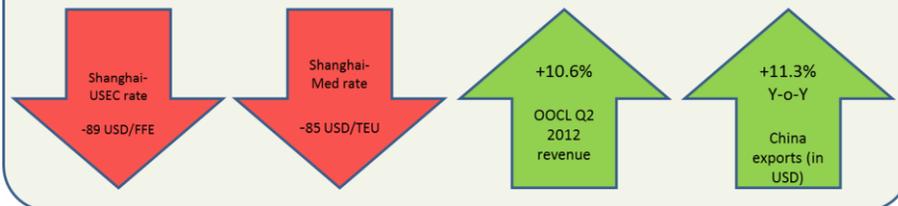


Indicators from the week 9 July – 15 July 2012



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

See page 16 for details.

## LATENESS OF LATE VESSELS

Carriers with low overall schedule reliability are seen to be more prone to extended delays

SeaIntel Maritime Analysis will shortly issue the July issue of the Liner Performance Report. We have used the underlying data to take an in-depth look at the correlation between the reliability of carriers, and a measure of how late they are in the cases where they are indeed late. This might sound a little technical and/or cryptic; however, it is a topic of paramount importance for understanding the intricacies of reliability.

The key phrase here is the term "reliability". What does this actually mean or imply? It depends a bit on who you ask, as well as which data you have available to you.

For some "reliability" signals a simple measure as to whether the vessel arrives on time. This would be the perspective of a line or operations manager entrusted with running a string of ships according to a specific schedule. For a shipper, they would likely view the delivery of the container vis-à-vis the booking as a more useful measure. Both of these are valid approaches, and we have covered both of them from a global angle previously in the Sunday Spotlight. Furthermore, our next issue of the Liner Performance Report will contain detailed measurements on both of these measurements.

### And here we go....

This week news broke that some carriers are blanking selective Asia-Europe services in the coming weeks. This is a fancy euphemism for cancelled sailings. The development has been expected by SeaIntel for a long time, as eventually carriers must employ tools to manage the underlying market fundamentals, if they are sincere about being profitable in 2012. This latest move re-affirms that profitability is king amongst the carriers in 2012 and not market share.

### Content

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