Schedule Reliability Scorecard

Q3 – 2024

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eeSea

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Schedule Reliability Scorecard (SRS)

Welcome to the 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.

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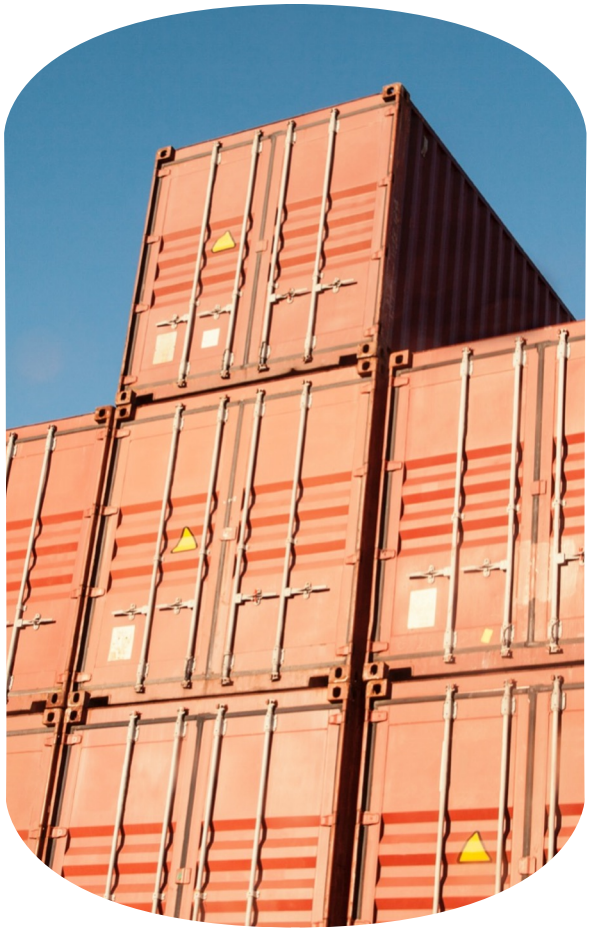
Schedule Reliability Scorecard (SRS)



TOP INSIGHTS FROM 2024 Q3

Reliability continues steep decline for most

INSIGHT #1

Global & Trade

Global reliability decline continues

- Global schedule reliability continued its downward trend, though with more moderation in Q3. The total average schedule reliability (SR) dropped by an additional -0.5 days, compared to the full -1 day decrease in Q2.
- All E/W trades continued to face challenges like extreme weather, strikes, and a disconnect between longer transit times and available capacity, but those hardest hit in Q2 began to stabilize.
- Far East – Northern Europe experienced no additional delay, and Far East–Mediterranean saw a minor increase of -1.2 days. The ongoing Red Sea crisis remains a critical impediment to stability.
- West Coast North America continued to show improvement despite persistent delays and congestion; improving by 0.2 days in reliability and 6% On Time Performance (OTP) in Q3.

INSIGHT #2

Carriers & Alliances

Maersk reclaims the crown

- Maersk reclaimed the top spot in both operator (-2.8 days) and VSA (-3.3 days) rankings in Q3. Despite performing better as an operator, Maersk's overall success secured its leadership.
- Conversely, PIL sharply declined from 1st to 8th place among operators (-4.8 days) and VSA's (-5.3 days), losing -2.2 days in reliability.
- On the alliance front, OCEAN alliance (-3.5 days) remained in the lead for a second quarter running. 2M alliance (-4.1 days), which is ending, came in 2nd by improving by 0.3 days and pushing non-alliance services (-4.6 days) to 3rd place.
- ZIM reached its highest ever VSA ranking (-4.0 days) since measurements started in 2020, climbing to 3rd place and suggesting flexibility in partnership agreements is paying off.

INSIGHT #3

Ports & Regions

Top 10 ports welcomes new faces

- The Top 10 included newcomers from Central America (Manzanillo/Colon), West Coast North America (Long Beach), and West Africa (Abidjan).
- Livorno (-1.6 days), Bremerhaven (-1.7 days), and Guayaquil (-1.9 days) each dropped by less than -0.3 days of delay and held onto the Top 3 rankings.
- The Top 20 ports increased their regional diversity, led by:
  North East & South East Asia (7 ports)
  West Coast South America & Central America (5 ports)
  Northern Europe (3)
- US West Coast ports of Long Beach (-2.3 days), Los Angeles (-3.0 days), Seattle (-2.9 days), and Vancouver (-5.2 days) rose significantly in rankings; Long Beach and Seattle improved by 0.1 and 0.2 days respectively.

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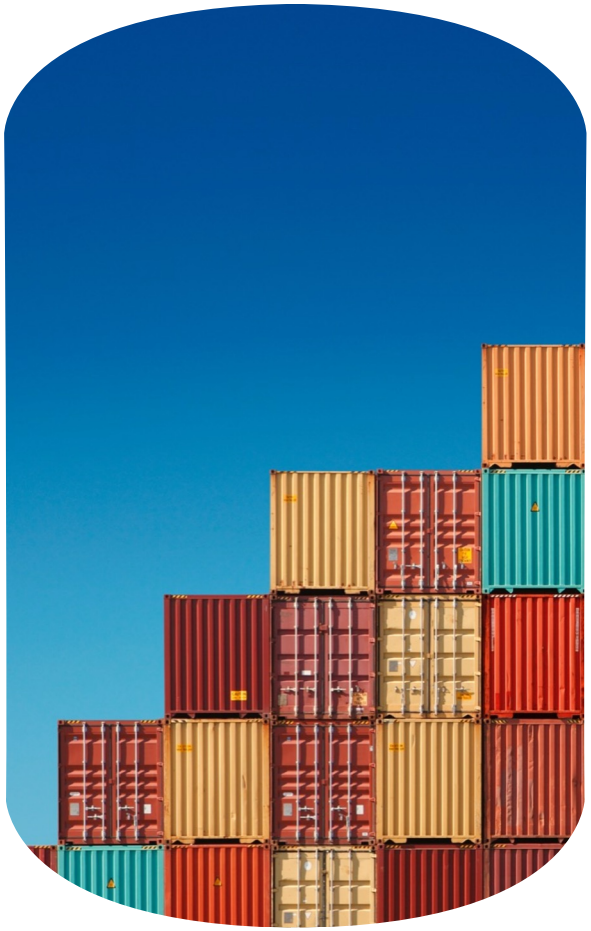
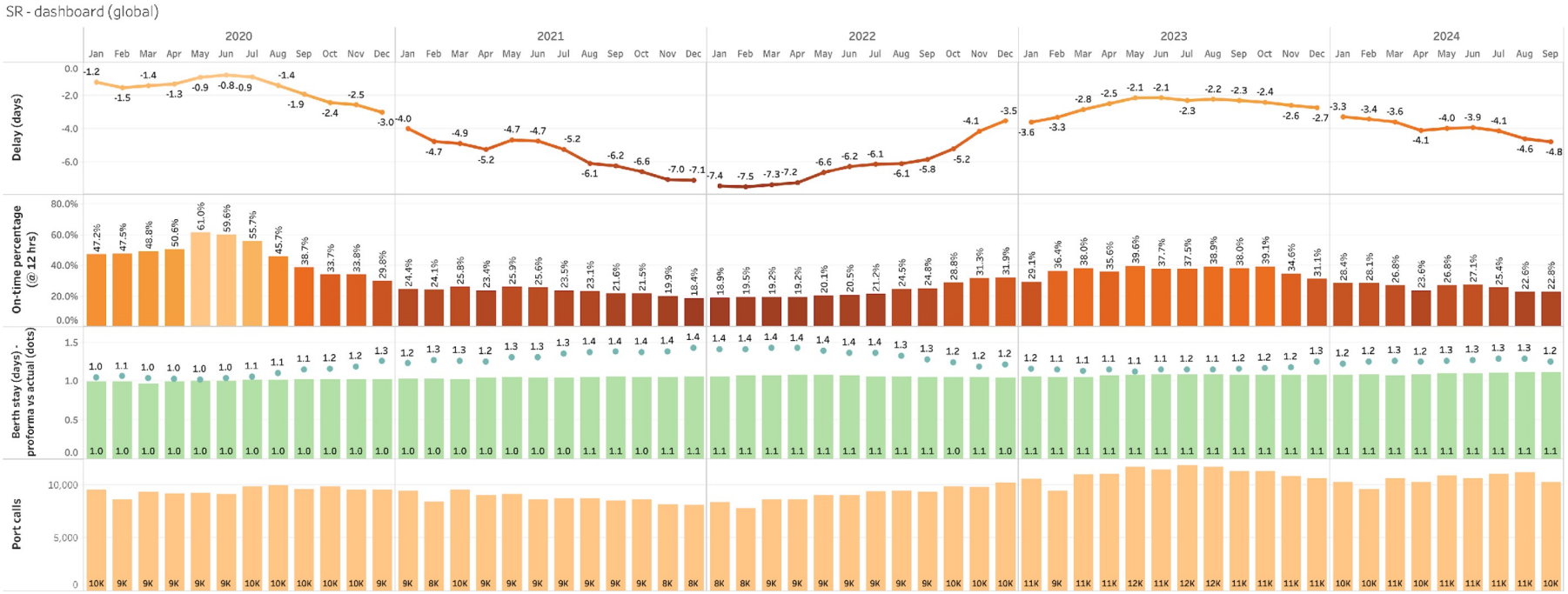


2024 Q3 provides no relief on global trades

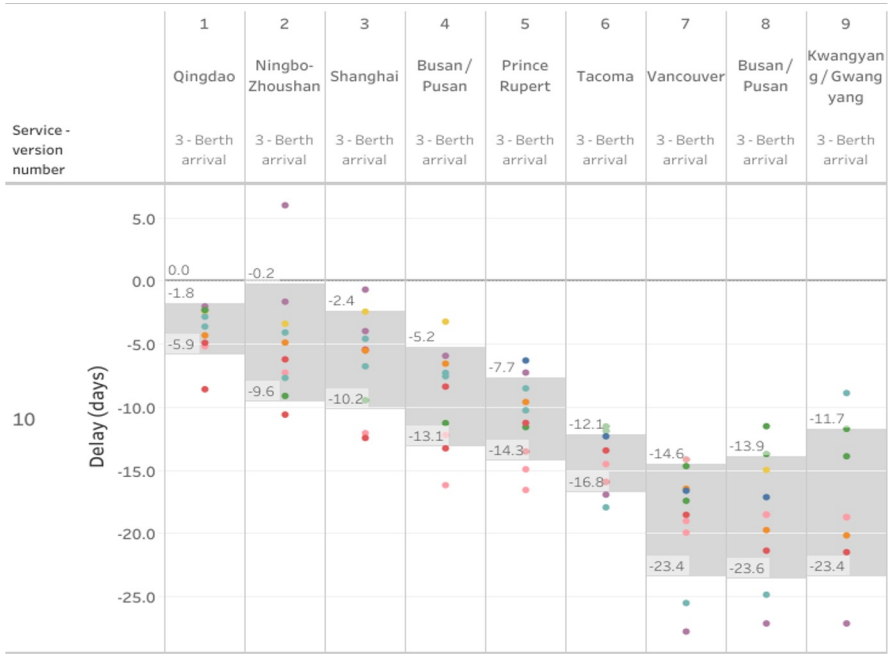


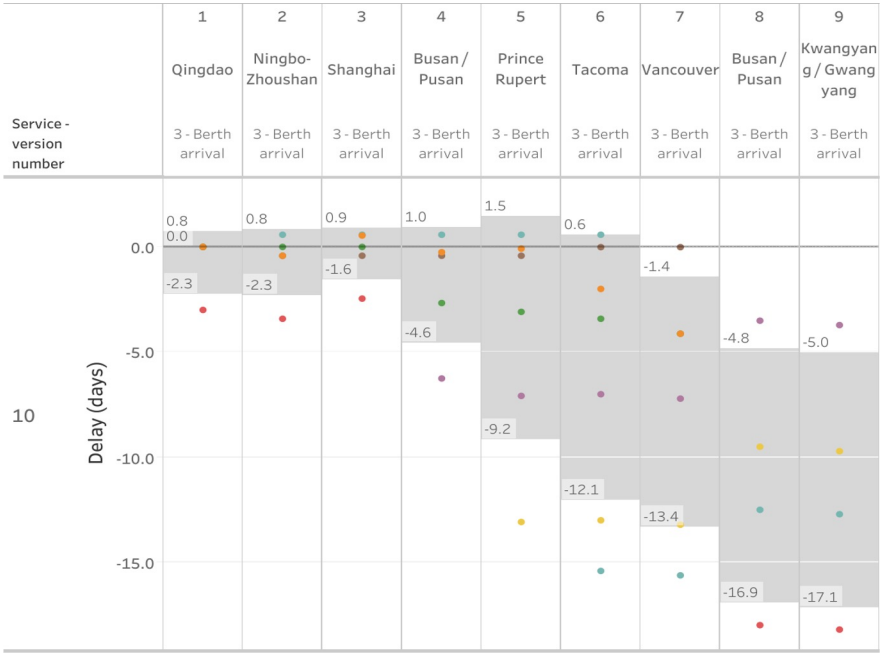
1. **Global trend - last 4 quarters have shown consistent deterioration.**
2. 2024 Q3 saw average delays reaching -4.5 days and OTP dropping to 24%, marking a further deterioration from Q2 (-4.2 days, 25% OTP).
3. Covid comparison - Current reliability levels are approaching mid-range delays from the Covid era, though they remain well ahead of the peak disruptions of -7.0 days and worse, seen between November 2021 and April 2022.

Criteria

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

Carriers proactively stabilize using slot assignments





1. The Alliance's Transpacific service continued to face significant delays into West Coast gateway ports in Q3, showing minimal improvement compared to prior months.
2. On average, vessels arrived over -7.7 days late at the first port of discharge in Prince Rupert, with delays reaching up to -23.4 days by the time they departed the last load port in Vancouver.
3. According to the latest six-week forward forecasts, upcoming slot adjustments and blank sailings are expected to improve performance, potentially reducing delays to +1.5 days early arrival (best case) into Prince Rupert and -13.4 days delay (worst case) into Vancouver.

Criteria

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

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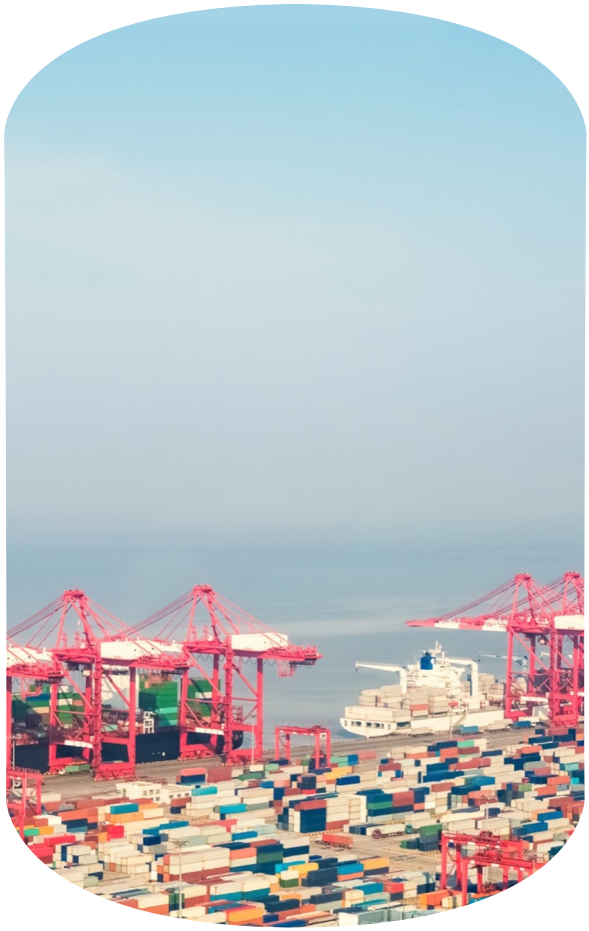
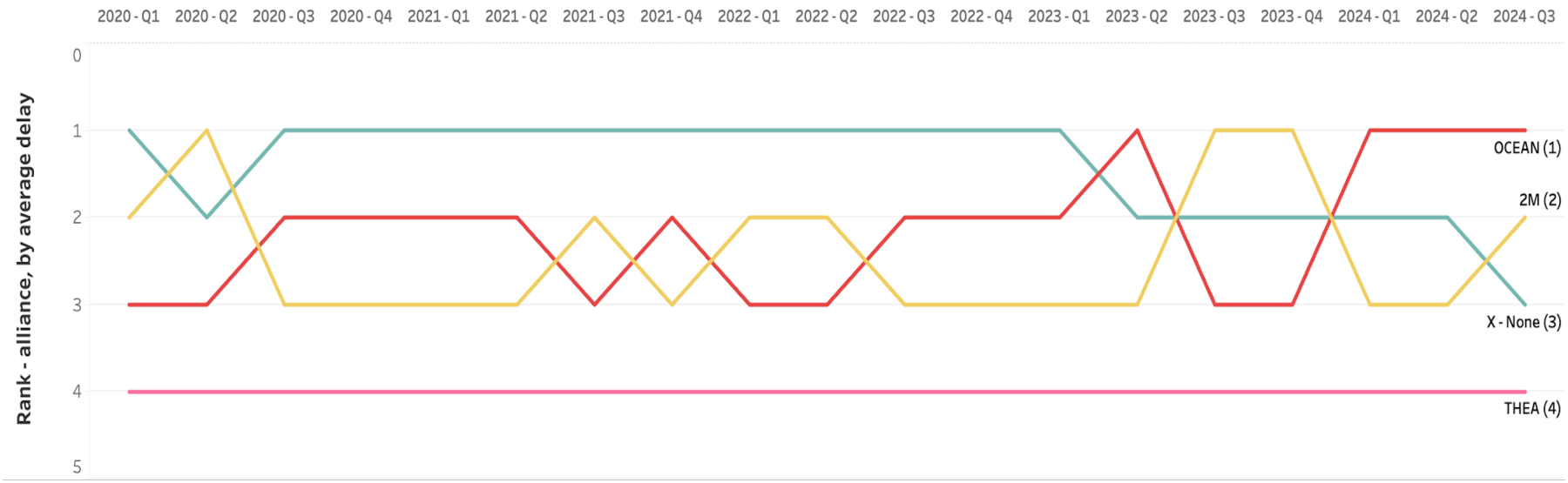


OCEAN continues leading streak for a 2nd quarter

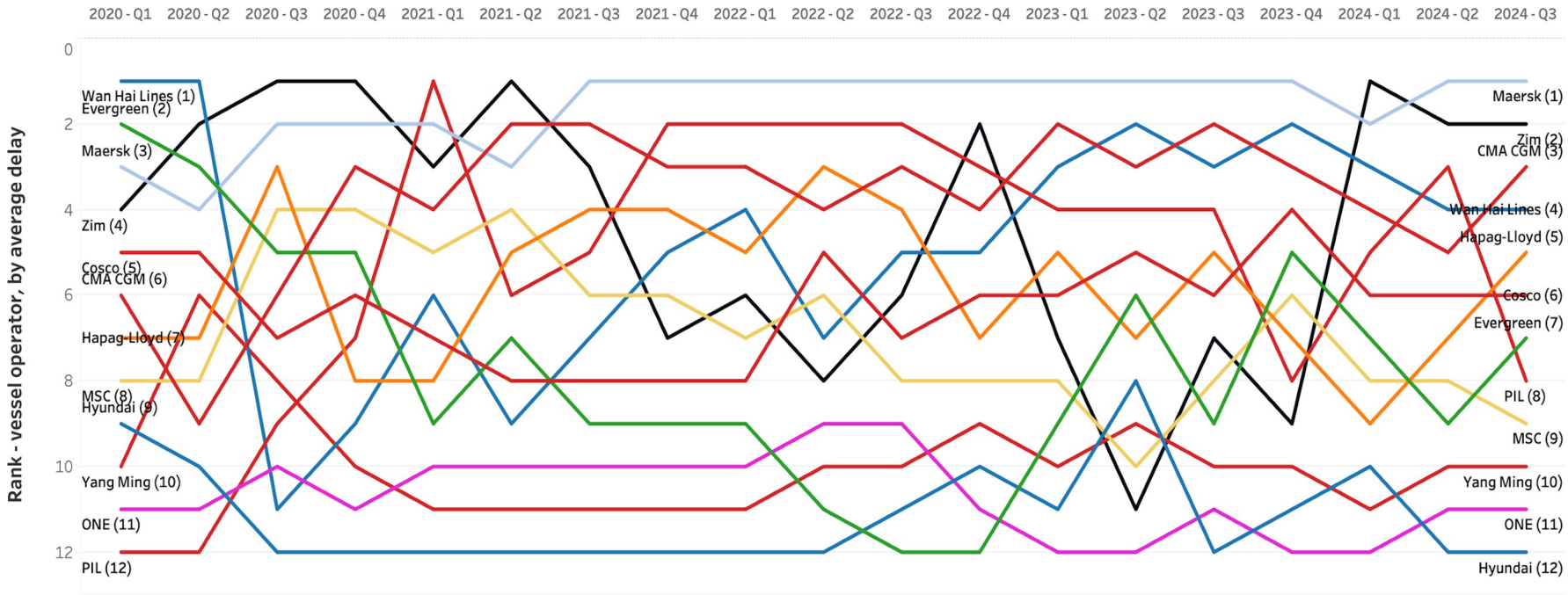


1. 1st place – OCEAN alliance continues in the lead in Q3 (-3.5 days, 24% OTP) and positively shows slight improvement compared to Q2 (-3.6 days, 25% OTP).
2. 2nd place – 2M improved reliability in Q3 by +0.3 days over Q2 (from -4.4 days, 18% OTP in Q2, to -4.1 days, 22% OTP in Q3) and beat non-alliance services.
3. 3rd place – After a rough Q2, non-alliance services dropped in reliability by another -0.6 days (from -4.0 days, 26% OTP in Q2, to -4.6 days, 23% OTP in Q3); in a twist they still ranked 2nd in OTP ahead of the THE Alliance.

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.

Maersk returns to 1st place

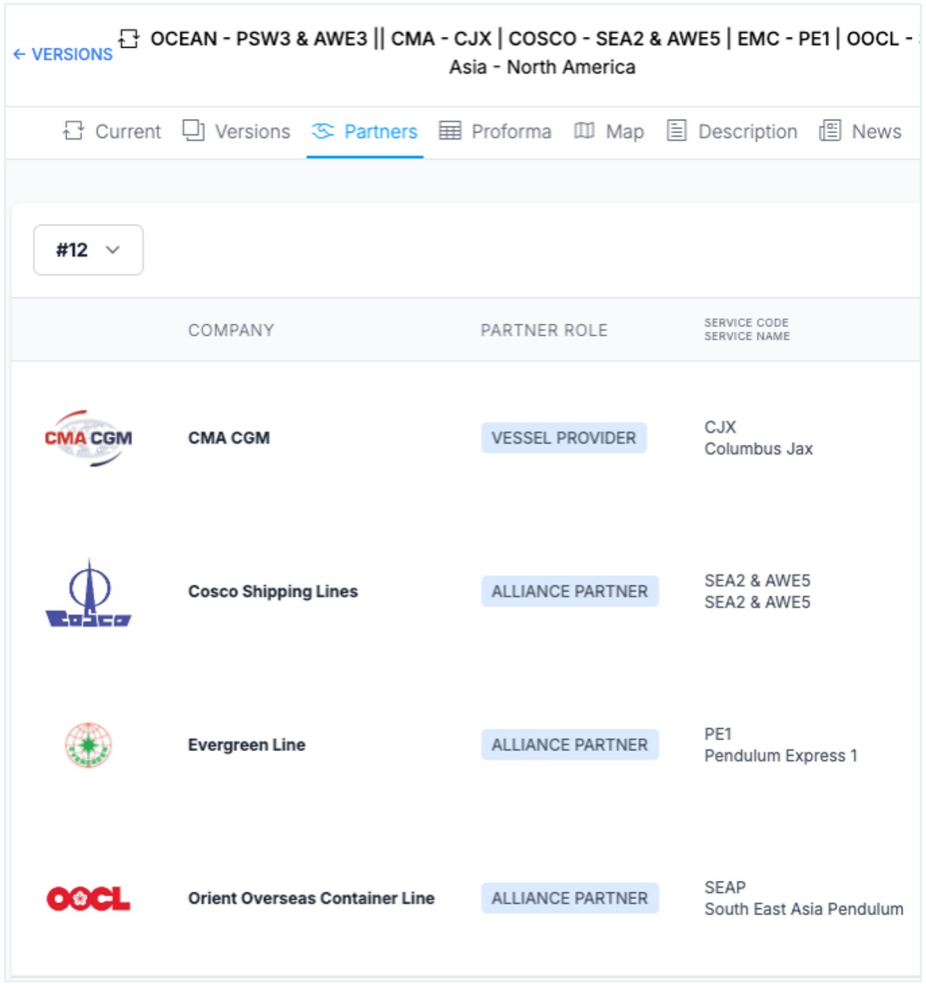


1. Maersk has returned to its familiar 1st place (-2.8 days, 33% OTP), followed closely by ZIM (-3.1 days, 28% OTP).
2. PIL plummeted from 1st in Q2 (-2.6 days, 27% OTP) to 8th in Q3 (-4.8 days, 14% OTP) after losing an additional -2.2 days of reliability.
3. Consistently near the bottom, YML (-6.4 days, 12% OTP) and ONE (-7.0 days, 10% OTP) both suffered an additional -1.3 day decline this quarter. Scoring lowest of all, Hyundai (-9.8 days, 9% OTP) experienced a massive -2.9 day average reliability decline.

Criteria

- 2020 Q1 – 2024 Q3
- 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.

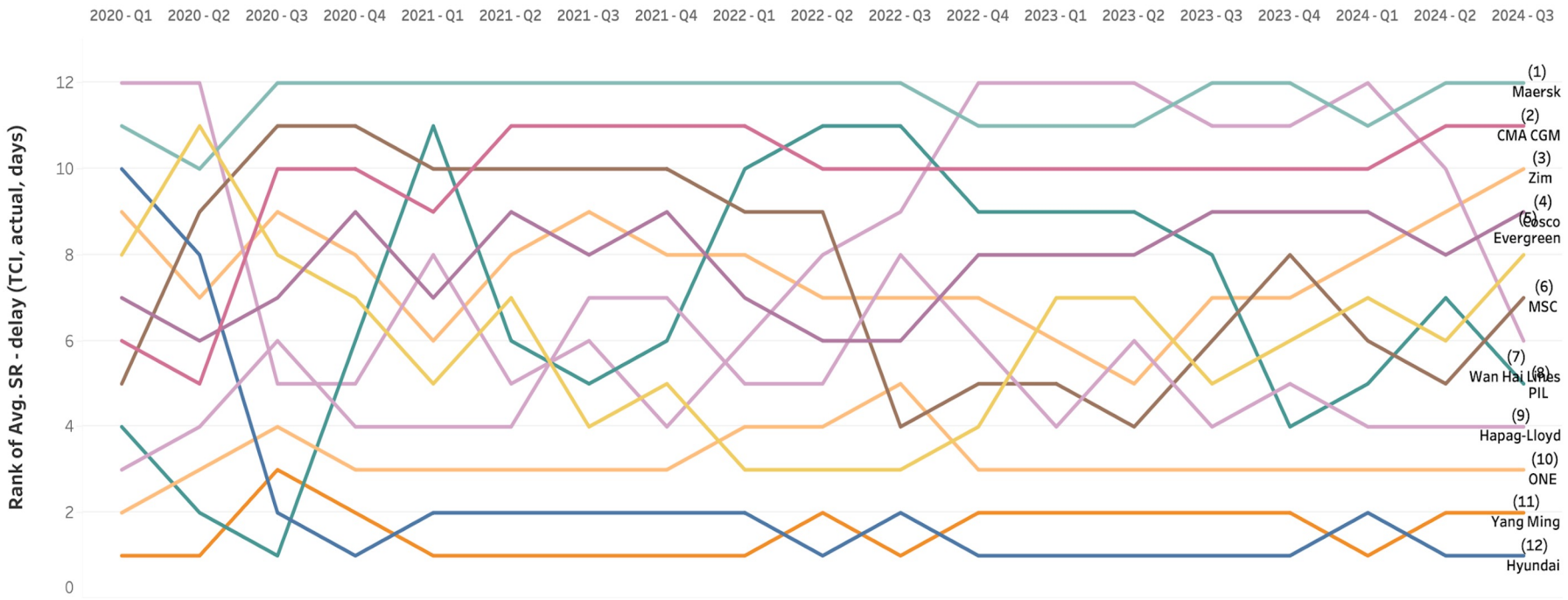
Comprehensive ranking by VSA participation



- Vessel operator view is straightforward: a carrier controls the vessel that it operates.
- But carriers engage in complex alliances and VSA's, meaning a customer buying space with Hapag-Lloyd might actually receive slots on a Yang Ming vessel.
- To address this complexity, we've developed an additional metric to properly represent these partnerships, which is especially relevant for cargo owners and logistics providers.

CARRIERS

Maersk carries 1st through VSA rankings



1. Maersk returned to 1st place in both VSA (-3.3 days, 29% OTP) and operator rankings after gaining back +0.3 days reliability since Q2 (-3.6 days, 26% OTP).
2. CMA CGM lost 1st place in Q3 (-3.7 days, 25% OTP) with only a small decline of -0.2 days from Q2 (-3.5 days, 27% OTP).
3. While ZIM (-4.0 days, 24% OTP) has consistently ranked high as an Operator in 2024, Q3 is the first time they achieved a 3rd place in our VSA rankings since measurements began in 2020.

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

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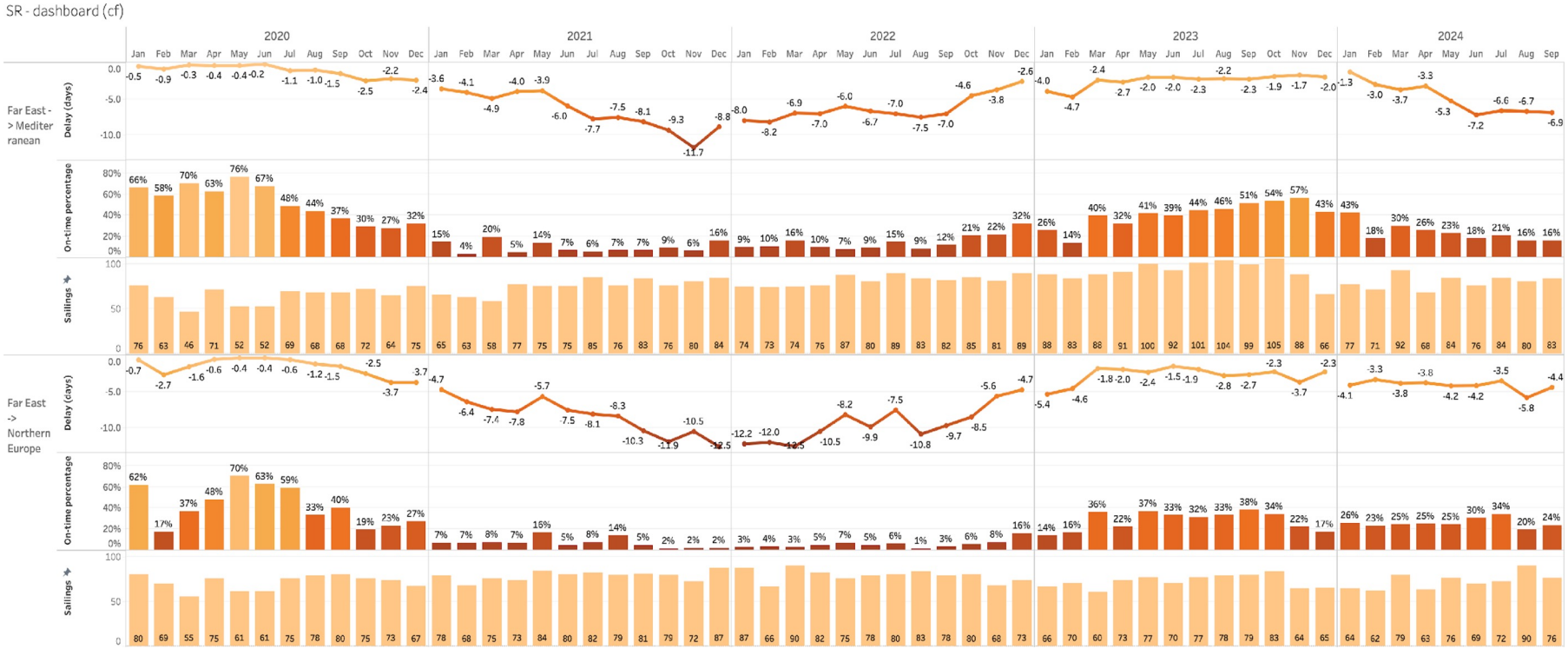
Schedule Reliability Scorecard (SRS)

TRADE LANES

Far East → Europe



1. Average delays into Northern Europe have finally stabilized, with no additional delays and a 3% improvement in OTP. As expected, the Eastern Mediterranean experienced a further -1.2 days of delay in Q3.

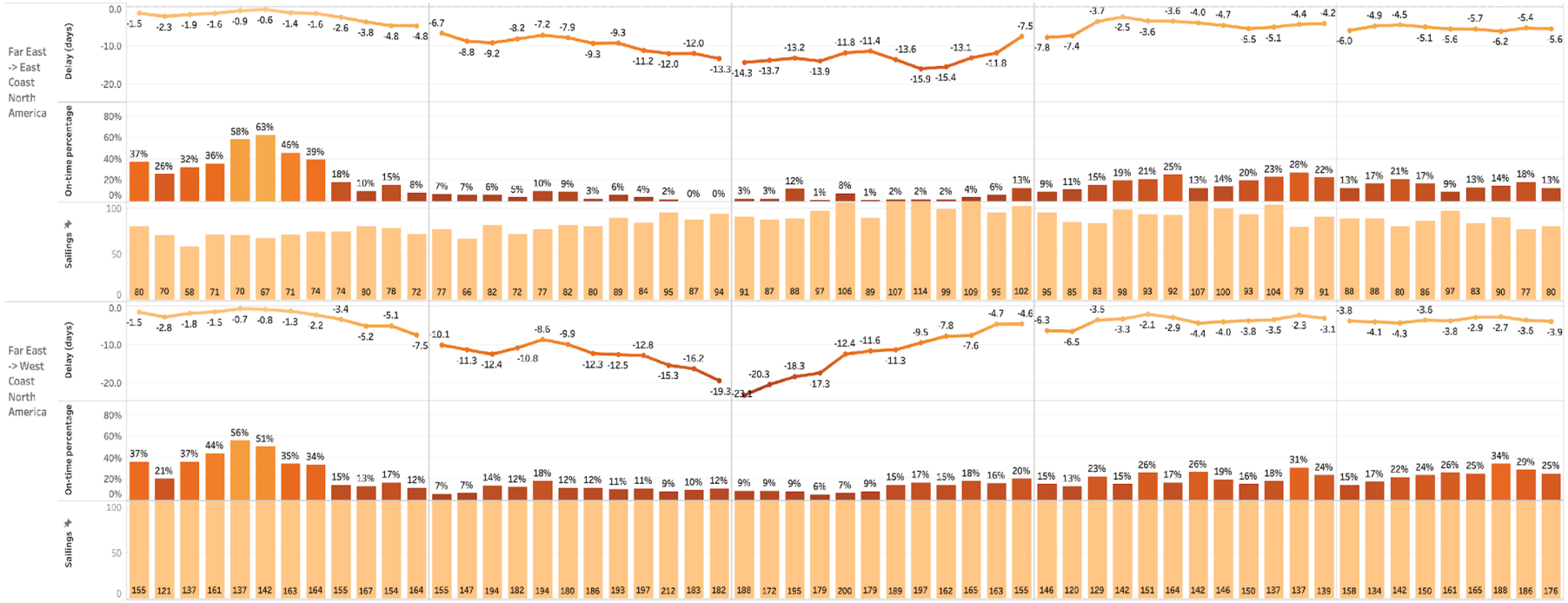
2. **Comparing 2024 Q2 (-3.0 days and 25% OTP) to 2024 Q3 (-5.25 days and 22% OTP)**
   - Med: -5.9 days and 22% OTP vs. -6.7 days and 17% OTP
   - NEUR: -4.6 days and 23% OTP vs. -4.6 days and 26% OTP

3. Med trade reliability has dropped by a substantial -4.1 days since Q1. This decline has been worsened by extended transit times around the Cape and repeated occurrences of hazardous weather off of the South African coast in Q3.

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 Q3 saw minimal changes to the Transpacific trade's reliability, but challenges on the East Coast negatively impacted overall averages.
2. **Comparing 2024 Q2 (-4.3 days and 20% OTP) to 2024 Q3 (-5.3 days and 19%OTP)**
   - EC: -5.5 days and 12% OTP vs. -5.7 days and 15% OTP
   - WC: -3.6 days and 23% OTP vs. -3.4 days and 29% OTP
   - CAM/ CAR: -3.9 days and 24% OTP vs. -4.1 days and 25% OTP
3. The Central American & Caribbean and East Coast regions remained relatively stable, with a slight decline in delay of -0.2 days, and OTP improvement by 1% and 3% respectively. The West Coast inversely mirrored the East Coast with *improved* reliability of +0.2 days, and an improvement of OTP by a full 6%.

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

WC South America & Europe – North America lead Q3

		2020					2021					2022					2023					2024				
	Service - trade lane - category	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Total	Grand Total
Delay - days	A: Europe - North America (E/W Primary)	-1.4	-0.9	-0.6	-1.8	**-1.2**	-3.8	-3.7	-3.9	-5.1	**-4.1**	-6.9	-5.9	-6.0	-3.7	**-5.5**	-2.9	-2.0	-1.3	-2.2	**-2.1**	-3.1	-2.8	-2.9	**-2.9**	**-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**	-3.4	-4.7	-5.4	**-4.6**	**-4.6**
	A: Far East - North America (E/W Primary)	-1.7	-0.9	-1.8	-4.1	**-2.1**	-8.4	-8.3	-9.0	-10.7	**-9.1**	-12.1	-9.6	-9.2	-6.8	**-9.3**	-4.5	-2.6	-3.5	-3.3	**-3.4**	-4.0	-3.8	-3.9	**-3.9**	**-5.6**
	A: Pendulum services (E/W Primary)	-1.4	-0.9	-1.9	-5.8	**-2.6**	-13.0	-14.2	-13.1	-13.3	**-13.4**	-15.7	-10.9	-9.3	-7.6	**-11.1**	-5.6	-4.6	-2.8	-3.6	**-4.1**	-6.1	-7.7	-7.1	**-7.0**	**-7.3**
	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**	-4.6	-4.3	-3.0	-1.8	**-3.3**	-1.8	-1.9	-1.4	-1.9	**-1.7**	-3.9	-5.3	-4.7	**-4.7**	**-2.3**
	B: Far East - Middle East (E/W Secondary)	-0.9	-0.8	-2.0	-3.3	**-1.8**	-4.5	-5.5	-6.9	-8.1	**-6.1**	-7.1	-7.1	-5.2	-3.4	**-5.5**	-2.7	-2.2	-2.2	-2.2	**-2.3**	-3.1	-4.9	-6.6	**-4.9**	**-4.0**
	B: North America - Middle East (E/W Secondary)	-1.1	-0.8	-0.2	-1.7	**-1.0**	-2.8	-3.9	-3.0	-4.4	**-3.6**	-6.0	-5.2	-7.1	-4.8	**-5.8**	-2.1	-2.0	-2.0	-1.3	**-1.8**	-2.2	-3.1	-5.4	**-3.7**	**-3.2**
	C: Africa (N/S)	-1.9	-1.8	-2.1	-2.5	**-2.1**	-2.9	-2.5	-3.6	-3.9	**-3.2**	-3.9	-3.6	-2.6	-2.4	**-3.1**	-2.4	-2.1	-2.4	-2.8	**-2.4**	-3.4	-4.3	-4.0	**-3.9**	**-2.9**
	C: Oceania (N/S)	-1.2	-1.3	-1.9	-4.0	**-2.1**	-4.6	-5.6	-6.3	-7.1	**-5.9**	-7.6	-8.2	-7.0	-4.7	**-6.8**	-3.5	-2.3	-2.1	-2.7	**-2.6**	-3.6	-3.8	-3.9	**-3.8**	**-4.2**
	C: South America - East Coast (N/S)	-1.3	-1.2	-0.9	-1.6	**-1.2**	-2.8	-2.6	-4.8	-4.7	**-3.7**	-4.5	-4.7	-5.2	-3.8	**-4.5**	-3.5	-2.2	-2.7	-3.6	**-3.0**	-3.9	-4.6	-6.1	**-4.9**	**-3.4**
	C: South America - West Coast (N/S)	-0.8	-0.4	-0.8	-1.1	**-0.8**	-2.1	-2.7	-4.1	-5.4	**-3.5**	-5.7	-4.5	-3.7	-3.3	**-4.2**	-2.4	-1.5	-1.3	-1.6	**-1.7**	-2.0	-2.0	-2.5	**-2.2**	**-2.4**
Delay - d..	Total	**-1.4**	**-1.0**	**-1.4**	**-2.6**	**-1.6**	**-4.5**	**-4.9**	**-5.8**	**-6.9**	**-5.5**	**-7.4**	**-6.7**	**-6.0**	**-4.3**	**-6.0**	**-3.2**	**-2.2**	**-2.3**	**-2.6**	**-2.6**	**-3.4**	**-4.0**	**-4.5**	**-4.0**	**-3.8**

1. With the exception of Europe – Middle East and Africa, all trades continued to decline in 2024 Q3. Despite the lack of average delay decline, neither of these trades is a Top 3 contender and both continued to exhibit exceptionally poor performance relative to their peers in Q3.
2. Although 4-year total averages show a less severe decline than the last reporting period, quarter-to-quarter data provides a clearer picture of current trends. West Coast South America (-2.5 days), Europe - North America (-2.9 days), and both Far East - North America (-3.9 days) and Oceania (-3.9 days) had the lowest average delays for Q3.
3. Year-to-date (YTD) results confirm the continued leadership of the top two performers over the last 12 months: West Coast South America (-1.9 days) and Europe – North America (-2.4 days). Despite a -2.3 day drop in reliability from Q2 to Q3, North America – Middle East (-2.5 days) takes 3rd place due to healthy performance in early 2024.

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.

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5. By Region & Port (12 pages)

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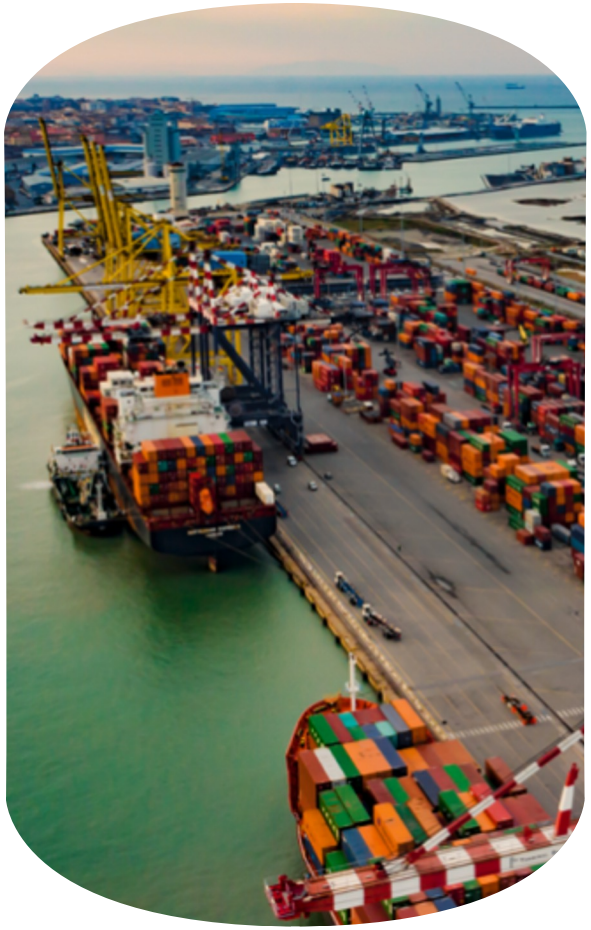
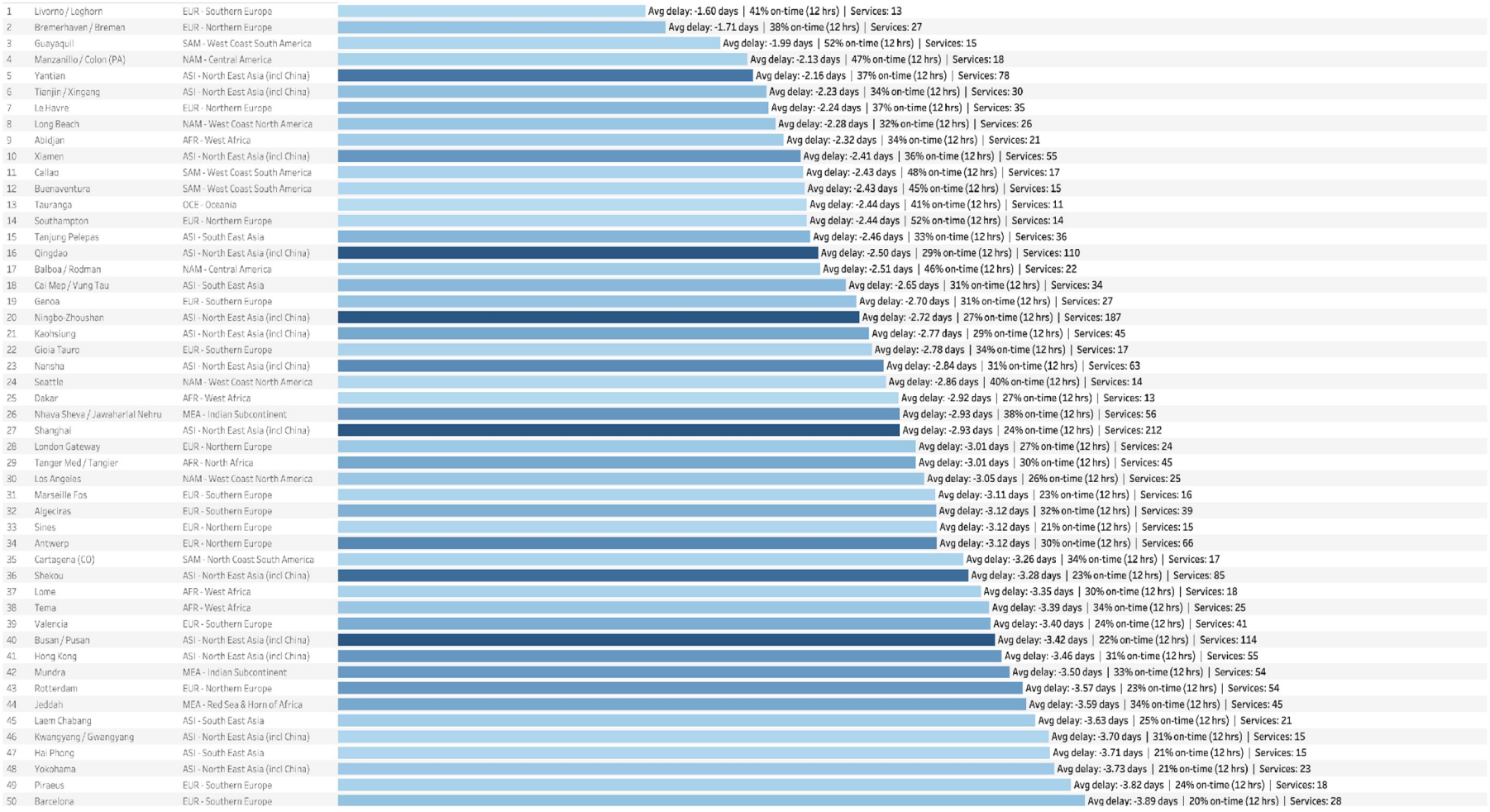
- Appendix: Methodology (6 pages)



Top 50 reliable ports ranking

SR - Top50 (sel)



Criteria: • 2023 Q4 – 2024 Q3 aggregate data. • Number of services = total unique services hosted by port over 12-month period. • OTP within 12-hour delay threshold.

Asia & Europe Dominate Top 20 Reliable Ports

Top 10 no longer dominated by Europe

- Northeast Asia and Northern & Southern Europe were still strongly represented by 3 ports each; but West Africa, West Coast South America, West Coast North America, and Central America also hosted 1 port each.
- For comparison, European ports represented a total of 6 of the Top 10 in Q2.
- The Top 3 ports remained unchanged: Livorno (-1.6 days, 41% OTP), Bremerhaven (-1.7 days, 38% OTP), and Guayaquil (-1.9 days, 52% OTP)
- The Top 10 welcomed fresh global representation including Manzanillo/Colon, Long Beach, and Abidjan.
  1st – Livorno
  2nd – Bremerhaven
  3rd – Guayaquil
  4th – Manzanillo/Colon
  5th **– Yantian**
  6th – Tianjin/Xingang
  7th – Le Havre
  8th – Long Beach
  9th – Abidjan
  10th – Xiamen

West Coast gateway ports climb

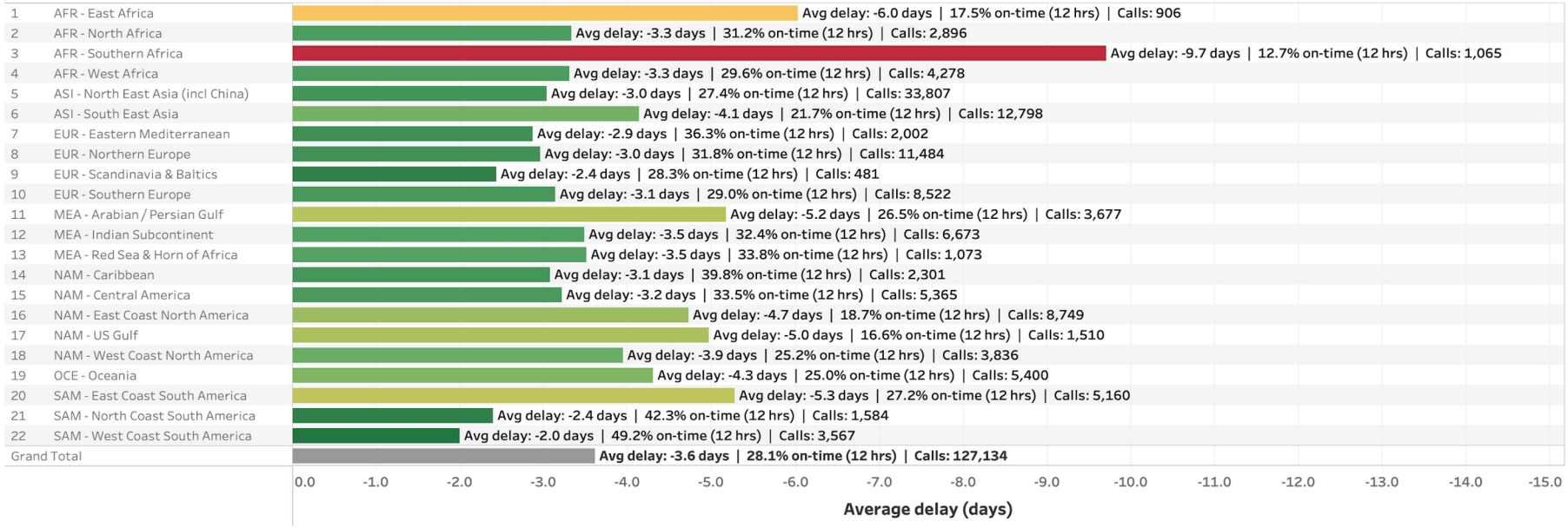
- Long Beach (-2.3 days, 32% OTP) has rocketed up once again from 28th place in Q2 up to 8th in Q3.
- As predicted in our last report, Seattle (-2.9 days, 40% OTP) impressively rose just shy of the Top 20 in Q3 up from 69th to 24th place.
- Los Angeles (-3.0 days, 26% OTP) also jumped ahead from 45th to 30th in Q3, continuing the positive representation of the West Coast Gateway.
- Despite facing the persistent threat of strike action, congestion, and heavy delays out of Asia, Vancouver (-5.2 days, 25% OTP) pushed from 83rd place in Q2 up to 73rd in the Top 100.

Top-50 rising contenders

- Manzanillo/Colon (-2.1 days, 46% OTP) shot up to 5th place from 17th in Q2 after retrieving +0.1 day in reliability.
- Buenos Aires (-4.8 days, 27% OTP) and Rio de Janeiro (-6.2 days, 22%) have brought some additional representation to East Coast South America, both qualifying for the Top 100 at 69th and 83rd places respectively.
- Callao (-2.4 days, 46% OTP) remains just shy of the the Top 10 and inched up to 11th from 13th place in Q2, despite a further -0.3 day delay.
- Tauranga (-2.4 days, 41% OTP) follows close behind Callao, climbing all the way from 34th in Q2, up to 13th place in Q3.

Regional rankings

SR - regions (calls colour)

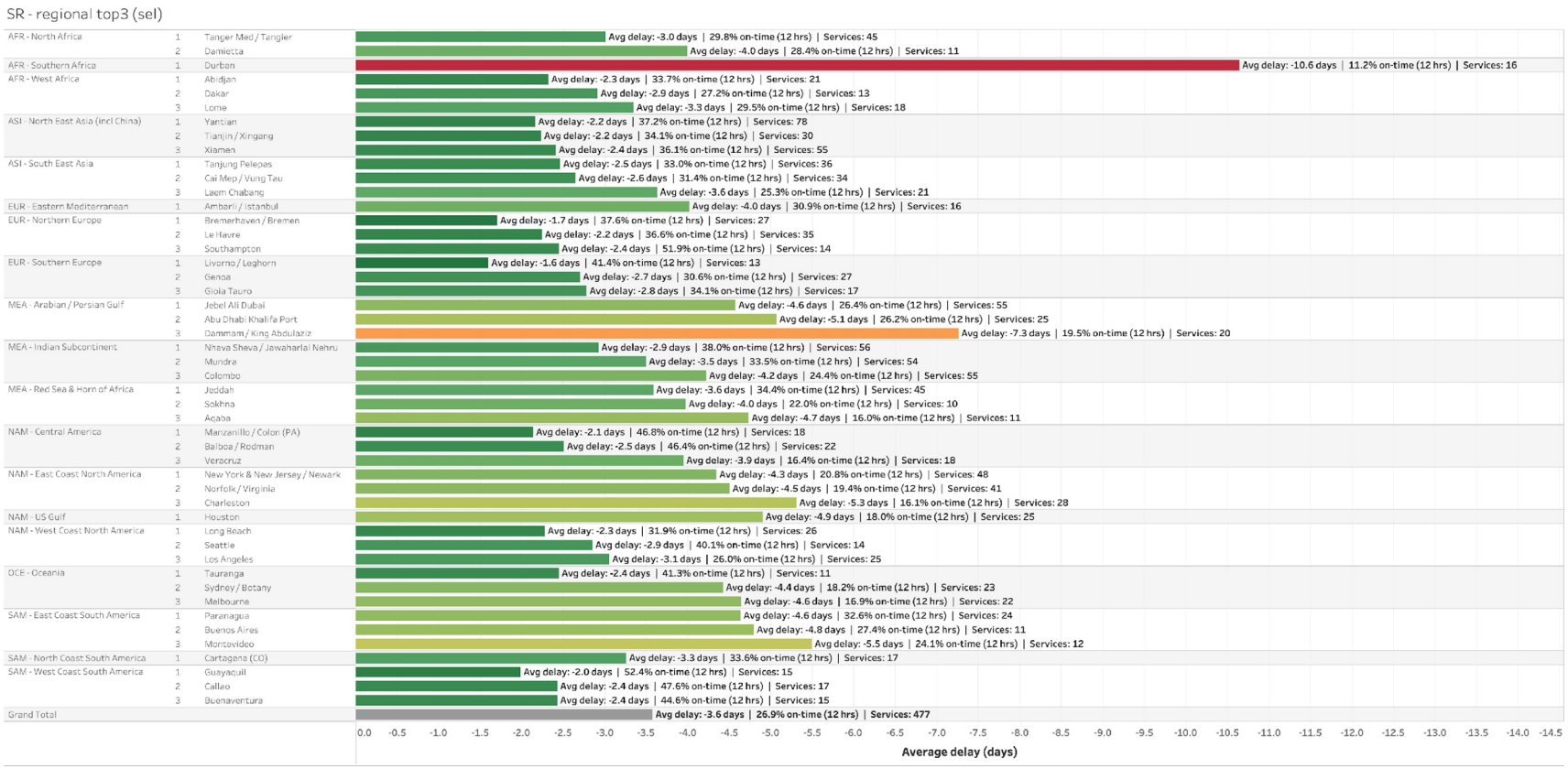


1. West Coast South America lead (-2.0 days) takes the lead, while Scandinavia and West & North Coast South America remain in the Top 3 performing regions.
2. Despite a further -0.6 days delay, the Eastern Mediterranean (-2.9 days) remains close behind in 4th place. In comparison, the low regional ranking of West Coast North America (-3.9 days) at 14th place highlights the impactful difference of YTD measurements compared to quarterly comparisons.
3. Among regions with over 5,000 calls per year, Northeast Asia (-3.0 days), Northern Europe (-3.0 days) and Southern Europe (-3.1) lead in reliability.

Criteria

- All main liner services into all ports, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.

Top regional ports

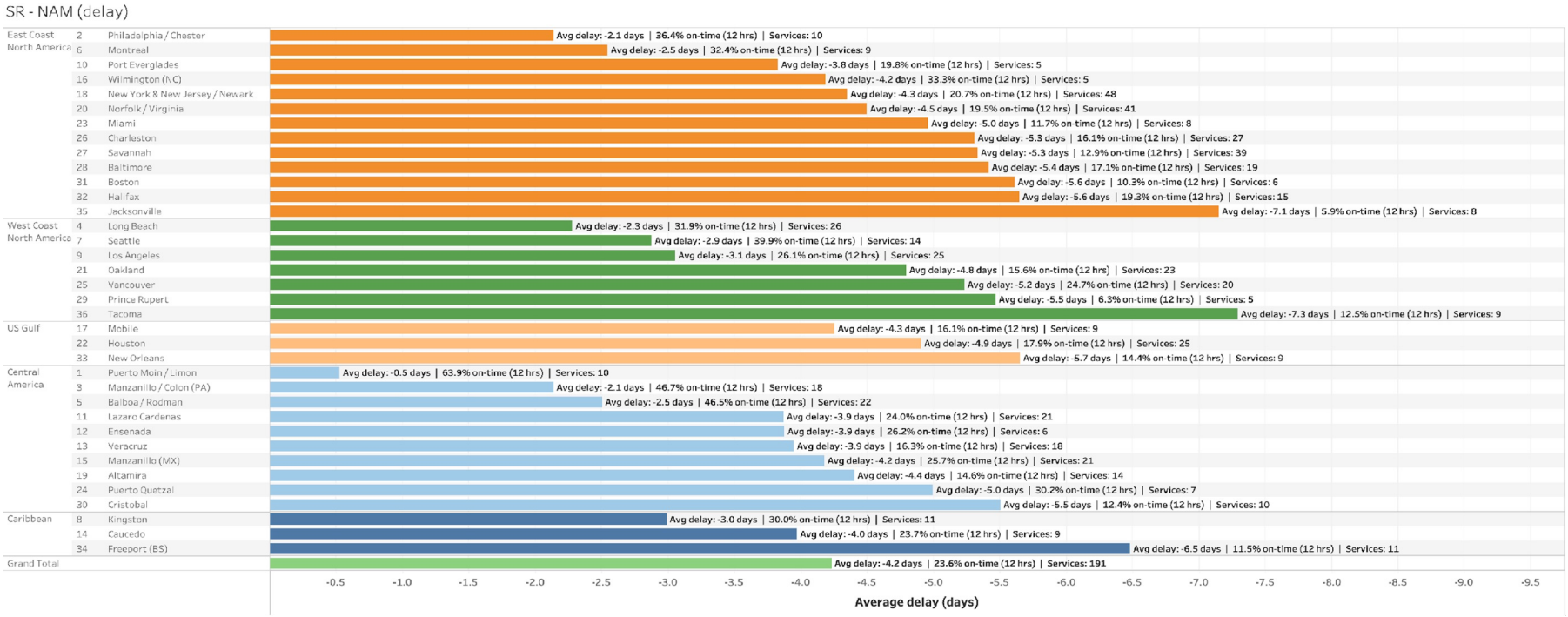


1. Top 3 ports for each of eeSea's 21 defined coastal regions. While most Top 3 rankings remain largely unchanged, some regions saw notable newcomers.
2. On the West Coast South America, Buenos Aires rose to 2nd place (-4.8 days, 27% OTP), and on the East Coast North America, Charleston (-5.3 days, 16% OTP) moved to 3rd ahead of Baltimore.
3. In West Africa, Dakar (-2.9 days, 27% OTP) bumped its way up to 2nd place, while Tin Can Island fell out of the running due to less than 10 services represented in Q3.

Criteria

- At least 10 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.

North America



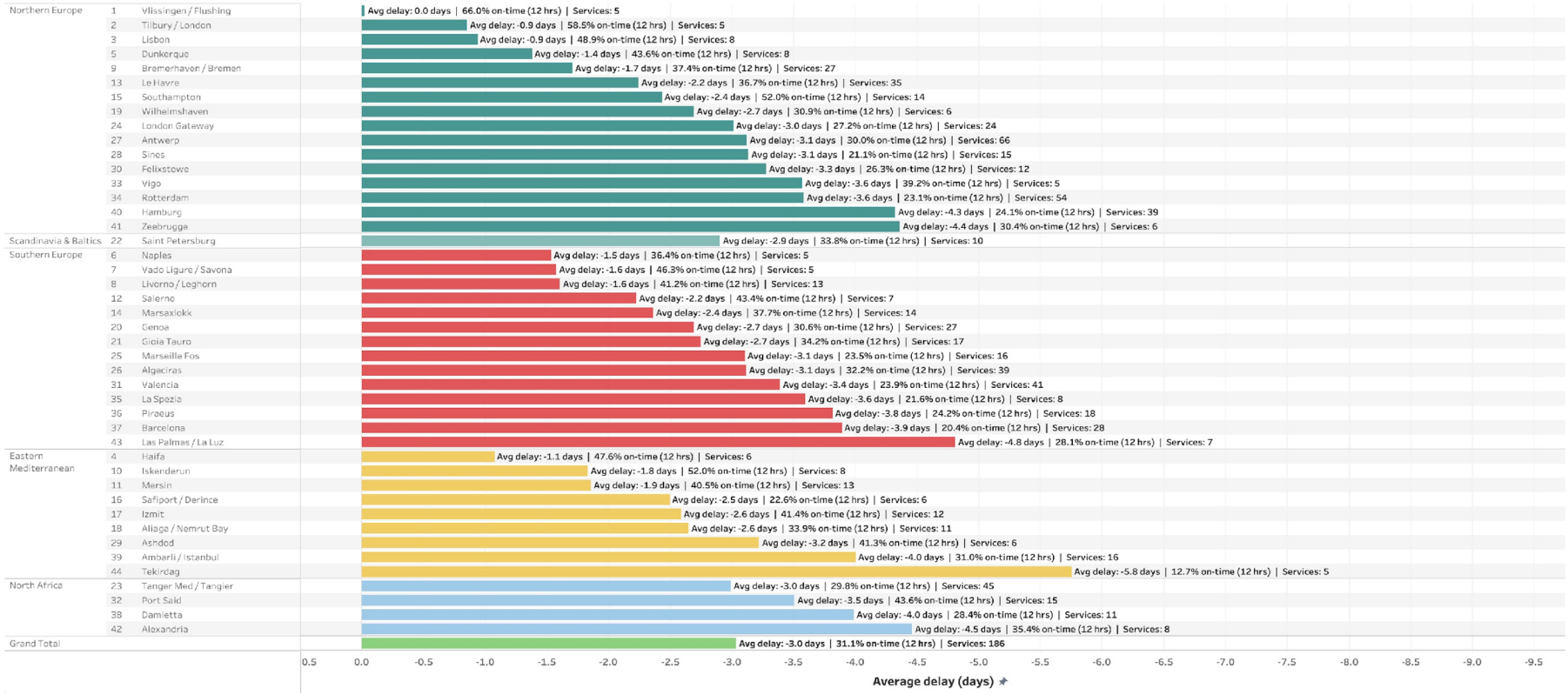
1. Ranking of top ports remains largely unchanged for both EC & WC in Q3. Exceptions were Port Everglades (-3.8 days) reaching 3rd place on the East Coast and Tacoma (-7.3 days) falling to the bottom of the pack on the West Coast.
2. US Gulf rankings are unchanged with Mobile (-4.3 days) keeping 1st place and improving reliability by +0.2 days; it remains a couple of services shy of entering the Top 50 ranking.
3. In Central America, Puerto Moin/Limon (-0.5 days) remains in the lead having maintained its reliability. Freeport stayed in 3rd place in the Caribbean despite taking on -1.5 more days delay.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.

Europe & Northern Africa

SR - EUR (delay)



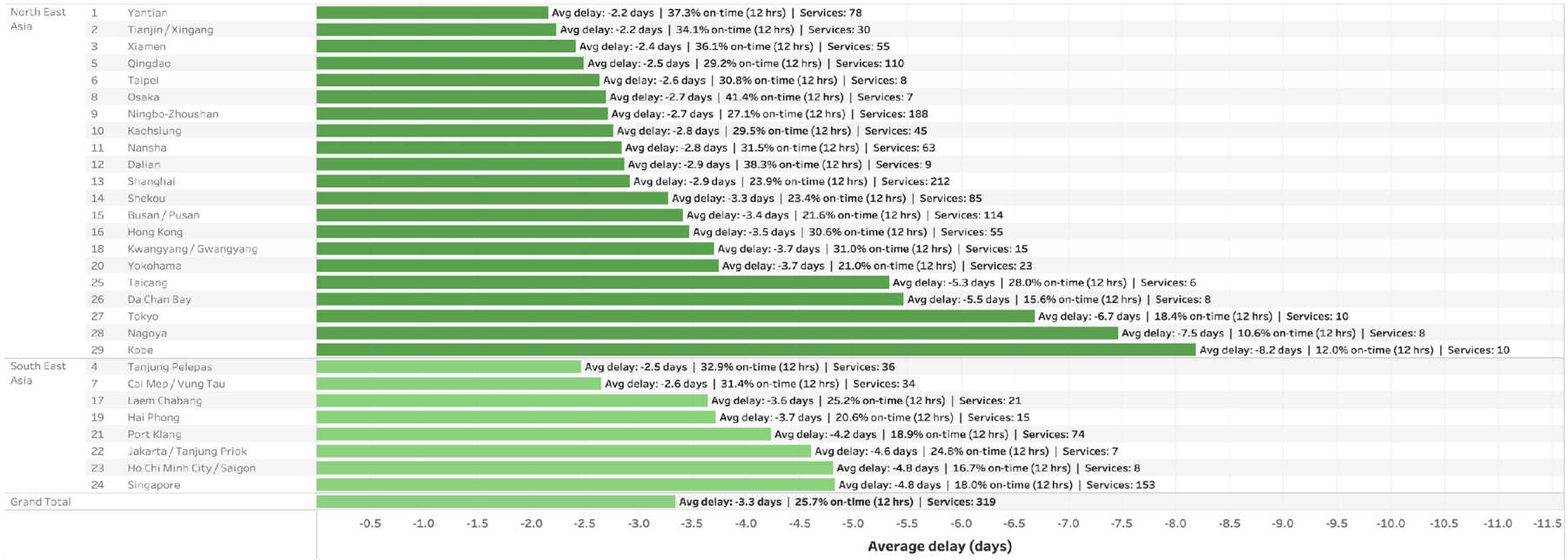
1. In Southern Europe: Naples (-1.5 days) returns to 1st place after dropping off the list in Q2; and the global Top 50 1st place Livorno (-1.6 days) only makes it to 3rd place regionally.
2. In Northern Europe: Tilbury/London (-0.9 days) appears in the Top 3 rankings in Q3 just ahead of Lisbon (-0.9 days) with a slightly improved OTP but still behind Vlissingen/Flushing (0 days delay) which remains in first.
3. In the Eastern Mediterranean, the Top 5 are dominated by Turkish ports, falling just behind Haifa (-1.1 days) which retains the lead.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.
- North African ports included here for comparison to other Mediterranean ports.

Far East

SR - FEA (delay)

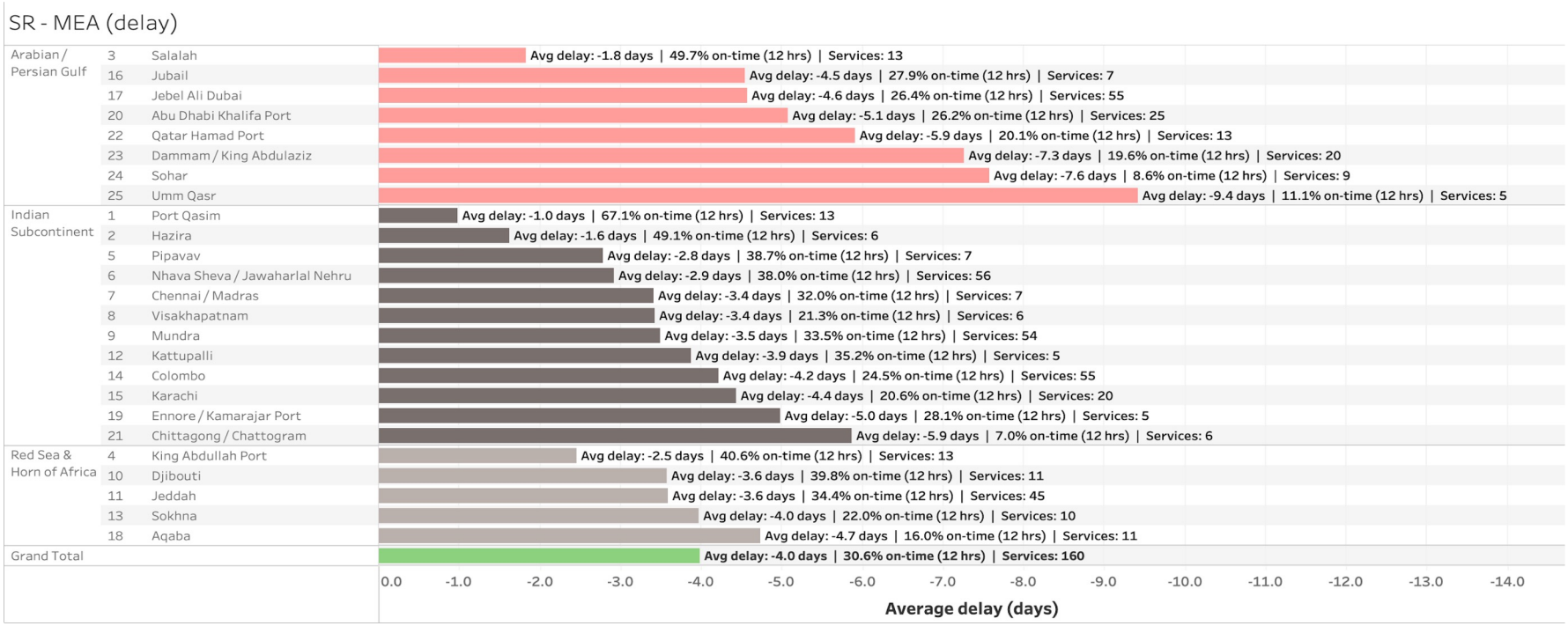


1. North East Asia: Dalian (-2.9 days) dropped all the way to 12th place after a significant -1.0 day increased delay in Q3, making room for Yantian (-2.2 days) to take 1st place.
2. Osaka (-2.7 days) won back nearly +1.0 day in reliability, bringing Japan into the Top 10.
3. South East Asia: Despite being the single largest port in SEA, and 2nd overall in the Far East, Singapore (-4.8 days) continues to sit firmly at the bottom of its regional ranking and has worsened by another -1.0 days of delay in Q3.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.
- North East Asia includes China.

Middle East



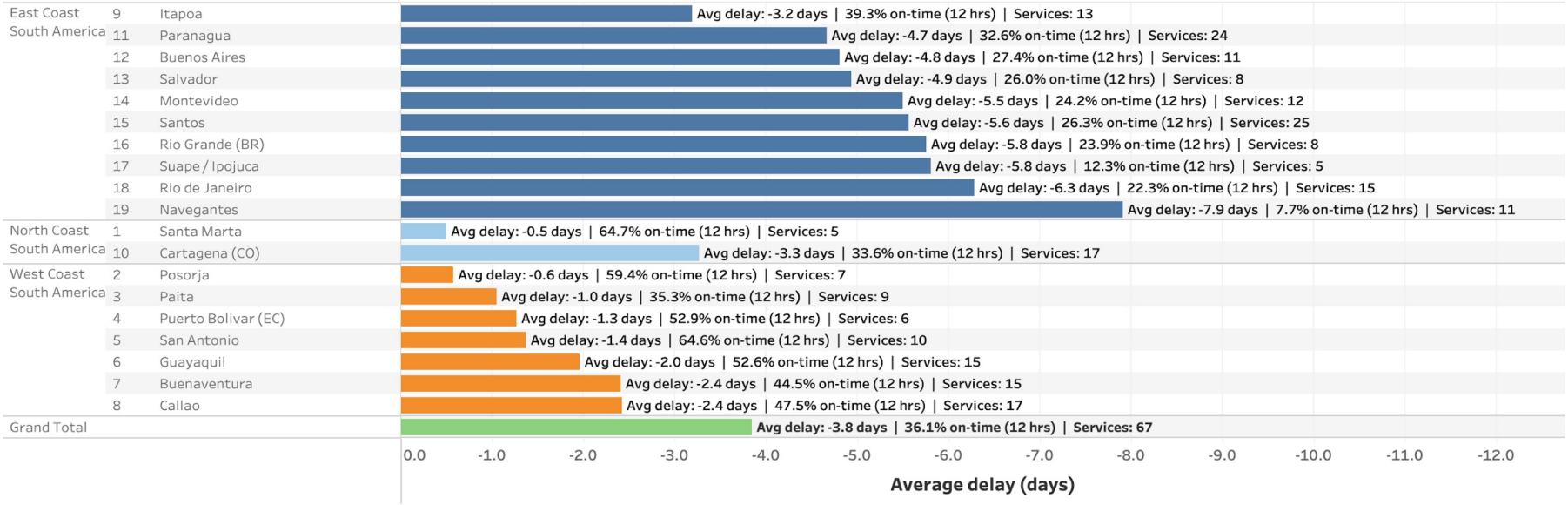
1. Rankings in the Arabian/Persian Gulf remained unchanged but all ports except for Salalah worsened between -1.0 and -3.0 days of delay since Q2.
2. Aside from Port Qasim (-1.0 days) and Hazira (-1.6 days), Indian Subcontinent ports also suffered considerable decline but stayed at or under -1.0 days of added delays.
3. The Red Sea & Horn of Africa showed the same trend, with all ports taking on around -1.0 day of added delay.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.

South America

SR - SAM (delay)



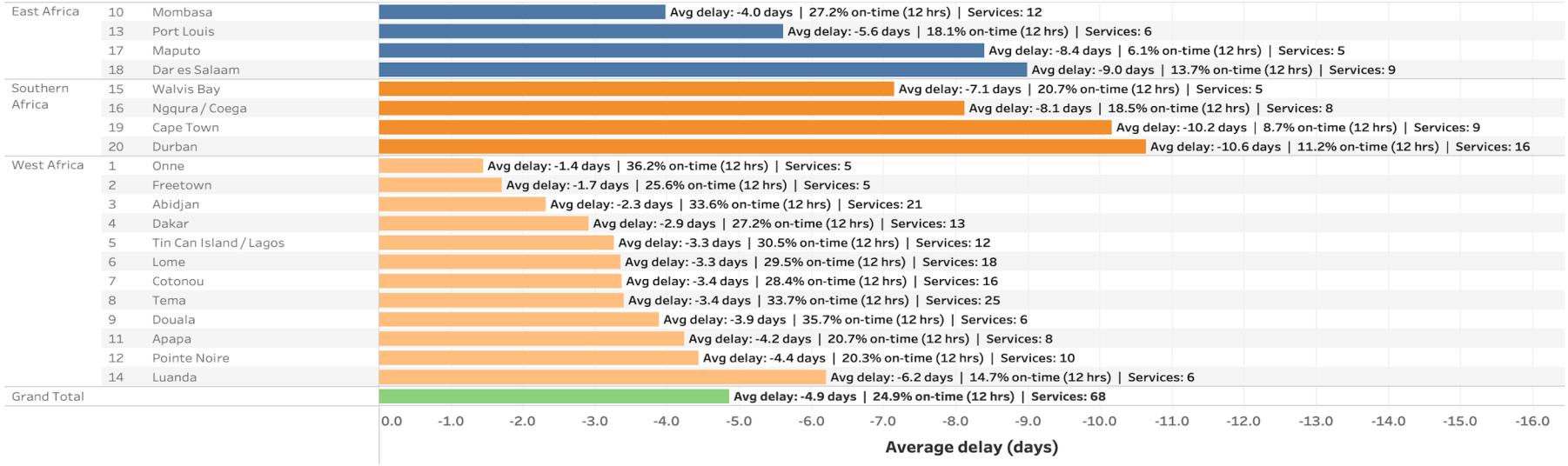
1. West Coast South America remains the best performing region globally and includes 3 global top performers: Guayaquil (-1.9 days) in 3rd place, Callao (-2.4 days) in 11th place, and Buenaventura (-2.4 days) in 12th. Posorja (-0.6 days) does not qualify for the Top 50 ranking but saw +0.2 days of reliability improvement and moved into 1st place regionally.
2. East Coast South America remains largely unchanged, but all ports declined by about -1.0 days or more in reliability. On a positive note, both Rio de Janeiro (-6.3 days) and Buenos Aires (-4.8 days) finally qualified for the Top 100 due to consistently hosting 10 or more main line services per quarter in the past 12 months.
3. While the region enjoys relatively stable reliability overall, East Coast South America's moderate decline since the beginning of 2024 is linked to East Coast North America's troubles on services sharing calls along both coastal regions.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.

Africa

SR - AFR (delay)



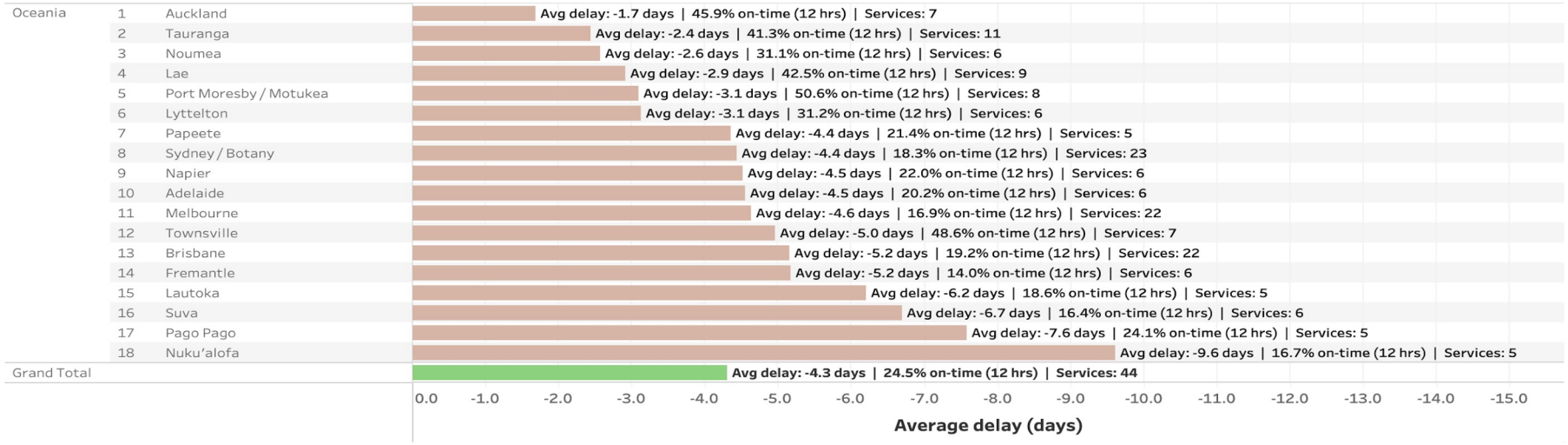
1. West African ports had little to limited decline, and some ports like Onne (-1.4 days), Dakar (-2.9 days), and Cotonu (-3.4 days) even improved by +0.2 days in Q3.
2. East Africa & Southern Africa continue to see average delays from -4.0 days up to -10.7 days in the case of Durban.
3. Ngqura/Coega (-8.1 days) is the only port in Southern Africa that gained reliability, earning back +1.0 day since Q2, but still ranking low overall.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.

Oceania

SR - OCE (delay)



1. Auckland (-1.7 days) and Tauranga (-2.4 days) once again held onto 1st and 2nd place, and Auckland gained +0.3 days of improved reliability.
2. Oceania's three largest ports: Sydney (-4.4 days) , Melbourne (-4.6 days), and Brisbane (-5.2 days), all took on at least -0.5 days of delay and dropped in the rankings. Sydney notably declined nearly -1.0 days and dropped from 3rd to 8th place.
3. Tauranga was once again the only Oceania port to make the Top 50 global rankings and came in at an impressive 13th place.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2023 Q4 – 2024 Q3 aggregate numbers.
- Berth arrivals only.

Notes & criteria

Why prefer average delay over percentage OTP?

- Both measures are relevant, but OTP can be harder to interpret relevantly.
- Average delay is impacted by outliers; a 10-day delay drags down the overall average. This is relevant for the overall port impression.
- OTP 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 harder 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 directly and indirectly impacting situations.
- The data does not provide or delineate types of delay by 'reason' – it simply states 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 a comprehensive measure of a port's health and potential.

Top 50 Entry Requirements

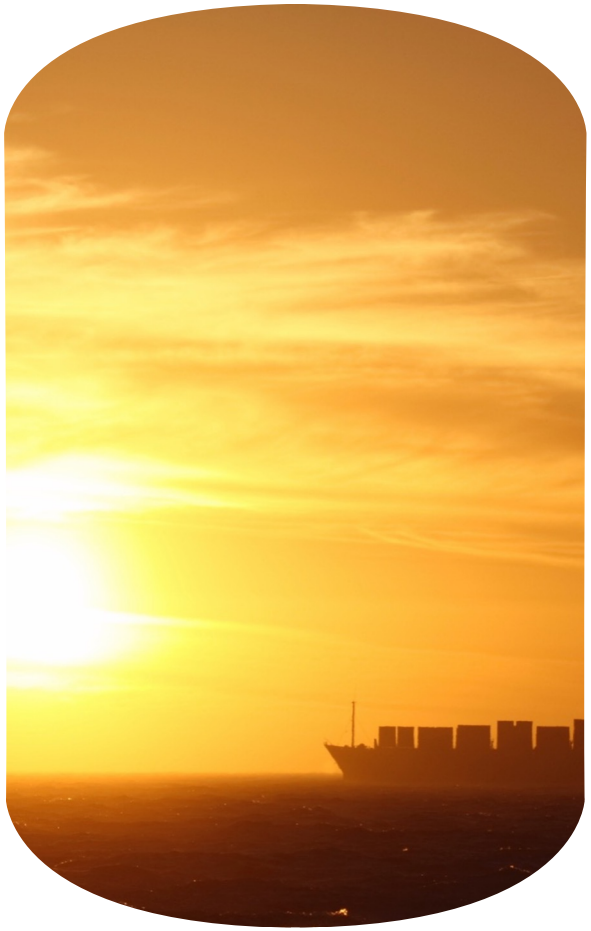
- A port must serve at least 10 main line services, excluding feeders and intra-regionals.
- It must do this during 4 consecutive quarters to be considered a Top 50 candidate.

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

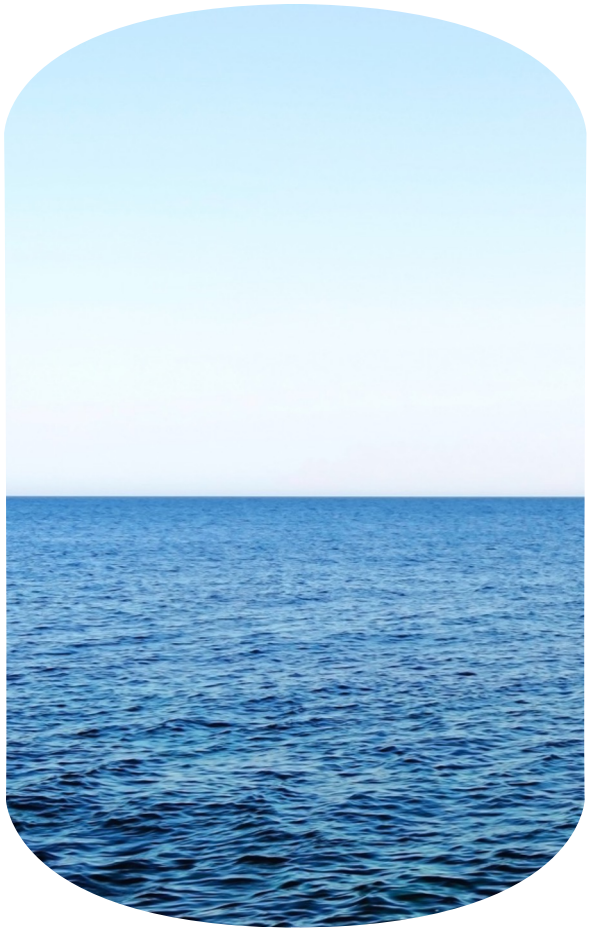
Schedule Reliability Scorecard (SRS)



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. Watch the webinar on this topic
- Feel free to send us your input

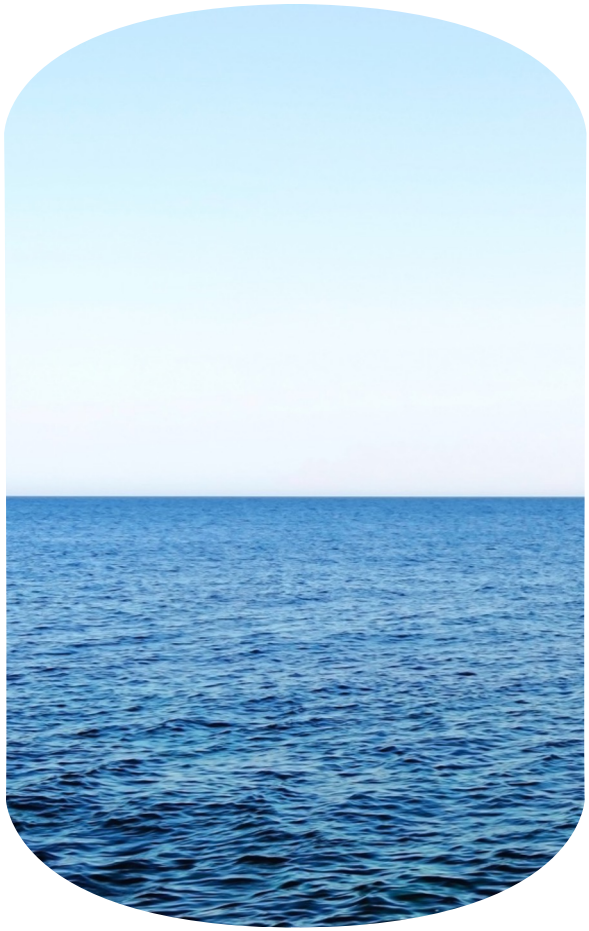


NEXT STEPS

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



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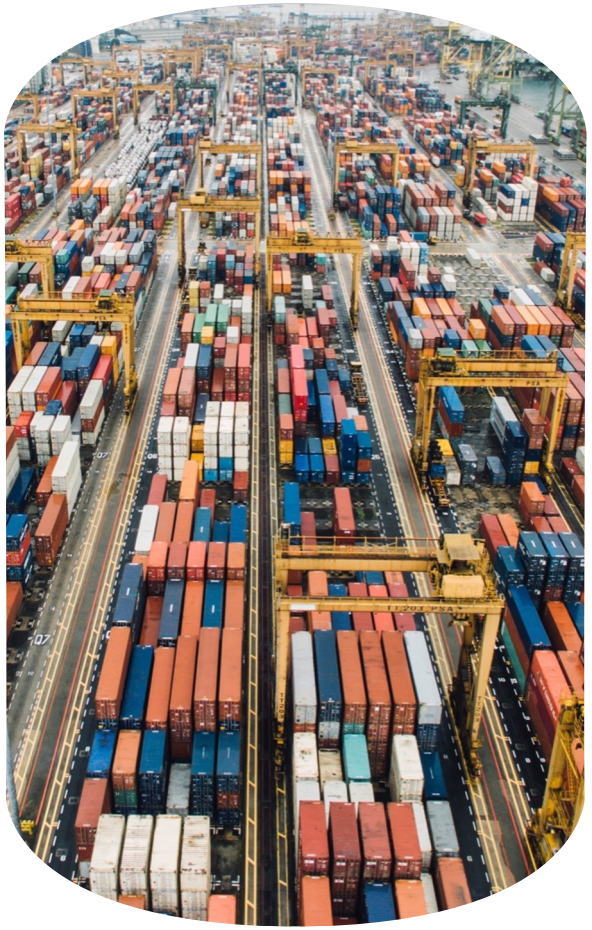
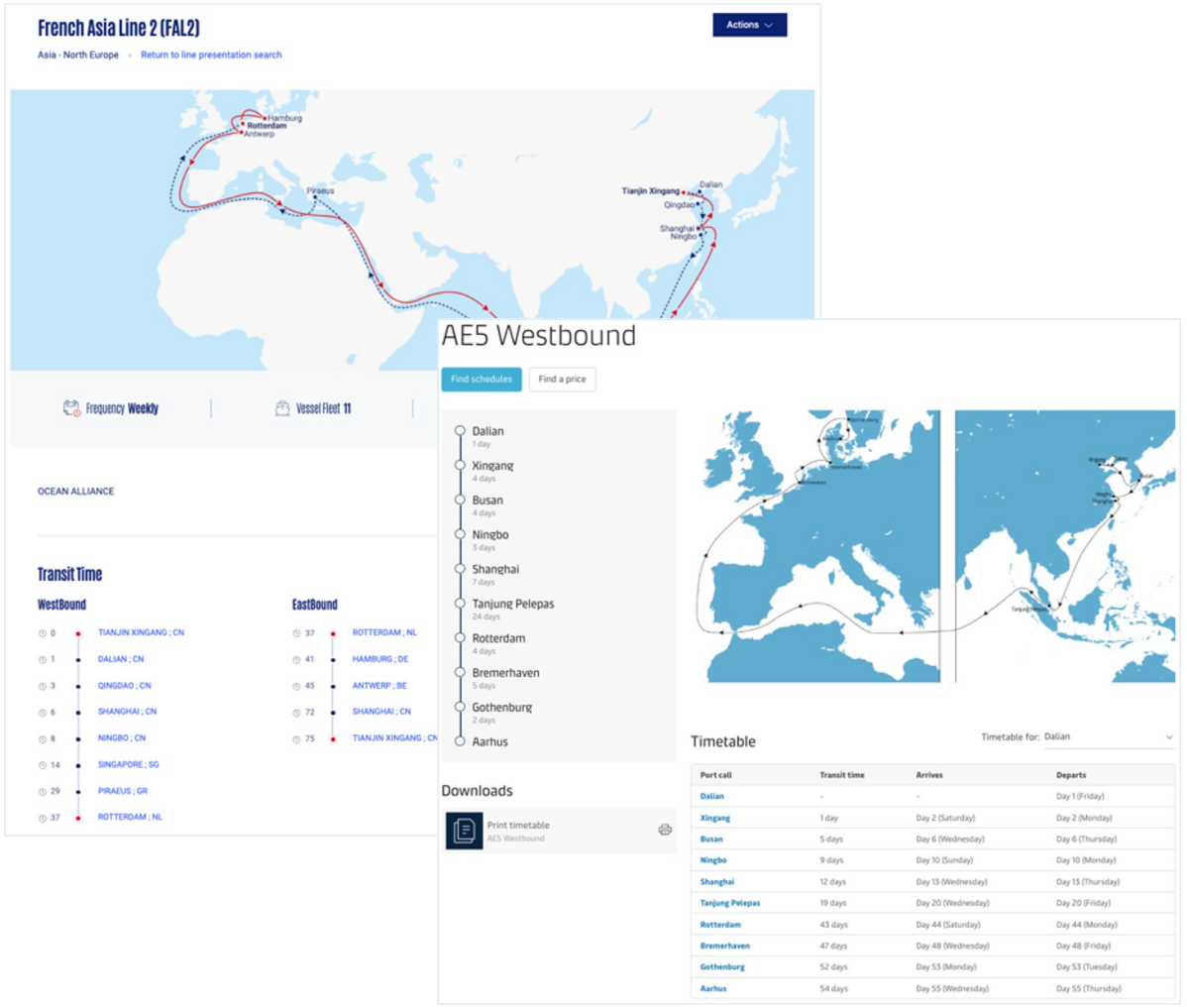
Schedule Reliability Scorecard (SRS)



Proforma service schedules



- Published by the carriers
- A.k.a. marketing flyers
- What the carrier has “sold”, we consider their commitment
- With a medium- to long-term perspective
- Communicated per liner service
- Structure – and quality – of carriers’ communication varies…
- VSA partners on the same service sometimes have conflicting versions of the “same” schedules. For these, the data is compared and combined into a single service proforma
- Service proformas vessel proformas, through slot assignments

METHODOLOGY

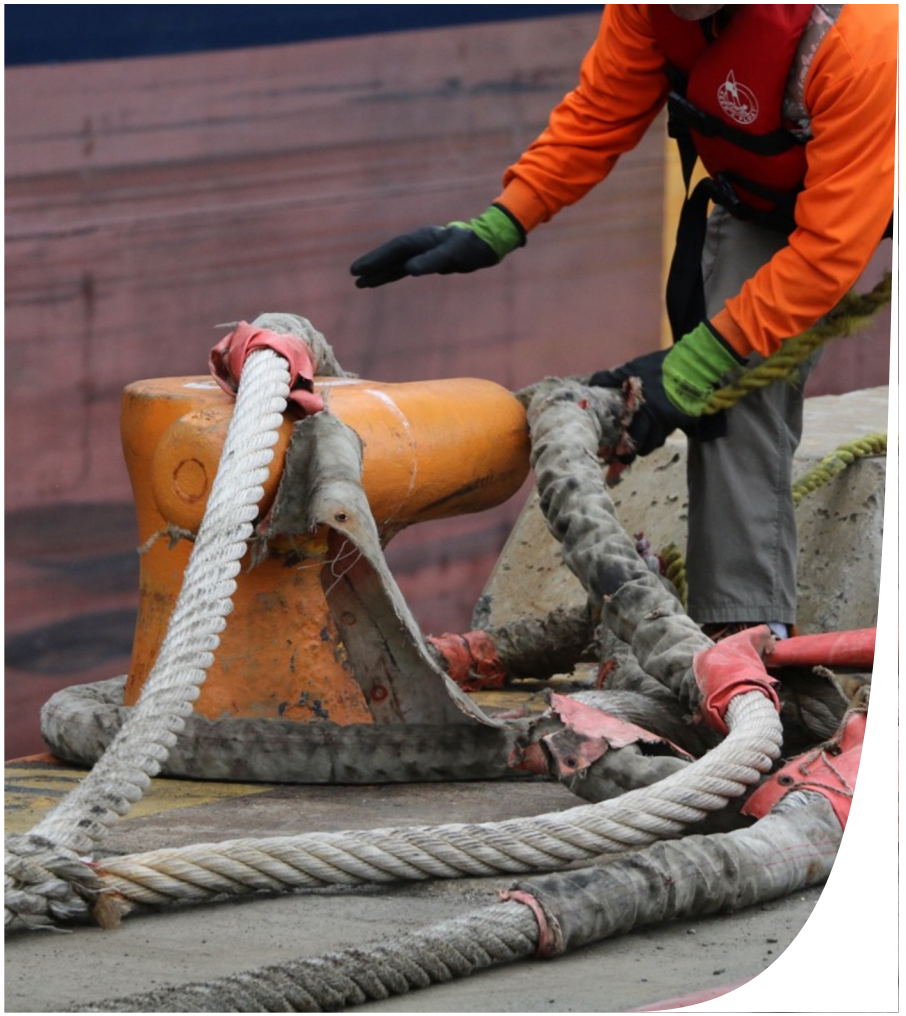
"Locking" the base proforma schedules; when and how?

Locked by service marketing flyer

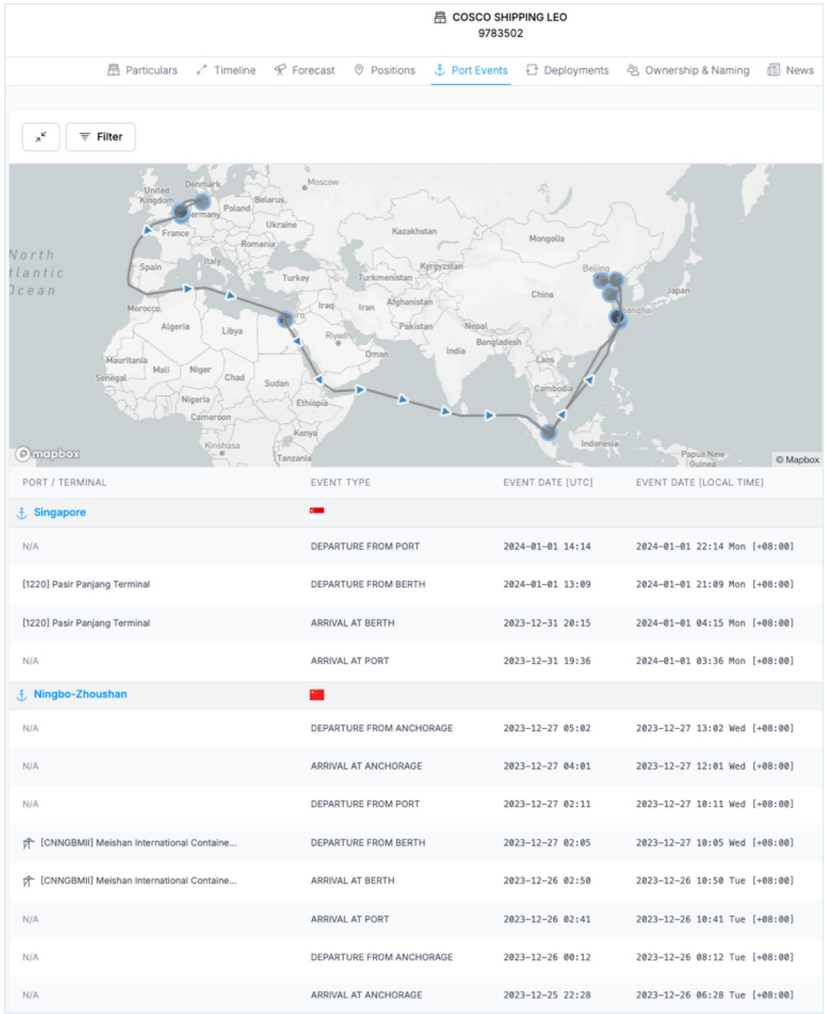
- The chosen approach
- Easy to understand and relate to
- No biased variables, i.e. whether to lock at T-60 or T-40, or differentiate by trade or region
- No carrier ability to pre-emptively notify of, and thereby "cancel", delays
- Ability to adjust vessel service and slots (i.e. proactive communication) 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 carriers published on T-60 (or another t-minus value)
- Results in the opposite of the above marketing 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

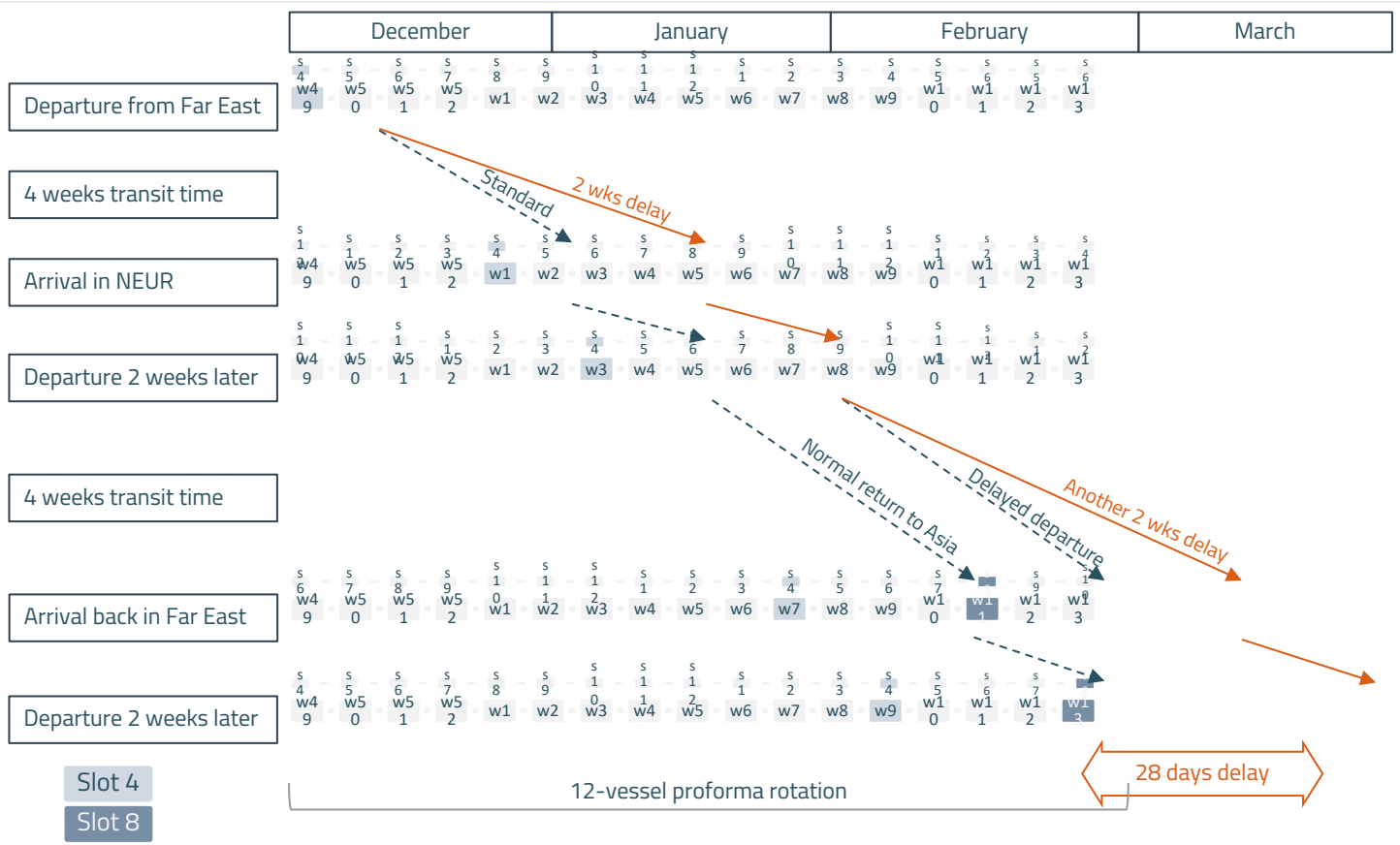
All can then be aggregated and analysed through several lenses

- 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
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