Global Liner Performance
July Report 2013

Content

Global Liner Performance report – July 2013

Global Executive Summary

Global schedule reliability declined for the second consecutive month by 2% in June compared to May 2013, whereas the timely delivery of containers remained flat compared with May. We have now witnessed a downwards trend in global schedule reliability for the past four months. At the same time, data from INTTRA shows that the timely delivery of containers remained on the same level in June as in May. Compared with the development in the same period in 2012, we see container delivery performance which is slightly above the performance we saw in June last year.

SAMPLE

Tradelane Summary

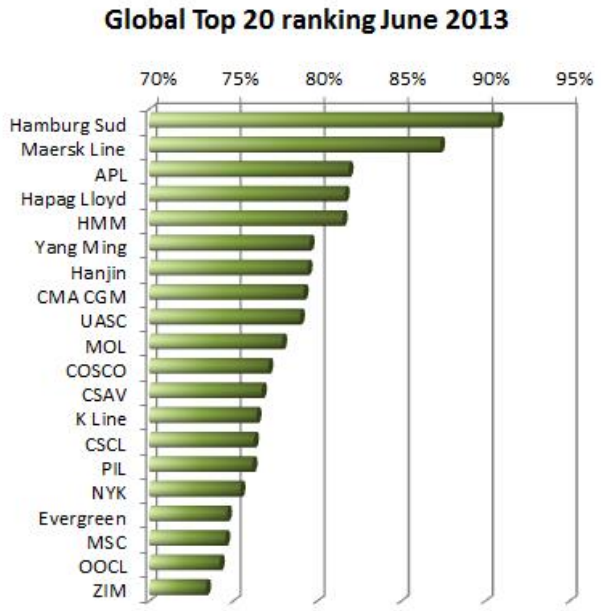
The 2% decline in global schedule reliability is visible as we turn our attention to the development on the individual trade lanes. Only seven trade lanes saw a performance improvement in June, whereas on a year-on-year basis, 17 trade lanes improved performance versus June 2012.

SAMPLE

Container Delivery Summary

Timely container delivery performance by trade lanes show a relatively stable picture when comparing June 2013 to May 2013, with the exception of nine trade lanes that changed with more than +/- 5%.

SAMPLE



Trade lane overview – Schedule reliability

Tradelane developments

The 2% decline in global schedule reliability is visible as we turn our attention to the development on the individual trade lanes. Only seven trade lanes saw a performance improvement in June, whereas on a year-on-year basis, 17 trade lanes improved performance versus June 2012. The largest improvement was seen in the Asia – WCSA eastbound trade, where schedule reliability increased by 10% in June 2013. Significant decreases were recorded in the following trade lanes: Asia to Mediterranean (-8%), Oceania to Asia (-8%) and ECSA to Asia (-12%).

	jun-12	may-13	**jun-13**	Monthly change	Annual change
Transpacific EB	81%	8			%
Transpacific WB	83%				
Asia-North Europe	87%				
Asia-Mediterranean	85%				
Europe-Asia	80%				
Transatlantic EB	86%				
Transatlantic WB	82%				
Europe-South America	83%				
South America-N. Europe	75%				
South America-Med.	82%				
N. America-South America	87%				
South America-N. America	84%				
Europe-ANZ	82%				
North America-ANZ	88%				
ANZ-North America	89%				
ANZ-Asia	85%	8			%

	jun-12	may-13	**jun-13**	Monthly change	Annual change
Asia - Middle East	87%	8			%
Middle East - Asia	72%				
Europe - Middle East	82%				
Middle East - Europe	78%				
Asia - Indian Sub.	77%				
Indian Sub. - Asia	88%				
Europe - Indian Sub.	83%				
Indian Sub. - Europe	82%				
Asia -Africa	79%				
Africa - Asia	60%				
Europe - Africa	72%				
Africa - Europe	56%				
Asia-ECSA	70%				
ECSA-Asia					
Asia-WCSA					
WCSA-Asia		7			-

Asia-North Europe development by the hour

Asia-Europe developments

In the Asia-Europe trade we only measure six carriers by the hour, as Hamburg Sud are not represented in this trade. In June we find that Maersk Line has regained their number one spot in the Asia-North Europe trade within +/- 24 hours, which they lost to Wan Hai in May. OOCL and NYK are both at the fifth spot, as they share the same network trough the G6 alliance. The six carriers included in this trade are performing across a significant spectre – from 53% to 89%.

On time within +/- 24 hours

Asia-N.Europe WB, May 2013

1	Wan Hai	97%
2	Yang Ming	76%
3	Hanjin	75%
4	Maersk Line	68%
5	OOCL	56%
5	NYK	56%

Asia-N.Europe WB, June 2013

On time within +/- 48 hours

Asia-N.Europe WB, May 2013

1	Maersk Line	98%
2	Yang Ming	97%
3	Wan Hai	94%
4	Hanjin	87%
5	NYK	76%
5	OOCL	76%

4	OOCL	74%
6	Wan Hai	68%

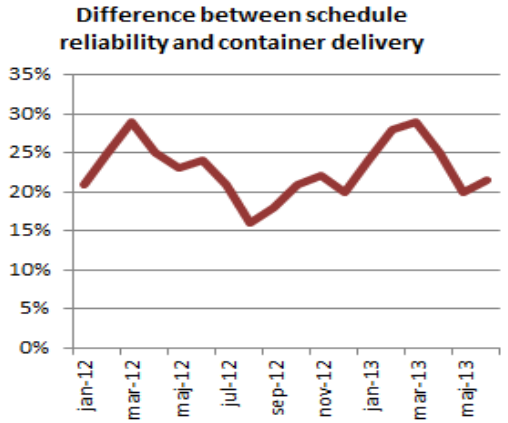
Maersk Line NYK Yang Ming OOCL Wan Hai Hanjin

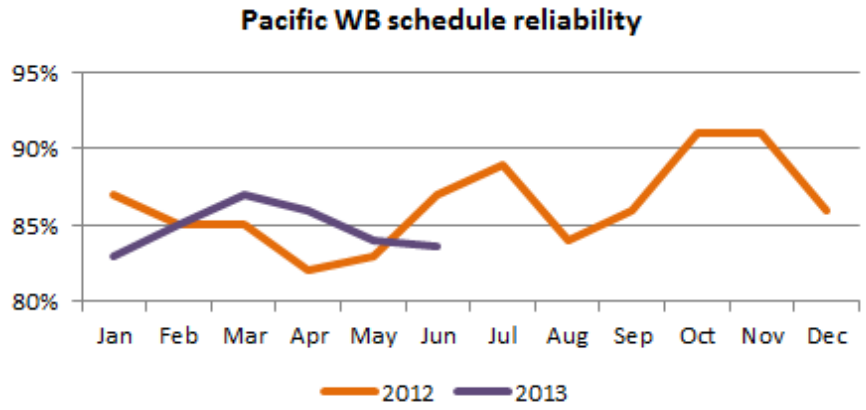
Transpacific WB – Trade Developments

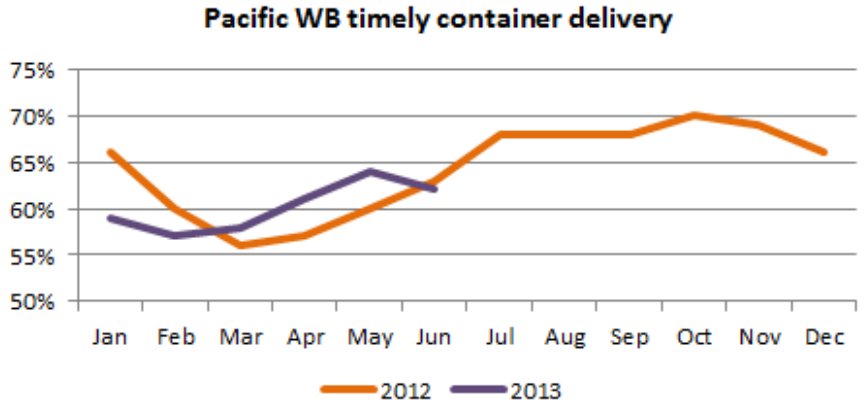
Pacific WB developments

The Pacific Westbound trade continued its stable performance since December last year, with schedule reliability fluctuating from 1% to 3%, from one month to another. However, container delivery declined for the first time since December last year to 62%. Schedule reliability in June is now below the level we experienced last year, whereas container delivery is slightly below the level we saw last year.

Reliability is calculated using arrivals in the following ports: Busan, Cai Mep, Hong Kong, Kaohsiung, Kobe, Kwangyang, Ningbo, Qingdao, Singapore, Tanjung Pelepas, Tokyo, Xiamen, Shanghai, Yantian, Yokohama, Osaka, Nansha, Laem Chabang, Keelung, Chiwan, Hakata, Port Kelang







		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Schedule	2012											91%	86%
	2013												
	Change												
Timely	2012											69%	66%
	2013												
	Change												

SAMPLE

Container data provided by INTTRA

S.America – N.America – Carrier Performance

	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	6-month trend
Alianca	100%	100%	100%										100%	Increasing
CCNI	71%	86%											6%	Increasing
Hamburg Sud	100%	100%											%	Increasing
Ecuadorian Line	100%	100%											%	decreasing
Noboa	100%	100%											%	decreasing
CSAV	93%	97%											%	Increasing
Evergreen													%	N/A
Hanjin	52%	76%											%	Increasing
HMM	52%	76%											%	Increasing
NYK	52%	76%											%	Increasing
Yang Ming	52%	76%											%	Increasing
APL	100%	100%											%	decreasing
Maersk Line	81%	75%											%	decreasing
Hapag Lloyd	69%	85%											%	Increasing
CMA CGM	100%	100%											%	Increasing
MSC	65%	73%											%	Increasing
ZIM	50%	40%											2%	Increasing
Seaboard Marine	50%	100%	0%										0%	Increasing

Indian Subcontinent – Asia – service specifics

Carriers	Service	# of arrivals	% on-time
Hanjin / CMA CGM / COSCO / K Line / CSCL / Evergreen	APN / FAL 15 / CESS / NEE / AEX 10 CES		
Hapag Lloyd / CSCL / NYK / ZIM	ABX / AMX 2 / EMX / EMX		
MSC	Golden Gate service		
Maersk Line	AE 1		
APL / OOCL / Emirates	CIX / CIX / China India Express		
Samudera / X-Press Feeders / RCL / K Line / CSCL / PIL / NYK / OOCL	TCX / TCX / RMA / TCX / TCX / TCX TCX / MSS2		
STX Pan Ocean / Samudera / Hapag Lloyd / X-Press Feeders / Hanjin / MOL / NYK / Evergreen / GSL	ICS / ICS / CCI / CNX 2 / ICS / ICS / WIN / ICS / ICS		
TS Lines / HMM / GSL	CMX / CIX / CIX		
STX Pan Ocean / X-Press Feeders / COSCO / NYK / OOCL / GSL	TSC / TSC / TSC / TSC / MSS / TSC		

SAMPLE

Carriers	Service	# of arrivals	% on-time
Hanjin / RCL / K Line / PIL / S.C. India	IFX / CIX / INDFEX2 / CIX / INDFEX2		
Hamburg Sud / PDZ Lines / X-Press Feeders / Yang Ming / RCL / OOCL / GSL	ASIP / CNX / RKI / CNX / CCI / ASIP / CCI		
Maersk Line / Safmarine	Chennai service / Chennai service		
TS Lines / HMM / Bengal Tiger Line / Hanjin	ACS / ACS / ACS / ACS		
Hapag Lloyd / X-Press Feeders / Wan Hai / Evergreen	CIX / CIX / CIX / CIX		
PDZ Lines / STX Pan Ocean / Maersk Line / Safmarine / Hapag Lloyd / Hanjin / K Line / Simatech / Evergreen	CISC / CIX / FMX / FMX / NCI / ICX / SWAC 8 / CISC / CIX 2		
Wan Hai / K Line / PIL / S.C. India	IFX / Indfex 1 / Indfex 1 / Indfex 1		
APL / Bengal Tiger Line / Wan Hai / OOCL / Interasia	MD2 / Straits-East India / Sin-Chennai 1 MDS / Straits-East India		
RCL / MOL	RMB / SMX		

SAMPLE

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.

Disclaimer and Copyright

All information contained in this report is believed to be accurate and reliable. Because of the possibility of human and mechanical error as well as other factors, this information is provided "as is" without warranty of any kind and no representation or warranty, expressed or implied, is made, nor should any be inferred, as to the accuracy, timeliness, or completeness of this information. Under no circumstances shall SeaIntel Maritime Analysis have any liability to any person or entity for (a) any loss or damage in whole or part caused by, resulting from, or relating to any error (on account of neglect or otherwise) or other circumstance involved in procuring, collecting, compiling, interpreting, analyzing, editing, transcribing, transmitting, communicating or delivering this information, or (b) any direct, indirect, special, consequential, or incidental damages whatsoever, even if SeaIntel Maritime Analysis is advised in advance of the possibility of such damages, resulting from the use of, or inability to use, any such information.

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

The report has been provided to you by:
COO and Partner, Mr. Alan Murphy – alan.murphy@SeaIntel.com
Shipping Analyst, Mr. Morten Berg Thomsen – m.thomsen@SeaIntel.com
Shipping Analyst, Mr. Kasper Hansen – k.hansen@SeaIntel.com

SeaIntel Maritime Analysis
Vermlandsgade 51, 2. 2300 Copenhagen S. Denmark
www.SeaIntel.com
Tel: +45 6068 77 44 or +45 2825 1478 E-mail: info@SeaIntel.com