Global Liner Performance
May Report 2013

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Global Liner Performance report – May 2013

Global Executive Summary

Globally, Schedule reliability has decreased slightly, from 83% in March 2013 to 82% in April 2013, while the year-on-year performance continues at a pace above what was seen in 2012, with average improvements of roughly 4%. Looking across carriers, the top of the league is less crowded, where March saw 6 carriers all within 1 percentage point of each other (89-90%), five of these carriers have fallen behind in April, and Maersk Line has return to the top of the list, although only experiencing a modest performance increase of 2%. In terms of container delivery we see a marked improvement from 60% to 65%.

The first four months 2013 have shown a steady improvement in overall reliability, mainly driven by the continued increased use of slow-steaming, whereby carriers, from a reliability perspective, trade-off speedy transit times in exchange for greater buffers in schedules.

On a trade lane level we see the largest improvement on the Transatlantic eastbound. The trade lane has increased with 19% compared with March 2013 and 11% year-on-year. The Asia-Mediterranean trade was also witness to a significant increase. The head haul trade increased 14% compared with March 2013 and 18% year-on-year. On the other side, we saw the Asia-WCSA trade decline 11% compared with March 2013.

Tradelane Summary

15 trade saw a performance improvement in April, while 16 trade lanes improved performance , and the largest improvement was seen on the Transatlantic eastbound, where schedule reliability increased to 85% in April 2013.
A number of trades, primarily reefer backhaul trades, have seen very poor performance compared to March 2013, with declines of 10-12%.
High performing trades were Transatlantic EB (+19%), Asia-Med (+14%) and Europe-ANZ (+13). Overall, the majority of trades are performing at much higher levels 2012.

Container Delivery Summary

Global container deliveries remain at a roughly 2-3% improvement over the past year, and development we have seen for close to a year now. March saw the global average fall down to the 2012 level, but the distance has been resumes in April.

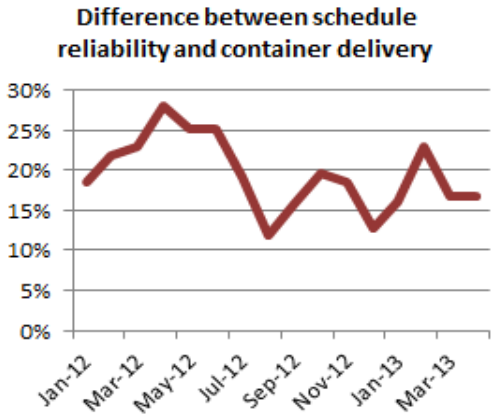
On a tradelane basis, container delivery performance is till very fragmented, with 19 trades showing improvements (average +5.2% versus +10.5% in March), and 12 trades showing declines (average -3.6% versus -7.4% in March). Biggest differences happen when comparing year-on-year, with some trades improving 20-35%.

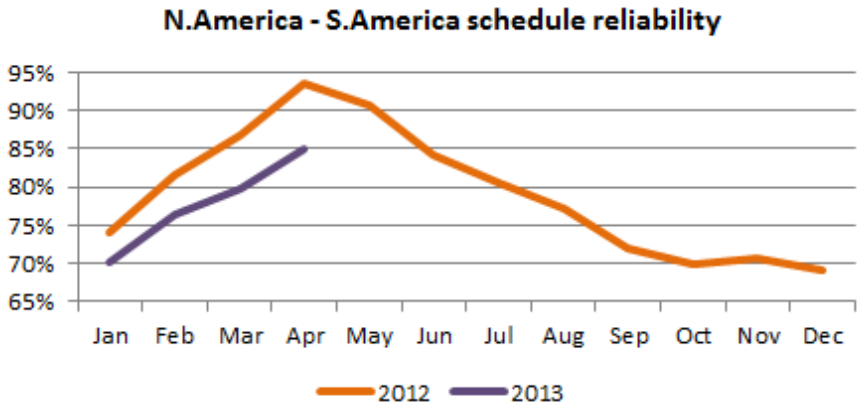
N.America – S.America – Trade Developments

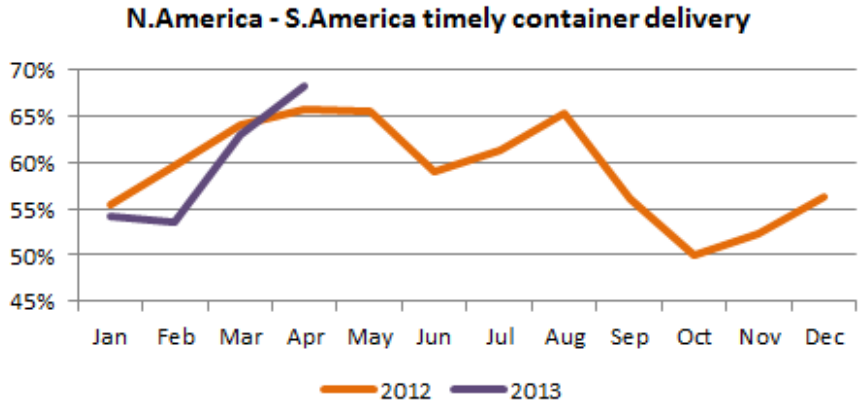
North America – South America developments

Schedule reliability improved in line with seasonality, although remained at a level lower than last year at the same time. The container delivery also improved for the second consecutive month and is now above the level we saw last year. The performance on individual services remains highly diverse from 9% to 96%, 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 Vincente, Buenaventura







		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Schedule Reliability	2012					1%	84%	80%	77%	72%	70%	71%	69%
	2013												
	Change												
Timely Container Delivery	2012					6%	59%	61%	65%	56%	50%	52%	56%
	2013												
	Change												

SAMPLE

Container data provided by INTTRA

N.America – S.America – Carrier Performance

	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	6-month trend
Hanjin	96%	76%	53%	72%	88%	80%	56%	60%					%	Increasing
HMM	96%	76%	53%	72%	88%	80%	56%							Increasing
NYK	96%	76%	53%	72%	88%	80%	56%							Increasing
Yang Ming	96%	76%	53%	72%	88%	80%	56%							Increasing
APL	100%	100%	96%	96%	92%	62%	66%							Increasing
Maersk Line	98%	94%	87%	87%	91%	69%	66%							Increasing
Hamburg Sud	93%	96%	91%	85%	85%	84%	87%							Increasing
Alianca	94%	96%	88%	81%	78%	87%	90%							Increasing
CCNI	93%	97%	82%	89%			89%							Increasing
CSAV	94%	94%	90%	90%	90%	83%	79%							Increasing
Hapag Lloyd	96%	88%	80%	86%	88%	70%	68%							Increasing
Ecuadorian Line	88%	91%	91%	89%	75%	29%	0%							Increasing
Noboa	88%	91%	91%	89%	75%	29%	0%							Increasing
CMA CGM		87%	95%	95%	98%	70%	48%							Increasing
MSC	94%	87%	80%	77%	64%	46%	31%							Increasing
ZIM	100%	88%	75%	50%	37%	46%	31%	4					%	Increasing
Seaboard Marine	0%	29%	67%	43%	13%	25%	30%	18%					9%	decreasing

SAMPLE

N.America – S.America – service specifics

Carriers	Service	# of arrivals	% on-time
Ecuadorian Line / Noboa	Europe-US-Ecuador / Europe-US-Ecuador		
APL / CSAV / Hapag Lloyd / Maersk Line	GS 1 / GS 1 / GS 1 / Gulf Express Roundtrip		
CMA CGM / CSAV / Hapag Lloyd / MSC / ZIM	Parana Bridge / Tango Service Sling 2 / BX1 / US-ECSA (string 1) / XNS		
CCNI / CSAV / Hamburg Sud	USEC-WCSA Joint service / USEC-WCSA Joint service / AGAS		
Seaboard Marine	US Gulf - WCSA		
Alianca / CSAV / Hamburg Sud	Sling 2 / Sling 2 / Tango/ABUS		
Evergreen / Hanjin / Hapag Lloyd / HMM / NYK / Yang Ming	ANS / NBS / BEC / ANS / ANS / ES 3		
Alianca / CCNI / Hamburg Sud / Hapag Lloyd	UCLA / EFX / UCLA / SCS		

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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