier?

SO WHAT

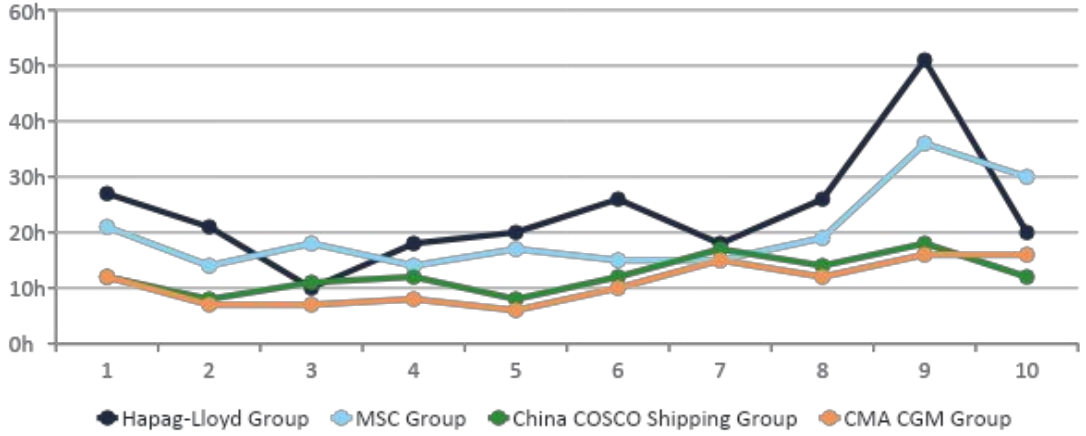
Peak waits of 74 to 82h at Shanghai and Ningbo add about three days per call.

BEST METRIC

Median wait by port, then carrier group. It shows queues, not cargo fit.

How do carriers compare at the same ports?

MONTHLY MEDIAN WAITING TIME BY CARRIER GROUP, 2026



Kpler Container Intelligence, Terminal Activity. Demo selection (5 ports), UTC. *Oct = to date. Values rounded.

51h vs 16h

Sep: Hapag-Lloyd vs CMA CGM, about 3x

Rank flips

Oct: MSC ~30h, Hapag-Lloyd ~20h

7,240

Terminal calls behind these four lines

PLANNING QUESTION

Do we wait longer than competitors at the same ports, and does the gap persist?

SO WHAT

Hapag-Lloyd fell from 51h to ~20h in a month. One month is not a trend.

BEST METRIC

Median wait by carrier group. Split by terminal to compare neighbours.