

Global Liner Performance April Report 2013



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Global Liner Performance report – April 2013

Global Executive Summary

Global schedule reliability remained at the same level in March as it was in February – 82.6% - whereas timeliness of container delivery decreased slightly from 62% to 61%. Global schedule reliability thereby remains on a higher level compared to the performance we witnessed globally in March last year. On the other hand, container delivery followed the seasonal pattern we saw last year, and is now on the same level as in March 2012.

SAMPLE

Among the niche carriers, Independent Container Lines (ICL) and Matson are the top performers with a schedule reliability of 100% on the one service we monitor them on.

Tradelane Summary

Despite a flat development in global schedule reliability, 15 trades saw a performance increase in March. 15 trades had a performance lower than same period last year. The largest improvement was seen from South America to North America where schedule reliability increased to 86% in March.

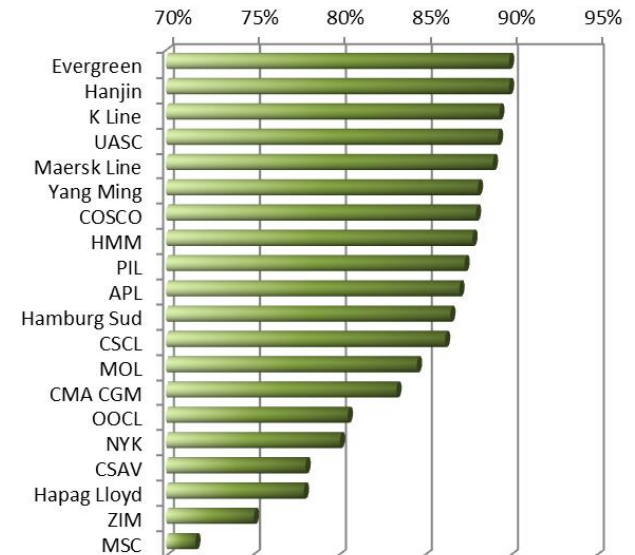
Three out of four trades to Oceania have seen significant improvements compared with last year, whereas the remaining trade between North America and Oceania have improved with 7%.

Container Delivery Summary

Timeliness of container delivery declined slightly from February to March. 15 out of 32 trade lanes saw container delivery improve since February. The most significant improvements were seen in the South America to

SAMPLE

Global top-20 ranking March 2013



Global Reliability Developments

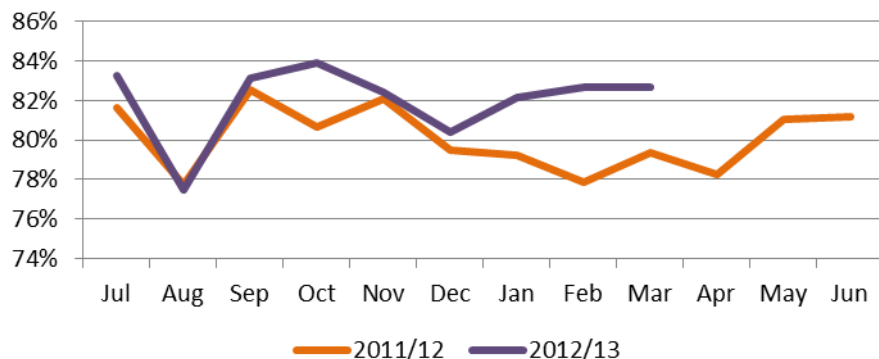
Global developments

Global schedule reliability remained at the same level in March as it was in February – 82.6% - whereas timeliness of container delivery decreased slightly from 62% to 61%. Global schedule reliability thereby remains on a higher level compared with the performance we witnessed globally in March last year. On the other hand, container delivery followed the seasonal pattern we saw last year and is now on the same level as in March 2012.

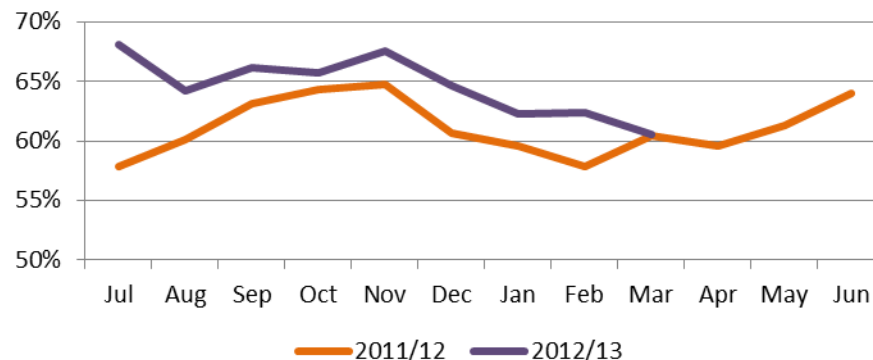
As we have hit the bottom of the seasonal downturn, it should be expected that performance in container delivery will improve in the coming months.

We continue to find a significant difference between global schedule reliability and global timely container delivery. The difference has increased through the past months, with the difference in March being 18%. This means that a significant part of the reliability the carriers achieve is lost on the land-side, which is very unsatisfactory for both carriers and shippers.

Global schedule reliability



Global timely container delivery



Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Schedule Reliability	2012	SAMPLE	81%	83%	77%	83%	84%	82%	80%
	2013		81%	83%	77%	83%	84%	82%	80%
Change									
Timely Container Delivery	2012		64%	68%	64%	66%	66%	68%	65%
	2013	64%	68%	64%	66%	66%	68%	65%	
Change									

Container data provided by



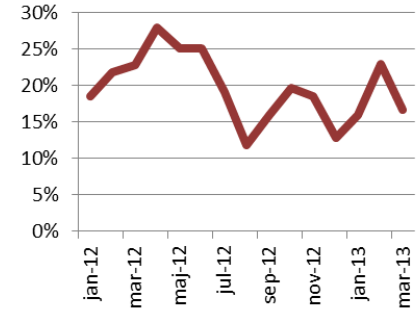
N.America – S.America – Trade Developments

North America – South America developments

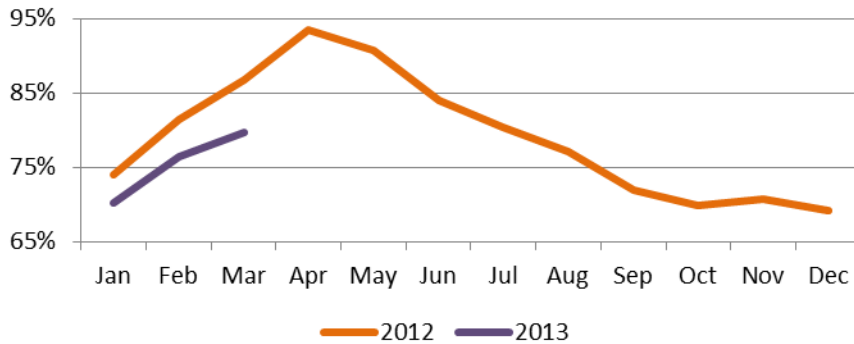
Schedule reliability improved almost in line with seasonality, although remained at a level lower than last year at the same time, while container delivery increased significantly this month, to come on par with the 2012 level. The performance on individual services remains highly diverse from 14% to 100%, hence shippers relying on timeliness would do well in carefully selecting their suppliers.

Schedule reliability is based on arrival in the following ports: Balboa, Buenos Aires, Itajai, Montevideo, Rio de Janeiro, Salvador, Santos, Valparaiso, Cartagena, Callao, San Antonio, Guayaquil, Manzanillo (Panama), Navegantes, Sepetiba, Sao Francisco do Sul, Cristobal, San Vicente, Buenaventura

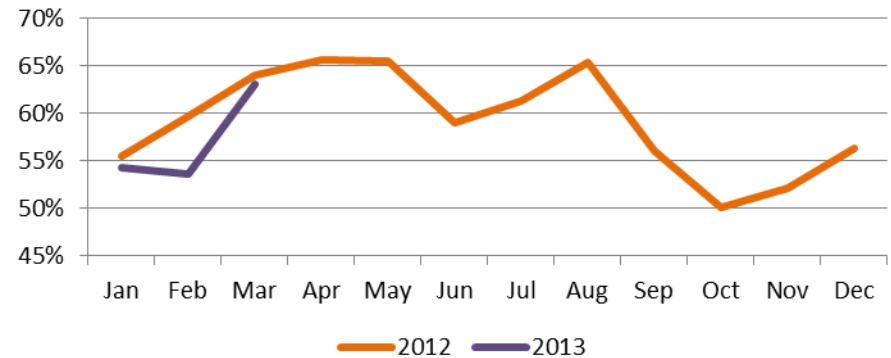
Difference between schedule reliability and container delivery



N.America - S.America schedule reliability



N.America - S.America timely container delivery



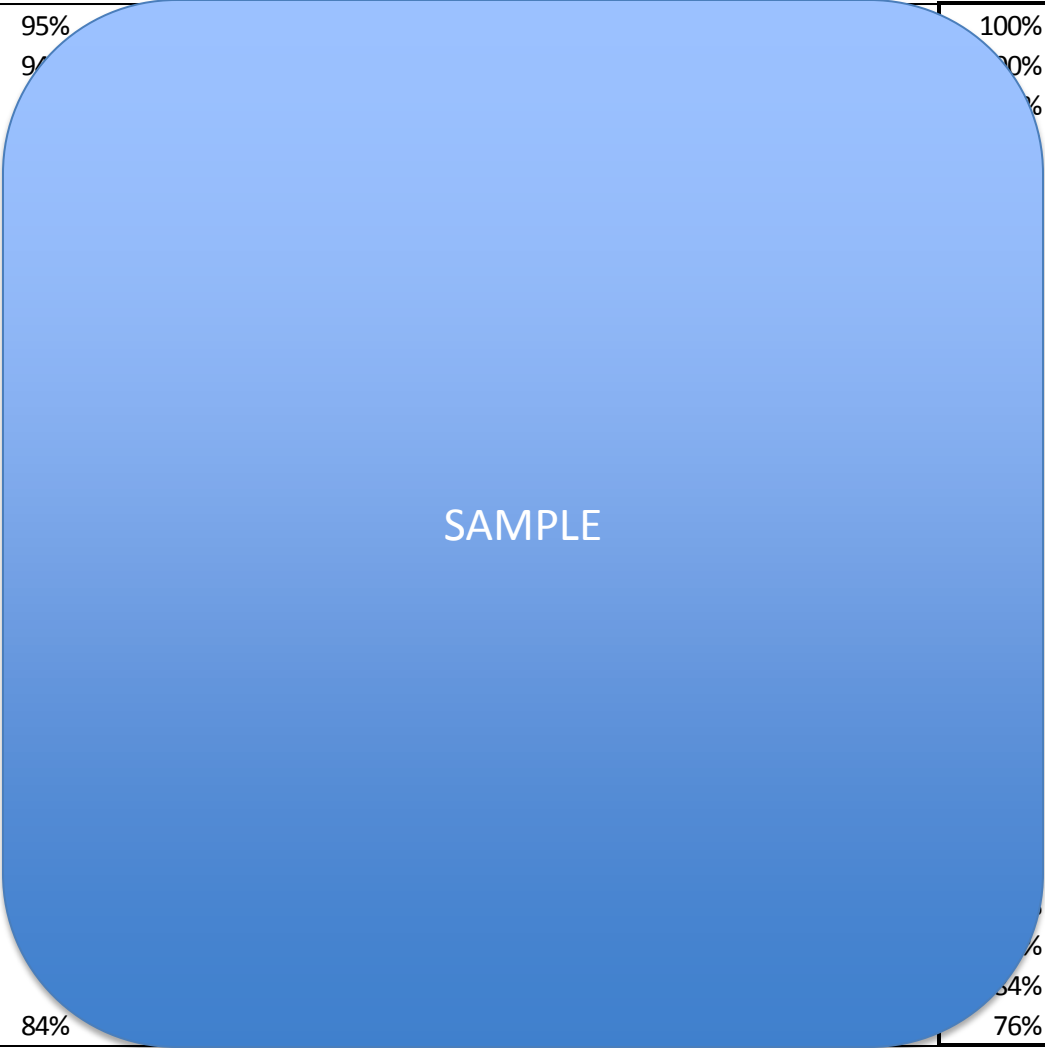
Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
Schedule Reliability	2012	SAMPLE					84%	80%	77%	72%	70%	71%	69%				
	2013																
Change																	
Timely Container Delivery	2012						59%	61%	65%	56%	50%	52%	56%	Container data provided by			
	2013																
Change																	



Oceania – Asia – Carrier Performance

	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	6-month trend
HMM	93%	97%	98%	95%									100%	Increasing
MSC	90%	93%	95%	97%									90%	Increasing
Safmarine	97%	97%	99%										97%	Increasing
Swire														Increasing
Maersk Line	94%	98%	96%											Increasing
APL	92%	94%	96%											Increasing
Hamburg Sud	94%	98%	98%											Increasing
Hapag Lloyd	94%	95%	96%											Increasing
Evergreen	81%	78%	81%											Increasing
MOL	76%	78%	85%											Increasing
PIL	60%	65%	70%											Increasing
NYK	84%	82%	86%											Increasing
COSCO	81%	83%	87%											Increasing
K Line	84%	81%	83%											Increasing
GSL	78%	89%	88%											decreasing
ZIM														decreasing
OOCL	79%	78%	82%											Increasing
Yang Ming	92%	83%	83%											Increasing
CMA CGM	84%	52%	51%											decreasing
ANL	63%	72%	84%											Increasing
Hanjin	95%	88%	88%											Increasing
RCL	100%	100%	100%											decreasing
STX Pan Ocean	100%	100%	100%											Increasing
Sinotrans														Increasing
TS Lines													84%	Increasing
CSCCL	38%	64%	85%	84%									76%	decreasing



Asia – Middle East – Service specifics March 2013

Carriers	Service	# of arrivals	% on-time
CSCS / UASC / Yang Ming	AMC-1 / AMC-1 / AM1	SAMPLE	100%
	FAL 1 / FAL 1 / FAL 1 / Condor Service / AEC 2		100%
ANL / CMA CGM / FESCO / MSC / UASC	FAL 2 / FAL2 / AEX7 / AEX7 / AEX7 /		100%
ANL / CMA CGM / COSCO / CSCL / Evergreen / Hanjin / UASC / Yang Ming	CFN / AEC8 / AEX7		100%
ANL / CMA CGM / CSCL / Evergreen / FESCO / MSC / UASC	FAL 3 / FAL3 / AEX 4 / FAL3 / FAL3 / Swan Service / AEC7		100%
Maersk Line / Safmarine	AE 7 / AE 7		100%
ANL / CMA CGM / Maersk Line / Safmarine	MEX 1 / MEX 1 / AE 11 / AE 11		100%
APL / Hapag Lloyd / HMM / MOL / NYK / OOCL	EU M / EU M / EU M / EU M / EUM / EUM		100%
CMA CGM / CSAV / MSC	FAL 6 / Eur - ME / Silk		100%
MSC	Dragon		100%
CSAV / MSC	ABS / Tiger	100%	
CMA CGM / Maersk Line / Safmarine	Phoenician Express / AE 12 / AE 12	100%	
COSCO / Evergreen / MOL / X-Press Feeders	APG / APG / CM 2 / APG	100%	
CMA CGM / CSCL / HMM / OOCL / STX Pan Ocean / UASC	CIMEX 1 / CIMEX 1 / CM 2 / MAX 2 / AMA / AGX 1	100%	

Carriers	Service	# of arrivals	% on-time
Maersk Line / Safmarine	Horn of Africa / Horn of Africa	SAMPLE	100%
COSCO / Evergreen	FRX / FRS		100%
APL / MOL	WAX / CMI		100%
Evergreen / HMM	KMS / KMS		100%
CMA CGM / COSCO / CSCL / Evergreen / OOCL / RCL / GSL	CIMEX 3 / MAX / MAX / MAX / MAX / RAM / MES		100%
CMA CGM / CSCL / Evergreen / Hanjin / Hapag Lloyd / K Line / Yang Ming	Red Sea Express / RES1 / RES / RES / RES / RES / RES		100%
ANL / CMA CGM / Maersk Line	MEX 3 / NewMEX / AE 20		100%
APL / Hapag Lloyd / HMM / MOL / NYK / OOCL	Loop 1 / Loop 1 / Loop 1 / Loop 1 / Loop 1 / Loop 1		100%
APL / Hapag Lloyd / HMM / MOL / NYK / OOCL	Loop 4 / Loop 4 / Loop 4 / Loop 4 / Loop 4 / Loop 4		100%
APL / Hapag Lloyd / HMM / MOL / NYK / OOCL	Loop 6 / Loop 6 / Loop 6 / Loop 6 / Loop 6 / Loop 6		100%
APL / Hapag Lloyd / HMM / MOL / NYK / OOCL	Loop 7 / Loop 7 / Loop 7 / Loop 7 / Loop 7 / Loop 7	100%	

Methodology – part 1

General Methodology

In order to benchmark the container carriers on schedule reliability, we have established a quantifiable methodology to base the benchmark upon.

For users already familiar with our methodology, we can advise that no fundamental changes have been made to the methodology since the report issued on 15 June 2012.

For the Middle East and Indian Subcontinent services, we are monitoring mainline services to and from Asia and Europe. Mainline services comprise either major dedicated deep sea services directly aimed at these trades, or major services calling these areas en route. Examples of this could be an Asia-Europe service stopping in Colombo or Khor Fakkan or an Asia-South America service stopping in South Africa. The direction of the service when making the call is also considered. Hence a call in Colombo is only included in the Asia-Mid East reliability if the stop made in Colombo was done on the westbound part of the voyage.

We have elected not to include very small strings comprising only a few vessels, particularly in Africa, but providing measurements only on longer deep sea services.

We have from the beginning of November 2011 been recording both schedules and actual arrival times by the hour for carriers which provide this information. Additionally, we have added a fourth data source, namely information concerning actual arrival by the hour directly from some carriers.

We have been in dialogue with a number of carriers particularly on the topic of measuring on calendar day versus measuring arrivals down to the hour or minute. At SeaIntel Maritime Analysis we are of the principal opinion that data should be as detailed as possible, but also that data must be comparable. As the vast majority of container carriers do not provide schedules beyond calendar days, we have chosen to maintain our existing methodology focusing purely on calendar days in order to ensure comparability across carriers.

The definition of "on time" has in accordance with the calendar-day definition been settled as arrival within plus or minus 1 calendar day from the proforma schedule.

Methodology – part 2

Data Collection

Most of the carriers have schedules available on their website, which include port rotation (both head haul and backhaul), vessel names and day of arrival. However, some carriers do not have such accurate schedules available on their website. In these cases we have used the carrier's port to port search tool on their websites and composed the schedules through that tool.

The schedule data reflects proforma schedules 15 – 45 days into the future.

We are aware, that in a few instances there might be a discrepancy between some of the schedules a carrier places on their website and the schedules they provide through an EDI or XML feed. To ensure consistency in the measurement methodology, we have elected to focus on the schedule information provided through carrier websites. In cases where we have received data directly from the carriers, and we see a discrepancy between the website proforma and the carrier-submitted proforma, we have used the proforma information which matches the definition of a liner service – namely the regular arrival/departure.

The reason for making this choice is that the schedules on the website are a de-facto display of the carrier's product portfolio towards all potential and existing customers. Data transmitted through EDI or XML, on the other hand, constitute only a partial information flow, as it is designed to reach only a number of existing customers.

This choice of methodology also implies that a small part of the scheduled arrivals might not be part of our analysis, in the cases where they were not stated on carrier websites at all.

We use four different sources to identify the vessels' actual time of arrival. The four sources we use are: the carriers' own websites, information from ports, AIS data and data provided directly by carriers.

Our primary source to identify the vessels' actual arrival is the carriers' own websites. In those cases where the carriers do not update their websites with actual arrivals, we obtain arrival information from the individual ports. If neither of those sources can identify the actual arrival of the vessel, we use AIS-data to locate a vessel's geographical coordinates and to determine, when the vessel called the port.

When several carriers are cooperating on the same services through e.g. a vessel sharing agreement, alliance service or on slot charter, the actual schedule reliability will count for all the carriers involved in the relevant service. All carriers participating will be fully measured on the service performance. A more accurate measurement would entail weighting the reliability, in proportion to the share of the vessel assigned to each carrier. However, this information is rarely, if ever, announced by the carriers, hence the only methodologically consistent approach is to assign full value to each carrier using the service.

Methodology – part 3

Coverage

SeaIntel Maritime Analysis has decided to focus on a select number of the major global trades. Other trades will be added in the future, but the timing as to introduction of further trade lanes is at this point not decided. The actual ports covered in each individual trade lane is stated in the commentary field for the relevant trades.

Ports

SeaIntel Maritime Analysis monitors the actual arrivals in more than 250 different ports around the world. However, SeaIntel have chosen to concentrate the in-depth analysis on some of the largest ports in the regions covered.

Carriers

Currently, 60 different carriers are included in the schedule reliability measurement. The 60 carriers include all the Top20 carriers, as well as a range of smaller niche carriers.

Vessels

The schedule reliability report is based on the tracking of more than 2.300 different vessels distributed on more than 250 services around the world.

Data aggregation

When calculating performance by trade lane we are calculating on the basis of a 2-month rolling window. As an example "March" performance for a tradelane includes data from January and March, whereas "January" includes data from December and January. This methodology is chosen to ensure that measurements best possible reflect genuine changes in performance, and are not prone to large statistical fluctuations which can be associated with covering only a short timespan.

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Data concerning container reliability and performance measurements related to the container level are provided by INTTRA. Further information about INTTRA can be found at www.INTTRA.com

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