DATA BRIEFING

China Port Connectivity Report 2026

How the 2026 liner shipping network compares across leading container hubs - and what the index cannot tell an importer.

2,439
Shanghai · Q3 2026

2,110
Ningbo-Zhoushan · Q3

1,883
Singapore · Q3

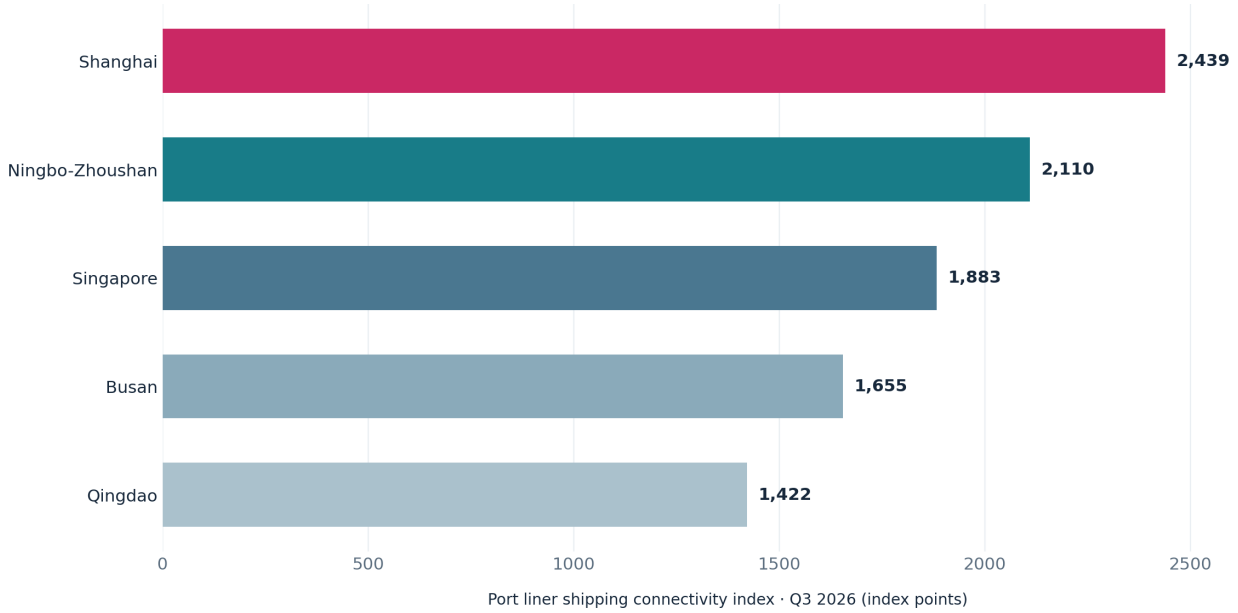


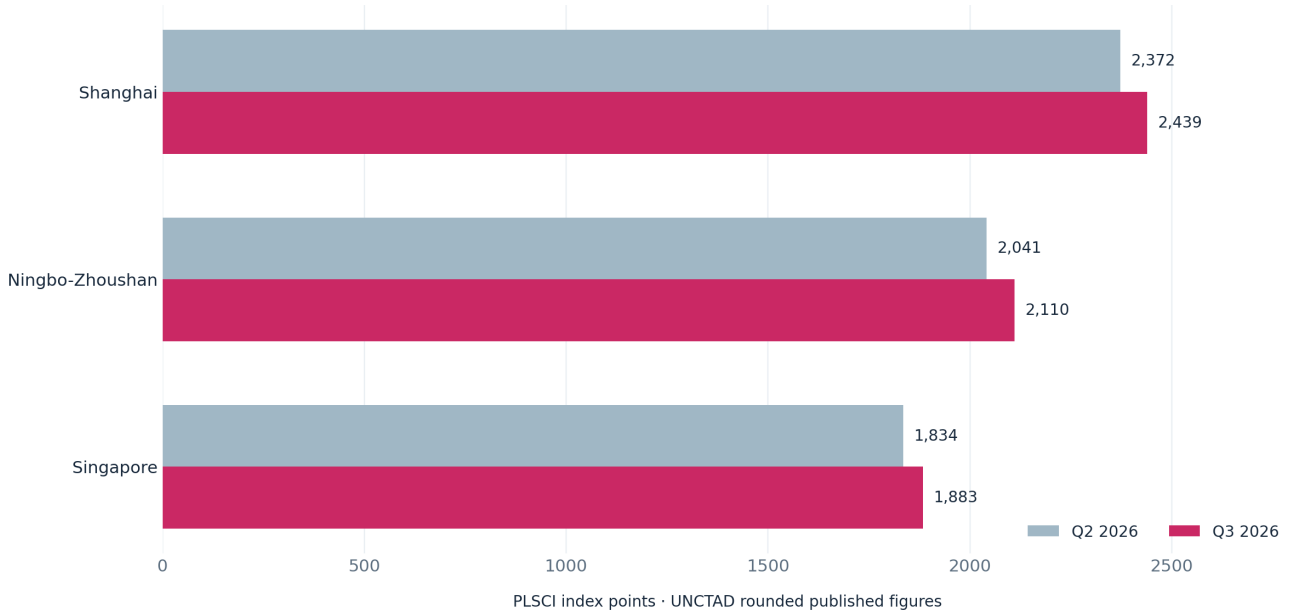
Figure 1 · PLSCI, Q3 2026. UNCTAD rounded figures; original: unctadstat2.unctad.org/insights/theme/271.

Scope of this evidence

PLSCI is a port-level network connectivity indicator. Higher index values are not prices, container throughput, delay probabilities, terminal efficiency scores or shipment-level routing recommendations.

Q2 to Q3: movement across three hubs

The three leading ports in this selected comparison showed higher reported PLSCI values in Q3 2026 than in Q2 2026. These are changes in connectivity index points, not percentage changes in cargo volumes.



Port	Q2	Q3	Point change	% change
Shanghai	2,372	2,439	+67	+2.8%
Ningbo-Zhoushan	2,041	2,110	+69	+3.4%
Singapore	1,834	1,883	+49	+2.7%

Change calculations are DDP Atlas analysis of UNCTAD published values rounded to whole index points; percentages are approximate.

Editorial takeaway

The reported network connectivity position of major Asian hubs remained strong and improved between these two quarters. This alone does not establish more reliable schedules, cheaper freight, or increased cargo volumes.

International gateways: a same-period view

For Europe and the Middle East, the DDP Atlas approved dataset includes Q1 2026 observations for Rotterdam and Jebel Ali. The chart below deliberately uses a single earlier quarter for comparability. Do not mix it into the Q3 ranking.

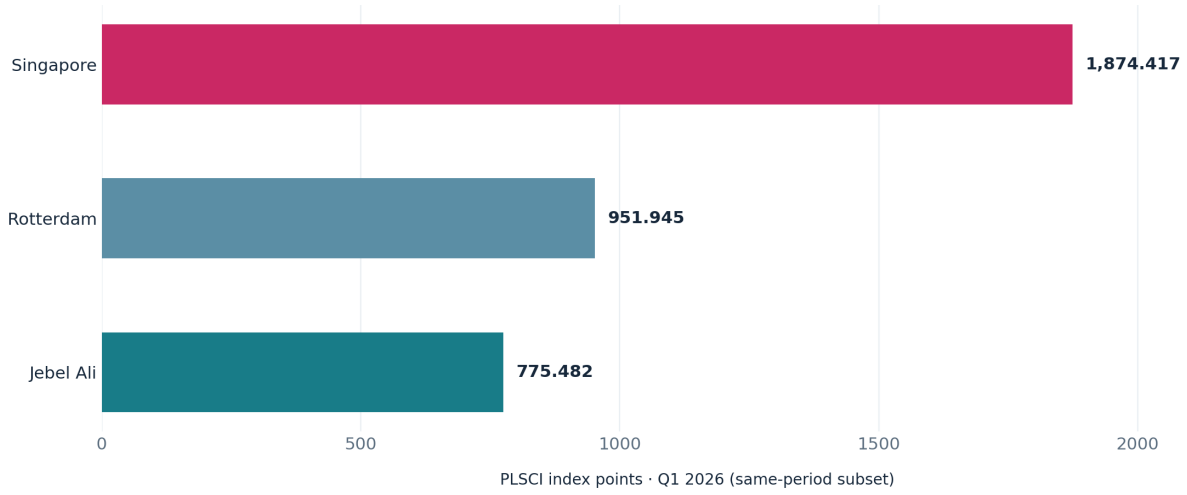


Figure 3 · Q1 2026 PLSCI, approved DDP Atlas reproduction of UNCTAD US.PLSCI; three-decimal values.

Why ports differ

Network services, carrier choice, deployed capacity, ship calls and direct connections influence PLSCI. A high score indicates integration, not promised shipment performance.

What an importer should compare

Origin trucking, actual carrier sailing, cut-off dates, transshipment requirements, equipment, destination release and final-mile costs.

Do not cross quarterly boundaries

Singapore is included here only as a Q1 2026 anchor. The top-five chart on page 1 is Q3 2026. The two snapshots are not a Q1-to-Q3 comparison for Rotterdam or Jebel Ali.

Methodology & media-use notes

The charts use published or approved reproductions of the Port Liner Shipping Connectivity Index (US.PLSCI). DDP Atlas selected markets, plotted the values and calculated simple quarter-to-quarter differences where both periods were available.

Coverage and calculations

Q3 top five: Shanghai, Ningbo-Zhoushan, Singapore, Busan, Qingdao - values reproduced as rounded whole points from UNCTAD Data Insights, updated 28 Sep 2026.
Q2 vs Q3: Shanghai, Ningbo-Zhoushan, Singapore - difference and percentage calculated from UNCTAD published rounded values.
Q1 international subset: Singapore, Rotterdam, Jebel Ali - approved DDP Atlas dataset values (three decimals).

Suggested editorial reference

How to credit the charts

Source: UN Trade and Development (UNCTAD), Port Liner Shipping Connectivity Index (US.PLSCI). Selected chart design and calculations: DDP Atlas Research (2026). CC BY 3.0 IGO. UNCTAD does not endorse DDP Atlas.

Primary source links

UNCTAD PLSCI metadata

https://unctadstat.unctad.org/datacentre/reportInfo/US.PLSCI

UNCTAD Q3 port data story

https://unctadstat2.unctad.org/insights/theme/271

DDP Atlas PLSCI reproducible chart

https://www.ddpatlas.com/freight-intelligence/charts/unctad-plsci-quarterly

UNCTAD data use and attribution

https://unctadstat.unctad.org/EN/FAQ.html