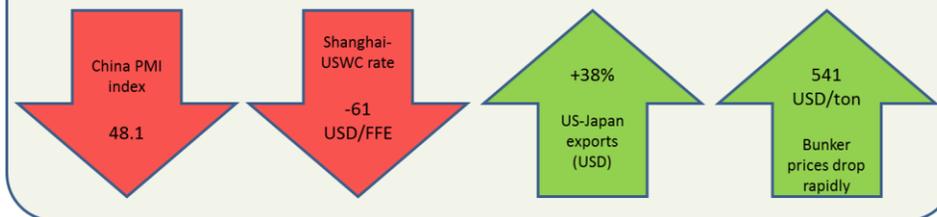


Indicators from the week 18 June – 24 June 2012



Global and trade lane reliability across 52 carriers. New measurements for **performance in May 2012.**

See page 14 for details.

## CHANGES IN G6 RELIABILITY

In terms of reliability, the G6 alliance has resulted in a net improvement for customers

Responding to the launch of "Daily Maersk", the Asia-Europe trade saw the formation of new collaborations amongst the carriers. Changes were announced in December 2011, however the new networks were only phased in during March/April.

We have previously in the SeaIntel Sunday Spotlight evaluated how individual carriers potentially benefit in terms of reliability from the membership of alliances or VSAs. This week we take a closer look at the formation of the G6 alliance network from the perspective of analyzing how this has impacted the schedule reliability offered by the carriers in question.

Overall, we find that the New World Alliance members have maintained their schedule reliability, whereas the Grand Alliance members have benefitted significantly in terms of improved schedule reliability.

Additionally, we find that in the period following Chinese New Year, and before the full switch to the new network, schedule reliability declined for both alliances, though most markedly for the Grand Alliance.

### Oil to the rescue?

Bunker prices continue to plummet. From a height around 750 USD/ton it is now below 600 USD/ton. This might be a salvation for the carriers, as surely significant amounts of money are being saved. However, fundamentally it is an ominous sign, as the rapid decline in oil price is reflecting a weak global economy, and hence pressure on the demand side for the carriers. Furthermore, BAF will then decline, but only in a couple of months' time – hence enjoy the benefits now, but brace for tougher conditions ahead.

### Content

- 1...G6 reliability
- 5...100% fuel savings
- 7...Numbers in perspective
- 9...Tanto Intim Line

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