



....Time is Money....

Global Liner Performance, September 2011

Contents

Executive Summary.....	2
Methodology.....	3
Data Collection	3
Data Processing	3
Coverage	6
Trades	6
Ports	6
Carriers	7
Vessels	7
Global Performance	8
Definition	8
Global on time statistics per carrier	8
On time statistics.....	8
Average days late	10
Average days late versus reliability	11
Trade Lane Performance.....	11
Definition.....	12
On time statistics per trade lane	12
Performance by service	19
Disclaimer and Copyright	34

Do you want specific details?

SeaIntel Maritime Analysis has the most comprehensive database covering schedule reliability, with 13.500 arrivals for 1.300 vessels on 185 trade lanes in July and August 2011.

Based on this database, we are able to produce very detailed reliability statistics for individual purposes, amongst which are:

- Reliability on a specific port to port pair
- Reliability into a specific port
- Detailed measurements of not only how many days of average delay you can expect on a given trade lane for a given carrier, but also what the spread of those delays are. You will be able to know whether “2 days late on average” means always 2 days late, or whether it means sometimes 1 day late and sometimes 4 days late.
- Bespoke regular monthly updates showing precisely the trade lanes and carriers you want to keep up-to-date on. These can be used for carrier sales teams or shipper procurement teams.

Please contact Lars Jensen at lars.jensen@seaintel.com for more details.

Disclaimer and Copyright

This report is issued by:

SeaIntel Maritime Analysis
Vermlandsgade 51, 2.
2300 Copenhagen S
www.seaintel.com

Editor:
Lars Jensen
lars.jensen@seaintel.com

Analysts:
Morten Berg Thomsen
m.thomsen@seaintel.com

Stinna Kongsdal
s.kongsdal@seaintel.com

Copyright 2011: This report is for the sole use of the purchaser and is not to be copied or distributed outside his organisation. Reproduction, scanning into an electronic retrieval system or copying to a database is strictly prohibited without written permission of the publisher. Contravention will result in a requirement to pay damages to the publisher and owner of the copyright, SeaIntel Maritime Analysis. While information is presented in good faith, the publisher cannot accept liability for errors of fact or opinion.

Frontpage picture is copyright and courtesy of Maersk Line.