eeSea

Schedule Reliability Scorecard

2024 – Q1

CONTENTS

Schedule Reliability Scorecard (SRS)

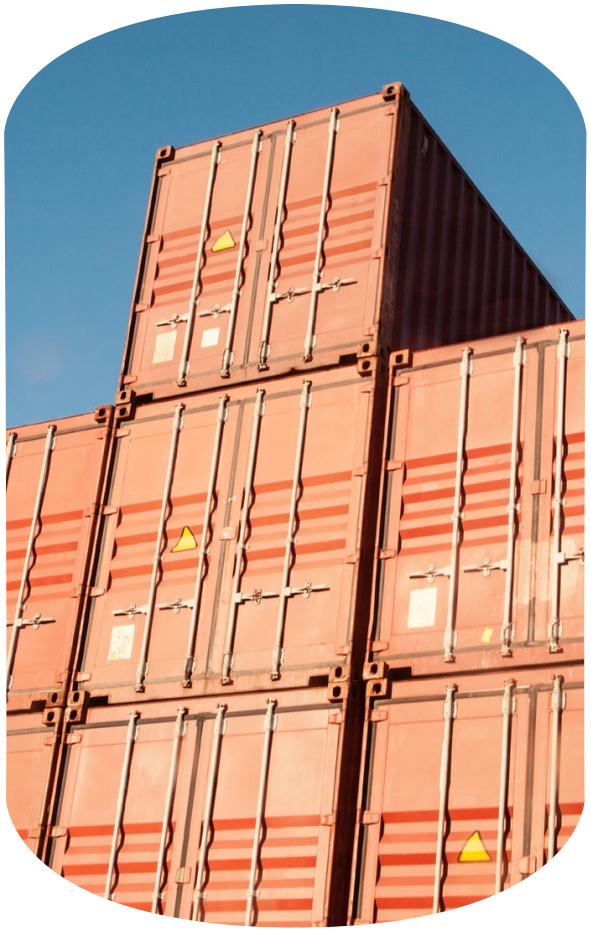
INTRODUCTION

Welcome to eeSea SRS

- Analysis of global schedule reliability; delays and on-time performance.
- Broken down by carrier, trade lane, region and port.
- Includes rankings and top insights.
- Published quarterly.
- Methodology and terminology in appendix.
- Sub-topics further explored on eeSea LinkedIn page.
- More granular data and insights available from eeSea.

CONTENTS

Schedule Reliability Scorecard (SRS)



TOP INSIGHTS FROM 2024 Q1

Reliability on downward trend

TOP INSIGHT #1

The beginning of 2024 illustrates a downward trend in SR as carriers fought falling spot rates and pushed to equalize capacity.

- Volumes do remain stable but reliability has continued to drop in Q1, in opposition to the trend of improved SR we saw in 2023 Q1 – we expect this decline to continue through Q2.
- SR across the board is still far from pre-pandemic levels. Continuing violence in the Red Sea and the Baltimore bridge collapse have contributed to delays and lost capacity in the Asia-Europe & Transpacific trades.
- Berth stays have increased and on-time performance has fallen from an average 35% in 2023 to 27% in 2024. All negative indicators share November 2023 as the pivotal downturn period. Standard deviation of delays remains an important topic of discussion and major source of volatility.

TOP INSIGHT #2

Carriers pay a heavy toll but remained agile.

- Maersk is the top carrier for the fourth year running in terms of operator ranking but has been beat out by Wan Hai on the VSA ranking.
- Regardless of the relative rankings, all alliances have taken a hit since 2023 Q4 with delays climbing and OTP dropping considerably
- Carriers have become increasingly adept at making short-term schedule and vessel assignment adjustments through necessity; this decreases arrival predictability and poses additional operational challenges for other industry stakeholders.

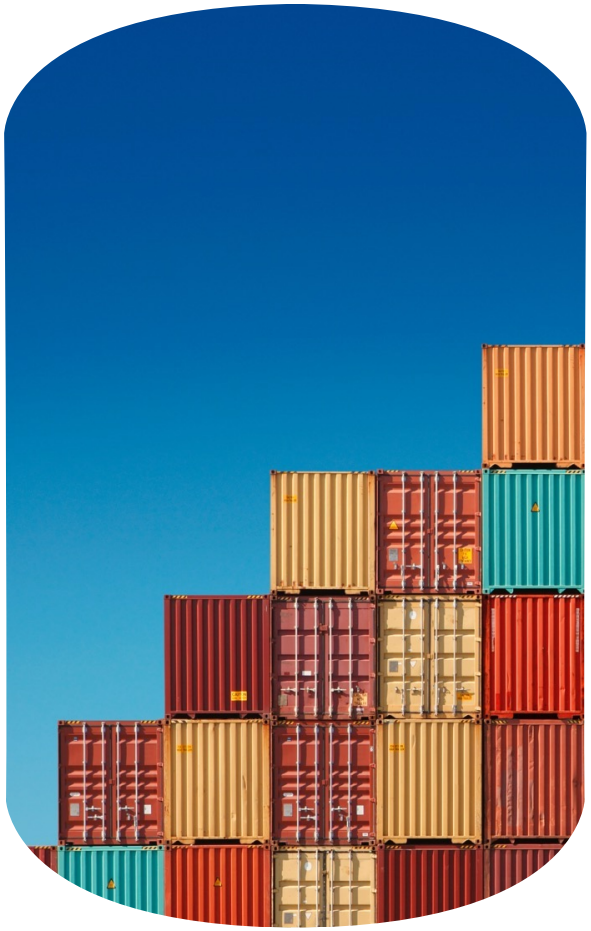
TOP INSIGHT #3

Guayaquil, Ecuador tops the Top 50 Reliable Ports ranking.

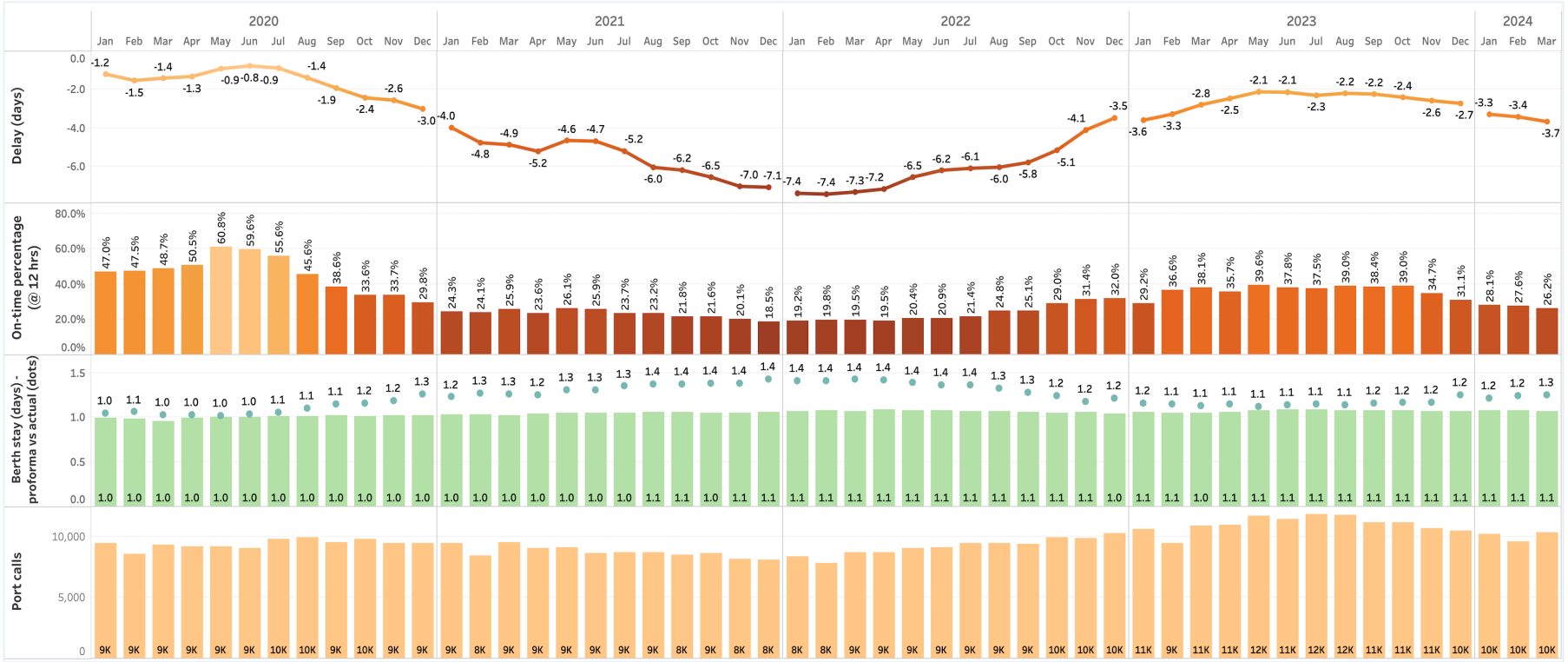
- Guayaquil has moved up to take 1st place and Livorno has dropped down to 4th place.
- Mega-ports tend to stay in the lower rankings but some are inching their way up; Singapore, Busan, and four of the largest North American ports remain outside the Top 50. Shanghai on the other hand, is one of the few ports with over 100 services that sits up high at 26th place.

CONTENTS

Schedule Reliability Scorecard (SRS)



2024 declines, and is still below pre-pandemic levels

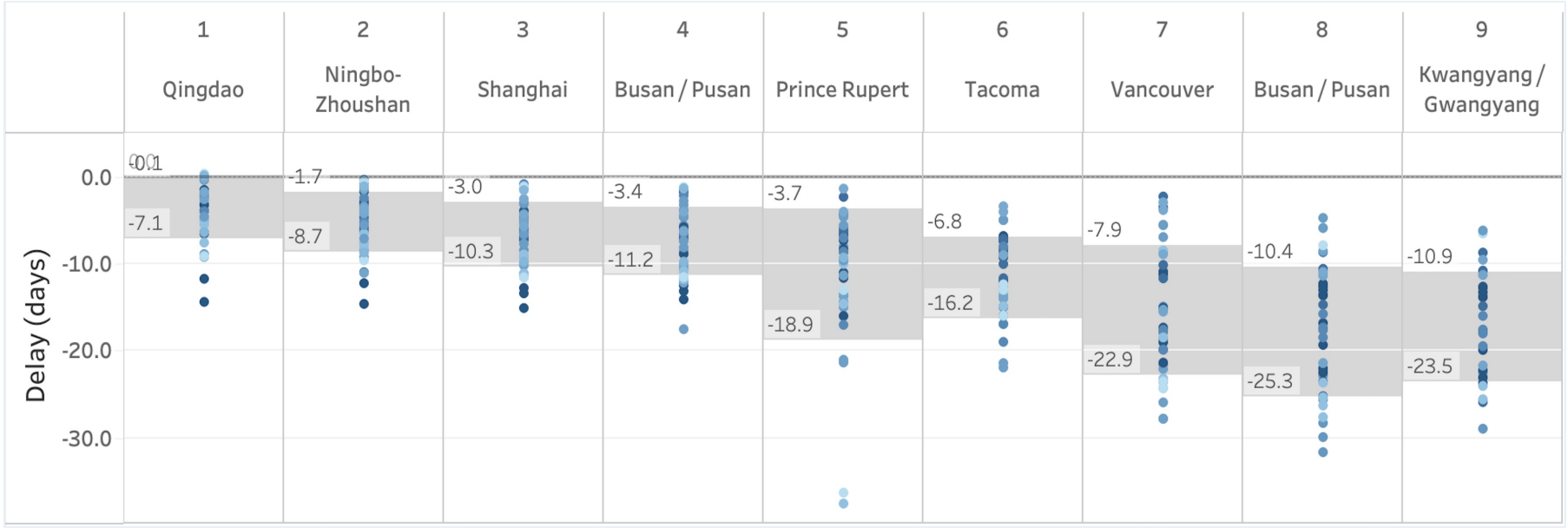


1. **2023 Q2 - 2024 Q1 global average: -2.6 days / 35% on-time (eeSea Global SRS).**
2. 2023 FY global average (-2.6d / 36%) vs. 2024 Q1 global averages (-3.4d / 27%) paints a picture of considerable decline. Deterioration in Q2 (-4.4d/22%) continues.
3. Improvement over Covid years but averages still well below the last peak of 2020 Q2 (-1.0d / 57%)

Criteria

- All mainline E/W and N/S services, excluding feeders/intras.
- All ports on service rotation.
- Berth arrivals only.
- Delays = negative numbers.

Outliers abound, create significant SR impact



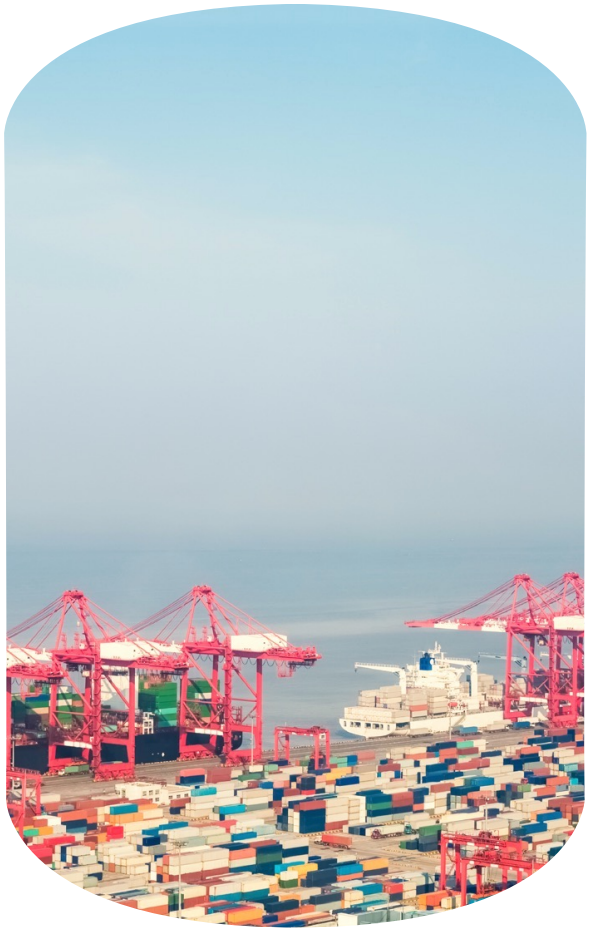
1. A Transpacific alliance service; most vessels are nearly 4 days late by the time they even reach the West Coast gateway.
2. Not at all uncommon to see 20+ days of delay as vessels continue onward from their first port of discharge. Ports farther down the rotation take the brunt of the hit.
3. Note how the window of standard deviation grows progressively wider and increases in min delay, as do the frequency of extreme outliers, perfectly illustrating the 'ripple' effect of cumulative delay.

Criteria

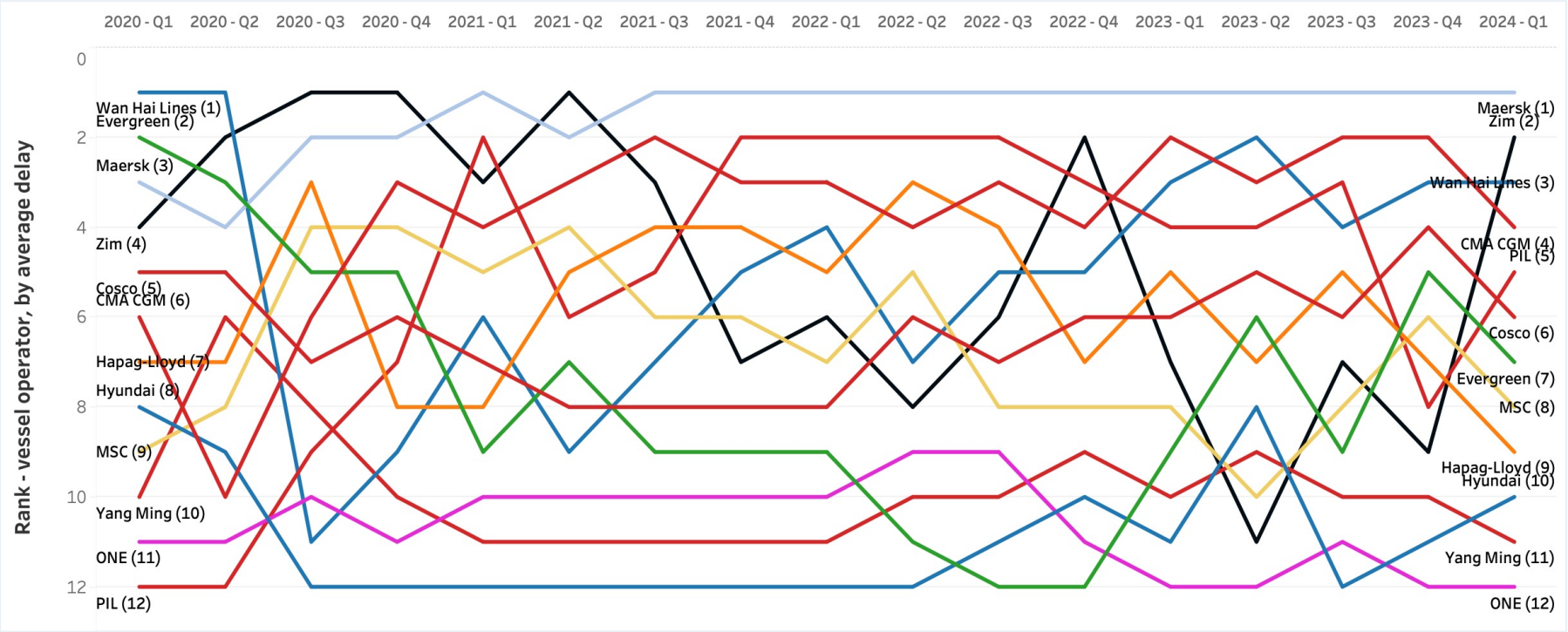
- Dots represent port calls.
- Grey band represents a +1 / -1 standard deviation.
- The Alliance's PN4 service.
- Berth arrivals only.
- Delays = negative numbers.

CONTENTS

Schedule Reliability Scorecard (SRS)



Maersk remains in first; partner HL dips to 9th

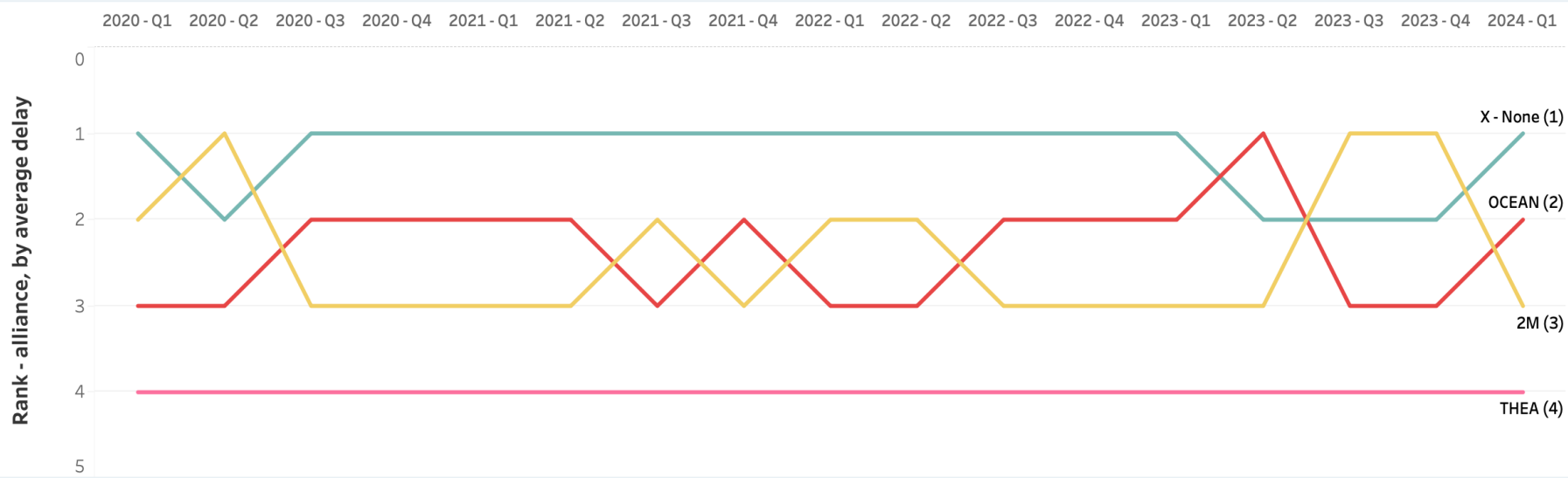


1. Maersk remains top of the ranking in 2024 Q1, keeping the lead since 2021 Q3 and well ahead of its Gemini partner with -2.3 days delay and 36% on-time.
2. Hapag-Lloyd dips to 9th (-3.6d / 27%) ; their lowest 2 consecutive quarters since 2020 Q4 – 2021 Q1.
3. CMA CGM drops to 4th place (-2.7d / 30%), down from 3rd and Cosco drops to 6th in Q4.
4. Zim shoots up from 9th in 2023 Q4 to 2nd place (-2.4d / 33%); a success last seen in 2022 Q4.

Criteria

- 2020 Q1 – 2024 Q1
- Ranking based on average delay.
- All vessels operated by the carrier.
- All port calls, berth arrivals only.
- All mainline E/W and N/S services, excluding feeders/intras.
- Only top 12 carriers by size.

An alliance view; non-alliance services losing top spot?

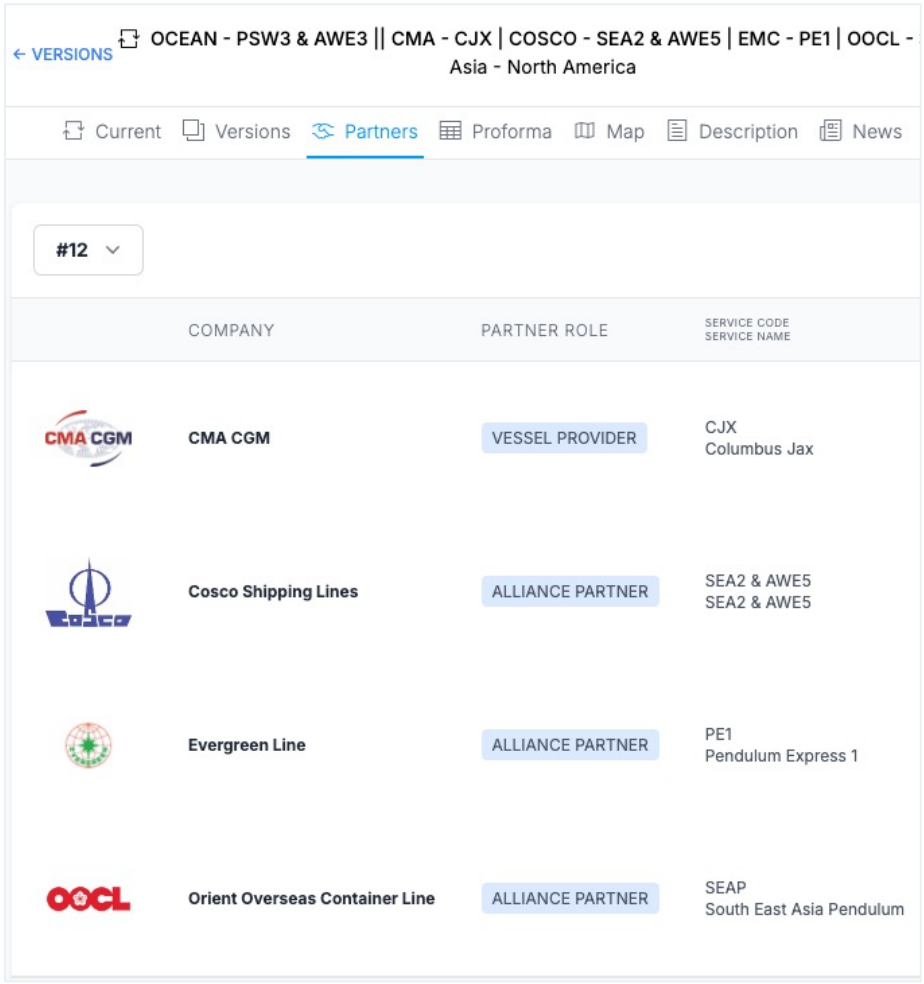


1. Non-alliance services (-3.0d / 29%) just barely top the ranking in 2024 Q1, with OCEAN (-3.1d / 27%) coming in a close 2nd.
2. 2M notably dropped to 3rd from 1st place which it held from 2023 Q3 – Q4; this had been its best period since 2020 Q2.
3. Rankings aside, all alliances have paid a heavy toll this first quarter:
   - OCEAN; 2023 Q4 -2.4d / 32% vs. 2024 Q1 -3.1d / 29%
   - 2M; 2023 Q4 -2.0d / 39% vs. 2024 Q1 -3.8d / 20%
   - THEA; 2023 Q4 -4.7d / 18% vs. 2024 Q1 -5.3d / 21%
   - Non-Alliance: 2023 Q4 -2.1d / 38% vs. 2024 Q1 -3.0d / 29%

Criteria

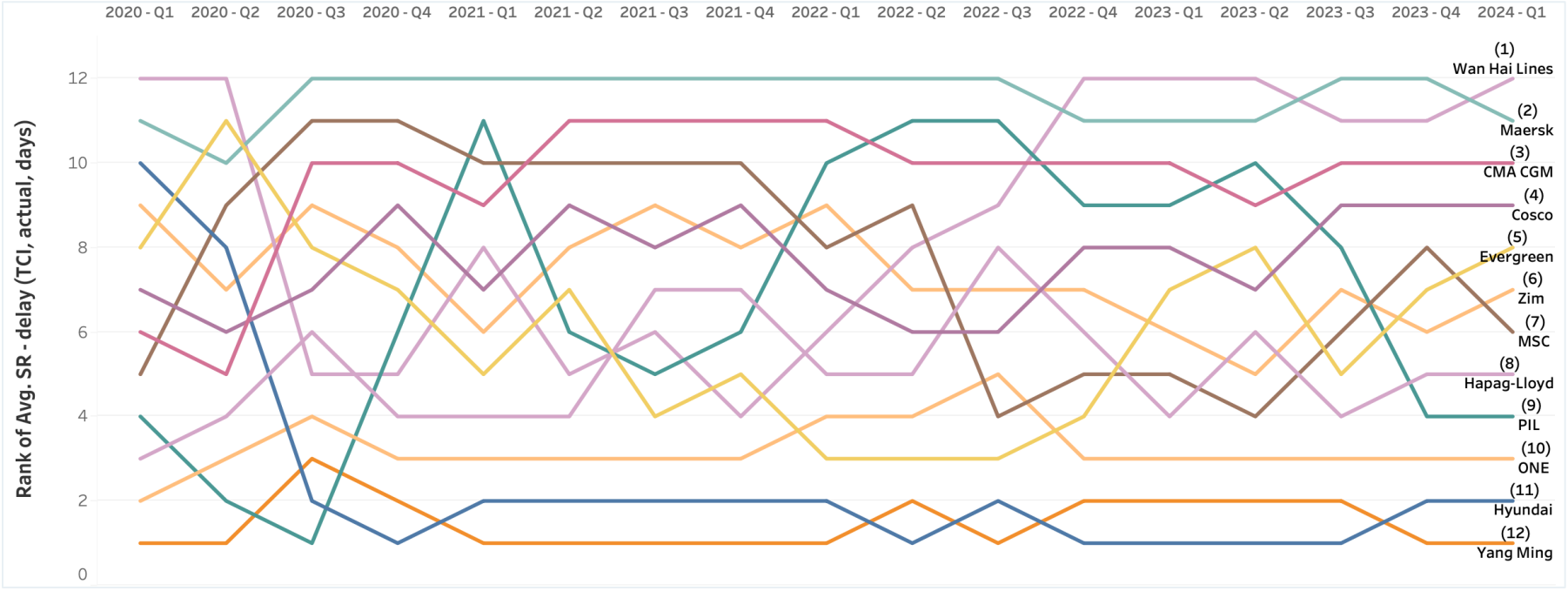
- Ranking based on average delay.
- All vessels on all service operated within or outside an alliance.
- All port calls, berth arrivals only.
- Covers the EUR-NAM, FEA-EUR, FEA-NAM and Middle East trades.

A ranking by VSA participation may be more relevant?



- Vessel operator view is straightforward: a carrier controls the vessel that it operates.
- But carriers engage in complex alliances and VSA's: a customer buying space with Hapag-Lloyd may instead receive slots on a Yang Ming vessel.
- We've created a measure to fairly reflect every participating carrier, not just the operator alone.
- This measure is especially relevant for cargo owners and logistics providers.

VSA rankings more consistent than operator over time



1. 2024 Q1 saw WHL edge past Maersk – resetting the top 4; Wan Hai in 1st (3.0d / 26%), Maersk in 2nd (-3.1d / 30%), CMA in 3rd (-3.1d / 28%), and Cosco in 4th (-3.2d / 27%).
2. MSC has dropped by two spots in both rankings, VSA from 5th to 7th and as Operator from 6th to 8th .
3. Zim made the steepest jump upwards in operator ranking from 8th to 2nd but dropped from 5th to 7th in its VSA standing.

Criteria

- Ranking based on average delay.
- All vessels on which the carrier participates, either by operating them or through an alliance or VSA.
- All port calls, berth arrivals only.
- All mainline E/W and N/S services, excluding feeders/intras.
- Only top 12 carriers by size

Under the hood...

	VSA - company code (group)	2020 Q1	2020 Q2	2020 Q3	2020 Q4	2020 Total	2021 Q1	2021 Q2	2021 Q3	2021 Q4	2021 Total	2022 Q1	2022 Q2	2022 Q3	2022 Q4	2022 Total	2023 Q1	2023 Q2	2023 Q3	2023 Q4	2023 Total	2024 Q1	2024 Total	Grand Total
Delay - days	CMA CGM	-1.3	-1.1	-1.4	-2.3	**-1.5**	-4.1	-4.4	-5.6	-6.5	**-5.1**	-7.2	-6.7	-5.8	-4.1	**-5.9**	-2.8	-1.8	-1.9	-2.2	**-2.2**	-3.2	**-3.2**	**-3.5**
	Cosco	-1.3	-1.0	-1.5	-2.5	**-1.6**	-4.1	-4.9	-6.5	-7.3	**-5.6**	-8.0	-7.3	-6.7	-4.6	**-6.6**	-3.3	-2.0	-2.2	-2.5	**-2.5**	-3.2	**-3.2**	**-3.8**
	Evergreen	-1.3	-0.8	-1.5	-2.6	**-1.5**	-4.6	-5.3	-7.8	-9.2	**-6.6**	-9.7	-8.3	-7.7	-5.3	**-7.7**	-3.3	-1.9	-2.4	-2.8	**-2.6**	-3.6	**-3.6**	**-4.3**
	Hapag-Lloyd	-1.5	-1.1	-1.5	-3.2	**-1.9**	-5.9	-5.7	-6.8	-8.0	**-6.6**	-9.0	-7.4	-6.5	-5.0	**-6.9**	-4.2	-2.8	-2.6	-3.2	**-3.2**	-4.2	**-4.2**	**-4.5**
	Hyundai	-1.1	-1.0	-2.1	-5.0	**-2.4**	-9.3	-8.9	-9.8	-11.2	**-9.8**	-11.6	-10.4	-8.7	-6.9	**-9.4**	-5.7	-3.7	-4.1	-4.4	**-4.4**	-5.1	**-5.1**	**-6.2**
	Maersk	-1.0	-0.8	-1.2	-2.1	**-1.3**	-3.3	-3.9	-4.6	-5.4	**-4.3**	-5.4	-4.9	-5.1	-3.8	**-4.8**	-2.7	-1.6	-1.6	-1.6	**-1.9**	-3.1	**-3.1**	**-3.0**
	MSC	-1.4	-0.9	-1.2	-2.3	**-1.5**	-3.7	-4.5	-5.6	-7.2	**-5.2**	-7.9	-7.1	-7.7	-5.0	**-6.9**	-4.0	-2.9	-2.4	-2.6	**-2.9**	-3.7	**-3.7**	**-3.9**
	ONE	-1.7	-1.2	-2.0	-4.2	**-2.3**	-7.3	-7.3	-8.4	-9.7	**-8.1**	-9.6	-8.2	-7.1	-5.4	**-7.5**	-4.4	-3.0	-3.1	-3.6	**-3.5**	-4.4	**-4.4**	**-5.2**
	PIL	-1.4	-1.3	-2.1	-2.8	**-1.9**	-3.6	-5.5	-7.5	-8.5	**-6.1**	-7.5	-6.5	-5.7	-4.2	**-5.8**	-3.0	-1.6	-2.2	-3.4	**-2.5**	-4.3	**-4.3**	**-3.8**
	Wan Hai Lines	-0.8	-0.6	-1.8	-2.9	**-1.5**	-4.1	-5.6	-7.2	-9.6	**-6.6**	-8.7	-7.2	-6.2	-3.8	**-6.3**	-2.6	-1.5	-1.8	-2.1	**-2.0**	-3.0	**-3.0**	**-4.0**
	Yang Ming	-2.2	-1.3	-2.1	-5.0	**-2.7**	-9.5	-9.4	-10.5	-12.5	**-10.3**	-13.2	-10.4	-8.9	-6.9	**-9.7**	-4.9	-3.1	-3.7	-4.4	**-4.0**	-5.2	**-5.2**	**-6.4**
	Zim	-1.2	-1.0	-1.5	-2.5	**-1.6**	-4.4	-5.2	-6.1	-7.4	**-5.7**	-7.9	-7.3	-6.6	-4.9	**-6.6**	-3.6	-2.8	-2.4	-2.8	**-2.9**	-3.6	**-3.6**	**-4.1**
Rank of Avg. SR - delay (TCI, actual, days) along Table (Down)	CMA CGM	7	8	3	3	**3**	4	2	2	2	**2**	2	3	3	3	**3**	3	4	3	3	**3**	3	**3**	**2**
	Cosco	6	7	6	4	**7**	6	4	5	4	**4**	6	7	7	5	**5**	5	6	4	4	**4**	4	**4**	**3**
	Evergreen	5	2	5	6	**4**	8	6	9	8	**9**	10	10	10	9	**10**	6	5	8	6	**6**	5	**5**	**8**
	Hapag-Lloyd	10	9	7	9	**8**	9	9	6	6	**8**	8	8	5	7	**8**	9	7	9	8	**9**	8	**8**	**9**
	Hyundai	3	5	11	12	**11**	11	11	11	11	**11**	11	12	11	12	**11**	12	12	12	11	**12**	11	**11**	**11**
	Maersk	2	3	1	1	**1**	1	1	1	1	**1**	1	1	1	2	**1**	2	2	1	1	**1**	2	**2**	**1**
	MSC	8	4	2	2	**2**	3	3	3	3	**3**	5	4	9	8	**7**	8	9	7	5	**8**	7	**7**	**5**
	ONE	11	10	9	10	**10**	10	10	10	10	**10**	9	9	8	10	**9**	10	10	10	10	**10**	10	**10**	**10**
	PIL	9	11	12	7	**9**	2	7	8	7	**6**	3	2	2	4	**2**	4	3	5	9	**5**	9	**9**	**4**
	Wan Hai Lines	1	1	8	8	**5**	5	8	7	9	**7**	7	5	4	1	**4**	1	1	2	2	**2**	1	**1**	**6**
	Yang Ming	12	12	10	11	**12**	12	12	12	12	**12**	12	11	12	11	**12**	11	11	11	12	**11**	12	**12**	**12**
	Zim	4	6	4	5	**6**	7	5	4	5	**5**	4	6	6	6	**6**	7	8	6	7	**7**	6	**6**	**7**
Delay - on-time percentage	CMA CGM	49.6%	57.8%	47.1%	33.4%	**46.9%**	25.0%	24.8%	22.6%	20.2%	**23.2%**	18.3%	17.3%	22.9%	30.0%	**22.3%**	37.5%	42.7%	41.3%	36.8%	**39.6%**	27.3%	**27.3%**	**33.5%**
	Cosco	51.9%	58.4%	45.3%	32.2%	**46.8%**	23.0%	19.0%	16.3%	13.9%	**18.3%**	12.9%	12.5%	16.9%	24.1%	**16.8%**	31.7%	38.6%	36.1%	34.7%	**35.4%**	27.0%	**27.0%**	**30.3%**
	Evergreen	50.4%	62.2%	43.7%	28.3%	**46.2%**	17.3%	13.8%	7.3%	6.3%	**11.6%**	6.9%	9.5%	12.4%	19.7%	**12.4%**	30.9%	36.9%	32.1%	30.3%	**32.6%**	23.5%	**23.5%**	**26.8%**
	Hapag-Lloyd	45.2%	54.4%	46.5%	31.0%	**44.0%**	21.7%	22.9%	19.0%	15.2%	**19.9%**	14.6%	15.9%	18.2%	25.0%	**18.5%**	28.9%	32.3%	32.7%	28.5%	**30.7%**	23.9%	**23.9%**	**28.7%**
	Hyundai	50.6%	52.2%	33.3%	16.8%	**37.7%**	10.1%	13.5%	8.0%	5.5%	**9.4%**	10.3%	9.5%	12.6%	19.1%	**13.0%**	23.9%	21.1%	16.8%	20.3%	**20.4%**	17.5%	**17.5%**	**20.6%**
	Maersk	52.4%	60.1%	51.0%	36.1%	**49.9%**	29.9%	29.0%	27.9%	29.3%	**29.1%**	29.6%	29.1%	29.5%	37.4%	**31.5%**	41.6%	46.7%	46.2%	46.2%	**45.2%**	30.1%	**30.1%**	**38.9%**
	MSC	44.1%	54.5%	45.5%	30.8%	**43.6%**	23.8%	21.4%	18.5%	16.1%	**20.0%**	14.4%	15.7%	14.5%	25.4%	**17.7%**	24.6%	28.4%	35.2%	32.0%	**30.2%**	23.3%	**23.3%**	**28.3%**
	ONE	41.8%	50.4%	37.1%	22.3%	**37.6%**	14.9%	14.8%	11.0%	9.0%	**12.6%**	13.5%	15.4%	16.3%	22.2%	**17.1%**	26.5%	26.2%	25.8%	25.3%	**25.9%**	23.4%	**23.4%**	**23.7%**
	PIL	49.2%	54.7%	37.0%	30.6%	**43.2%**	26.8%	15.5%	10.5%	8.9%	**16.1%**	13.4%	14.5%	19.0%	22.7%	**17.8%**	35.1%	39.6%	32.0%	28.2%	**33.8%**	22.2%	**22.2%**	**28.8%**
	Wan Hai Lines	57.9%	60.0%	36.1%	32.8%	**46.6%**	23.6%	16.1%	10.5%	5.8%	**14.2%**	9.3%	13.2%	11.5%	24.6%	**15.1%**	32.0%	38.3%	36.0%	35.9%	**35.6%**	25.3%	**25.3%**	**27.3%**
	Yang Ming	35.4%	49.3%	35.0%	18.6%	**34.1%**	9.9%	9.4%	6.1%	5.0%	**7.8%**	7.7%	7.8%	9.4%	16.9%	**10.7%**	27.3%	26.1%	21.3%	19.8%	**23.5%**	20.1%	**20.1%**	**19.7%**
	Zim	48.3%	58.3%	45.4%	29.6%	**44.9%**	22.1%	23.7%	15.9%	10.7%	**18.4%**	14.2%	13.9%	18.1%	27.6%	**18.8%**	29.6%	30.5%	32.9%	31.7%	**31.2%**	25.3%	**25.3%**	**28.1%**
Actual vessel events	CMA CGM	10.2K	10.3K	11.1K	10.5K	**42.1K**	9.6K	9.4K	8.8K	8.4K	**36.2K**	8.3K	9.0K	9.2K	9.7K	**36.2K**	10.1K	10.8K	11.1K	10.3K	**42.4K**	9.3K	**9.3K**	**166.2K**
	Cosco	9.2K	9.1K	9.9K	9.3K	**37.4K**	8.4K	8.1K	7.4K	7.0K	**31.1K**	6.9K	7.5K	7.8K	8.2K	**30.5K**	8.5K	9.4K	9.7K	9.1K	**36.7K**	8.5K	**8.5K**	**144.2K**
	Evergreen	5.7K	5.8K	6.2K	5.7K	**23.4K**	5.4K	5.2K	4.6K	4.3K	**19.6K**	4.3K	4.7K	4.7K	5.1K	**18.9K**	5.4K	6.0K	5.9K	5.7K	**23.0K**	5.5K	**5.5K**	**90.4K**
	Hapag-Lloyd	9.3K	9.2K	10.1K	10.0K	**38.6K**	9.1K	8.9K	8.3K	7.7K	**34.1K**	7.6K	8.0K	7.8K	8.2K	**31.5K**	8.1K	8.7K	9.3K	8.7K	**34.8K**	7.8K	**7.8K**	**146.8K**
	Hyundai	3.5K	3.9K	4.1K	4.0K	**15.5K**	3.8K	3.6K	3.3K	3.2K	**14.0K**	3.2K	3.1K	3.1K	3.4K	**12.8K**	3.4K	3.7K	3.9K	3.6K	**14.6K**	3.1K	**3.1K**	**60.0K**
	Maersk	9.9K	9.5K	9.8K	9.5K	**38.7K**	8.7K	8.6K	8.3K	8.2K	**33.8K**	7.9K	8.0K	8.2K	8.2K	**32.4K**	8.2K	8.6K	8.9K	8.1K	**33.8K**	7.2K	**7.2K**	**145.8K**
	MSC	7.9K	8.0K	8.4K	8.3K	**32.6K**	7.6K	7.3K	7.1K	6.9K	**28.9K**	6.5K	6.5K	6.7K	7.5K	**27.2K**	8.1K	9.2K	9.2K	8.4K	**34.8K**	7.8K	**7.8K**	**131.3K**
	ONE	6.6K	6.4K	7.0K	6.9K	**26.8K**	6.6K	6.4K	5.9K	5.5K	**24.5K**	5.6K	6.0K	6.0K	6.6K	**24.1K**	6.6K	7.1K	7.5K	7.1K	**28.3K**	6.7K	**6.7K**	**110.5K**
	PIL	2.4K	2.3K	2.4K	2.1K	**9.2K**	1.8K	1.6K	1.4K	1.5K	**6.4K**	1.6K	1.8K	2.0K	2.2K	**7.6K**	2.1K	2.4K	2.5K	2.2K	**9.3K**	2.2K	**2.2K**	**34.7K**
	Wan Hai Lines	1.1K	1.1K	1.1K	1.1K	**4.3K**	1.3K	1.4K	1.3K	1.2K	**5.1K**	1.2K	1.3K	1.5K	1.6K	**5.5K**	1.5K	1.7K	1.7K	1.6K	**6.5K**	1.6K	**1.6K**	**23.0K**
	Yang Ming	3.9K	4.0K	4.5K	4.5K	**16.8K**	4.3K	4.0K	3.6K	3.3K	**15.2K**	3.2K	3.5K	3.4K	3.8K	**13.9K**	3.8K	4.1K	4.4K	3.9K	**16.1K**	3.5K	**3.5K**	**65.6K**
	Zim	2.9K	2.9K	3.3K	3.3K	**12.5K**	3.4K	3.3K	3.1K	3.0K	**12.8K**	2.9K	3.0K	3.3K	3.5K	**12.7K**	3.5K	3.8K	3.9K	3.6K	**14.8K**	3.9K	**3.9K**	**56.7K**
Delay - days	Total	-1.4	-1.0	-1.4	-2.7	**-1.6**	-4.6	-5.0	-6.0	-7.0	**-5.6**	-7.5	-6.7	-6.1	-4.3	**-6.1**	-3.2	-2.2	-2.2	-2.6	**-2.5**	-3.4	**-3.4**	**-3.8**
Rank of Avg...	Total	1	1	1	1	**1**	1	1	1	1	**1**	1	1	1	1	**1**	1	1	1	1	**1**	1	**1**	**1**
Delay - on-ti..	Total	48.1%	57.0%	45.9%	31.6%	**45.4%**	24.1%	23.6%	21.1%	19.0%	**22.0%**	18.6%	19.3%	22.3%	29.8%	**22.8%**	34.0%	37.3%	37.6%	34.7%	**36.0%**	26.9%	**26.9%**	**31.7%**
Actual vesse..	Total	26.0K	26.1K	27.9K	27.4K	**107.4K**	25.9K	25.4K	24.3K	23.3K	**98.8K**	23.1K	24.8K	25.9K	27.7K	**101.4K**	28.4K	31.2K	32.0K	29.6K	**121.2K**	27.5K	**27.5K**	**456.5K**

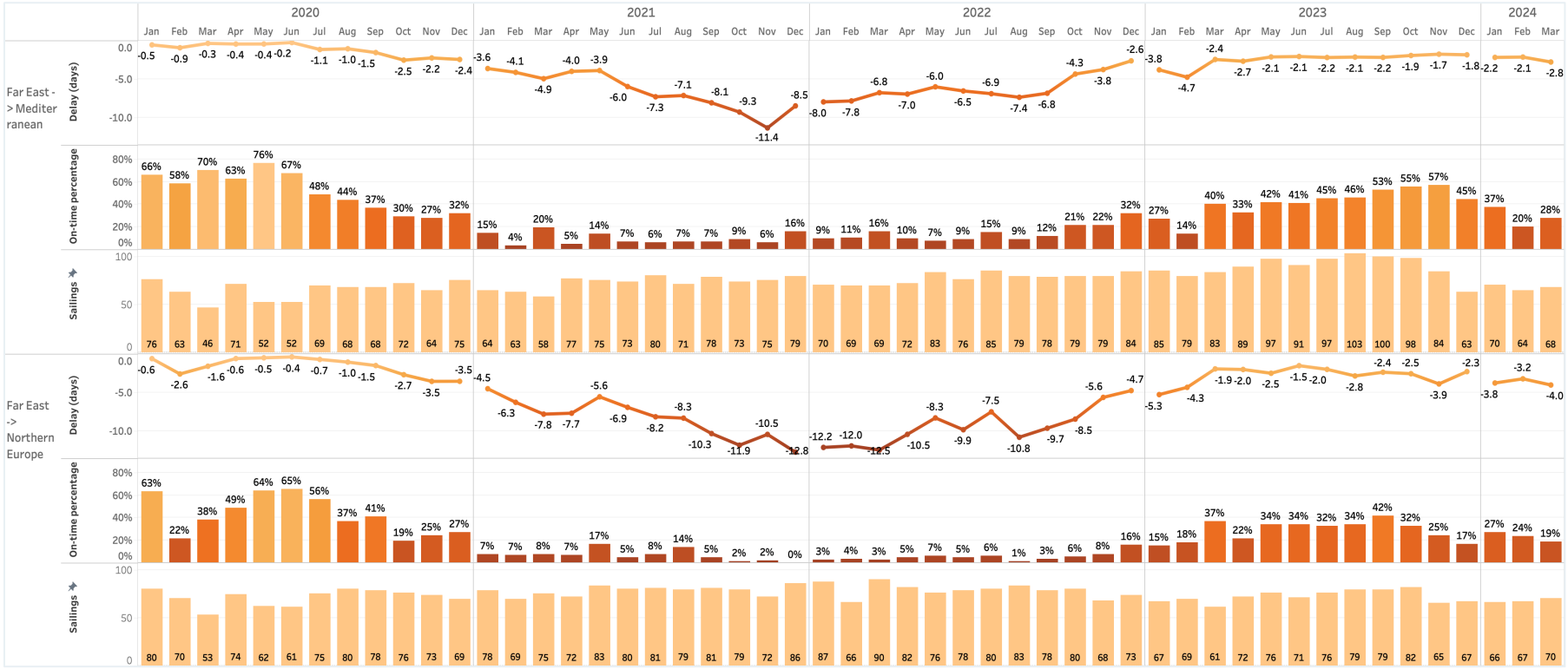
- 2024 Q1 may see Wan Hai take the lead over Maersk in terms of delay, but it's only 4th by on-time percentage.
- Even more notably, WHL comes in last in terms of actual total vessel events with just 1,602 this quarter.
- There is an argument to be made that it is easier to exert greater control over a smaller number of voyages.
- These distinctions serve as reminders to examine carrier performance through a varied lens.

CONTENTS

Schedule Reliability Scorecard (SRS)

TRADE LANES

Far East → Europe

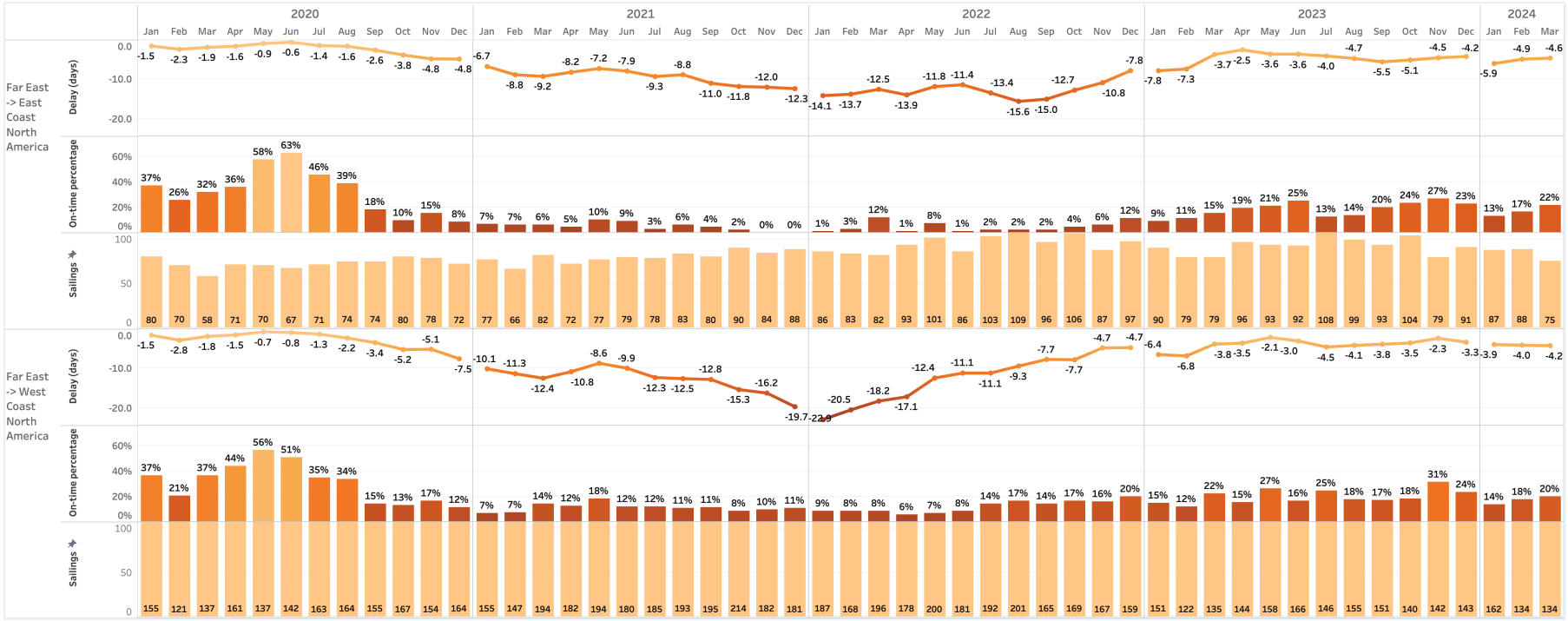


1. 2024 Q1 started out a bit stronger than 2023 Q1 but the downward trend is growing. The final months of 2023 accurately hinted at the long-term fallout that has persisted since the Red Sea attacks began in October 2023.
2. 2023 Q3 performance at -2.5d / 39% (Med: -1.8d / 52%; NEUR: -2.9d / 25%) vs. 2024 Q1 results with -3.0d / 25% (Med: -2.3d / 28%; NEUR: -3.8d / 22%) reveal decline in both regions but highlight how Med ports have suffered more from a drop in on-time arrivals (-31%) (while NEUR has taken a bigger hit with delays (-0.9d).
3. On the Med side average actual calls dropped from 89 in FY 2023 to 68 in 2024 Q1. In NEUR the average monthly calls dropped from an average of 72 in FY 2023 down to 68 2024 Q1.

Criteria

- Far East – Europe services, including NEUR and Med.
- Measured in the Westbound head haul.
- Only at first discharge port in NEUR or Med, berth arrival.

Far East → North America



1. 2024 Q1 started out stronger than 2023 Q1 on both the EC & WC but is projected to be increasingly troublesome from March onward. The EC has taken direct hits from events in the Red Sea & Baltimore.
2. 2023 Q4 (EC: -4.7d / 18%; WC: -3.9d / 20%: CAM/CAR: -3.3d / 32%) vs 2024 Q1 results of -4.0d / 22% (EC: -5.1d / 17%; WC: -4.0d / 17%: CAM/CAR: -3.7d / 30%) – WC ports took more damage in on-time arrivals (-3%) but their EC counterparts suffered more from delay (-0.4d) CAM/CAR region saw minor decline since the previous quarter.
3. On the WC an average of 144 monthly calls in Q1 compared to 146 in FY 2023. On the EC an average of 83 monthly calls vs. 92 in FY 2023. In CAM/CAR an average of 71 monthly calls in Q1 vs. 89 in FY 2023.

Criteria

- Far East – North America services, incl EC and WC.
- Measured in the Eastbound head haul (SZC Westbound).
- Only at first discharge port in EC/WC, berth arrival.
- East Coast includes the US Gulf ports.

TRADE LANES

Middle East and WCSA trades fared relatively better

	Service - trade lane - category	2020					2021					2022					2023					2024		Grand Total
		Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Total	
Delay - days	A: Europe - North America (E/W Primary)	-1.4	-0.9	-0.6	-1.8	**-1.2**	-3.9	-3.8	-4.1	-5.3	**-4.2**	-6.9	-5.8	-5.6	-3.5	**-5.3**	-2.8	-1.9	-1.3	-2.1	**-2.0**	-3.0	**-3.0**	**-3.0**
	A: Far East - Europe (E/W Primary)	-1.6	-0.9	-1.3	-2.9	**-1.7**	-4.9	-5.8	-8.0	-9.5	**-6.9**	-9.1	-8.4	-8.4	-5.7	**-7.9**	-4.4	-2.7	-2.3	-2.5	**-2.9**	-3.5	**-3.5**	**-4.6**
	A: Far East - North America (E/W Primary)	-1.7	-0.9	-1.8	-4.2	**-2.2**	-8.5	-8.5	-9.2	-11.0	**-9.3**	-12.3	-9.6	-9.2	-6.8	**-9.4**	-4.6	-2.7	-3.5	-3.4	**-3.5**	-4.1	**-4.1**	**-5.9**
	A: Pendulum services (E/W Primary)	-1.0	-0.7	-1.3	-4.9	**-2.1**	-13.2	-13.3	-11.6	-11.6	**-12.6**	-13.7	-11.1	-9.4	-6.1	**-10.6**	-3.9	-2.3	-2.4	-3.9	**-3.3**	-4.0	**-4.0**	**-7.0**
	B: Europe - Middle East (E/W Secondary)	-0.8	-0.6	-0.5	-0.9	**-0.7**	-1.6	-2.3	-1.8	-3.5	**-2.3**	-4.5	-4.3	-3.0	-1.8	**-3.3**	-1.8	-1.9	-1.3	-1.7	**-1.7**	-3.8	**-3.8**	**-2.0**
	B: Far East - Middle East (E/W Secondary)	-0.9	-0.8	-2.0	-3.3	**-1.8**	-4.5	-5.5	-6.8	-8.0	**-6.1**	-7.1	-7.1	-5.2	-3.4	**-5.5**	-2.6	-2.1	-2.0	-2.1	**-2.2**	-3.1	**-3.1**	**-3.7**
	B: North America - Middle East (E/W Secondary)	-1.1	-0.8	-0.2	-1.7	**-1.0**	-2.8	-3.9	-3.0	-4.3	**-3.5**	-6.0	-5.1	-7.1	-4.7	**-5.7**	-2.1	-2.0	-1.9	-1.3	**-1.8**	-2.0	**-2.0**	**-3.1**
	C: Africa (N/S)	-1.9	-1.7	-2.1	-2.5	**-2.1**	-2.8	-2.4	-3.5	-3.8	**-3.1**	-3.9	-3.5	-2.6	-2.4	**-3.1**	-2.3	-2.1	-2.5	-2.8	**-2.4**	-3.5	**-3.5**	**-2.7**
	C: Oceania (N/S)	-1.2	-1.3	-1.9	-4.0	**-2.1**	-4.6	-5.6	-6.5	-7.2	**-5.9**	-7.7	-8.1	-7.0	-4.8	**-6.8**	-3.5	-2.4	-2.1	-2.8	**-2.7**	-4.1	**-4.1**	**-4.3**
	C: South America - East Coast (N/S)	-1.3	-1.2	-0.9	-1.6	**-1.2**	-2.8	-2.6	-4.9	-4.9	**-3.7**	-4.5	-4.8	-5.2	-3.8	**-4.5**	-3.5	-2.2	-2.7	-3.6	**-3.0**	-4.0	**-4.0**	**-3.1**
	C: South America - West Coast (N/S)	-0.8	-0.4	-0.8	-1.1	**-0.8**	-2.0	-2.6	-3.8	-5.0	**-3.3**	-5.7	-4.5	-4.0	-3.5	**-4.4**	-2.6	-1.6	-1.4	-1.7	**-1.8**	-2.2	**-2.2**	**-2.5**
Delay - d..	Total	**-1.4**	**-1.0**	**-1.4**	**-2.7**	**-1.6**	**-4.5**	**-4.8**	**-5.8**	**-6.9**	**-5.5**	**-7.4**	**-6.6**	**-6.0**	**-4.2**	**-6.0**	**-3.2**	**-2.2**	**-2.2**	**-2.6**	**-2.5**	**-3.5**	**-3.5**	**-3.8**

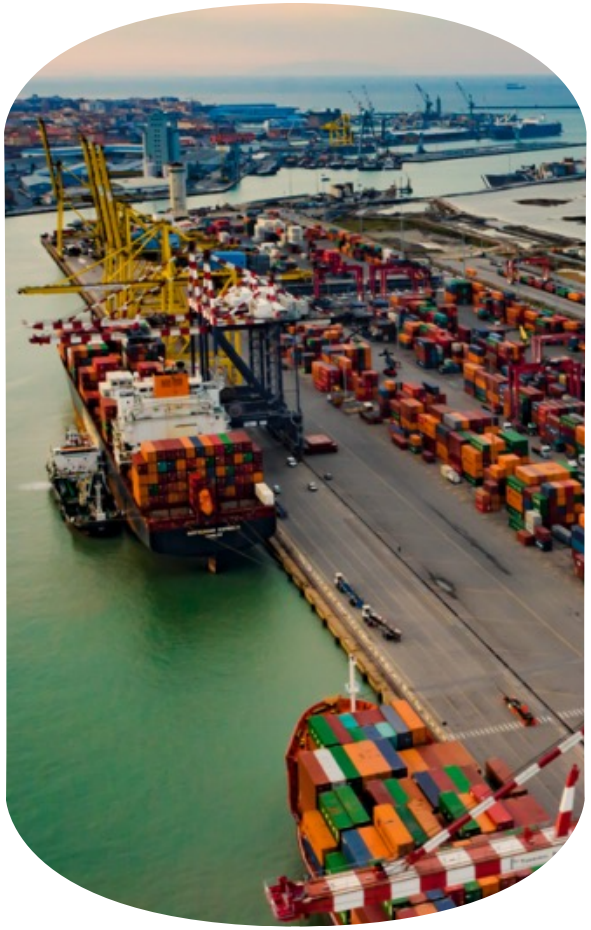
1. Europe – Middle East and West Coast South America still hold lowest average delays. However, EUR – ME has shown a considerable decline in 2024 Q1 and may lose its spot as 'most' reliable if the trend continues.
2. Far East – North America and Pendulum services are still the lowest performing cumulatively speaking, but they are no longer drastic outliers from their fellows when comparing Q1 stats independently.
3. This illustrates that SR has declined on all trades in Q1 and could potentially lead to aggregate rankings leveling out in months to come.

Criteria

- All mainline E/W and N/S services, excl feeders/intras.
- All ports on service rotation. Previous 2 slides head hauls only.
- Berth arrivals only.
- Delays = negative numbers.

CONTENTS

Schedule Reliability Scorecard (SRS)



Top 50 reliable ports ranking

1	Guayaquil	SAM - West Coast South America	Avg delay: -1.20 days | 67.1% on-time (12 hrs) | Services: 15
2	Gioia Tauro	EUR - Southern Europe	Avg delay: -1.22 days | 44.0% on-time (12 hrs) | Services: 14
3	Bremerhaven / Bremen	EUR - Northern Europe	Avg delay: -1.25 days | 51.0% on-time (12 hrs) | Services: 25
4	Livorno / Leghorn	EUR - Southern Europe	Avg delay: -1.38 days | 48.1% on-time (12 hrs) | Services: 13
5	Tianjin / Xingang	ASI - North East Asia (incl China)	Avg delay: -1.44 days | 39.5% on-time (12 hrs) | Services: 21
6	Southampton	EUR - Northern Europe	Avg delay: -1.49 days | 62.6% on-time (12 hrs) | Services: 15
7	Nhava Sheva / Jawaharlal Nehru	MEA - Indian Subcontinent	Avg delay: -1.58 days | 49.1% on-time (12 hrs) | Services: 58
8	Xiamen	ASI - North East Asia (incl China)	Avg delay: -1.59 days | 43.9% on-time (12 hrs) | Services: 50
9	Tin Can Island / Lagos	AFR - West Africa	Avg delay: -1.63 days | 44.9% on-time (12 hrs) | Services: 14
10	Le Havre	EUR - Northern Europe	Avg delay: -1.64 days | 47.1% on-time (12 hrs) | Services: 32
11	Laem Chabang	ASI - South East Asia	Avg delay: -1.65 days | 42.1% on-time (12 hrs) | Services: 18
12	London Gateway	EUR - Northern Europe	Avg delay: -1.68 days | 42.4% on-time (12 hrs) | Services: 21
13	Yantian	ASI - North East Asia (incl China)	Avg delay: -1.70 days | 39.7% on-time (12 hrs) | Services: 66
14	Manzanillo / Colon (PA)	NAM - Central America	Avg delay: -1.70 days | 48.4% on-time (12 hrs) | Services: 19
15	Qingdao	ASI - North East Asia (incl China)	Avg delay: -1.72 days | 38.5% on-time (12 hrs) | Services: 91
16	Cai Mep / Vung Tau	ASI - South East Asia	Avg delay: -1.72 days | 34.9% on-time (12 hrs) | Services: 28
17	Port Said	AFR - North Africa	Avg delay: -1.79 days | 53.3% on-time (12 hrs) | Services: 18
18	Algeciras	EUR - Southern Europe	Avg delay: -1.79 days | 43.9% on-time (12 hrs) | Services: 41
19	Tanjung Pelepas	ASI - South East Asia	Avg delay: -1.83 days | 40.0% on-time (12 hrs) | Services: 35
20	Genoa	EUR - Southern Europe	Avg delay: -1.83 days | 40.2% on-time (12 hrs) | Services: 27
21	Buenaventura	SAM - West Coast South America	Avg delay: -1.83 days | 51.9% on-time (12 hrs) | Services: 15
22	Antwerp	EUR - Northern Europe	Avg delay: -1.85 days | 39.9% on-time (12 hrs) | Services: 62
23	Nansha	ASI - North East Asia (incl China)	Avg delay: -1.91 days | 33.9% on-time (12 hrs) | Services: 53
24	Tanger Med / Tangier	AFR - North Africa	Avg delay: -1.93 days | 38.6% on-time (12 hrs) | Services: 48
25	Valencia	EUR - Southern Europe	Avg delay: -1.96 days | 38.0% on-time (12 hrs) | Services: 39
26	Shanghai	ASI - North East Asia (incl China)	Avg delay: -1.96 days | 30.9% on-time (12 hrs) | Services: 186
27	Marseille Fos	EUR - Southern Europe	Avg delay: -1.99 days | 41.7% on-time (12 hrs) | Services: 15
28	Mundra	MEA - Indian Subcontinent	Avg delay: -2.04 days | 42.0% on-time (12 hrs) | Services: 56
29	Callao	SAM - West Coast South America	Avg delay: -2.08 days | 53.1% on-time (12 hrs) | Services: 17
30	Abidjan	AFR - West Africa	Avg delay: -2.11 days | 35.9% on-time (12 hrs) | Services: 21
31	Ningbo-Zhoushan	ASI - North East Asia (incl China)	Avg delay: -2.17 days | 28.3% on-time (12 hrs) | Services: 166
32	Karachi	MEA - Indian Subcontinent	Avg delay: -2.25 days | 34.7% on-time (12 hrs) | Services: 23
33	Barcelona	EUR - Southern Europe	Avg delay: -2.25 days | 34.1% on-time (12 hrs) | Services: 29
34	Balboa / Rodman	NAM - Central America	Avg delay: -2.27 days | 51.4% on-time (12 hrs) | Services: 21
35	Hamburg	EUR - Northern Europe	Avg delay: -2.30 days | 37.5% on-time (12 hrs) | Services: 38
36	Jebel Ali Dubai	MEA - Arabian / Persian Gulf	Avg delay: -2.30 days | 42.0% on-time (12 hrs) | Services: 54
37	Shekou	ASI - North East Asia (incl China)	Avg delay: -2.31 days | 31.0% on-time (12 hrs) | Services: 69
38	King Abdullah Port	MEA - Red Sea & Horn of Africa	Avg delay: -2.37 days | 33.9% on-time (12 hrs) | Services: 15
39	Sines	EUR - Northern Europe	Avg delay: -2.37 days | 16.7% on-time (12 hrs) | Services: 12
40	Rotterdam	EUR - Northern Europe	Avg delay: -2.39 days | 31.4% on-time (12 hrs) | Services: 50
41	Tema	AFR - West Africa	Avg delay: -2.42 days | 39.6% on-time (12 hrs) | Services: 25
42	Cartagena (CO)	SAM - North Coast South America	Avg delay: -2.43 days | 43.5% on-time (12 hrs) | Services: 20
43	Kaohsiung	ASI - North East Asia (incl China)	Avg delay: -2.44 days | 36.3% on-time (12 hrs) | Services: 42
44	Long Beach	NAM - West Coast North America	Avg delay: -2.46 days | 26.5% on-time (12 hrs) | Services: 22
45	Ambarli / Istanbul	EUR - Eastern Mediterranean	Avg delay: -2.52 days | 38.1% on-time (12 hrs) | Services: 18
46	Colombo	MEA - Indian Subcontinent	Avg delay: -2.53 days | 37.4% on-time (12 hrs) | Services: 50
47	Port Klang	ASI - South East Asia	Avg delay: -2.59 days | 27.6% on-time (12 hrs) | Services: 72
48	Veracruz	NAM - Central America	Avg delay: -2.61 days | 32.0% on-time (12 hrs) | Services: 16
49	Abu Dhabi Khalifa Port	MEA - Arabian / Persian Gulf	Avg delay: -2.68 days | 37.3% on-time (12 hrs) | Services: 21
50	Hong Kong	ASI - North East Asia (incl China)	Avg delay: -2.73 days | 34.7% on-time (12 hrs) | Services: 58

Criteria • 2023 Q2 – 2024 Q1 aggregate data. • Number of services = total unique services hosted by port over 12m period. • OTP is within 12 hour delay threshold.

Top 50 Reliability Evolution

	Port - name	2023 Q2	2023 Q3	2023 Q4	2023 Total	2024 Q1	2024 Total	Grand Total
Delay - days	Abidjan	-2.2	-2.0	-2.6	**-2.3**	-1.7	**-1.7**	**-2.1**
	Abu Dhabi Khalifa Port	-2.4	-3.1	-2.1	**-2.6**	-3.2	**-3.2**	**-2.7**
	Algeciras	-1.3	-1.3	-1.8	**-1.4**	-3.0	**-3.0**	**-1.8**
	Altamira	-2.3	-1.7	-4.2	**-2.7**	-4.0	**-4.0**	**-3.0**
	Ambarli / Istanbul	-3.4	-2.3	-1.2	**-2.3**	-3.0	**-3.0**	**-2.5**
	Antwerp	-1.6	-1.0	-2.2	**-1.5**	-2.9	**-2.9**	**-1.9**
	Balboa / Rodman	-1.9	-1.9	-2.2	**-2.0**	-3.1	**-3.1**	**-2.3**
	Baltimore	-4.0	-3.7	-3.9	**-3.9**	-5.6	**-5.6**	**-4.3**
	Barcelona	-2.1	-1.6	-2.6	**-2.1**	-2.6	**-2.6**	**-2.3**
	Bremerhaven / Bremen	-0.8	-0.7	-1.7	**-1.1**	-1.8	**-1.8**	**-1.3**
	Brisbane	-3.4	-2.9	-4.5	**-3.5**	-6.3	**-6.3**	**-4.2**
	Buenaventura	-1.9	-1.4	-1.6	**-1.6**	-2.4	**-2.4**	**-1.8**
	Busan / Pusan	-2.7	-3.3	-2.9	**-2.9**	-3.6	**-3.6**	**-3.1**
	Cai Mep / Vung Tau	-1.4	-1.6	-2.0	**-1.7**	-1.9	**-1.9**	**-1.7**
	Callao	-2.3	-1.6	-1.9	**-1.9**	-2.6	**-2.6**	**-2.1**
	Cartagena (CO)	-2.3	-2.2	-2.0	**-2.2**	-3.3	**-3.3**	**-2.4**
	Charleston	-2.7	-3.4	-3.5	**-3.2**	-4.9	**-4.9**	**-3.6**
	Colombo	-2.6	-1.9	-1.7	**-2.1**	-3.9	**-3.9**	**-2.5**
	Cotonou	-2.1	-4.2	-2.0	**-2.8**			**-2.8**
	Dakar	-3.4	-3.7	-3.4	**-3.5**	-2.6	**-2.6**	**-3.3**
	Dammam / King Abdulaziz	-2.7	-3.2	-2.2	**-2.7**	-4.5	**-4.5**	**-3.1**
	Durban	-3.2	-6.6	-13.1	**-7.4**	-9.6	**-9.6**	**-7.9**
	Genoa	-2.1	-1.4	-2.0	**-1.8**	-1.8	**-1.8**	**-1.8**
	Gioia Tauro	-1.6	-0.9	-0.8	**-1.1**	-1.5	**-1.5**	**-1.2**
	Guayaquil	-1.2	-0.7	-1.3	**-1.0**	-1.6	**-1.6**	**-1.2**
	Hai Phong	-2.4	-2.1	-3.1	**-2.5**	-4.3	**-4.3**	**-2.9**
	Halifax	-3.6	-2.3	-3.9	**-3.2**	-6.9	**-6.9**	**-4.1**
	Hamburg	-1.9	-1.4	-2.5	**-1.9**	-3.9	**-3.9**	**-2.3**
	Hong Kong	-2.3	-2.3	-3.1	**-2.5**	-3.3	**-3.3**	**-2.7**
	Houston	-3.1	-3.9	-5.3	**-4.1**	-5.3	**-5.3**	**-4.4**
	Jebel Ali Dubai	-1.7	-2.3	-2.2	**-2.1**	-3.3	**-3.3**	**-2.4**
	Jeddah	-3.0	-2.4	-2.8	**-2.7**	-4.9	**-4.9**	**-2.9**
	Kaohsiung	-1.4	-2.5	-2.5	**-2.1**	-3.5	**-3.5**	**-2.4**
	Karachi	-2.6	-1.6	-1.9	**-2.0**	-3.1	**-3.1**	**-2.3**
	King Abdullah Port	-2.8	-2.4	-1.8	**-2.4**			**-2.4**
	Kwangyang / Gwangyang	-2.7	-3.5	-4.1	**-3.4**	-4.7	**-4.7**	**-3.7**
	Laem Chabang	-1.5	-1.0	-1.8	**-1.4**	-2.6	**-2.6**	**-1.6**
	Le Havre	-1.3	-0.9	-1.9	**-1.4**	-2.6	**-2.6**	**-1.7**
	Livorno / Leghorn	-1.0	-0.9	-1.5	**-1.1**	-2.2	**-2.2**	**-1.4**
	Lome	-3.3	-2.5	-2.5	**-2.8**	-3.5	**-3.5**	**-2.9**
	London Gateway	-1.2	-1.0	-2.0	**-1.4**	-2.7	**-2.7**	**-1.7**
	Long Beach	-2.6	-3.0	-1.9	**-2.5**	-2.3	**-2.3**	**-2.5**
	Los Angeles	-2.7	-2.9	-2.7	**-2.8**	-3.8	**-3.8**	**-3.0**

Port - name	2023 Q2	2023 Q3	2023 Q4	2023 Total	2024 Q1	2024 Total	Grand Total
Manzanillo (MX)	-3.0	-2.7	-3.1	**-3.0**	-3.6	**-3.6**	**-3.1**
Manzanillo / Colon (PA)	-1.3	-1.7	-1.8	**-1.6**	-2.0	**-2.0**	**-1.7**
Marseille Fos	-1.9	-1.1	-2.2	**-1.7**	-2.8	**-2.8**	**-2.0**
Melbourne	-2.8	-2.7	-5.0	**-3.4**	-4.5	**-4.5**	**-3.6**
Montevideo	-2.5	-3.4	-5.1	**-3.6**	-5.0	**-5.0**	**-3.9**
Mundra	-2.4	-1.7	-1.6	**-1.9**	-2.5	**-2.5**	**-2.0**
Nansha	-1.4	-1.6	-1.9	**-1.6**	-2.7	**-2.7**	**-1.9**
Navegantes	-2.9	-3.9	-5.4	**-3.8**	-7.9	**-7.9**	**-4.6**
New York & New Jersey / ..	-2.8	-2.3	-3.3	**-2.8**	-4.6	**-4.6**	**-3.2**
Nhava Sheva / Jawaharla..	-1.6	-1.3	-1.3	**-1.4**	-2.1	**-2.1**	**-1.6**
Ningbo-Zhoushan	-2.3	-1.9	-1.8	**-2.0**	-2.5	**-2.5**	**-2.1**
Norfolk / Virginia	-3.5	-3.2	-3.4	**-3.4**	-4.7	**-4.7**	**-3.7**
Oakland	-3.6	-3.9	-4.4	**-4.0**	-6.0	**-6.0**	**-4.5**
Paranagua	-1.9	-2.6	-4.0	**-2.9**	-3.9	**-3.9**	**-3.1**
Piraeus	-3.9	-2.7	-2.9	**-3.2**	-2.9	**-2.9**	**-3.1**
Port Klang	-2.2	-1.9	-2.3	**-2.2**	-3.7	**-3.7**	**-2.5**
Port Said	-2.2	-1.9	-0.7	**-1.6**	-2.9	**-2.9**	**-1.8**
Qingdao	-1.3	-1.4	-1.8	**-1.5**	-2.4	**-2.4**	**-1.7**
Rotterdam	-1.7	-1.8	-2.9	**-2.1**	-3.4	**-3.4**	**-2.4**
Santos	-2.0	-3.1	-4.1	**-3.1**	-4.7	**-4.7**	**-3.4**
Savannah	-4.4	-4.6	-4.6	**-4.5**	-5.6	**-5.6**	**-4.8**
Seattle	-2.8	-4.2	-3.4	**-3.4**	-5.1	**-5.1**	**-3.9**
Shanghai	-1.7	-1.8	-1.7	**-1.8**	-2.5	**-2.5**	**-2.0**
Shekou	-2.1	-2.2	-2.0	**-2.1**	-2.9	**-2.9**	**-2.3**
Sines	-2.0	-2.0	-2.4	**-2.1**	-3.3	**-3.3**	**-2.4**
Singapore	-3.2	-2.5	-3.0	**-2.9**	-4.2	**-4.2**	**-3.2**
Southampton	-0.9	-1.1	-1.9	**-1.3**	-2.1	**-2.1**	**-1.5**
Sydney / Botany	-1.7	-1.8	-3.8	**-2.3**	-4.7	**-4.7**	**-2.9**
Tanger Med / Tangier	-1.3	-1.3	-1.9	**-1.5**	-3.2	**-3.2**	**-1.9**
Tanjung Pelepas	-1.6	-1.4	-1.5	**-1.5**	-2.8	**-2.8**	**-1.8**
Tauranga	-3.9	-2.4	-1.9	**-2.7**	-3.0	**-3.0**	**-2.8**
Tema	-2.0	-2.8	-2.8	**-2.5**	-2.0	**-2.0**	**-2.4**
Tianjin / Xingang	-0.8	-0.7	-1.9	**-1.2**	-2.3	**-2.3**	**-1.4**
Tin Can Island / Lagos	-1.0	-0.9	-2.7	**-1.5**	-2.0	**-2.0**	**-1.6**
Valencia	-2.1	-1.4	-2.2	**-1.9**	-2.5	**-2.5**	**-2.0**
Vancouver	-3.6	-7.7	-4.4	**-5.1**	-6.9	**-6.9**	**-5.6**
Veracruz	-1.9	-1.3	-4.1	**-2.4**	-3.3	**-3.3**	**-2.6**
Xiamen	-1.0	-1.5	-1.4	**-1.3**	-2.4	**-2.4**	**-1.6**
Yantian	-1.6	-1.9	-1.6	**-1.7**	-1.8	**-1.8**	**-1.7**
Yokohama	-3.3	-3.1	-2.7	**-3.0**	-4.1	**-4.1**	**-3.3**

- A granular look at how quarterly results can impact port position in the Top 50 ranking.
- Despite an increase in delays in Q1, Gioia Tauro still maintained a relatively high standing in the aggregate totals, allowing it to snatch a spot in 2nd place up from 7th last year.
- Only 16 out of 83 ports did not suffer an increase in average delays since 2023 Q4:
  - Piraeus
  - Paranagua
  - Tema
  - Tin Can Island
  - Veracruz
  - Montevideo
  - Melbourne
  - Abidjan
  - Abu Dhabi
  - Altamira
  - Barcelona
  - Cai Mep
  - Dakar
  - Durban
  - Genoa
  - Houston

Top 50 Reliable Ports Ranking; 2023 Q2 – 2024 Q1

Guayaquil, Ecuador – Taking over first place

- Average delays of -1.2 days, a hair more than our previous reporting period at -1.16d but still gained first place.
- Currently serves 18 liner services, 13 of which are main lines. Average nominal trade cap per service is 4,2K TEU's.
- OTP has also dropped 3 points in Q1 (67%) but remains the highest globally, closely followed by Southampton (63%) and Port Said (53%).

Gioia Tauro, Italy – in second place

- A very promising trajectory, up to 2nd from 7th place in our last reporting period.
- Average delay down from -1.43 days to -1.22 and OTP has increased from 41% to 44%. Still in 14th globally for OTP, however.
- Hosts 14 main line services and 18 feeders/intras.

Bremerhaven – Maintains third place

- Despite minor dips in performance she keeps her spot in third.
- -1.25 days average delay, up from -1.17 last reporting period and OTP has decreased from 53% to 51%; still 7th globally for OTP.
- Largest of top 3 ports, with 25 main line services and 25 feeders/intras.

Livorno (Leghorn) – Still a top performer

- In top 4 since 2020 (3rd, 1st, 4th, 1st, 4th) but dropped 3 places due to a tough first quarter.
- Currently serves 18 liner services, 13 of which are main lines. Note that her share of feeders/intras increased by 3 since our last ranking.
- Average delay of -1.38 days / 48% on-time compared to -1.13 days / 51% on-time previous period.

Asia & Europe Dominate Top 20 Reliable Ports

European Top 10 has been reshuffled

- Antwerp, the largest port in Europe by services, has dropped down several spots to 22nd place from 16th.
- UK with mixed results: London Gateway has dropped out of the global top 10 where it held 9th place and now rests at 16th - it is the 6th best performing European port. Its sister port Southampton, has shot up from 17th place to 6th globally and is now the 4th best European port.
- Spanish ports are having a good first quarter - Valencia has inched up from 30th to 26th place, as well as Barcelona from 40th to 33rd.
- Le Havre made the most notable jump from 23rd place to almost making it into the global top 10 at 11th this period.

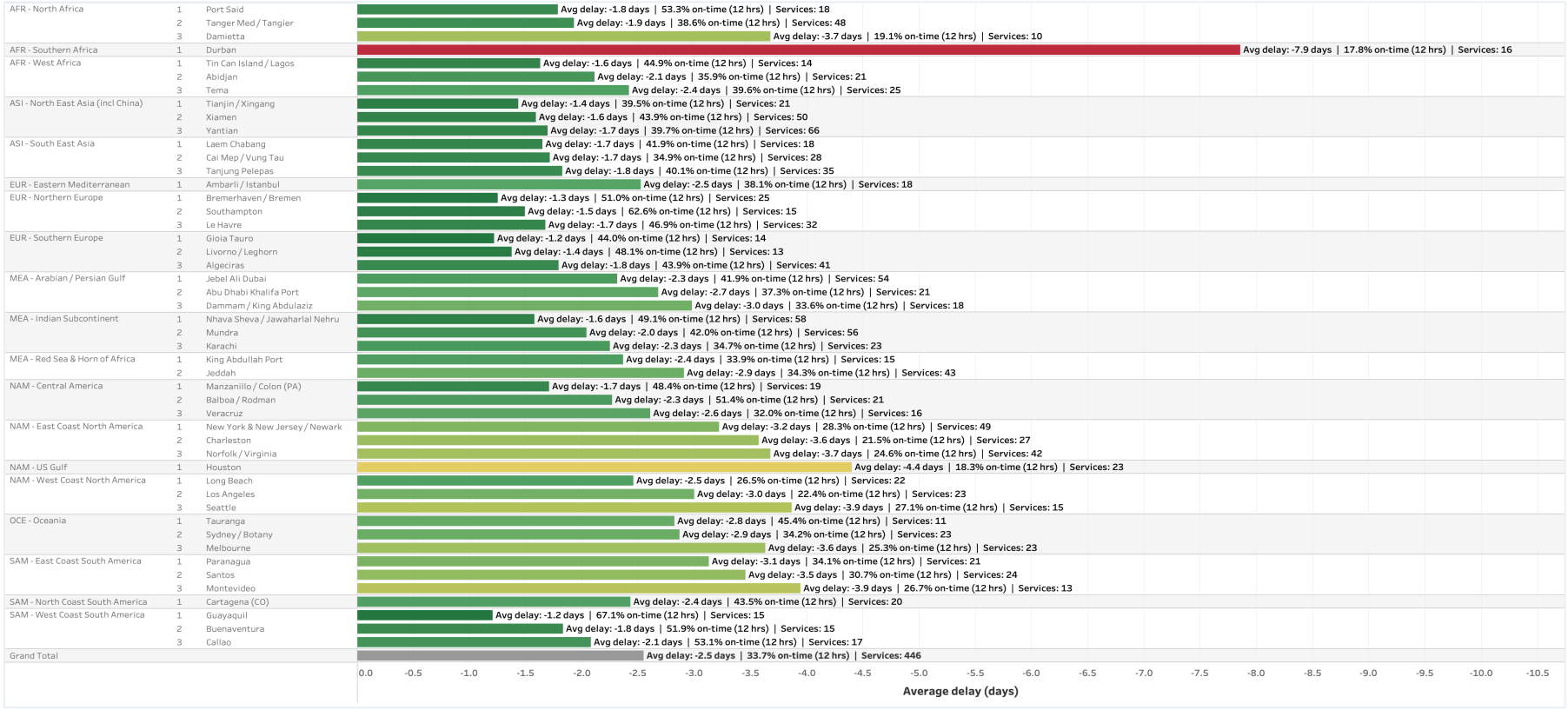
Some mega-ports are inching up

- Of the world's top 4 ports hosting more than 100 main line services, Shanghai remains the best performer (186 services, 26th) and the largest.
- Ningbo comes in second (166 services, 31st) having inched up one place since our last report, and Busan (107 services, 61st) has also moved ahead of its larger sister Singapore (130 services, 64th).
- Yantian, one of the top 10 largest ports (61 services), has most notably almost made it into the top 10 performers (12th) with 1.7 days delay and 40% on-time.
- Qingdao (91 services, 15th), Port Klang (72 services, 47th) and Shekou (69 services, 37th) are all honorable mentions that have made it to the Top 50.

North American ports rank high in size but low in reliability

- The top four North American ports by total main line services are concentrated on the EC; New York/NJ (18th), Norfolk/Virginia (22nd), Savannah (26th), and Charleston (32nd).
- North America ranks lowest of the three main regions (FEA, EUR, NAM), with just two ports making it into the Top 50 this period. Manzanillo/Colon has climbed from 25th to the Top 20 at 13th place and Long Beach has moved up to 44th place from 53rd last period
- Los Angeles (59th) is the next NA port just shy of the Top 50 but has shown increasingly good odds since 2022 (75th) so we may yet see another NA port taking a coveted spot in the months to come.
- North American ports hold the 3rd highest number of main line services by global coastal region at a total of 379.

Top regional ports

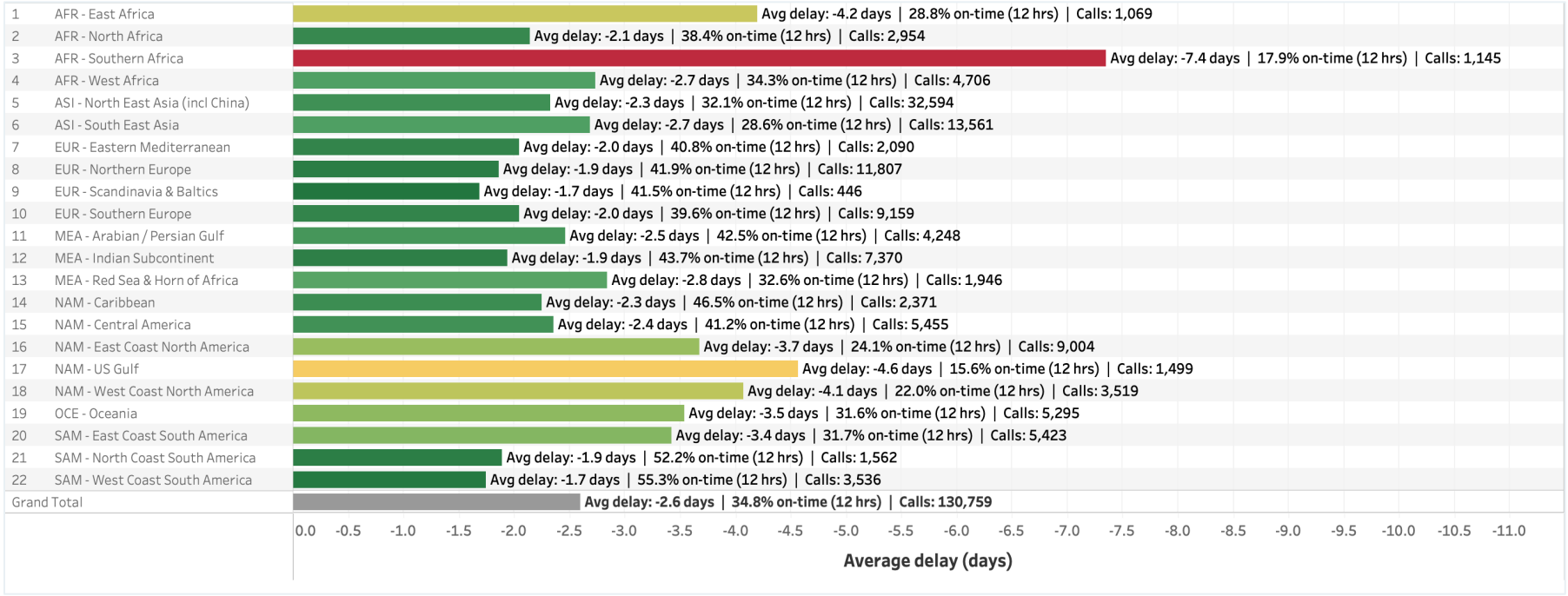


1. Top three ports for each of eeSea's 21 defined coastal regions.
2. NAM East Coast; New York/New Jersey tops ranking with -3.2 days delay – ahead of Charleston at -3.6d and Norfolk/Virginia at -3.7d.
3. NAM West Coast; Long Beach remains in first place with -2.5 days delay – followed by Los Angeles with -3.0d and Seattle with -3.9d.

Criteria

- At least 10 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.

Regional rankings

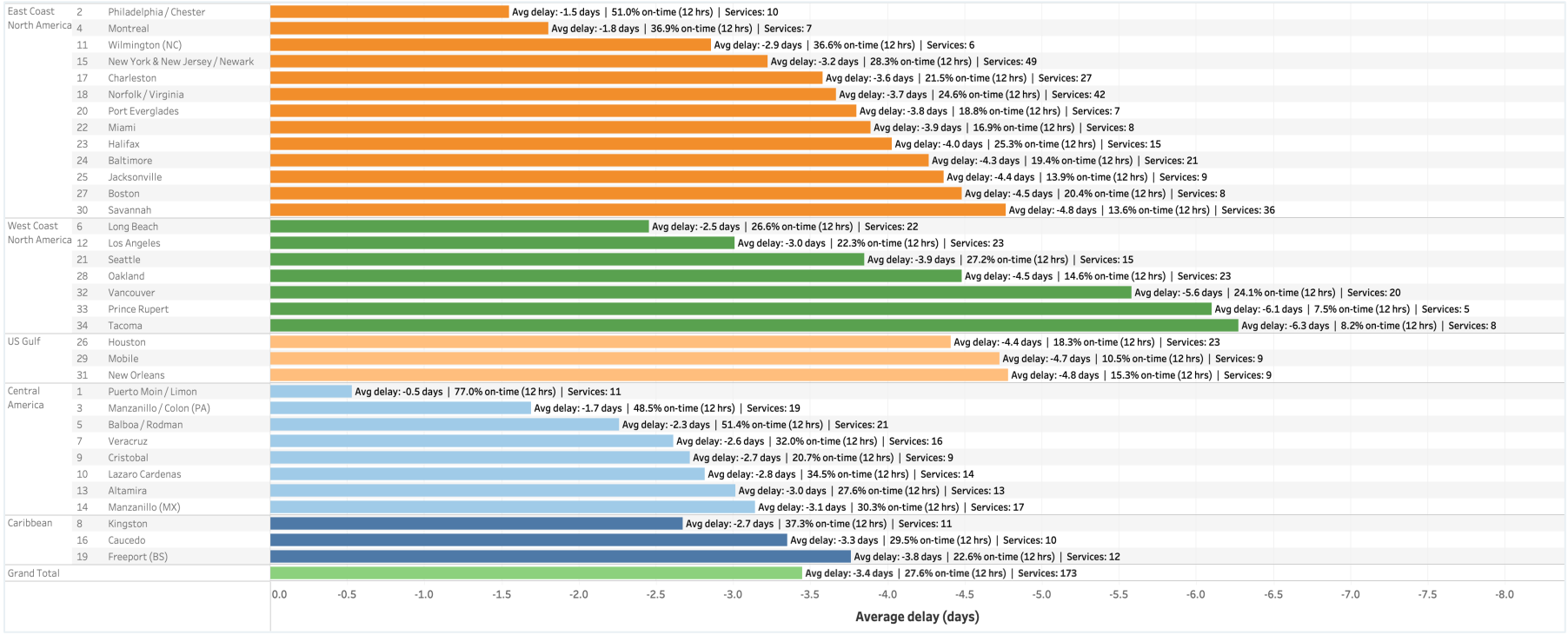


1. Scandinavia, West & North Coast South America, Northern Europe and Indian Sub-continent remain the best performing regions.
2. Southern Africa, Eastern Africa and US Gulf face the worst reliability issues – followed closely behind by US EC & WC.
3. North East Asia (including China) remains the heaviest in volume with 32.5K registered berth arrivals in the past 12 months. South East Asia comes in second with 13.5K calls, and Northern Europe third with 11.8K arrivals.

Criteria

- All main liner services into all ports, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.

North America

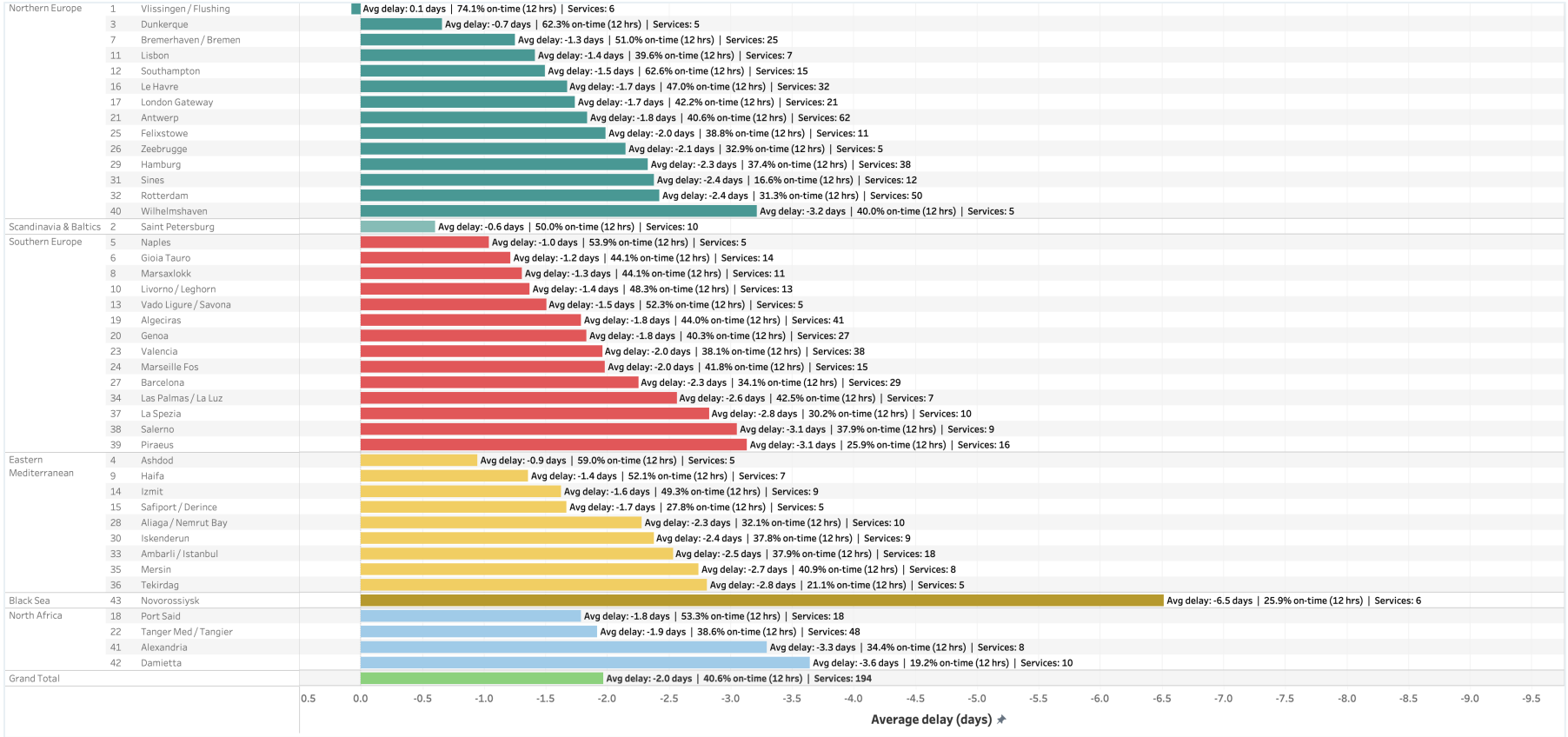


1. Philadelphia tops ECNA; Port of NY/NJ still highest amongst ports with 20+ services and lowest is Savannah.
2. Houston takes over from NOLA as top performer in the US Gulf with -4.4d but would be beat by Veracruz and Altamira should they be considered competitors.
3. Puerto Moin is still just shy of qualifying for the Top 50 ranking but would take first place among all North American ports if it did.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q2 aggregate numbers.
- Berth arrivals only.

Europe & Northern Africa

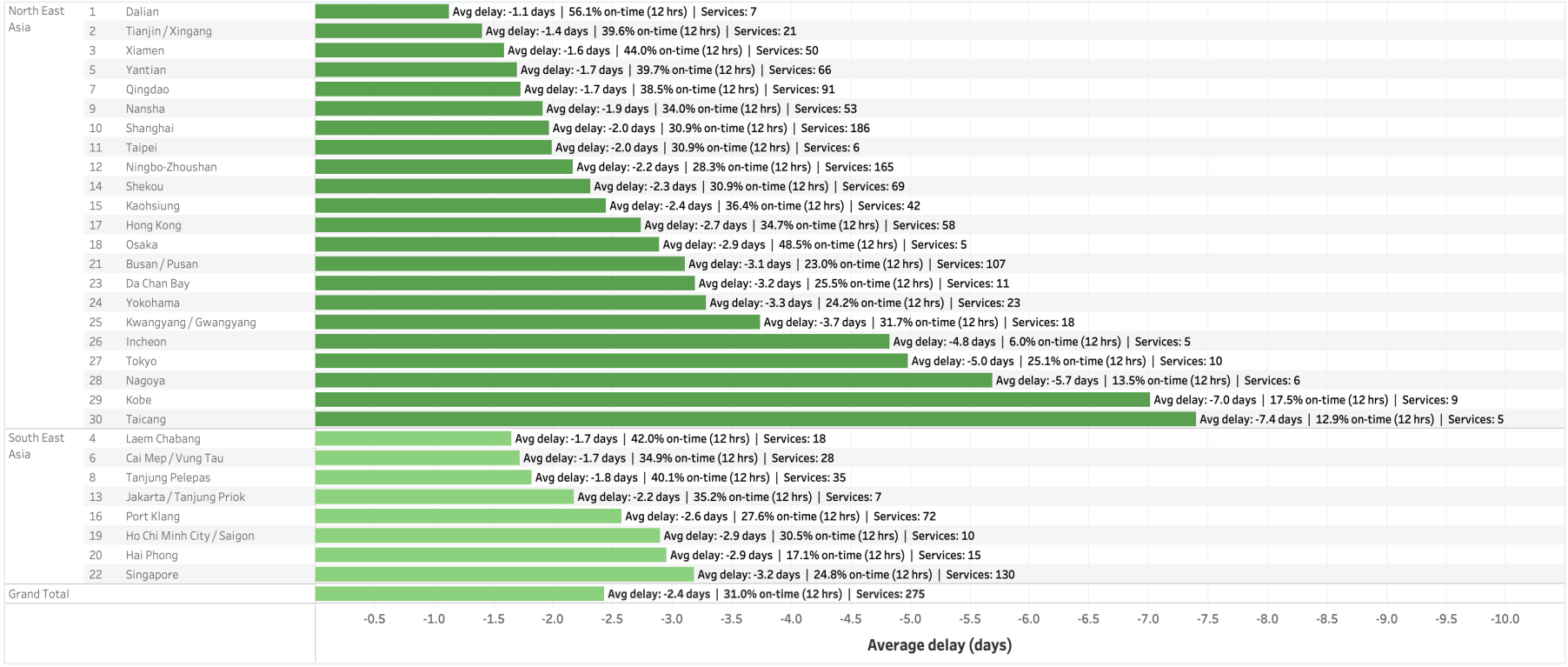


1. Naples, Gioia Tauro, and Marsaxlokk have bumped their way up to the top 3 in SEUR but both Naples & Marsaxlokk are not qualified for the Top 50 ranking.
2. Dunkerque and Bremerhaven now rounding out NEUR top 3. Bremerhaven, Le Havre, London Gateway, and Antwerp top 5 performers amongst the larger ports (20+ services)
3. Port Said has taken first place in North Africa, followed very closely by Tangier. While Port Said is geographically classified as a NAF port, it should be compared to peers in the Eastern Mediterranean, along with Alexandria and Damietta. Tangier on the other hand, could well be compared to Southern European ports like Algeciras.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.
- North African ports included here for comparison to other Mediterranean ports.

Far East

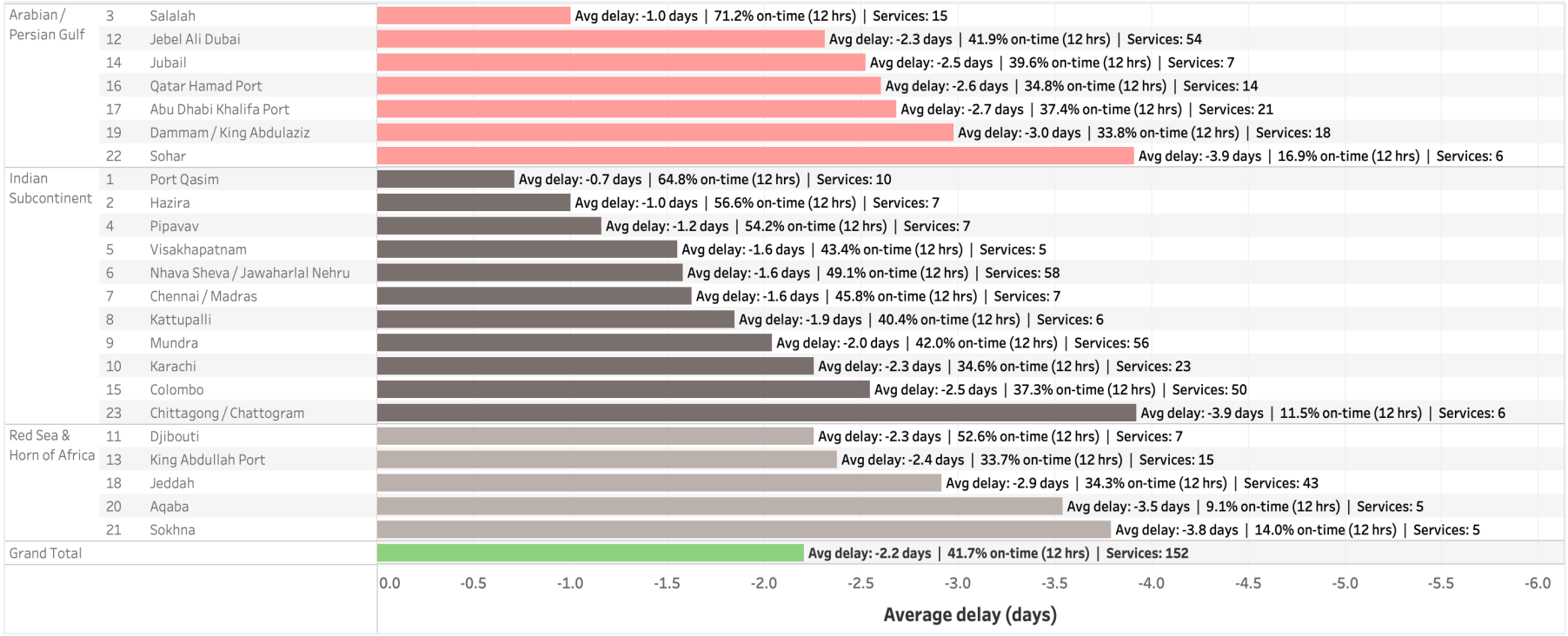


1. Singapore is still the lowest ranked port in SEA, including contenders outside the Top 50, at -3.2d average delay.
2. Yantian, Shanghai, Ningbo, and Shekou have all moved up in their rankings. Despite its immense size, Shanghai has carved out a spot in the top 10.
3. 11 of the 17 largest ports (50+ services) in our Top 50 ranking are located in the ASI region and 3 of those (Xiamen, Yantian, Qingdao) are in the Top 20 performers globally.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.
- North East Asia includes China.

Middle East

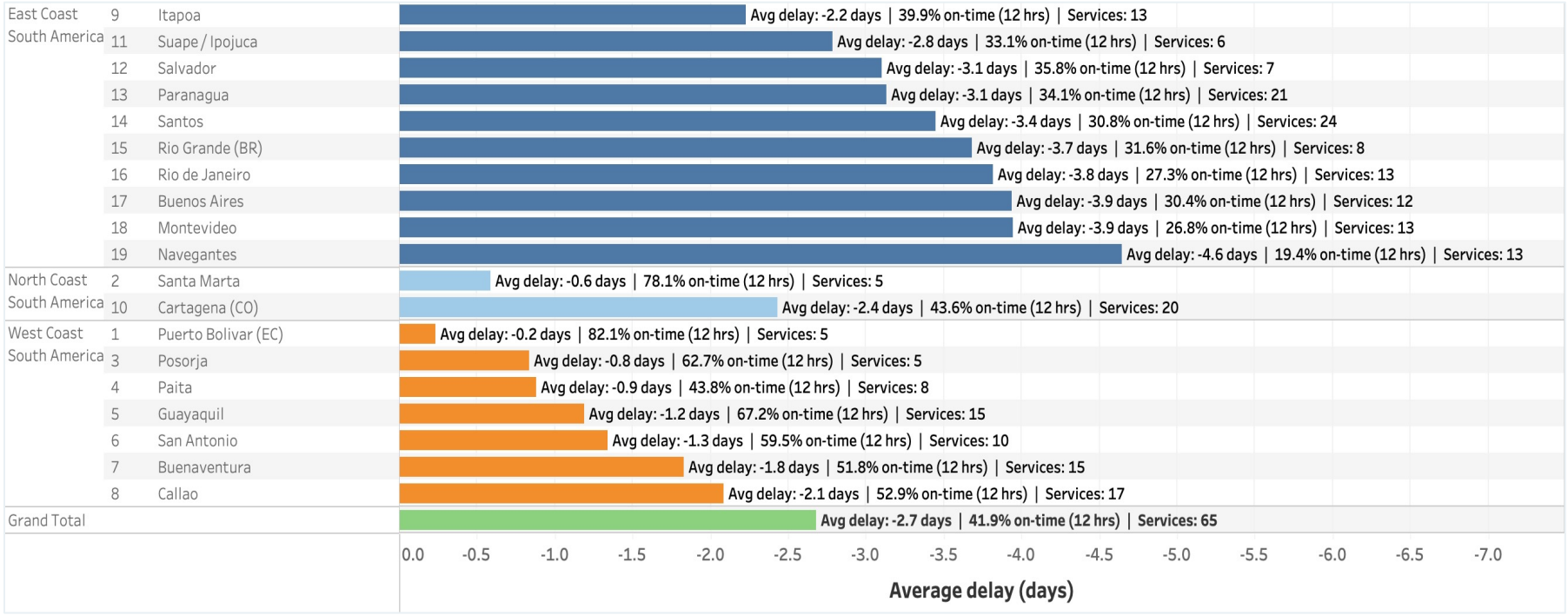


1. Indian Subcontinent still amongst the best performing regions overall, with Port Qasim as its top performer at just over 12 hours of average delay.
2. Except for Pipavav falling out of favour, most ports in the ME region have remained largely unchanged in their rankings.
3. Red Sea ports did indeed experience significant drop in reliability and loss of throughput during Q1 – the trend is likely to continue for the foreseeable future. Djibouti gained nearly a full day in delay and is up to -2.3d but remained at the top of the Red Sea ranking.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.

South America

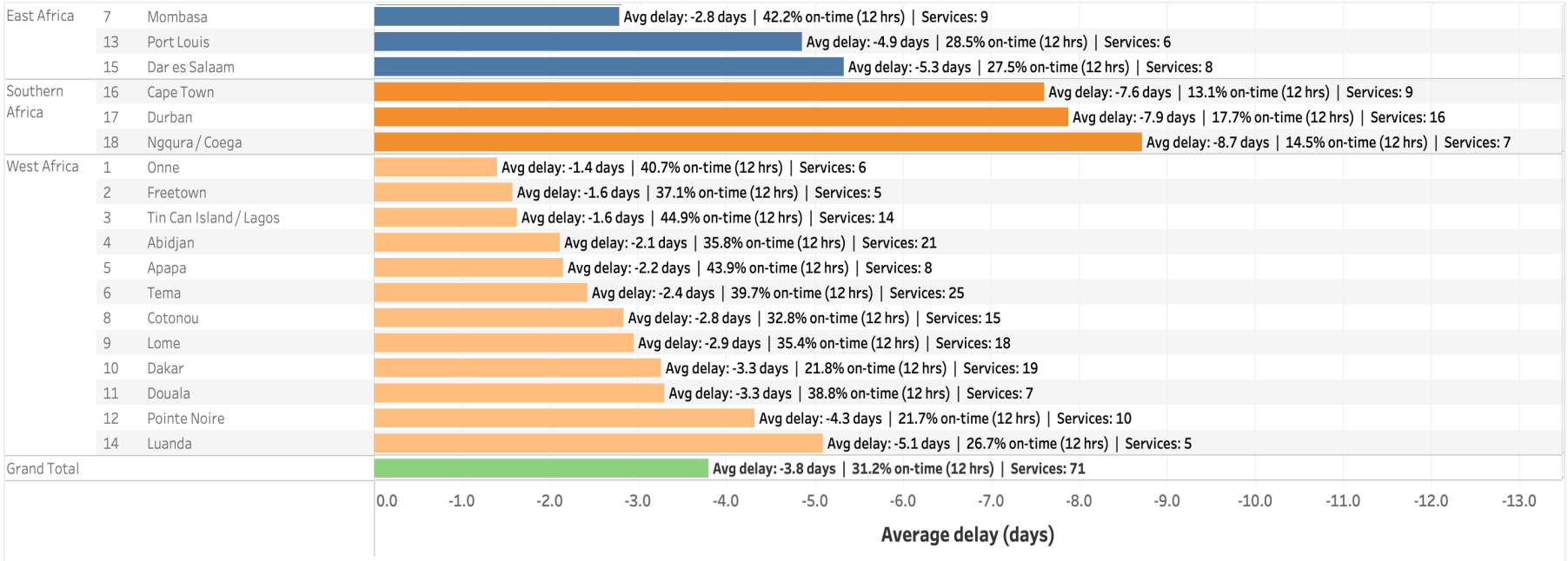


1. WCSA is traditionally one of the best performing regions in part due to the large volume of time-sensitive reefer cargo. It remains largely unchanged in rankings and stats although Guayaquil and San Antonio have both improved in delays this quarter.
2. ECSA also remains largely unchanged in rankings and stats with a handful of ports shifting by +/-0.1d since our last report.
3. Many Asia to/from East Coast services continue to reroute past the Cape of Good Hope on their EB journey in order to sidestep persistent symptoms of drought in the Panama Canal. This number is expected to significantly decreased as we enter Q2.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.

Africa

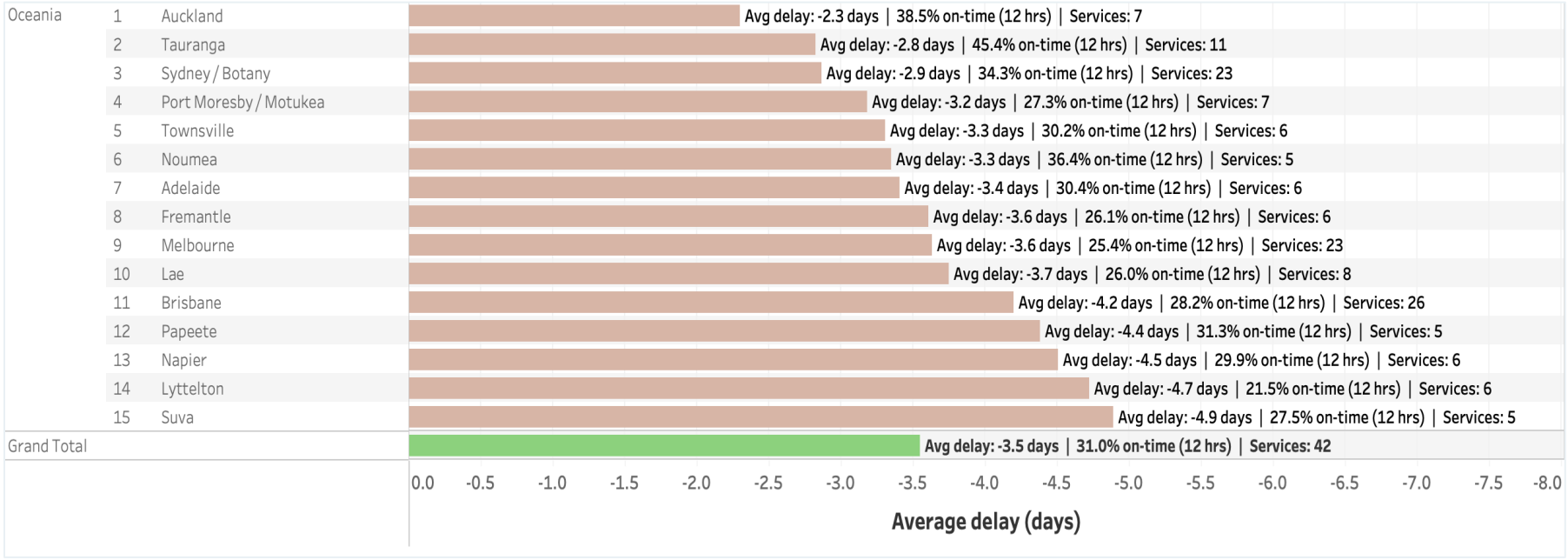


1. West African ports show resiliency, rankings and stats on the West Coast remain largely unchanged. Tin Can Island ranks 3rd in Africa and just manages to stay in 10th place in the Top 50 in Q1.
2. On the East Coast, Port Louis & Dar es Salaam maintained their ranking but both increased by over 24 hours in delay to -4.9d and -5.3d respectively.
3. Southern Africa is still one of the worst performing regions globally, and Durban in particular has taken a serious hit moving from -6.2d to -7.7d in Q1. Ngqura has also gained nearly half a day of average delay.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.

Oceania



1. Auckland, Townsville, and Tauranga have moved up in the rankings – with Tauranga dropping nearly 2 days' worth of average delay and coming in 2nd in Oceania, and just outside of the Top 50 globally.
2. Oceania's three largest ports: Melbourne & Brisbane have both dropped one or two slots while Sydney has climbed up to 3rd place. None of them have been able to secure a slot in the Top 50 ranking.
3. Note that the dock workers' strike of 2023 Q4 factors into aggregate reliability for our 12-month reporting period.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q2 – 2024 Q1 aggregate numbers.
- Berth arrivals only.

Notes & criteria

Why prefer average delay over percentage on-time ?

- Both measures are relevant but interpretation of OTP is impacted by more subjectivity by its audience.
- Average delay is impacted by outliers; a 10-day delay drags down the overall average. This is relevant for the overall port impression.
- On-time percentage requires a discussion of what constitutes on-time: less than 12 hours delay, or maybe 8 hours? This is individual to ports, trades, and stakeholders – we believe this makes it too tricky to use alone as the global standard of comparison.

Reflecting a port's performance: yes and no

- Delays into a port can be caused both by the carrier arriving late, the port being congested, inclement weather, improper handling of communication channels – or a myriad of other complex scenarios.
- eeSea does not provide or delineate types of delay by the 'reason' – we simply state the fact that a vessel was late compared to the intended proforma arrival/departure.
- Delay rankings do not reflect on a port's ability to act as a regional gateway or transhipment hub, it is not the sole measure of a port's health and potential.

Top 50 Entry Requirements

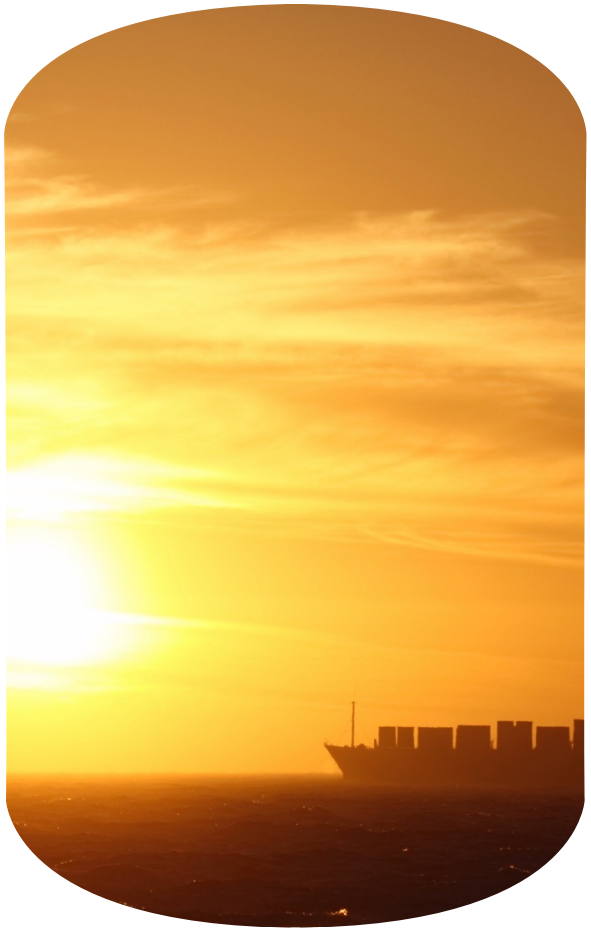
- A port must serve at least 10 main line services, excluding feeders and intra-regionals.
- It must serve at least 10 main line services during 4 consecutive quarters to be considered a Top 50 candidate.

Other Statistics

- We separately offer current and historical timeline datasets on the congestion per port or region.
- We provide proforma vs. actual calls, as well as a rolling measure of capacity lost/gained month-over-month or year-over-year.
- We measure proforma vs. actual berth stays.

CONTENTS

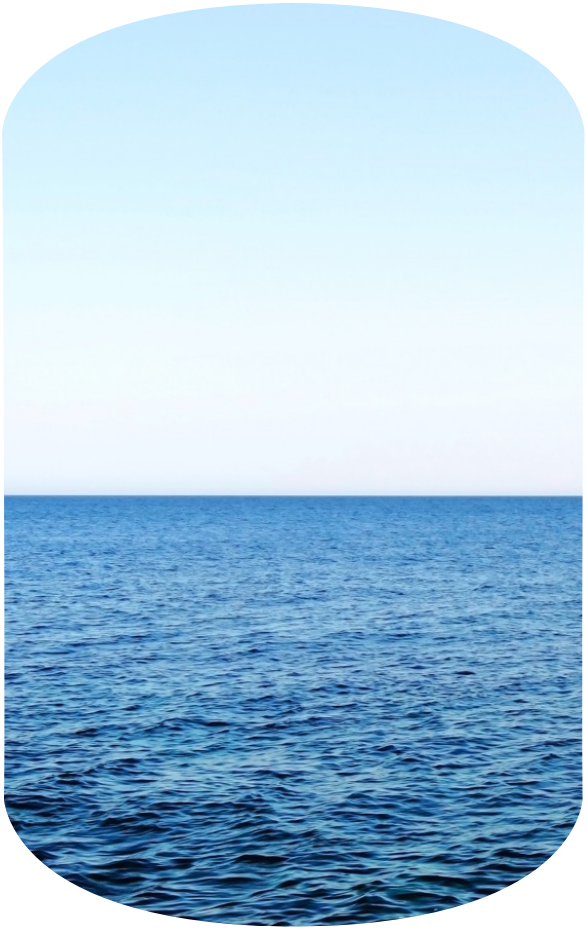
Schedule Reliability Scorecard (SRS)



NEXT STEPS

The good agenda

- "Direct port-pair schedule reliability"; measured at origin port, destination port and resulting transit time
- Terminal-level (including terminal operator) insights
- Berth stay duration insights – proforma vs actual windows
- Schedule Reliability closely relates to trade capacity. If you missed it, watch our webinar from January 9th on this topic
- Feel free to send us your input

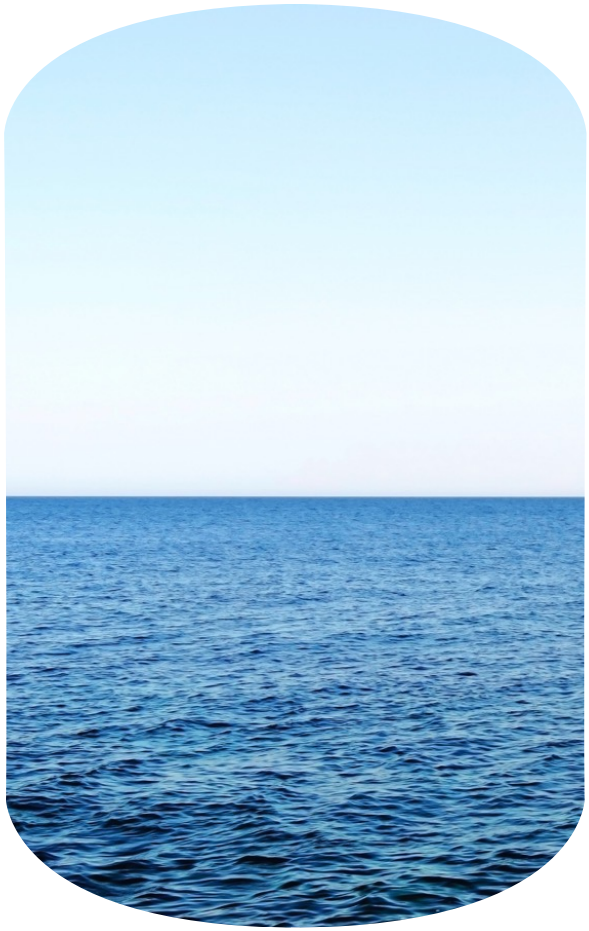


NEXT STEPS

The evil agenda

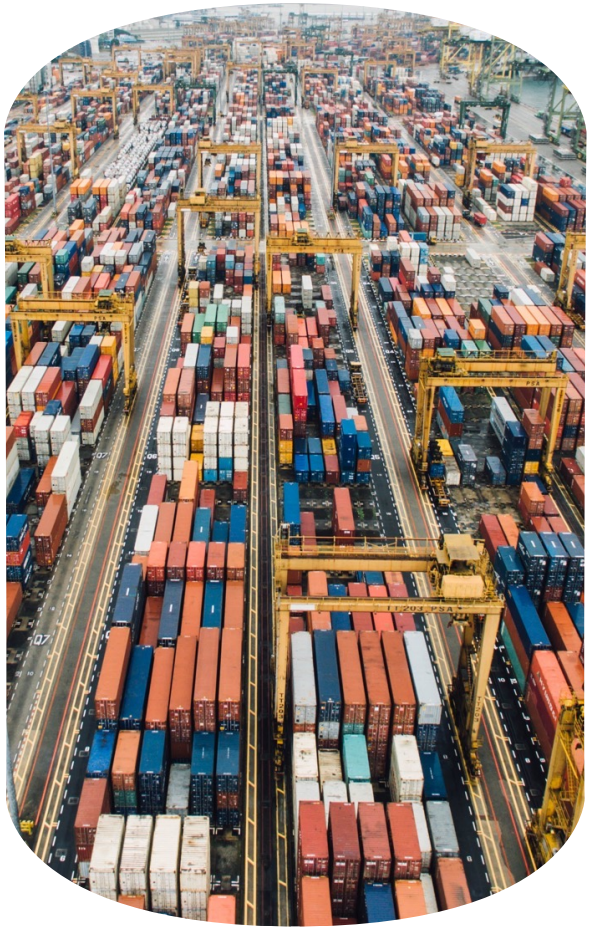
- In this Scorecard we provide high-level aggregate data and analysis
- If you're interested in understanding the granular details of your own company or port score, or that of your competitors;
- We can help you with the data – and how to implement and act on it

Please reach out to contact@eeSea.com

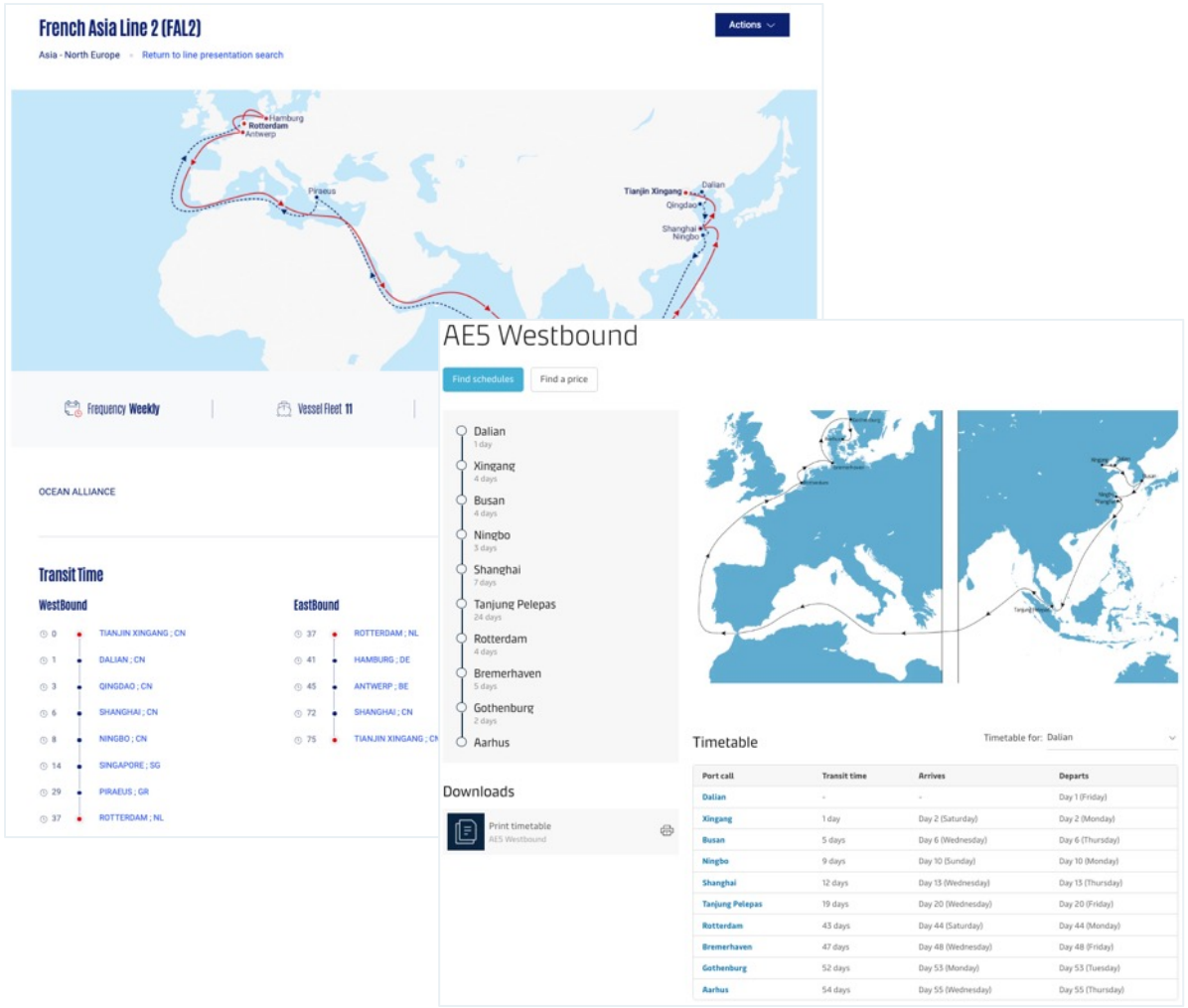


CONTENTS

Schedule Reliability Scorecard (SRS)



Proforma service schedules



- Published by the carriers
- Aka marketing flyers
- What the carrier has "sold" → we consider it their commitment
- With a medium- to long-term perspective
- Communicated per liner service
- Structure – and quality – of carriers' communication varies…
- Several VSA partners to each service sometimes means conflicting versions of the same service. eeSea compares and combines these into one service proforma
- Service proformas → vessel proformas, through slot assignments

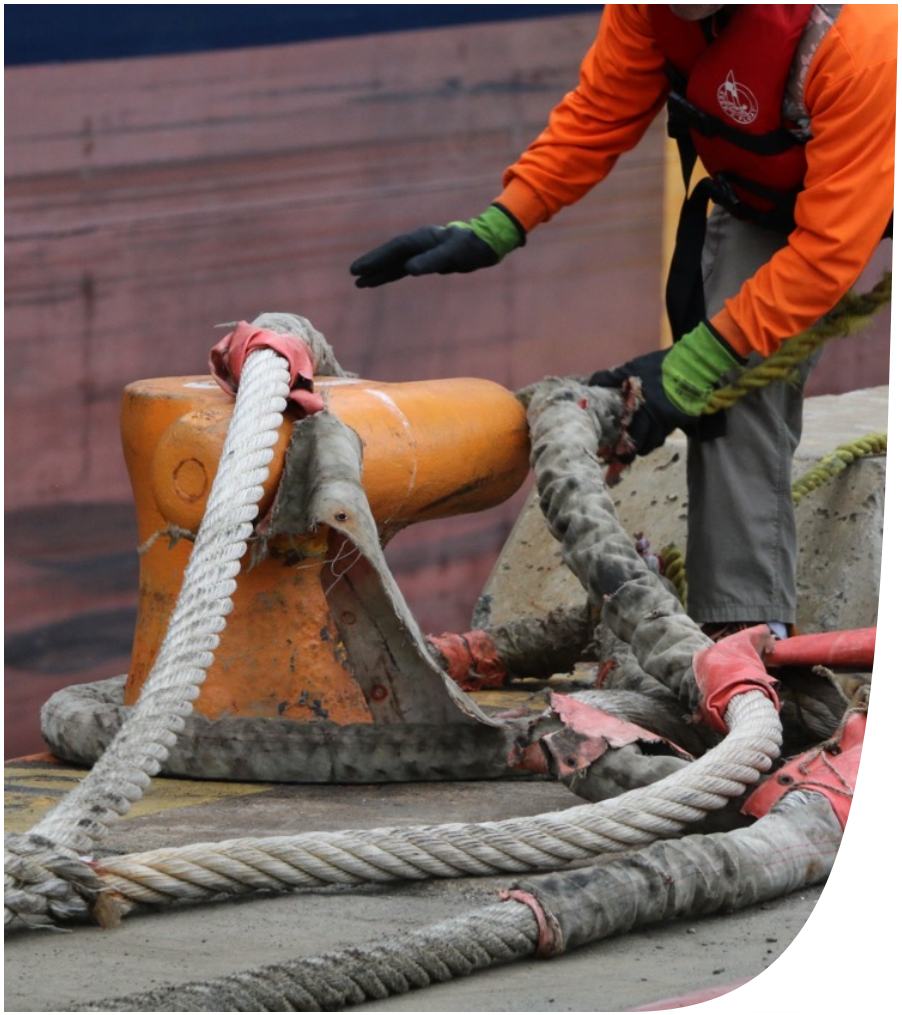
"Locking" the base proforma schedules; when and how?

Locked by service marketing flyer

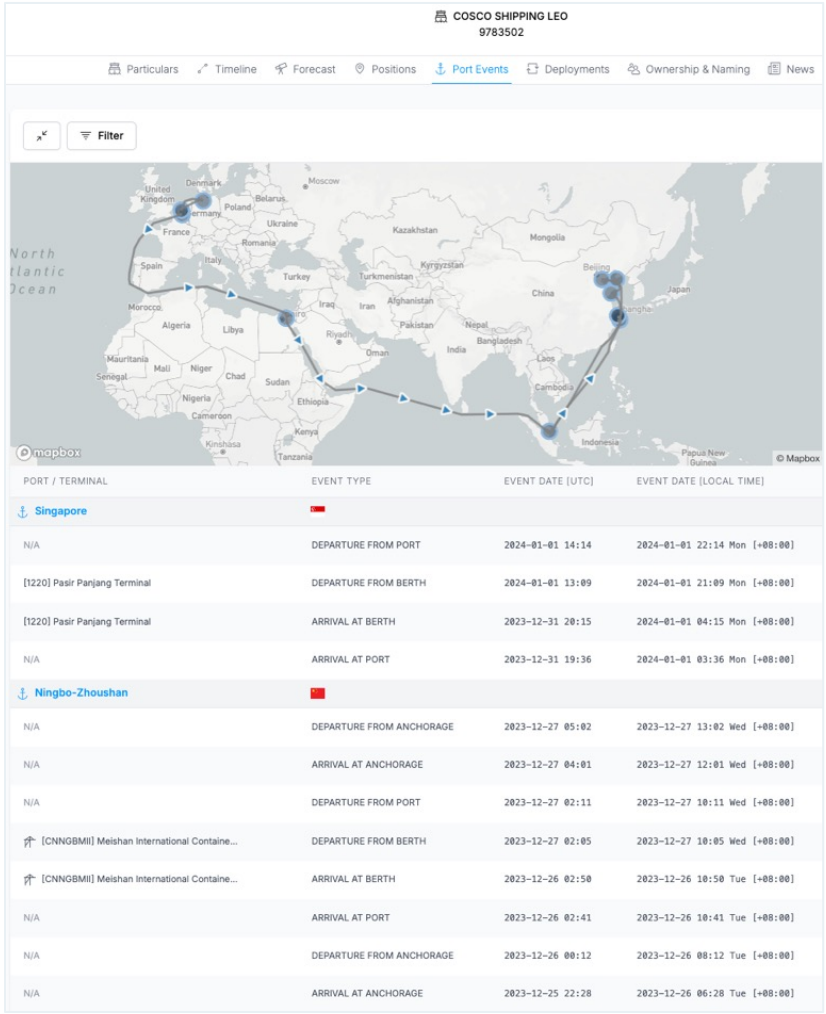
- eeSea's chosen approach
- Easy to understand and relate to
- No biased variables, ie whether to lock at T-60 or T-40, or differentiate by trade or region
- No carrier ability to pre-emptively notify of and thereby "cancel" delays
- Ability to adjust vessel service & slots (ie proactive communication) and thereby "re-slot" and reset a vessel's delays
- Requires one "agreed" service proforma schedule as basis

Locked by vessel @ T-60 days

- Locked to what the carrier has published on T-60 (or another t-minus value)
- The opposite of the above bullets
- Requires one "agreed" vessel schedule to use as basis
- Often biased, as based on carriers' self-reporting



Actual port events



PORT / TERMINAL	EVENT TYPE	EVENT DATE [UTC]	EVENT DATE [LOCAL TIME]
Singapore			
N/A	DEPARTURE FROM PORT	2024-01-01 14:14	2024-01-01 22:14 Mon [+08:00]
[1220] Pasir Panjang Terminal	DEPARTURE FROM BERTH	2024-01-01 13:09	2024-01-01 21:09 Mon [+08:00]
[1220] Pasir Panjang Terminal	ARRIVAL AT BERTH	2023-12-31 20:15	2024-01-01 04:15 Mon [+08:00]
N/A	ARRIVAL AT PORT	2023-12-31 19:36	2024-01-01 03:36 Mon [+08:00]
Ningbo-Zhoushan			
N/A	DEPARTURE FROM ANCHORAGE	2023-12-27 05:02	2023-12-27 13:02 Wed [+08:00]
N/A	ARRIVAL AT ANCHORAGE	2023-12-27 04:01	2023-12-27 12:01 Wed [+08:00]
N/A	DEPARTURE FROM PORT	2023-12-27 02:11	2023-12-27 10:11 Wed [+08:00]
[CNNGBMII] Meishan International Containe...	DEPARTURE FROM BERTH	2023-12-27 02:05	2023-12-27 10:05 Wed [+08:00]
[CNNGBMII] Meishan International Containe...	ARRIVAL AT BERTH	2023-12-26 02:50	2023-12-26 10:50 Tue [+08:00]
N/A	ARRIVAL AT PORT	2023-12-26 02:41	2023-12-26 10:41 Tue [+08:00]
N/A	DEPARTURE FROM ANCHORAGE	2023-12-26 00:12	2023-12-26 08:12 Tue [+08:00]
N/A	ARRIVAL AT ANCHORAGE	2023-12-25 22:28	2023-12-26 06:28 Tue [+08:00]

- Event-based: port arrival, berth arrival, berth departure and port departure
- Primarily from un-biased, geo-fence-based AIS events
- Sometimes taken from the carriers' schedules, when AIS flawed or unavailable

Actual vessel schedules…

Vessel - current name (ID + IMO)	Port - code	Port - name	Event - type	Terminal code - vessel	Event - status	Date - proforma	Date - actual	Date - forecast (current)	SR - delay (days)	Service - master name	Service - version number & slot	Vessel - historical operator - company code	Delay - days
COSCO SHIPPING LEO (8484 / 9783502)	DEHAM	Hamburg	3 - Berth arrival	DEHAMCTT	A - Actual	2023-11-02 - 23:00	2023-11-12 - 14:41	Null	-9.7	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-9.7
			4 - Berth departure	DEHAMCTT	A - Actual	2023-11-05 - 11:00	2023-11-15 - 15:23	Null	-10.2	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-10.2
	BEANR	Antwerp	3 - Berth arrival	BEANRGW	A - Actual	2023-11-06 - 18:00	2023-11-16 - 20:27	Null	-10.1	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-10.1
			4 - Berth departure	BEANRGW	A - Actual	2023-11-08 - 06:00	2023-11-18 - 14:50	Null	-10.4	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-10.4
	EGSZC	Suez Canal	2 - Port arrival		A - Actual	2023-11-17 - 21:45	2023-11-27 - 12:33	Null	-9.6	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-9.6
			5 - Port departure		A - Actual	2023-11-18 - 18:15	2023-11-27 - 21:59	Null	-9.2	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-9.2
	CNSHG	Shanghai	3 - Berth arrival	CNSHGYDP1	A - Actual	2023-12-05 - 08:00	2023-12-13 - 22:00	Null	-8.6	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-8.6
			4 - Berth departure	CNSHGYDP1	A - Actual	2023-12-06 - 20:00	2023-12-15 - 08:06	Null	-8.5	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v9-s10	COSCO	-8.5
	CNTSN	Tianjin / Xingang	3 - Berth arrival		A - Actual	2023-12-15 - 12:00	2023-12-17 - 12:04	Null	-2.0	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-2.0
			4 - Berth departure		A - Actual	2023-12-16 - 00:00	2023-12-18 - 09:19	Null	-2.4	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-2.4
	CNDLC	Dalian	3 - Berth arrival	CNDLCDPCM	A - Actual	2023-12-17 - 12:00	2023-12-18 - 23:27	Null	-1.5	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-1.5
			4 - Berth departure	CNDLCDPCM	A - Actual	2023-12-18 - 00:00	2023-12-21 - 01:03	Null	-3.0	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-3.0
	CNQDG	Qingdao	3 - Berth arrival	CNQDGQQCTU	A - Actual	2023-12-19 - 18:00	2023-12-22 - 03:50	Null	-2.4	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-2.4
			4 - Berth departure	CNQDGQQCTU	A - Actual	2023-12-20 - 02:00	2023-12-23 - 12:29	Null	-3.4	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-3.4
	CNSHG	Shanghai	3 - Berth arrival	CNSHGYDP1	A - Actual	2023-12-21 - 13:00	2023-12-24 - 15:23	Null	-3.1	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-3.1
			4 - Berth departure	CNSHGYDP1	A - Actual	2023-12-22 - 13:00	2023-12-26 - 00:02	Null	-3.5	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-3.5
	CNNGB	Ningbo-Zh..	3 - Berth arrival	CNNGBMII	A - Actual	2023-12-23 - 09:00	2023-12-26 - 10:50	Null	-3.1	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-3.1
			4 - Berth departure	CNNGBMII	A - Actual	2023-12-24 - 10:00	2023-12-27 - 10:05	Null	-3.0	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-3.0
	SGSIN	Singapore	3 - Berth arrival		A - Actual	2023-12-29 - 14:00	2024-01-01 - 04:15	Null	-2.6	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-2.6
			4 - Berth departure		A - Actual	2023-12-30 - 22:00	2024-01-01 - 21:09	Null	-2.0	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	-2.0
	EGSZC	Suez Canal	2 - Port arrival		O - Omission	2024-01-09 - 21:45	Null	Null	Null	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
			5 - Port departure		O - Omission	2024-01-10 - 17:15	Null	Null	Null	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
	GRPIR	Piraeus	3 - Berth arrival		O - Omission	2024-01-13 - 07:00	Null	Null	Null	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
			4 - Berth departure		O - Omission	2024-01-14 - 15:00	Null	Null	Null	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
	ZACGH	Cape of Good Hope	2 - Port arrival		I - Inducement	Null	2024-01-14 - 20:02	Null	Null	Null	Null	COSCO	
			5 - Port departure		I - Inducement	Null	2024-01-14 - 20:22	Null	Null	Null	Null	COSCO	
	NLRTM	Rotterdam	3 - Berth arrival	NLRTMECTE	B - Forecast	2024-01-22 - 08:00	Null	2024-02-02 - 19:00	-11.5	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
			4 - Berth departure	NLRTMECTE	B - Forecast	2024-01-23 - 22:00	Null	2024-02-05 - 11:00	-12.5	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
	DEHAM	Hamburg	3 - Berth arrival	DEHAMCTT	B - Forecast	2024-01-25 - 23:00	Null	2024-02-06 - 11:30	-11.5	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
			4 - Berth departure	DEHAMCTT	B - Forecast	2024-01-27 - 11:00	Null	2024-02-08 - 23:30	-12.5	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
	BEANR	Antwerp	3 - Berth arrival	BEANRGW	B - Forecast	2024-01-29 - 18:00	Null	2024-02-10 - 10:00	-11.7	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
			4 - Berth departure	BEANRGW	B - Forecast	2024-01-30 - 06:00	Null	2024-02-11 - 22:00	-12.7	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
	EGSZC	Suez Canal	2 - Port arrival		O - Omission	2024-02-06 - 21:45	Null	Null	Null	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
			5 - Port departure		O - Omission	2024-02-07 - 18:15	Null	Null	Null	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
	CNSHG	Shanghai	3 - Berth arrival	CNSHGYDP1	B - Forecast	2024-02-24 - 08:00	Null	2024-03-12 - 02:00	-16.8	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
			4 - Berth departure	CNSHGYDP1	B - Forecast	2024-02-25 - 20:00	Null	2024-03-13 - 20:00	-17.0	OCEAN - NEU2 || CMA - FAL2 | COSCO - AEU3..	v11-s11	COSCO	
Grand Total													-5.4

METHODOLOGY

…leads to schedule reliability; through several lenses

Our primary measurement is the average delay in days

- Proforma vs actual time of the vessel event
- For example: 5h45m / 5.75 hrs / 0.24 days late
- A delayed vessel is expressed with a negative number. A positive number indicates an early arrival

Our secondary measurement is the on-time percentage

- We mark < 12 hrs delay as an on-time arrival
- This variable can be adjusted to fit your use case in our data
- A port event < 12 hrs late gets 100%, > 12 hrs late gets 0%. The aggregate percentage of vessels on-time is used throughout
- It's possible for average delay and on-time percentage to diverge; few, but extremely delayed vessels vs a more stable, but higher, average delay. Either may be relevant in different situations

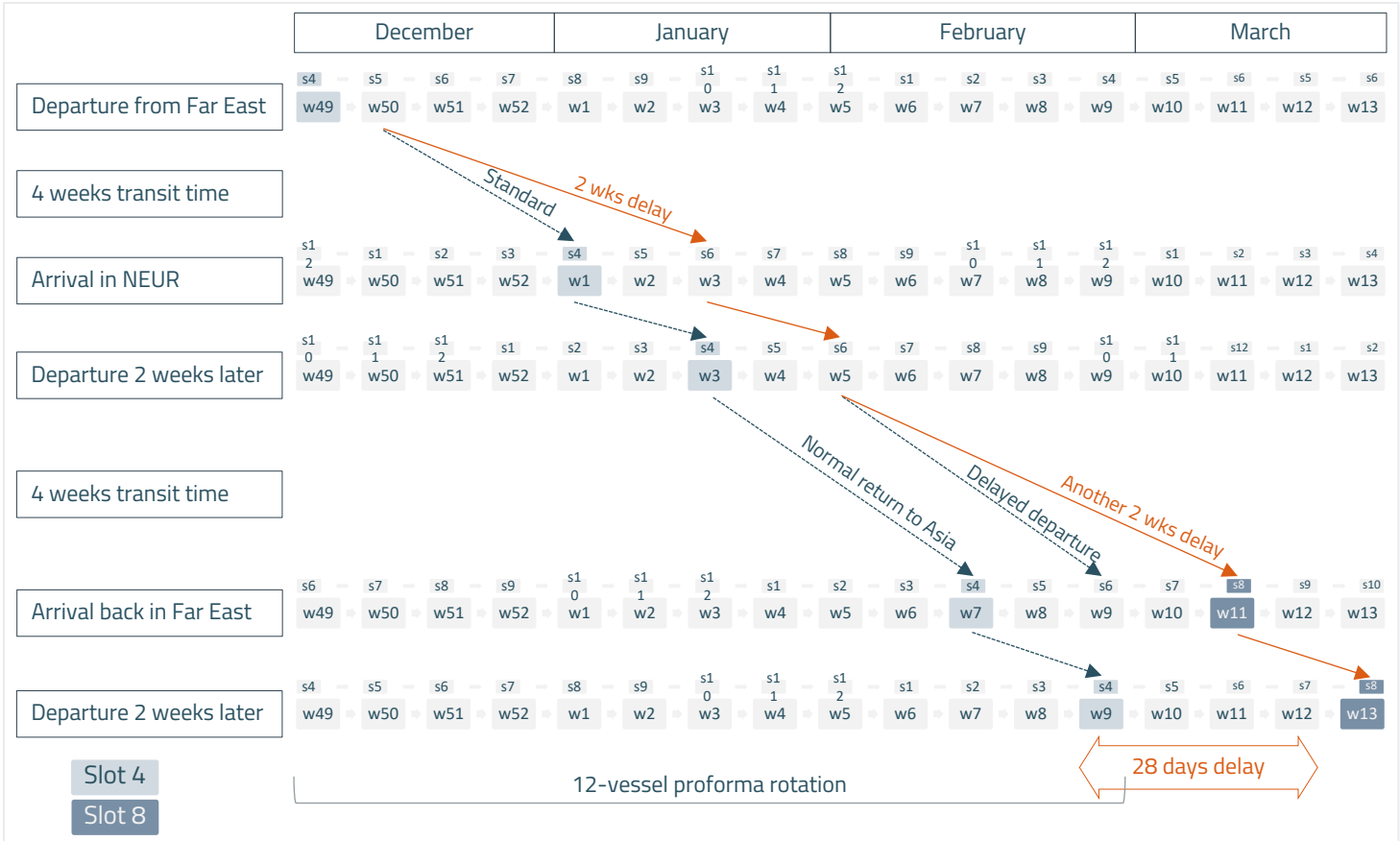
All can then be aggregated and analysed through several lenses

- Trade lane – last load & first discharge
- Service & alliance
- Port, country, region
- Vessel operating carrier
- VSA partner
- Berth/port arrival/departure → stay duration
- Terminal, terminal operator

And always – Each visualization is accompanied by an explanation of measures and filters used.

The capacity waterfall – resetting schedule delays

What effectively happens – 12-vessel FEA-NEUR loop, round-trip of 84 days, weekly frequency and 12 "slots"



4 of 12 sailings in a quarter are lost = 16 per year = 30% of capacity

Vessel A

- Departs last load port FEA in w49 / slot 4
- Arrives first discharge port in NEUR in w3, 14 days late, but remains in slot 4
- Rotates around NEUR, still two weeks late upon departure last load port in w5
- Catches a further 2-week delay into first discharge port ASI, remains allocated to slot 4
- ***Rotates around ASI, maintains four-week compounded delay***
- Arrives at last load port in w13, now effectively in slot 8 (but officially 4 weeks delayed from slot 4)
- Assuming vessels in slots 5, 6 and 7 are equally delayed → weeks 4, 5, 6 and 7 have effectively been lost as departure sailings from Asia
- ***Vessel A will be re-allocated to slot 8. She is now "reset" and back on schedule***
- Lost sailings out of Asia will be registered in weeks 4, 5, 6 and 7
- ***The original vessel in slot 8 will be pushed to slot 9, and so on***

Container market intelligence.
Vessel schedules & ETAs.

Reach out
contact@eesea.com