



Transit Time Trends Report (Q2 2026)

Published July 2026

REPORT



Inside the Report

1 Q2 2026: The Quarter After The Shock

2 Q2 Transit Times At A Glance

3 Our Methodology

4 Trade Lane Performance: Q2 2026

A. Asia (China-Korea-Japan) → North/West Europe

B. Asia (China-Korea-Japan) → North America

C. Oceania → Asia (China-Korea-Japan)

D. Southeast Asia → North America

E. Southeast Asia → Southeast Asia

E. Southeast Asia → Asia (China-Korea-Japan)

5 What's Changed - Q1 Vs Q2 2026

6 Closing The Gap Between Plan And Reality

7 References



1 Q2 2026: The Quarter After The Shock

Q1 2026 ended mid-crisis. The Strait of Hormuz had been effectively closed to commercial shipping since 28 February, schedules on affected corridors had collapsed, and the quarter closed with more questions than answers. Q2 was the quarter of finding out what the disruption would become.

The answer was: unstable, but trade kept moving, just less predictably. The strait opened and closed more than once within weeks, keeping the corridor impossible to plan against,^{1 2} while renewed Red Sea risk kept Asia–Europe services on the long route around the Cape of Good Hope.³ Away from the crisis, dense fog held vessels at anchor at major Chinese ports in June,⁴ an early peak season pulled forward cargo that would normally move in Q3,⁵ and congestion built steadily at Southeast Asian transshipment hubs.⁶



1 Strait of Hormuz closed

Since 28 Feb, the Strait was effectively closed to commercial shipping.



2 Schedules collapsed

Schedules on affected corridors collapsed, ending Q1 with more questions than answers.



3 Opened & closed repeatedly

The strait opened and closed multiple times within weeks, keeping the corridor impossible to plan against.



4 Long route via Cape

Renewed Red Sea risk kept Asia–Europe services on the long route around the Cape of Good Hope.



2 Q2 Transit Times At A Glance

- **Every lane ran longer than planned in every month of Q2.** For a second consecutive quarter, actual transit exceeded carrier schedules across all six key lanes tracked in this report, in all three months.
- **The Europe lane's delay narrowed.** The gap between actual and planned transit on Asia (CKJ) → North/West Europe narrowed from +5.4 days in Q1 to +4.5 days, while Asia (CKJ) → North America held nearly flat, from +1.6 to +1.5 days.
- **Lanes touching Southeast Asia and Oceania moved the other way.** Southeast Asia → North America widened from +2.7 to +3.1 days, the quarter's biggest widening, and Oceania → CKJ edged up from +2.2 to +2.4 days.
- **The intra-Asia lanes carried the smallest gaps in days but the largest in proportion.** A +1.4-day average gap on an 8-day planned voyage is a larger planning error, relatively, than +4.5 days on a 47-day voyage.
- **April was the quarter's most disrupted month on the Europe lane** (+6 days against plan), reflecting cargo that was mid-journey when the Hormuz crisis peaked. May and June settled at +4 days.





3 Our Methodology

Data Source: This report is based on shipment data processed (actual containers tracked) through the Portcast platform across major global trade corridors. The analysis reflects aggregated transit performance and does not disclose customer-specific information. All numbers are averages unless mentioned otherwise.

Analysis Window: Q1 2026 (January–March) vs. Q2 2026 (April–June). Q2 figures cover containers that arrived at the Port of Discharge between April and June 2026 (inclusive). Impacts from any ongoing disruptions may not be fully reflected, as affected containers could still have been mid-journey at the time of the data cutoff.

Metric Definitions

Average Planned Transit Time: The number of days between a container's scheduled departure from the Port of Loading and its scheduled arrival at the Port of Discharge, as planned by the carrier prior to the journey. This represents the carrier's committed service timeline.

Average Actual Transit Time: The number of days between a container's actual departure from the Port of Loading and its actual arrival at the Port of Discharge. This reflects the actual duration of the container's journey.

Transit Time Gap = Average Actual Transit Time – Average Planned Transit Time

- Positive values indicate shipments took longer than planned.
- Zero indicates actual transit times aligned with planned schedules.
- Negative values indicate shipments arrived faster than planned.

Note:

1. Planned and actual transit values shown in the chart are monthly averages rounded to whole days; quarterly figures in the text are computed on unrounded data.
2. The findings in this report are intended to provide directional insight into global ocean transit trends. They should not be interpreted as deterministic forecasts or guarantees of future shipment performance.

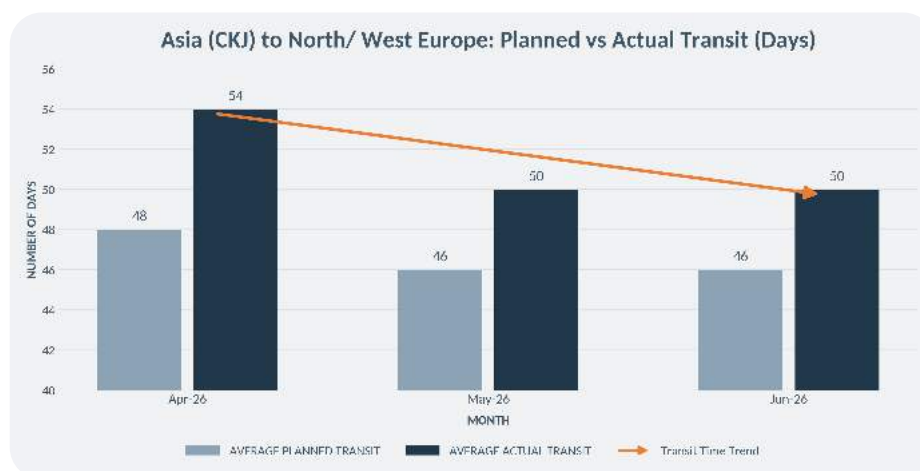
4 Trade Lane Performance: Q2 2026

The six lanes below account for the largest share of containers tracked on the Portcast platform, spanning the major east-west arteries and the major regional corridors. Together, they provide a representative picture of how the global network performed against planned transit times in Q2.

A Asia (China-Korea-Japan) → North/West Europe

Q2 average: 51.3 days actual vs. 46.8 days planned | Deviation: **+4.5 days**

The quarter opened wide: April's actual transit of 54 days ran 6 days over the 48-day plan, the largest monthly gap on this lane in two quarters. May and June both settled at 50 days actual against 46 planned.



Data Source: Portcast (Planned and actual transit values shown in the chart are monthly averages rounded to whole days)

Industry Perspective:

With the Red Sea still considered unsafe for mainline transits, no major carrier made a broad return to the Suez Canal in Q2, and the Cape of Good Hope remained the default routing, a detour that adds roughly ten or more days to every voyage compared with the pre-2024 norm.³ The endpoints added their own friction: in early June, dense fog held vessels at anchor off Shanghai and other Chinese gateways, and the delays rippled onward to Rotterdam, Antwerp and Hamburg, where arriving ships bunched and yards filled.⁴

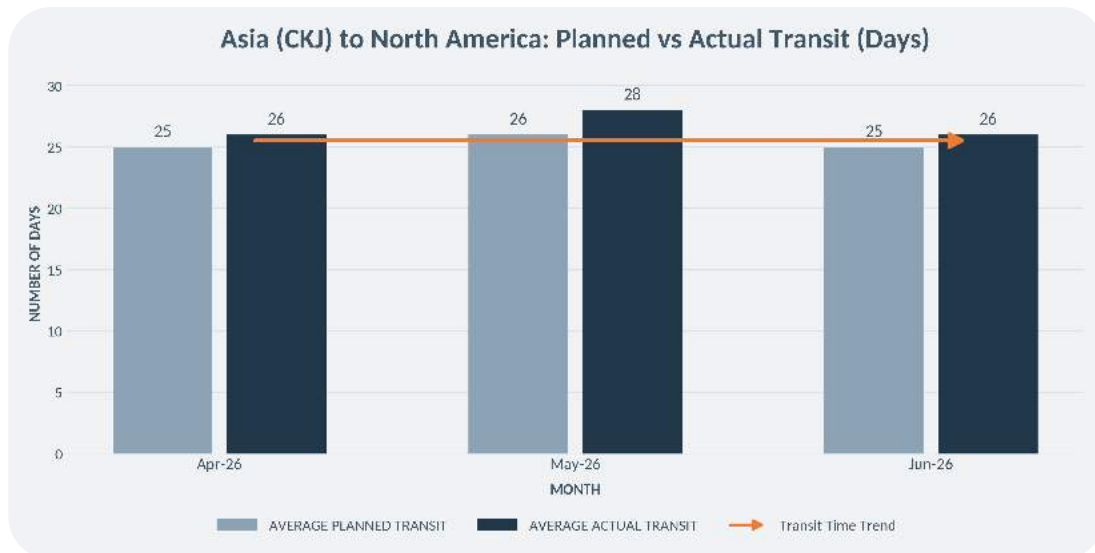
Operational takeaway: April shows what happens to this lane when disruption catches cargo mid-journey: the gap jumps immediately. May and June show the settled state, a steady 4-day overrun on a 46-day schedule. The structural gap identified in Q1 is intact; it eased by nearly a day (from +5.4 to +4.5) but did not close.

Q3 2026 planning implication: Plan against the ~50-day actual baseline rather than the 46-day quoted schedule. If the Strait of Hormuz situation stabilizes and carriers begin testing shorter routings, treat early sailings as exceptions, not a new baseline, until the data shows the gap actually closing.

B Asia (China-Korea-Japan) → North America

Q2 average: 26.8 days actual vs. 25.3 days planned | Deviation: **+1.5 days**

Planned transit held at 25–26 days through the quarter, actuals at 26–28 days, and the gap held nearly flat, from +1.6 days in Q1 to +1.5 days in Q2.



Data Source: Portcast (Planned and actual transit values shown in the chart are monthly averages rounded to whole days)

Industry Perspective:

Transit times on the transpacific ran close to plan in Q2, but departures did not. Carriers cancelled a significant share of scheduled sailings through the quarter to match capacity to soft demand,⁷ and a large share of booked cargo was rolled to later departures.⁸ For shippers, the practical effect was a lane where the voyage itself was predictable, but the departure date was not: a container that sailed arrived roughly on time, while a rolled container lost a week before it ever left port.

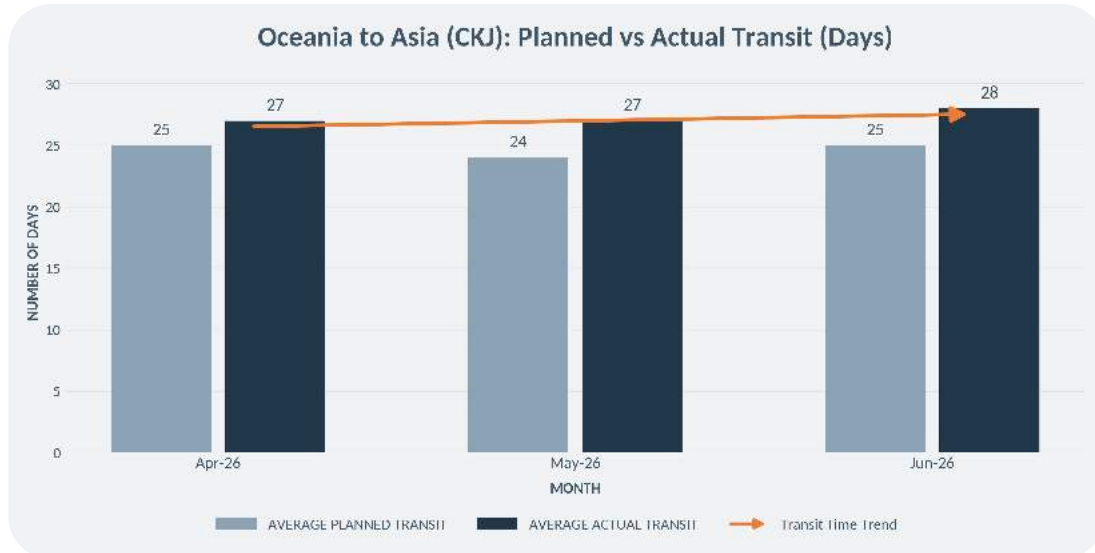
Operational takeaway: A steady gap on the smallest-deviation long-haul lane in this report looks reassuring, but it measures only containers that sailed. The lane's main schedule risk in Q2 sat before departure, in cancelled sailings and rolled bookings, which transit-time averages do not capture.

Q3 2026 planning implication: A modest buffer above quoted transit remains sufficient for the ocean leg. Focus monitoring on departure certainty instead: confirmed bookings, blank-sailing announcements, and roll rates on your specific services, especially as early peak-season volumes compete for space.

C Oceania → Asia (China-Korea-Japan)

Q2 average: 27.1 days actual vs. 24.7 days planned | Deviation: **+2.4 days**

Actual transits held at 27–28 days across the quarter, against plans of 24–25 days. Unlike Q1, when the gap peaked with Chinese New Year in January and then cleared, Q2's gap widened as the quarter went on.



Data Source: Portcast (Planned and actual transit values shown in the chart are monthly averages rounded to whole days)

Industry Perspective:

Q2 squeezed this lane from both ends. At the Australian end, vessels bunched outside Sydney and Brisbane throughout the quarter, with waits stretching from hours to days as weather and schedule disruptions compounded.⁹ At the northern end, Qingdao and neighbouring gateways carried multi-day vessel queues of their own.⁹ In between, cargo relaying through Asian hubs was repeatedly rolled as displaced long-haul tonnage crowded the transshipment network.¹⁰ Carriers expect the congestion at Sydney, Melbourne and Brisbane to carry into Q3.¹¹

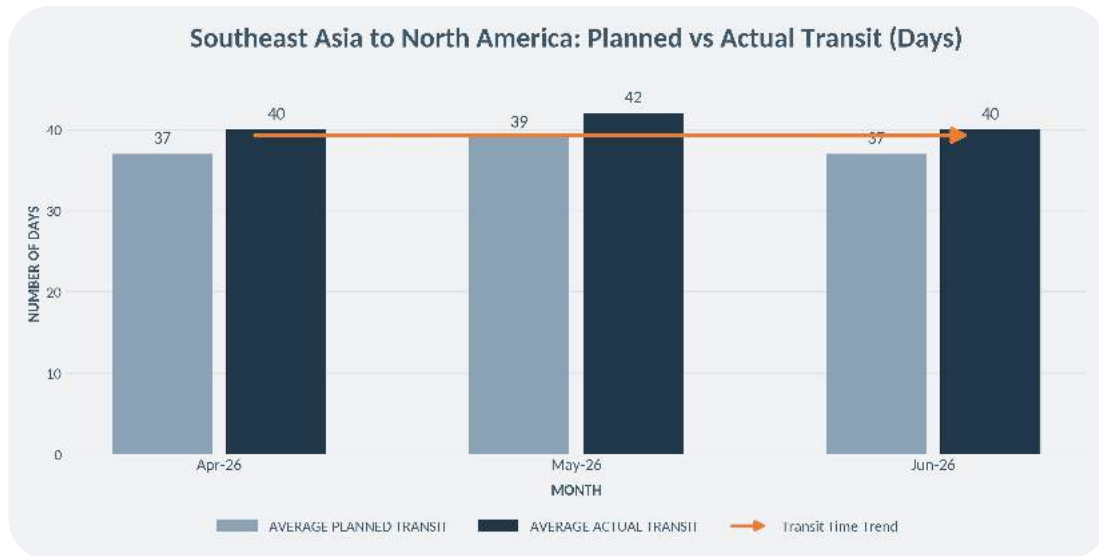
Operational takeaway: The Q1 gap on this lane was seasonal, tied to Chinese New Year and gone by March. The Q2 gap is not: it widened into June with no calendar driver, which points to network congestion, not seasonality, as the current cause. But on a quarterly average, the move is modest, from +2.2 days in Q1 to +2.4 in Q2.

Q3 2026 planning implication: Buffer toward the June experience rather than the quarterly average until the trend turns. With port congestion forecast to persist at the Australian end into Q3, this lane's gap currently has more room to widen than to close.

D Southeast Asia → North America

Q2 average: 40.6 days actual vs. 37.5 days planned | Deviation: **+3.1 days**

Actual transit ran 3 days over plan in every month of Q2 (40 vs. 37 in April, 42 vs. 39 in May, 40 vs. 37 in June), widening from the +2.7-day gap this lane carried in Q1.



Data Source: Portcast (Planned and actual transit values shown in the chart are monthly averages rounded to whole days)

Industry Perspective:

More cargo is originating in Southeast Asia as sourcing shifts away from China,³ and nearly all of it funnels through the same few hubs (Singapore, Port Klang, Tanjung Pelepas) before crossing the Pacific. Those hubs had a difficult quarter: congestion spiked in June as mainline vessels running behind schedule offloaded and reshuffled large volumes of cargo there to recover their rotations.⁶ On the ocean leg, cancelled sailings and rolled cargo on transpacific services added further slippage.⁸ A lane that depends on a relay connection holding, at hubs that are saturated, slips a little everywhere.

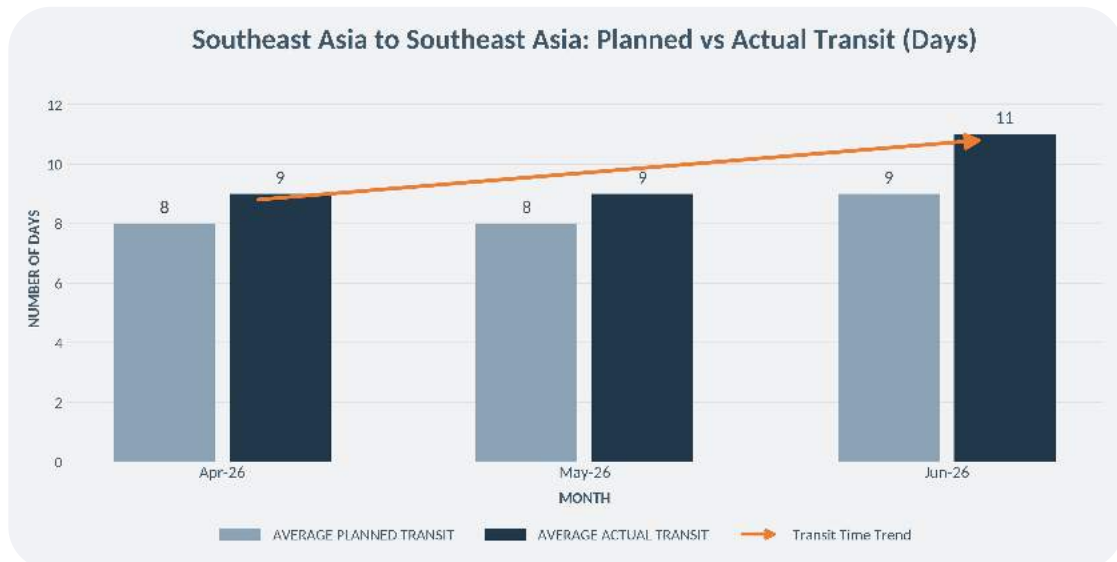
Operational takeaway: *This is a level shift, not a spike: the gap did not fluctuate through Q2; it settled roughly half a day higher than Q1 and held there all three months. When an overrun is that consistent, it behaves like a new baseline rather than a disruption.*

Q3 2026 planning implication: *Treat +3 days as the lane's working baseline until the data shows otherwise. Hub conditions at Singapore and Port Klang are the leading indicator to watch: delays there reach this lane's arrival times weeks later.*

E Southeast Asia → Southeast Asia

Q2 average: 9.7 days actual vs. 8.3 days planned | Deviation: **+1.4 days**

April and May ran at 9 days actual against 8 planned. June stepped up: 11 days actual against 9 planned, the highest actual transit on this lane in the past two quarters.



Data Source: Portcast (Planned and actual transit values shown in the chart are monthly averages rounded to whole days)

Industry Perspective:

Intra-regional cargo in Southeast Asia moves through the same terminals that mainline east-west services use for transshipment: when schedule-disrupted mainline vessels began offloading and reshuffling boxes at Singapore and Port Klang in June, regional shipments were caught in the resulting congestion.⁶ At the same time, an early peak season was under way, with shippers pulling year-end cargo forward on disruption fears and regional capacity already tight.⁵ ¹² On a voyage planned at 8 days, there is nowhere to hide a delayed berth or a missed feeder connection.

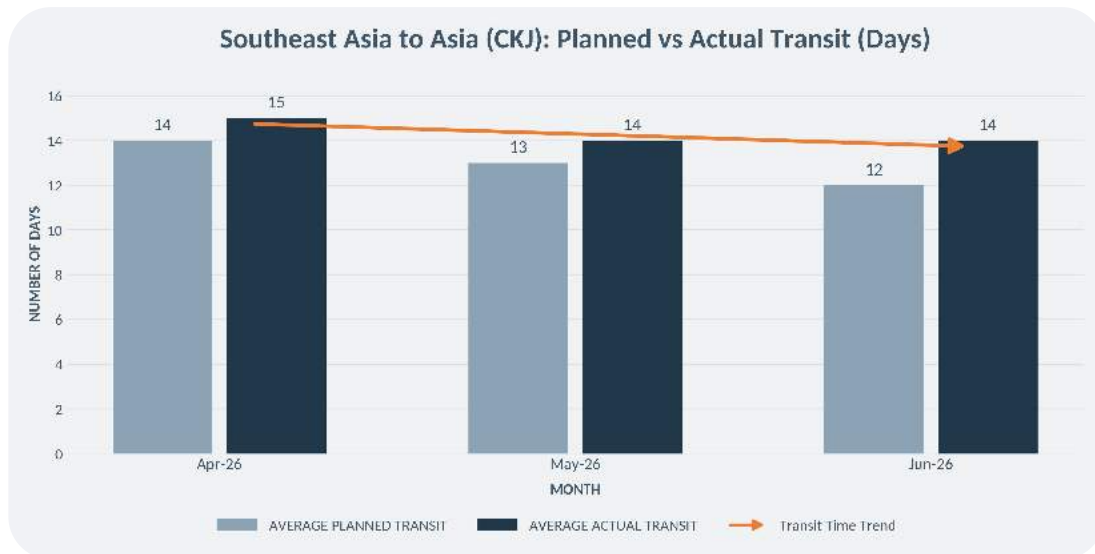
Operational takeaway: *In days, this lane's gap looks small. In proportion, it is the largest: June's 2-day overrun on a 9-day plan is a bigger relative planning miss than any long-haul lane recorded in Q2. The June step-up coincides with documented hub congestion rather than any seasonal pattern.*

Q3 2026 planning implication: *Keep buffers proportional, not in absolute days; a flat 1–2-day buffer that works on long-haul lanes is thin here. Hub berth conditions at Singapore and Port Klang lead this lane by days, not weeks, so they are worth monitoring more frequently.*

F Southeast Asia → Asia (China-Korea-Japan)

Q2 average: 14.5 days actual vs. 12.8 days planned | Deviation: **+1.7 days**

Actual transit eased gently through the quarter (15, 14 and 14 days) while planned transit eased faster, from 14 to 12 days, leaving June with the lane's widest monthly gap (+2 days on rounded averages).



Data Source: Portcast (Planned and actual transit values shown in the chart are monthly averages rounded to whole days)

Industry Perspective:

Northbound cargo from Southeast Asia to China, Korea and Japan relays through the same congested hubs as the region's other trades, and June's reshuffling of mainline cargo at Singapore and Port Klang reached this corridor too.⁶ At the destination end, vessel queues at Qingdao and nearby gateways added waiting time on arrival.⁹ Demand stayed firm through the quarter as regional manufacturing networks fed the early peak season, keeping space tight on northbound services.¹² The interesting move in the data is on the planning side: carriers quoted progressively faster schedules through the quarter even as actual performance held flat.

Operational takeaway: The June gap widened not because ships slowed down, but because quoted schedules sped up: a 12-day plan against a 14-day reality. A tightening schedule against flat performance widens the planning error without anything changing on the water.

Q3 2026 planning implication: Anchor plans to the 14-day actual rather than the quoted schedule, and if carriers hold the faster published timings into Q3, expect the gap to widen on paper even if operations stay stable.



5 What's Changed - Q1 Vs Q2 2026

Trade Lane	Transit Time Deviation (Jan–Mar 2026)	Transit Time Deviation (Apr–Jun 2026)	Change (Days)
Southeast Asia → North America	+2.7 days	+3.1 days	+0.4 days
Oceania → China, Korea & Japan	+2.2 days	+2.4 days	+0.2 days
Asia (CKJ) → North America	+1.6 days	+1.5 days	-0.1 days
Southeast Asia → Southeast Asia	+1.7 days	+1.4 days	-0.3 days
Southeast Asia → Asia (China-Korea-Japan)	+2.1 days	+1.7 days	-0.4 days
Asia (CKJ) → North/West Europe	+5.4 days	+4.5 days	-0.9 days

Note: Changes shown represent the difference in average Transit Time Deviation between Apr–Jun 2026 and Jan–Mar 2026. Positive values indicate widening gaps, while negative values indicate narrowing gaps.



6 Closing The Gap Between Plan And Reality

Two quarters of data now tell a consistent story: the gap between planned and actual transit is not a crisis symptom that fades when the crisis does. Through a quarter in which the Strait of Hormuz opened and closed repeatedly, weather stalled major origin ports, and an early peak season strained regional hubs, every lane in this report ran ahead of plan in every month, quiet months included. Carrier schedules describe an intended network; containers move through the real one.

Q3 begins with the Hormuz strait's status still unresolved and peak-season volumes already flowing. The teams best positioned for it are those planning against measured, lane-level performance, and watching the leading indicators, from hub congestion to departure certainty, that move before transit averages do.

Portcast publishes this report every quarter to help supply chain and logistics teams plan with data, not assumptions. Beyond predictive ETAs, Portcast enables global BCOs and forwarders to have both operational and financial visibility through an exception-first command center and automated freight audits that surface delays, risks, and billing discrepancies in real time.

If you manage lanes covered in this report, as well as others, and want to benchmark your current planning against predictive insights and improve cost control, we would be happy to walk through it with your team.

[Get in touch](#)

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Disclaimer: The transit time data for the six lanes highlighted in the report is based on containers tracked on Portcast's platform. All figures represent averages unless otherwise noted. The broader industry perspective is based on publicly available sources and does not represent Portcast's sole opinion. All sources are cited where applicable.



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