Schedule Reliability Scorecard

Q4 – 2024

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Schedule Reliability Scorecard (SRS)

SRS - what is it?

- 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, and News & Analysis @ eesea.com

- More comprehensive and detailed data available from eeSea.

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Persistent reliability decline on the way out?

INSIGHT #1 - Global & Trade

Tentative balance and signs of a rebound

- Global schedule reliability continued to decline as it reached -4.8 days this quarter. The quarter-over-quarter decline does show signs of moderation with an additional -0.3 days delay in Q4 compared to -0.5 days lost in Q3 (-4.5 days), -0.6 days in Q2 (-4.0 days), and -0.9 in Q1 (-3.4 days) against Q4 2023 (-2.5 days).

- Asia – Mediterranean trade appears to be making a big comeback by gaining back +1.7 days after some stabilization in Q3. This positive trend could be massively boosted in Q1 2025 if the Israel-Gaza ceasefire holds.

- While West Coast North America couldn't boast any reliability improvement like it has in Q2 and Q3, it certainly displayed resiliency in the face of heavy odds with a relatively moderate -1.6 day decline compared to the starker East Coast drop of -3.2 days.

- Strikes on the West Coast were more frequent and enduring in 2024 but they were also limited to Vancouver and Prince Rupert. The ILA + USMX strike may have had a duration of just 3 days but it encompassed the entire US East & Gulf Coast and left little respite for delayed vessels and alternate routing.

INSIGHT #2 - Carriers & Alliances

Major shifts are in store for 2025

- OCEAN Alliance and non-alliance services were neck and neck this quarter with just a -0.2 day difference in delay. If Q1 & Q2 2025 network overhauls prove tricky to navigate for old and new alliances alike, we may see non-alliance services take the lead for the first time since 2023.

- Maersk maintained the top spot in both operator (-2.4 days) and VSA (-3.4 days) rankings in Q4 for the second quarter in a row. With the grand promise of 90% reliability on everyone's minds and network overhauls just around the corner, could the first half of 2025 witness Hapag Lloyd finally joining its Gemini alliance partner in the Top 3 in the operator rankings?

- After achieving their highest ever recorded VSA ranking in Q3 and maintaining a spot in the Top 3 operator rankings since Q1, ZIM fell shockingly low this quarter to 6th and 8th place with -5.1 and -5.2 days delay, respectively.

INSIGHT #3 - Ports & Regions

Resilience is the linchpin of success

- The Top 10 didn't see any newcomers in Q4 but it did see the Top 3 significantly reshuffled. Livorno (-1.6 days) remained in 1st place but Bremerhaven (-2.6 days) and Guayaquil (-2.6 days) each fell in the rankings to be replaced by Tianjin (-2.0 days) in 2nd and Abidjan (-2.3 days) in 3rd.

- US West Coast ports of Long Beach (-2.7 days), Los Angeles (-3.3 days), and Seattle (-3.3 days) echoed the resilience of their trade and continued their slow but steady climb in the rankings despite major setbacks and a decline in reliability in Q4.

- The port of Vancouver (-6.6 days), which had joined the positive trend of its West Coast sisters in Q3, was knocked back this quarter after a direct hit from the 14-day ILWU-BCMEA strike in November and took on -1.4 days of additional delay.

- Despite being firmly subject to the global decline that was most pronounced in Q2 2024, transhipment hubs like Algeciras (-3.9 days) and Tanjung Pelepas (-2.9 days) have displayed notable consistency in the past 3 quarters.

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2024 Q4 was rife with challenges and it shows

SR - dashboard (global)
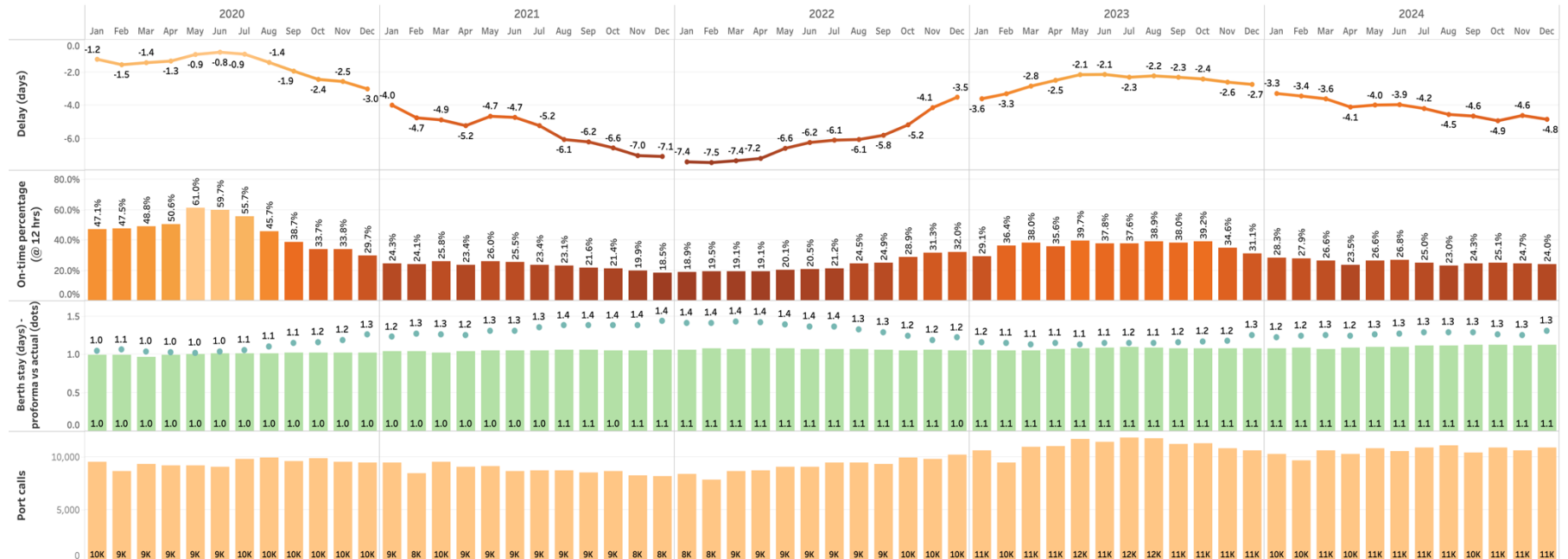
1. **Global trend – reliability continues to decline in moderation but there are signs of relief amongst specific trades and hope for Red Sea crisis impacted regions.**

2. 2024 Q4 average delays reached -4.8 days and OTP stayed steady at 24%, marking a further deterioration in delay from Q3 (-4.5 days, 24% OTP).

3. While still comfortably shy of the worst global delays of -7.7 days delay during the peak Covid years, 2024 averages for each quarter continue to sit firmly in the early-mid 2021 range between -4.0 and -5.0 days.

Criteria

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

Slot stabilization failure on the The Alliance
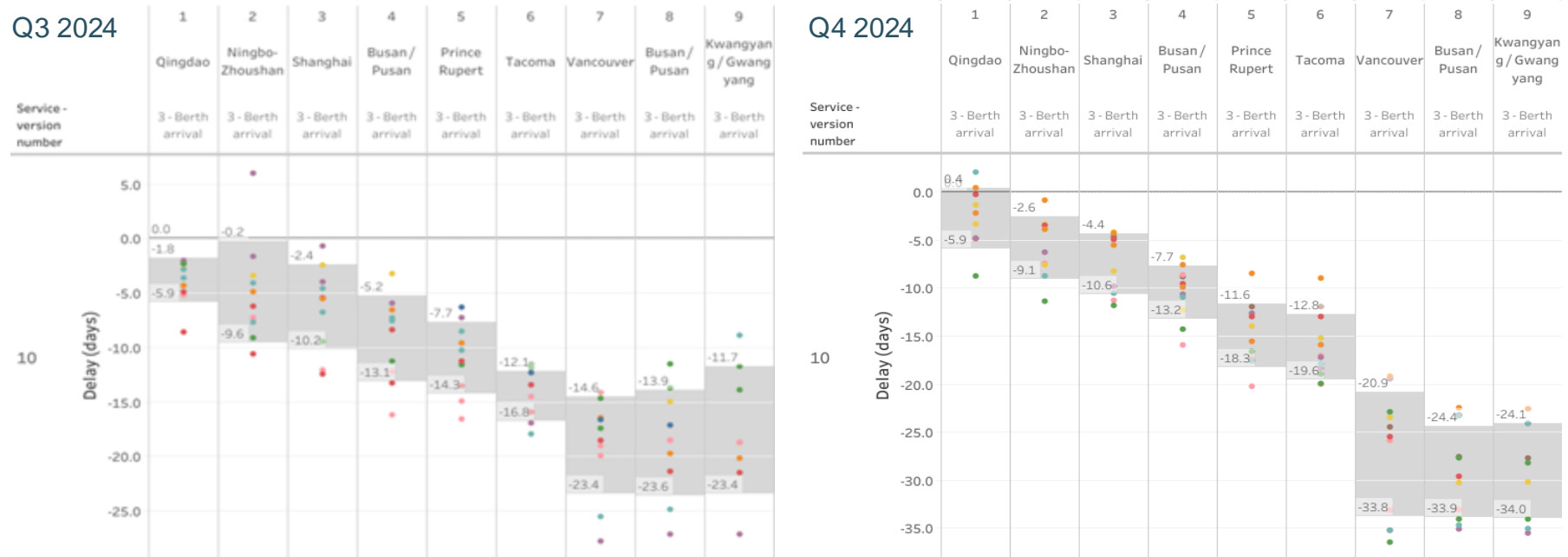
1. The Alliance's Transpacific services continued to suffer from a combination of issues at West Coast gateway ports including rail car shortages, 14-day work stoppages, and last-minute port swapping.

2. Upcoming slot adjustments and blank sailings on the PN4 referenced in our Q3 report were expected to positively impact performance in the start of the final quarter but were derailed by the ILWU–BCMEA port strike.

3. Instead of finishing the year on a hopeful note, the average minimum delay into Prince Rupert increased from -7.7 days to -11.6, and from -14.6 to a whopping -20.9 days of minimum delay at Vancouver. Note that in Q4 there is no longer any overlap in the average deviation window between Tacoma and 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.

Schedule Reliability Scorecard (SRS)

OCEAN holds lead in the final quarter of 2024
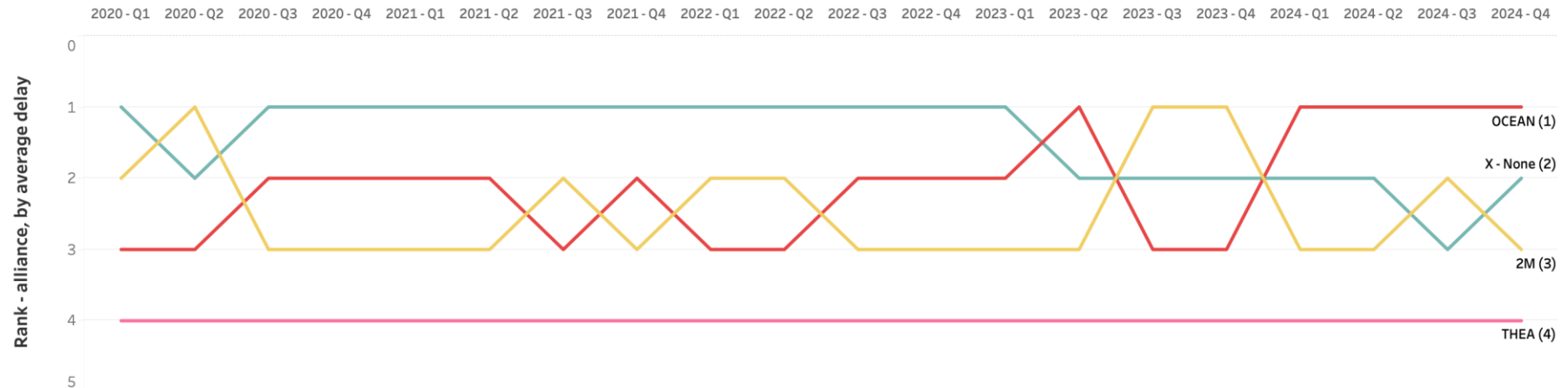
1. OCEAN alliance holds the lead in 1st place despite a considerable dip to -4.2 days average delay and 20% OTP compared to Q3 (-3.5 days, 24% OTP).

2. Non-Alliance services see-sawed in rankings over the past 3 quarters with 2M. They returned to 2nd place in Q4 with a slight improvement of -4.4 days delay and 25% OTP compared to Q3 (-4.6 days, 23% OTP).

3. 2M also saw considerable decline in Q4 with -5.0 days delay and 21% OTP up against Q3 (-4.1 days, 22% OTP).

4. The fluctuations of The Alliance's performance tends to fly under the radar due to its consistently low rank but a look at the data shows they lost nearly half a day with -7.4 days delay against Q3 (-7.0 days) and a full -2.0 days of reliability since the beginning of 2024.

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.

4 out of 5 largest carriers lead in operator reliability
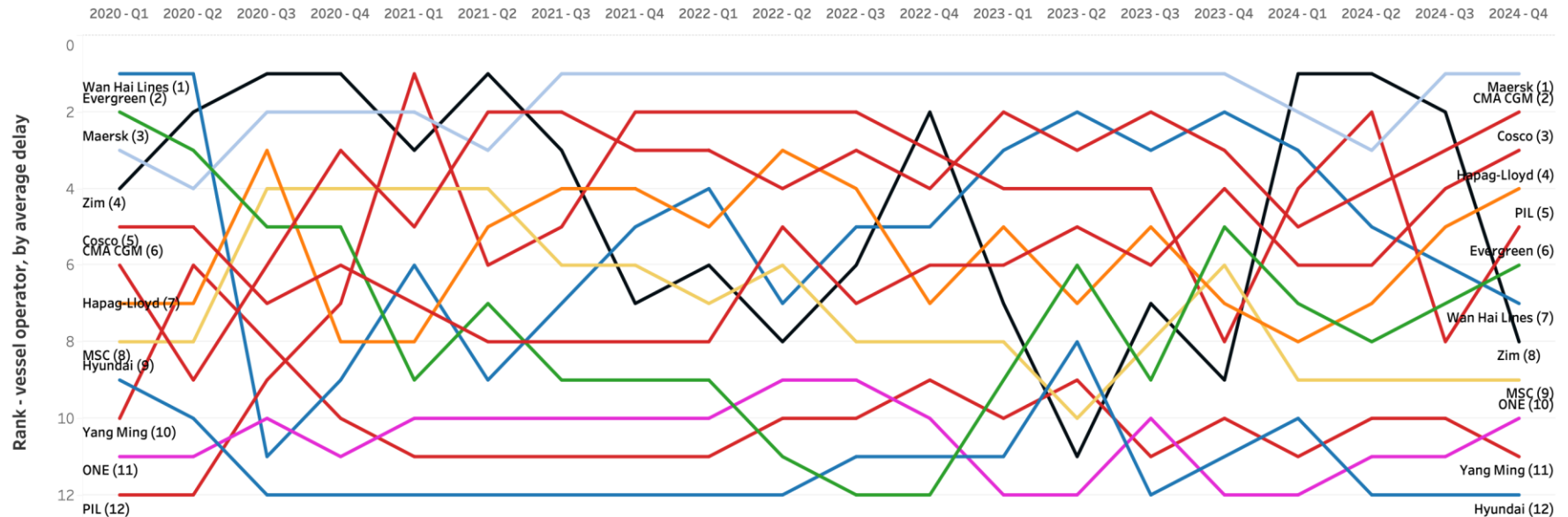
1. Maersk retains 1st place (-2.4 days, 37% OTP) and is followed closely by CMA CGM (-3.6 days, 27% OTP) in 2nd place. CMA CGM continues to climb since Q2 2024 despite losing some reliability each quarter.

2. COSCO (-4.0 days, 24% OTP) and Hapag Lloyd (-4.7 days, 22% OTP) also climbed in Q4 to 3rd and 4th place, respectively. PIL (-4.7 days, 19% OTP) made a comeback after a very sharp decline in Q3.

3. Despite a promising trend since its rise to the Top 3 in Q1, ZIM (-5.2 days, 27% OTP) fell stunningly low to 8th place at the close of the year after declining an additional -2.1 days against Q3 (-3.1 days, 28% OTP).

Criteria
- 2020 Q1 – 2024 Q4
- 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.

Maersk dominated 2024 as a VSA partner
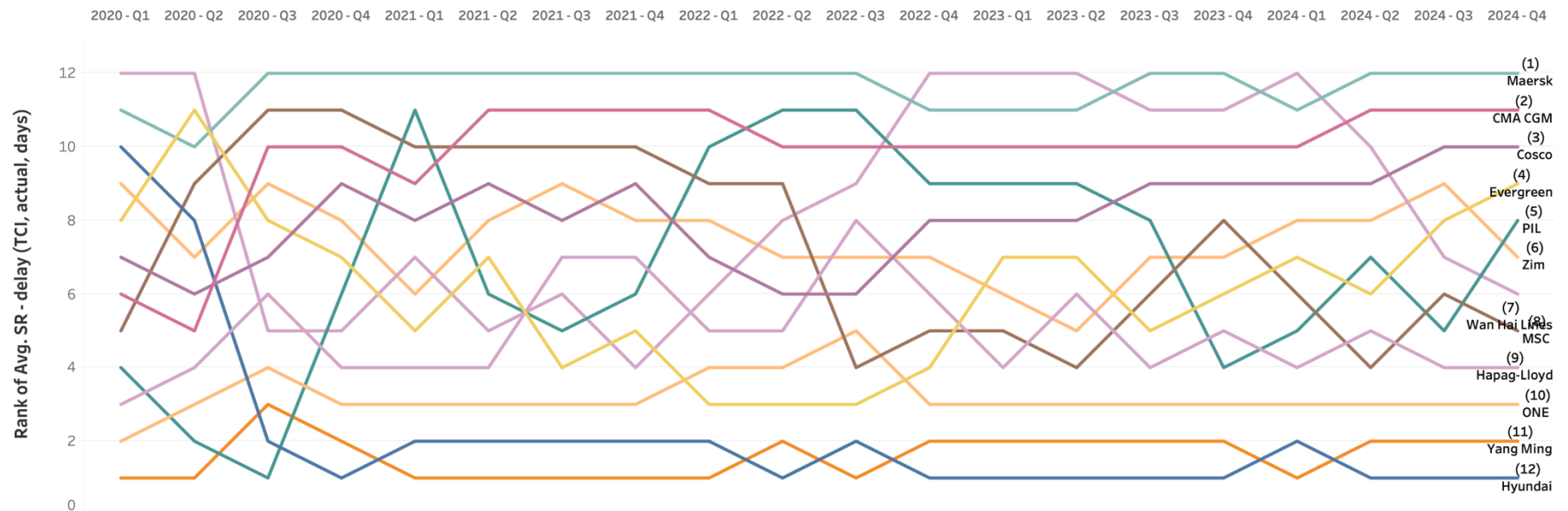
1. Maersk remains in 1st place in both VSA (-3.4 days, 32% OTP) and operator rankings since Q3 (-3.3 days, 29% OTP) with very minimal decline in delay as a VSA and improvement as an operator.

2. Mirroring Maersk's success - CMA CGM continued in 2nd place in Q4 (-3.8 days, 25% OTP) against Q3 (-3.7 days, 25% OTP) – seeing a scant -0.1 day of additional delay.

3. ZIM (-5.1 days, 25% OTP) notably lost less reliability as a VSA in Q4 (-4.0 days, 24% OTP) compared to the steeper decline of their operator results, but they still fell to 6th place.

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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Far East – Europe

1. We previously reported that average delays into Northern Europe had stabilized in Q3, and Q4 has brought some additional improvement by 0.1 days. In a huge victory, Mediterranean trade reliability improve by a full +1.7 days.

2. **Comparing 2024 Q3 (-5.2 days and 22% OTP) to 2024 Q4 (-4.9 days and 21% OTP)**
   - Med: -6.7 days and 17% OTP vs. -5.0 days and 22% OTP
   - NEUR: -4.6 days and 26% OTP vs -4.7 days and 20% OTP

3. Despite significantly longer and more unpredictable, transit times around the Cape of Good Hope, as well as struggles to maintain turnover rates in regional transhipment hubs, it seems Mediterranean ports may be due for a comeback in Q1 2025.

Criteria

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

Far East – North America
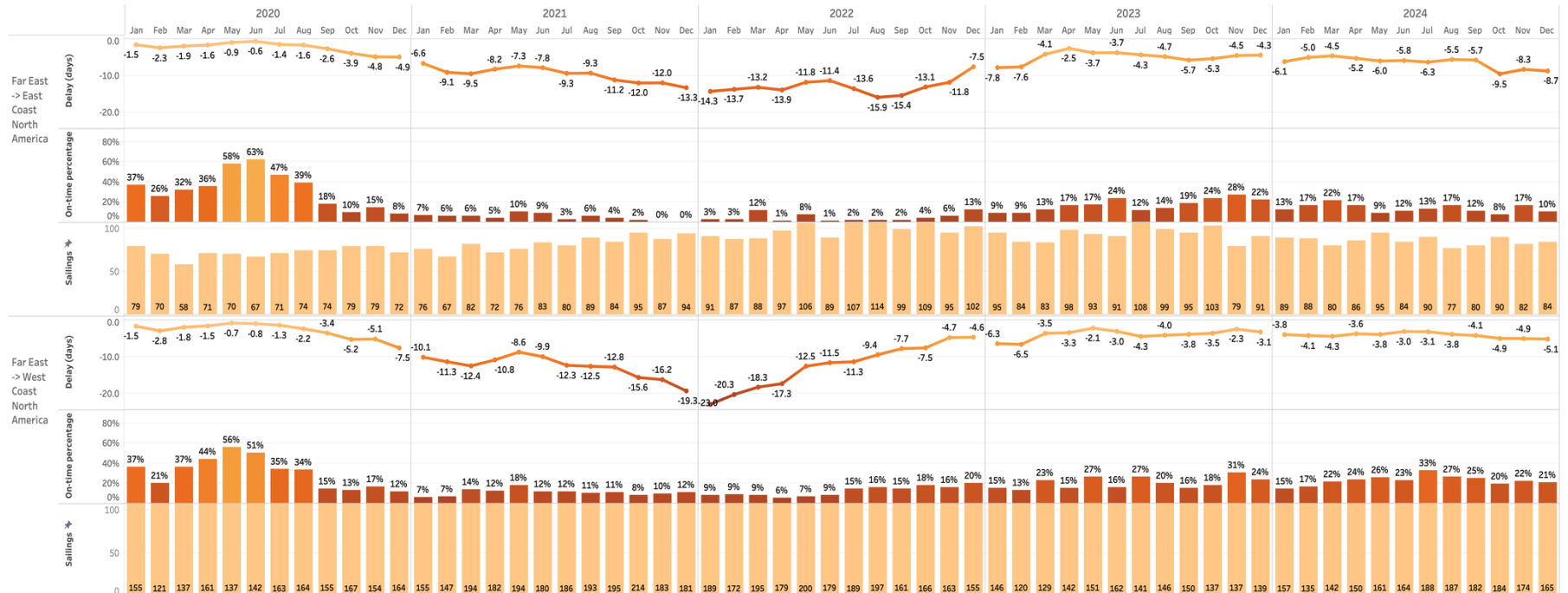
1. 2024 Q3 saw considerable decline in the Transpacific trade with an additional -2.1 days of reliability lost. Challenges on the East Coast that were highlighted in Q3 were only exacerbated by the slew of strikes that impacted the whole of North America in Q4.

2. **Comparing 2024 Q3 (-5.3 days and 19%OTP) to 2024 Q4 (-7.0 days and 17% OTP)**
   - EC: -5.7 days and 15% OTP vs. -8.9 days and 12% OTP
   - WC: -3.4 days and 29% OTP vs. -4.9 days and 21% OTP
   - CAM/ CAR: -4.1 days and 25% OTP vs. -7.3% and 19% OTP

3. After two consecutive quarters of reliability improvement, the West Coast suffered an additional -2.5 days lost in delay in Q4. The usually stable Central American and Caribbean trade also plummeted since September and lost an additional -3.2 days of reliability – the same average decline seen on the East Coast this quarter.

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.

West Coast South America lead the way in 2024

	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	Q2	Q3	Q4	Total	
Delay - days	A: Europe - North America (E/W Primary)	-1.4	-0.9	-0.6	-1.8	**-1.2**	-3.8	-3.6	-3.9	-5.0	**-4.1**	-6.9	-5.8	-6.0	-3.7	**-5.5**	-2.9	-2.0	-1.3	-2.2	**-2.1**	-3.1	-2.8	-2.9	-3.7	**-3.1**	**-3.1**
	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**	-3.6	-4.7	-5.1	-5.4	**-4.7**	**-4.7**
	A: Far East - North America (E/W Primary)	-1.7	-0.9	-1.7	-4.1	**-2.1**	-8.4	-8.3	-9.0	-10.8	**-9.1**	-12.1	-9.6	-9.1	-6.8	**-9.3**	-4.5	-2.6	-3.5	-3.3	**-3.4**	-4.0	-3.8	-4.0	-5.4	**-4.3**	**-5.6**
	A: Pendulum services (E/W Primary)	-1.4	-0.9	-1.9	-5.8	**-2.6**	-13.0	-14.2	-13.1	-13.4	**-13.5**	-15.7	-10.9	-9.3	-7.6	**-11.1**	-5.6	-4.6	-2.8	-3.6	**-4.1**	-6.1	-7.7	-6.5	-8.7	**-7.3**	**-7.4**
	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	-1.3	-1.9	**-1.7**	-3.9	-5.4	-4.7	-3.8	**-4.5**	**-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	-3.3	**-5.5**	-2.7	-2.2	-2.2	-2.2	**-2.3**	-3.1	-4.9	-6.3	-4.3	**-4.7**	**-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**	-2.3	-3.1	-5.5	-6.1	**-4.4**	**-3.4**
	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	-4.1	-3.4	**-3.8**	**-2.9**
	C: Oceania (N/S)	-1.2	-1.3	-1.9	-4.0	**-2.1**	-4.6	-5.5	-6.4	-7.1	**-5.9**	-7.6	-8.2	-7.0	-4.7	**-6.8**	-3.5	-2.3	-2.1	-2.8	**-2.7**	-3.6	-3.8	-3.9	-5.1	**-4.1**	**-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	-4.8	-6.6	-7.3	**-5.6**	**-3.6**
	C: South America - West Coast (N/S)	-0.8	-0.4	-0.8	-1.1	**-0.8**	-2.1	-2.7	-4.1	-5.6	**-3.5**	-5.7	-4.6	-3.8	-3.3	**-4.2**	-2.4	-1.5	-1.3	-1.6	**-1.7**	-2.0	-2.0	-2.7	-4.1	**-2.7**	**-2.5**
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	-4.8	**-4.2**	**-3.9**

1. All trades continued to decline in 2024 Q4 with three notable exceptions: Europe-Middle East (-3.8 days), Far East-Middle East (-4.3 days), and Africa (-3.4 days).

2. Far East-Europe didn't quite make the cut as a trade that saw improvement but it came close; losing out just -0.3 days in Q4 (-5.4 days) and echoing some of the new-found stability that we witnessed on the Far East-Mediterranean subtrade.

3. Despite some stabilization and improvement in the 2nd half of 2024, Far East-Europe and Far East-Middle East are tied for 7th place with -4.7 days across 12-month averages; demonstrating that the long-term effects of the Red Sea crisis have been impossible to overcome.

4. With a -1.4 day decline in Q4, West Coast South America (-4.1 days), managed to keep the lead for overall 2024 rankings (-2.7 days) but still fell just behind Europe-Middle East in the 4-year rankings: -2.5 days vs. -2.3 days, respectively.

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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- Welcome – SRS – what is it (1 page)

1. Top Insights from 2024 Q4 (1 page)

2. Global Scorecard (2 pages)

3. By Carrier (4 pages)

4. By Trade Lane (3 pages)

5. By Region & Port (12 pages)

- Next Steps (2 pages)

- Appendix: Methodology (6 pages)
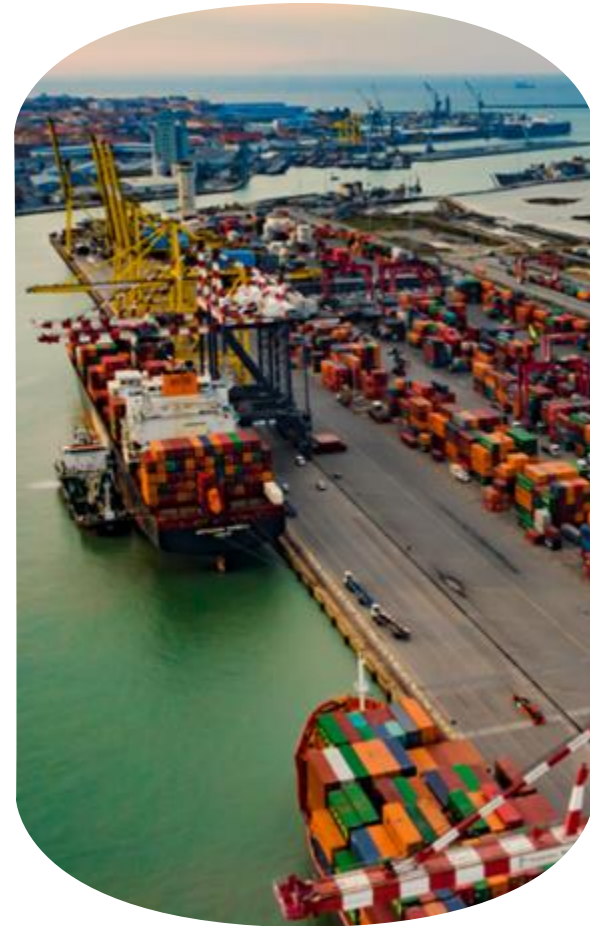
Top 50 reliable ports ranking

SR - Top50 (sel)

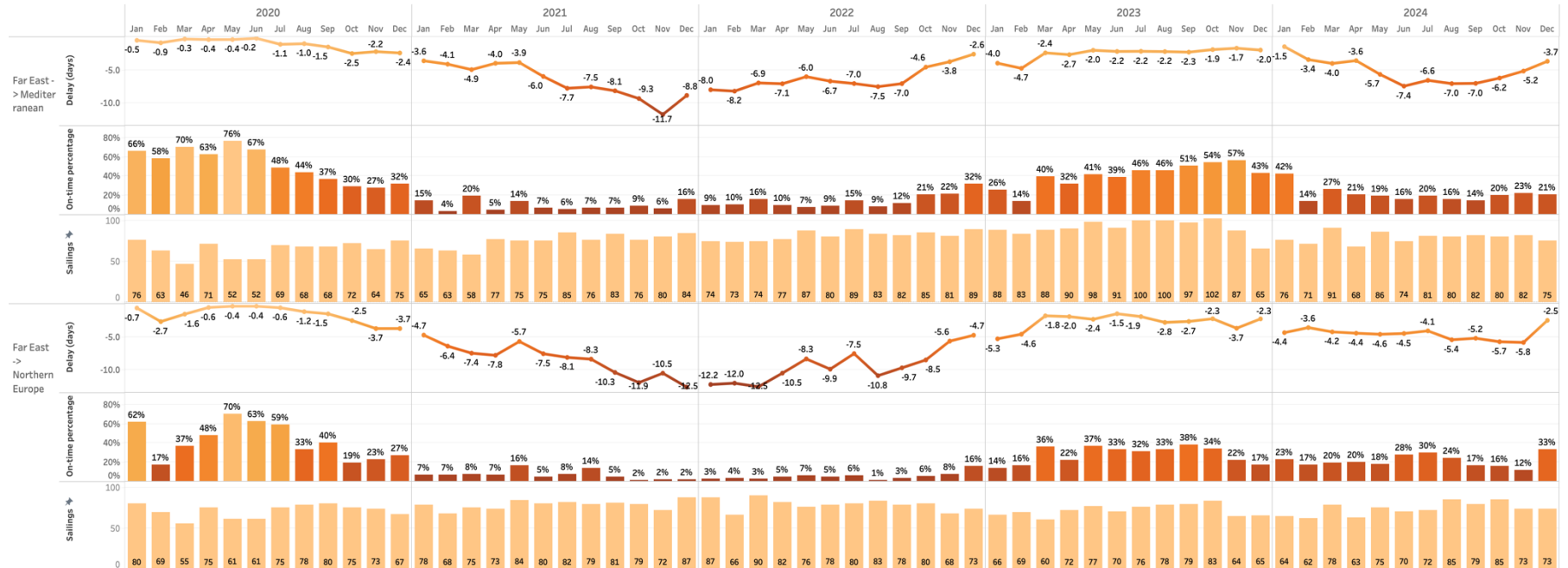| #	Port	Region	Metrics
1	Livorno / Leghorn	EUR - Southern Europe	Avg delay: -1.86 days | 40% on-time (12 hrs) | Services: 12
2	Tianjin / Xingang	ASI - North East Asia (incl China)	Avg delay: -1.97 days | 37% on-time (12 hrs) | Services: 32
3	Abidjan	AFR - West Africa	Avg delay: -2.27 days | 38% on-time (12 hrs) | Services: 21
4	Manzanillo / Colon (PA)	NAM - Central America	Avg delay: -2.32 days | 46% on-time (12 hrs) | Services: 17
5	Yantian	ASI - North East Asia (incl China)	Avg delay: -2.53 days | 34% on-time (12 hrs) | Services: 79
6	Guayaquil	SAM - West Coast South America	Avg delay: -2.57 days | 45% on-time (12 hrs) | Services: 13
7	Qingdao	ASI - North East Asia (incl China)	Avg delay: -2.62 days | 29% on-time (12 hrs) | Services: 109
8	Bremerhaven / Bremen	EUR - Northern Europe	Avg delay: -2.63 days | 28% on-time (12 hrs) | Services: 28
9	Le Havre	EUR - Northern Europe	Avg delay: -2.64 days | 34% on-time (12 hrs) | Services: 36
10	Long Beach	NAM - West Coast North America	Avg delay: -2.66 days | 31% on-time (12 hrs) | Services: 26
11	Xiamen	ASI - North East Asia (incl China)	Avg delay: -2.66 days | 34% on-time (12 hrs) | Services: 51
12	Tauranga	OCE - Oceania	Avg delay: -2.68 days | 39% on-time (12 hrs) | Services: 12
13	Dakar	AFR - West Africa	Avg delay: -2.70 days | 32% on-time (12 hrs) | Services: 16
14	Cai Mep / Vung Tau	ASI - South East Asia	Avg delay: -2.86 days | 31% on-time (12 hrs) | Services: 32
15	Tanjung Pelepas	ASI - South East Asia	Avg delay: -2.93 days | 29% on-time (12 hrs) | Services: 33
16	Southampton	EUR - Northern Europe	Avg delay: -3.04 days | 47% on-time (12 hrs) | Services: 12
17	Ningbo-Zhoushan	ASI - North East Asia (incl China)	Avg delay: -3.15 days | 25% on-time (12 hrs) | Services: 187
18	Balboa / Rodman	NAM - Central America	Avg delay: -3.17 days | 43% on-time (12 hrs) | Services: 21
19	Nansha	ASI - North East Asia (incl China)	Avg delay: -3.20 days | 28% on-time (12 hrs) | Services: 61
20	Kaohsiung	ASI - North East Asia (incl China)	Avg delay: -3.25 days | 27% on-time (12 hrs) | Services: 43
21	Seattle	NAM - West Coast North America	Avg delay: -3.32 days | 34% on-time (12 hrs) | Services: 14
22	Los Angeles	NAM - West Coast North America	Avg delay: -3.34 days | 24% on-time (12 hrs) | Services: 27
23	Buenaventura	SAM - West Coast South America	Avg delay: -3.36 days | 40% on-time (12 hrs) | Services: 15
24	Gioia Tauro	EUR - Southern Europe	Avg delay: -3.37 days | 30% on-time (12 hrs) | Services: 15
25	Tema	AFR - West Africa	Avg delay: -3.38 days | 34% on-time (12 hrs) | Services: 25
26	Tanger Med / Tangier	AFR - North Africa	Avg delay: -3.41 days | 28% on-time (12 hrs) | Services: 46
27	Genoa	EUR - Southern Europe	Avg delay: -3.43 days | 26% on-time (12 hrs) | Services: 25
28	Shanghai	ASI - North East Asia (incl China)	Avg delay: -3.44 days | 21% on-time (12 hrs) | Services: 214
29	Lome	AFR - West Africa	Avg delay: -3.47 days | 27% on-time (12 hrs) | Services: 19
30	Callao	SAM - West Coast South America	Avg delay: -3.48 days | 41% on-time (12 hrs) | Services: 15
31	Pointe Noire	AFR - West Africa	Avg delay: -3.49 days | 25% on-time (12 hrs) | Services: 11
32	Nhava Sheva / Jawaharlal Nehru	MEA - Indian Subcontinent	Avg delay: -3.52 days | 32% on-time (12 hrs) | Services: 57
33	Hai Phong	ASI - South East Asia	Avg delay: -3.68 days | 21% on-time (12 hrs) | Services: 14
34	Sines	EUR - Northern Europe	Avg delay: -3.71 days | 20% on-time (12 hrs) | Services: 15
35	Kwangyang / Gwangyang	ASI - North East Asia (incl China)	Avg delay: -3.80 days | 32% on-time (12 hrs) | Services: 12
36	Marseille Fos	EUR - Southern Europe	Avg delay: -3.82 days | 19% on-time (12 hrs) | Services: 16
37	Busan / Pusan	ASI - North East Asia (incl China)	Avg delay: -3.84 days | 20% on-time (12 hrs) | Services: 110
38	Algeciras	EUR - Southern Europe	Avg delay: -3.85 days | 27% on-time (12 hrs) | Services: 38
39	Hong Kong	ASI - North East Asia (incl China)	Avg delay: -3.88 days | 29% on-time (12 hrs) | Services: 57
40	Antwerp	EUR - Northern Europe	Avg delay: -3.89 days | 26% on-time (12 hrs) | Services: 66
41	Aqaba	MEA - Red Sea & Horn of Africa	Avg delay: -3.92 days | 28% on-time (12 hrs) | Services: 11
42	Shekou	ASI - North East Asia (incl China)	Avg delay: -3.93 days | 20% on-time (12 hrs) | Services: 89
43	Valencia	EUR - Southern Europe	Avg delay: -4.02 days | 20% on-time (12 hrs) | Services: 39
44	Mundra	MEA - Indian Subcontinent	Avg delay: -4.10 days | 29% on-time (12 hrs) | Services: 54
45	London Gateway	EUR - Northern Europe	Avg delay: -4.23 days | 22% on-time (12 hrs) | Services: 25
46	Cartagena (CO)	SAM - North Coast South America	Avg delay: -4.24 days | 28% on-time (12 hrs) | Services: 18
47	Rotterdam	EUR - Northern Europe	Avg delay: -4.32 days | 20% on-time (12 hrs) | Services: 53
48	Jeddah	MEA - Red Sea & Horn of Africa	Avg delay: -4.36 days | 38% on-time (12 hrs) | Services: 32
49	Veracruz	NAM - Central America	Avg delay: -4.36 days | 16% on-time (12 hrs) | Services: 18
50	Sokhna	MEA - Red Sea & Horn of Africa	Avg delay: -4.42 days | 29% on-time (12 hrs) | Services: 10
51	Yokohama	ASI - North East Asia (incl China)	Avg delay: -4.43 days | 17% on-time (12 hrs) | Services: 22
52	Piraeus	EUR - Southern Europe	Avg delay: -4.43 days | 23% on-time (12 hrs) | Services: 15
53	Lae	OCE - Oceania	Avg delay: -4.45 days | 35% on-time (12 hrs) | Services: 10
54	Laem Chabang	ASI - South East Asia	Avg delay: -4.47 days | 21% on-time (12 hrs) | Services: 17
55	Altamira	NAM - Central America	Avg delay: -4.48 days | 15% on-time (12 hrs) | Services: 14
56	Barcelona	EUR - Southern Europe	Avg delay: -4.56 days | 17% on-time (12 hrs) | Services: 25

Criteria: ● 2024 Q1 – 2024 Q4 aggregate data. ● Number of services = total unique services hosted by port over 12-month period. ● OTP within 12-hour delay threshold.

Europe loses dominance of the Top 3

Top 10 global representation continues

- Q3 newcomers Manzanillo/Colon, Long Beach, and Abidjan each shifted a bit in their rankings but maintained a hold in the Top 10.

- Bremerhaven (-2.6 days) and Guayaquil (-2.6 days) were both booted out of the Top 3 in Q4, for the first time since 2024 began:
  1st - Livorno (-1.9 days, 40% OTP)
  2nd - Tianjin (-2.0 days, 37% OTP)
  3rd - Abidjan (-2.3 days, 38% OTP)

- North East Asia and Northern & Southern Europe were once again represented in the Top 10 by 3 ports each and distribution remained relatively global for the 2nd quarter in a row.

- West Coast North America, West Coast South America, and Central America all had 1 port each represented in the Top 10.

- South East Asia was notably lacking representation in the Top 10 and held just 2 spots in the Top 20, compared to a total of 7 spots dominated by its sister ports in North East Asia.

Transshipment hub stability since Q2

- Most global ports suffered a significant slump in reliability in Q2 and have continued to depreciate since. Despite taking on significant strain and compounded delays, some key transhipment hubs managed to maintain a relative hold on their average delays since Q2.

- Algeciras (-3.9 days, 27% OTP), the most strategically located hub in all of Southern Europe, fell to -4.3 days in Q2 but has since maintained -4.0 in both Q3 and Q4 averages.

- Singapore (-5.5 days, 16% OTP), still the world's largest transshipment hub, has seen bouts of heavy congestion since the start of the year that kept it firmly out of the Top 50. However, it managed to improve by a total +0.5 days since Q2 (-6.0 days).

- Tanjung Pelepas (-2.9 days, 29% OTP), historically and geographically a direct transhipment competitor of Singapore, ranks far higher in reliability but shares comparable resilience – ranking in 15th place for the second quarter in a row and incrementally losing -1.0 days of reliability from Q1 (-2.5 days) through Q4 (-3.5 days).

Top 20 rising contenders

- Manzanillo/Colon (-2.3 days, 46% OTP) rose to 5th place in Q3, all the way from 17th in Q2 and has maintained its place in the Top 10; rising to 4th place this quarter with just -0.2 days of delay gained.

- Callao (-3.5 days, 41% OTP) had been slowly but surely climbing in the rankings in 2024 and was an easy candidate for the Top 10 – up from 29th in Q1 to 11th in Q3 - but sadly the port plummeted back to 30th in Q4 after losing -2.6 days of reliability.

- Seattle's (-3.3 days, 34% OTP) rise may have slowed a little but remains hugely optimistic, falling just shy of the Top 20 in Q4 in 21st place. Her journey has brought her all the way up from 75th place in Q1. Thankfully her -2.2 day decline in Q4 was offset by a total of +3.6 days improvement in the first three quarters.

- Los Angeles (-3.3 days, 24% OTP) sticks close behind and has mirrored Seattle's success story after jumping ahead from 45th in Q2 all the way up to 22nd place in Q4, despite a total -0.8 day increase in delay.

eeSea

Regional rankings

SR - regions (calls colour)

1	AFR - East Africa	Avg delay: -6.7 days | 13.5% on-time (12 hrs) | Calls: 927
2	AFR - North Africa	Avg delay: -3.7 days | 28.8% on-time (12 hrs) | Calls: 2,936
3	AFR - Southern Africa	Avg delay: -9.0 days | 13.6% on-time (12 hrs) | Calls: 1,091
4	AFR - West Africa	Avg delay: -3.2 days | 30.8% on-time (12 hrs) | Calls: 4,256
5	ASI - North East Asia (incl China)	Avg delay: -3.4 days | 25.5% on-time (12 hrs) | Calls: 35,114
6	ASI - South East Asia	Avg delay: -4.7 days | 19.5% on-time (12 hrs) | Calls: 12,797
7	EUR - Eastern Mediterranean	Avg delay: -3.6 days | 33.2% on-time (12 hrs) | Calls: 2,017
8	EUR - Northern Europe	Avg delay: -3.7 days | 27.9% on-time (12 hrs) | Calls: 11,331
9	EUR - Scandinavia & Baltics	Avg delay: -3.7 days | 19.0% on-time (12 hrs) | Calls: 464
10	EUR - Southern Europe	Avg delay: -3.8 days | 25.2% on-time (12 hrs) | Calls: 8,279
11	MEA - Arabian / Persian Gulf	Avg delay: -6.1 days | 20.8% on-time (12 hrs) | Calls: 3,549
12	MEA - Indian Subcontinent	Avg delay: -4.3 days | 25.9% on-time (12 hrs) | Calls: 6,746
13	MEA - Red Sea & Horn of Africa	Avg delay: -4.0 days | 36.1% on-time (12 hrs) | Calls: 819
14	NAM - Caribbean	Avg delay: -3.5 days | 39.1% on-time (12 hrs) | Calls: 2,242
15	NAM - Central America	Avg delay: -4.1 days | 29.8% on-time (12 hrs) | Calls: 5,293
16	NAM - East Coast North America	Avg delay: -5.6 days | 15.9% on-time (12 hrs) | Calls: 8,610
17	NAM - US Gulf	Avg delay: -5.1 days | 17.0% on-time (12 hrs) | Calls: 1,502
18	NAM - West Coast North America	Avg delay: -4.5 days | 22.7% on-time (12 hrs) | Calls: 3,952
19	OCE - Oceania	Avg delay: -4.8 days | 24.2% on-time (12 hrs) | Calls: 5,424
20	SAM - East Coast South America	Avg delay: -6.6 days | 24.5% on-time (12 hrs) | Calls: 5,122
21	SAM - North Coast South America	Avg delay: -3.1 days | 36.6% on-time (12 hrs) | Calls: 1,564
22	SAM - West Coast South America	Avg delay: -2.8 days | 44.8% on-time (12 hrs) | Calls: 3,521
	Grand Total	Avg delay: -4.2 days | 25.4% on-time (12 hrs) | Calls: 127,556

-1.0 -2.0 -3.0 -4.0 -5.0 -6.0 -7.0 -8.0 -9.0 -10.0 -11.0 -12.0 -13.0 -14.0

Average delay (days)

1. West Coast South America (-2.8 days) holds a familiar lead despite an overall drop in reliability of -0.8 in Q4. North Coast South America (-3.1 days) also remains in the Top 3 performing regions but Scandinavia (-3.7 days) loses its spot amongst them for the first time since Q2 and dropped all the way to 9th place after gaining -1.3 days of delay since Q3.

2. West Africa (-3.2 days) takes a coveted spot in the Top 3 with just a slight +0.1 days improvement against Q3, demonstrating the power of resilience.

3. The hard-hit Eastern Mediterranean (-3.6 days) remains close behind despite dropping from 4th place in Q3 to 5th place and signals a positive uptick at the tail-end of 2024.

Criteria

- All main liner services into all ports, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.

Top regional ports

SR - regional top3 (sel)

Region	Rank	Port	Stats
AFR - North Africa	1	Tanger Med / Tangier	Avg delay: -3.4 days | 28.0% on-time (12 hrs) | Services: 46
AFR - Southern Africa	1	Durban	Avg delay: -9.5 days | 12.0% on-time (12 hrs) | Services: 15
AFR - West Africa	1	Abidjan	Avg delay: -2.3 days | 37.5% on-time (12 hrs) | Services: 21
	2	Dakar	Avg delay: -2.7 days | 31.8% on-time (12 hrs) | Services: 16
	3	Tema	Avg delay: -3.4 days | 34.2% on-time (12 hrs) | Services: 25
ASI - North East Asia (incl China)	1	Tianjin / Xingang	Avg delay: -2.0 days | 37.4% on-time (12 hrs) | Services: 32
	2	Yantian	Avg delay: -2.5 days | 33.9% on-time (12 hrs) | Services: 79
	3	Qingdao	Avg delay: -2.6 days | 29.2% on-time (12 hrs) | Services: 109
ASI - South East Asia	1	Cai Mep / Vung Tau	Avg delay: -2.9 days | 31.3% on-time (12 hrs) | Services: 32
	2	Tanjung Pelepas	Avg delay: -2.9 days | 29.2% on-time (12 hrs) | Services: 33
	3	Hai Phong	Avg delay: -3.7 days | 21.5% on-time (12 hrs) | Services: 14
EUR - Eastern Mediterranean	1	Ambarli / Istanbul	Avg delay: -4.7 days | 26.6% on-time (12 hrs) | Services: 19
EUR - Northern Europe	1	Bremerhaven / Bremen	Avg delay: -2.6 days | 28.0% on-time (12 hrs) | Services: 28
	2	Le Havre	Avg delay: -2.7 days | 33.5% on-time (12 hrs) | Services: 36
	3	Southampton	Avg delay: -3.0 days | 46.7% on-time (12 hrs) | Services: 12
EUR - Southern Europe	1	Livorno / Leghorn	Avg delay: -1.9 days | 40.4% on-time (12 hrs) | Services: 12
	2	Gioia Tauro	Avg delay: -3.4 days | 29.7% on-time (12 hrs) | Services: 15
	3	Genoa	Avg delay: -3.4 days | 26.4% on-time (12 hrs) | Services: 25
MEA - Arabian / Persian Gulf	1	Jebel Ali Dubai	Avg delay: -5.2 days | 23.0% on-time (12 hrs) | Services: 53
	2	Abu Dhabi Khalifa Port	Avg delay: -6.0 days | 20.2% on-time (12 hrs) | Services: 20
	3	Dammam / King Abdulaziz	Avg delay: -7.9 days | 15.2% on-time (12 hrs) | Services: 20
MEA - Indian Subcontinent	1	Nhava Sheva / Jawaharlal Nehru	Avg delay: -3.5 days | 32.3% on-time (12 hrs) | Services: 57
	2	Mundra	Avg delay: -4.1 days | 29.4% on-time (12 hrs) | Services: 54
	3	Karachi	Avg delay: -5.3 days | 16.0% on-time (12 hrs) | Services: 20
MEA - Red Sea & Horn of Africa	1	Aqaba	Avg delay: -3.9 days | 28.2% on-time (12 hrs) | Services: 11
	2	Jeddah	Avg delay: -4.4 days | 38.0% on-time (12 hrs) | Services: 32
	3	Sokhna	Avg delay: -4.4 days | 28.8% on-time (12 hrs) | Services: 10
NAM - Central America	1	Manzanillo / Colon (PA)	Avg delay: -2.3 days | 45.8% on-time (12 hrs) | Services: 17
	2	Balboa / Rodman	Avg delay: -3.2 days | 42.5% on-time (12 hrs) | Services: 21
	3	Veracruz	Avg delay: -4.4 days | 15.6% on-time (12 hrs) | Services: 18
NAM - East Coast North America	1	New York & New Jersey / Newark	Avg delay: -5.0 days | 18.2% on-time (12 hrs) | Services: 48
	2	Norfolk / Virginia	Avg delay: -5.5 days | 15.6% on-time (12 hrs) | Services: 40
	3	Charleston	Avg delay: -6.3 days | 12.9% on-time (12 hrs) | Services: 29
NAM - US Gulf	1	Houston	Avg delay: -5.1 days | 18.5% on-time (12 hrs) | Services: 26
NAM - West Coast North America	1	Long Beach	Avg delay: -2.7 days | 31.4% on-time (12 hrs) | Services: 26
	2	Seattle	Avg delay: -3.3 days | 33.7% on-time (12 hrs) | Services: 14
	3	Los Angeles	Avg delay: -3.4 days | 23.8% on-time (12 hrs) | Services: 27
OCE - Oceania	1	Tauranga	Avg delay: -2.7 days | 39.0% on-time (12 hrs) | Services: 12
	2	Lae	Avg delay: -4.4 days | 34.9% on-time (12 hrs) | Services: 10
	3	Melbourne	Avg delay: -4.7 days | 20.3% on-time (12 hrs) | Services: 20
SAM - East Coast South America	1	Paranagua	Avg delay: -5.5 days | 31.0% on-time (12 hrs) | Services: 23
	2	Buenos Aires	Avg delay: -5.7 days | 23.3% on-time (12 hrs) | Services: 14
	3	Montevideo	Avg delay: -6.5 days | 23.8% on-time (12 hrs) | Services: 15
SAM - North Coast South America	1	Cartagena (CO)	Avg delay: -4.2 days | 28.3% on-time (12 hrs) | Services: 18
SAM - West Coast South America	1	Guayaquil	Avg delay: -2.6 days | 45.2% on-time (12 hrs) | Services: 13
	2	Buenaventura	Avg delay: -3.4 days | 40.1% on-time (12 hrs) | Services: 15
	3	Callao	Avg delay: -3.5 days | 41.0% on-time (12 hrs) | Services: 15
Grand Total			Avg delay: -4.2 days | 24.2% on-time (12 hrs) | Services: 472

0.0 -0.5 -1.0 -1.5 -2.0 -2.5 -3.0 -3.5 -4.0 -4.5 -5.0 -5.5 -6.0 -6.5 -7.0 -7.5 -8.0 -8.5 -9.0 -9.5 -10.0 -10.5 -11.0 -11.5 -12.0 -12.5

Average delay (days)

1. The top 3 ports for each of eeSea's 21 defined coastal regions remained largely unchanged, as was also observed in Q3, with some notable exceptions below.

2. In North East Asia, Tianjin (-2.0 days) and Yantian (-2.5 days) swapped places and Qingdao (-2.6 days) bumped Xiamen out of 3rd place. In South East Asia, Cai Mep and Tanjung Pelepas similarly traded the top 2 places against Q2 rankings and Laem Chabang was bumped out of 3rd place by Hai Phong (-3.7).

3. On the Indian Subcontinent, rising transhipment hub Colombo that has been increasingly popularized by the Red Sea crisis was bumped out of the Top 3 by Karachi (-5.3 days).

Criteria

- At least 10 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.

North America

SR - NAM (delay)

East Coast North America	3	Philadelphia / Chester	Avg delay: -2.4 days | 32.4% on-time (12 hrs) | Services: 10
	8	Montreal	Avg delay: -3.4 days | 27.3% on-time (12 hrs) | Services: 9
	10	Port Everglades	Avg delay: -4.2 days | 15.5% on-time (12 hrs) | Services: 6
	16	New York & New Jersey / Newark	Avg delay: -5.0 days | 18.2% on-time (12 hrs) | Services: 48
	19	Miami	Avg delay: -5.3 days | 13.1% on-time (12 hrs) | Services: 9
	21	Norfolk / Virginia	Avg delay: -5.5 days | 15.6% on-time (12 hrs) | Services: 40
	25	Boston	Avg delay: -6.3 days | 6.3% on-time (12 hrs) | Services: 6
	26	Charleston	Avg delay: -6.3 days | 12.9% on-time (12 hrs) | Services: 29
	27	Halifax	Avg delay: -6.3 days | 17.6% on-time (12 hrs) | Services: 14
	28	Savannah	Avg delay: -6.4 days | 10.6% on-time (12 hrs) | Services: 36
	31	Baltimore	Avg delay: -6.7 days | 14.3% on-time (12 hrs) | Services: 17
	35	Jacksonville	Avg delay: -8.6 days | 4.5% on-time (12 hrs) | Services: 7
West Coast North America	4	Long Beach	Avg delay: -2.7 days | 31.4% on-time (12 hrs) | Services: 26
	6	Seattle	Avg delay: -3.3 days | 33.7% on-time (12 hrs) | Services: 14
	7	Los Angeles	Avg delay: -3.4 days | 23.8% on-time (12 hrs) | Services: 27
	18	Oakland	Avg delay: -5.2 days | 12.9% on-time (12 hrs) | Services: 23
	29	Prince Rupert	Avg delay: -6.4 days | 5.0% on-time (12 hrs) | Services: 5
	30	Vancouver	Avg delay: -6.6 days | 20.2% on-time (12 hrs) | Services: 20
	34	Tacoma	Avg delay: -8.4 days | 11.3% on-time (12 hrs) | Services: 9
US Gulf	11	Mobile	Avg delay: -4.2 days | 15.5% on-time (12 hrs) | Services: 9
	17	Houston	Avg delay: -5.1 days | 18.5% on-time (12 hrs) | Services: 26
	20	New Orleans	Avg delay: -5.5 days | 16.1% on-time (12 hrs) | Services: 10
Central America	1	Puerto Moin / Limon	Avg delay: -0.8 days | 59.2% on-time (12 hrs) | Services: 10
	2	Manzanillo / Colon (PA)	Avg delay: -2.3 days | 45.8% on-time (12 hrs) | Services: 17
	5	Balboa / Rodman	Avg delay: -3.2 days | 42.5% on-time (12 hrs) | Services: 21
	13	Veracruz	Avg delay: -4.4 days | 15.6% on-time (12 hrs) | Services: 18
	14	Altamira	Avg delay: -4.5 days | 15.0% on-time (12 hrs) | Services: 14
	15	Ensenada	Avg delay: -4.8 days | 16.8% on-time (12 hrs) | Services: 7
	22	Lazaro Cardenas	Avg delay: -5.9 days | 16.6% on-time (12 hrs) | Services: 20
	23	Puerto Quetzal	Avg delay: -5.9 days | 23.6% on-time (12 hrs) | Services: 6
	24	Manzanillo (MX)	Avg delay: -6.0 days | 18.7% on-time (12 hrs) | Services: 20
	32	Cristobal	Avg delay: -7.2 days | 11.4% on-time (12 hrs) | Services: 10
Caribbean	9	Kingston	Avg delay: -4.0 days | 28.9% on-time (12 hrs) | Services: 10
	12	Caucedo	Avg delay: -4.2 days | 23.1% on-time (12 hrs) | Services: 9
	33	Freeport (BS)	Avg delay: -7.2 days | 11.2% on-time (12 hrs) | Services: 11
Grand Total			Avg delay: -5.0 days | 20.8% on-time (12 hrs) | Services: 189

Average delay (days)

1. Ranking of top ports remains stable despite challenges on both the East and West Coast in the second half of 2024. A notable exception included Wilmington (NC) falling out of the rankings entirely in Q4 when it formerly held 4th place on the EC.

2. While the Top 3 WC gateway ports of Long Beach (-2.7 days), Seattle (-3.3 days), and Los Angeles (-3.4 days) didn't display any sure signs of improvement this quarter, their relative stability enabled them to rise in the global Top 50 rankings.

3. In Central America, Puerto Moin/Limon (-0.8 days) remained in the lead for the entire North American region with just -0.3 days delay gained. Despite major reliability setbacks and an additional -1.0 days of delay in Q4, Kingston (-4.0 days) also maintained its lead in the Caribbean.
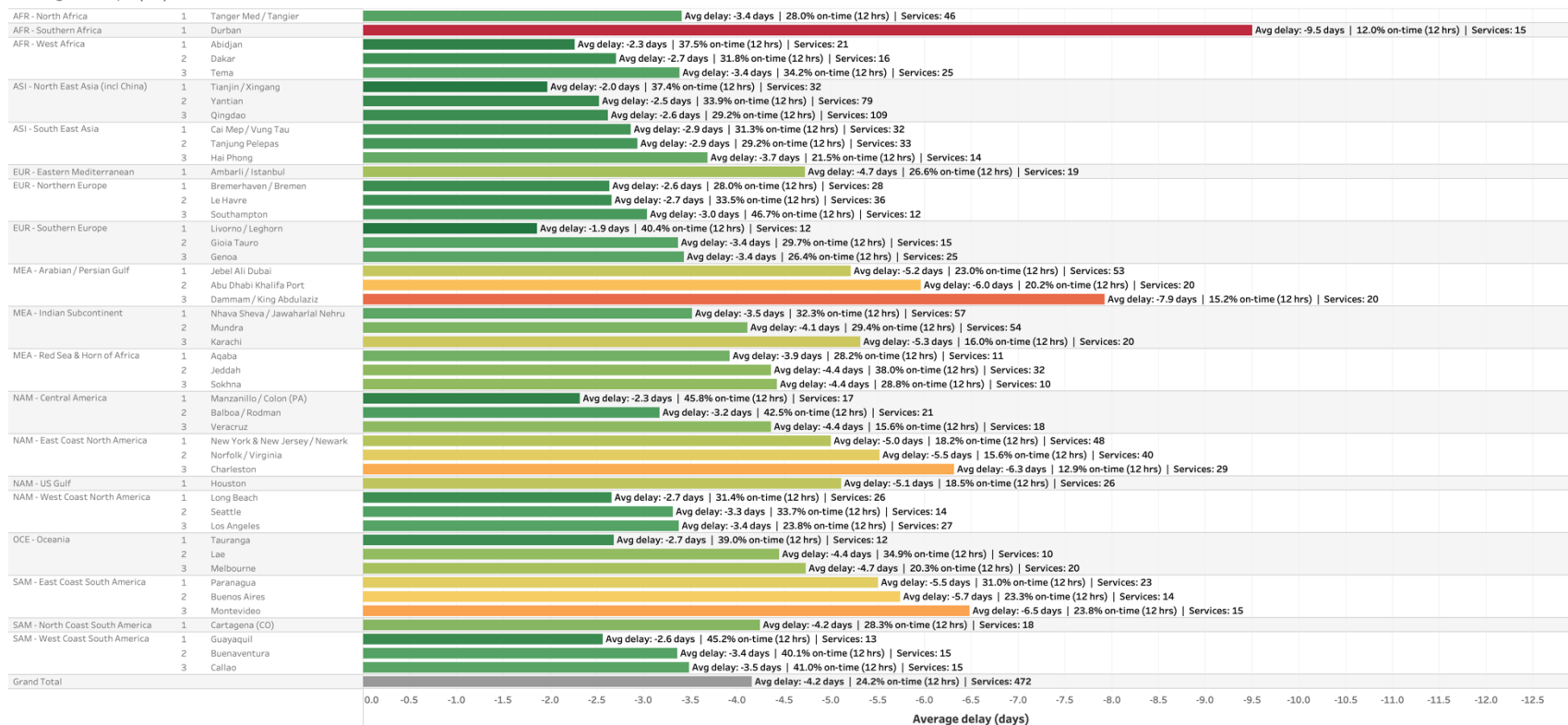
Criteria
- At least 5 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.

Europe & Northern Africa

SR - EUR (delay)

Region	#	Port	Avg delay / on-time / services
Northern Europe	1	Vlissingen / Flushing	Avg delay: -0.2 days | 63.4% on-time (12 hrs) | Services: 5
	2	Tilbury / London	Avg delay: -1.1 days | 65.6% on-time (12 hrs) | Services: 6
	3	Lisbon	Avg delay: -1.3 days | 50.0% on-time (12 hrs) | Services: 8
	4	Dunkerque	Avg delay: -1.4 days | 43.8% on-time (12 hrs) | Services: 8
	9	Wilhelmshaven	Avg delay: -2.3 days | 27.1% on-time (12 hrs) | Services: 6
	11	Bremerhaven / Bremen	Avg delay: -2.6 days | 28.0% on-time (12 hrs) | Services: 28
	12	Le Havre	Avg delay: -2.7 days | 33.5% on-time (12 hrs) | Services: 36
	14	Southampton	Avg delay: -3.0 days | 46.7% on-time (12 hrs) | Services: 12
	26	Sines	Avg delay: -3.7 days | 20.1% on-time (12 hrs) | Services: 15
	27	Vigo	Avg delay: -3.8 days | 33.1% on-time (12 hrs) | Services: 5
	30	Antwerp	Avg delay: -3.9 days | 26.0% on-time (12 hrs) | Services: 66
	34	London Gateway	Avg delay: -4.2 days | 21.8% on-time (12 hrs) | Services: 25
	35	Rotterdam	Avg delay: -4.4 days | 20.2% on-time (12 hrs) | Services: 53
	38	Felixstowe	Avg delay: -4.5 days | 20.4% on-time (12 hrs) | Services: 12
	42	Zeebrugge	Avg delay: -5.1 days | 32.3% on-time (12 hrs) | Services: 6
	43	Hamburg	Avg delay: -5.4 days | 19.2% on-time (12 hrs) | Services: 38
	46	Leixoes	Avg delay: -7.0 days | 13.1% on-time (12 hrs) | Services: 5
Scandinavia & Baltics	33	Gdansk	Avg delay: -4.2 days | 19.1% on-time (12 hrs) | Services: 5
	40	Saint Petersburg	Avg delay: -4.6 days | 28.6% on-time (12 hrs) | Services: 9
Southern Europe	5	Vado Ligure / Savona	Avg delay: -1.7 days | 43.7% on-time (12 hrs) | Services: 5
	6	Naples	Avg delay: -1.8 days | 28.4% on-time (12 hrs) | Services: 5
	7	Livorno / Leghorn	Avg delay: -1.9 days | 40.4% on-time (12 hrs) | Services: 12
	10	Salerno	Avg delay: -2.3 days | 48.7% on-time (12 hrs) | Services: 8
	17	Marsaxlokk	Avg delay: -3.1 days | 26.3% on-time (12 hrs) | Services: 11
	20	Gioia Tauro	Avg delay: -3.4 days | 29.7% on-time (12 hrs) | Services: 15
	22	Genoa	Avg delay: -3.4 days | 26.4% on-time (12 hrs) | Services: 25
	28	Marseille Fos	Avg delay: -3.8 days | 19.4% on-time (12 hrs) | Services: 16
	29	Algeciras	Avg delay: -3.9 days | 26.8% on-time (12 hrs) | Services: 38
	31	Valencia	Avg delay: -4.0 days | 19.7% on-time (12 hrs) | Services: 39
	36	La Spezia	Avg delay: -4.4 days | 17.9% on-time (12 hrs) | Services: 8
	37	Piraeus	Avg delay: -4.4 days | 23.1% on-time (12 hrs) | Services: 15
	39	Barcelona	Avg delay: -4.6 days | 17.3% on-time (12 hrs) | Services: 25
	44	Las Palmas / La Luz	Avg delay: -5.8 days | 24.0% on-time (12 hrs) | Services: 7
Eastern Mediterranean	8	Mersin	Avg delay: -2.3 days | 36.0% on-time (12 hrs) | Services: 13
	13	Beirut	Avg delay: -3.0 days | 35.0% on-time (12 hrs) | Services: 5
	15	Safiport / Derince	Avg delay: -3.1 days | 19.1% on-time (12 hrs) | Services: 6
	16	Aliaga / Nemrut Bay	Avg delay: -3.1 days | 35.4% on-time (12 hrs) | Services: 9
	19	Iskenderun	Avg delay: -3.1 days | 45.8% on-time (12 hrs) | Services: 9
	24	Ashdod	Avg delay: -3.7 days | 43.2% on-time (12 hrs) | Services: 12
	25	Izmit	Avg delay: -3.7 days | 33.9% on-time (12 hrs) | Services: 13
	41	Ambarli / Istanbul	Avg delay: -4.7 days | 26.6% on-time (12 hrs) | Services: 19
	45	Tekirdag	Avg delay: -7.0 days | 12.6% on-time (12 hrs) | Services: 5
North Africa	18	Casablanca	Avg delay: -3.1 days | 23.8% on-time (12 hrs) | Services: 6
	21	Tanger Med / Tangier	Avg delay: -3.4 days | 28.0% on-time (12 hrs) | Services: 46
	23	Damietta	Avg delay: -3.6 days | 36.2% on-time (12 hrs) | Services: 9
	32	Port Said	Avg delay: -4.1 days | 29.3% on-time (12 hrs) | Services: 12
	47	Alexandria	Avg delay: -7.4 days | 23.5% on-time (12 hrs) | Services: 8
Grand Total			Avg delay: -3.7 days | 27.0% on-time (12 hrs) | Services: 182

Average delay (days)

1. In Southern Europe, Naples (-1.8 days) and Vado Ligure (-1.7 days) swapped 1st and 2nd place and the global Top 50 1st place holder Livorno (-1.9 days) remained in 3rd place regionally for the second quarter in a row.

2. In Northern Europe, the Top 3 remained the same but Wilhelmshaven (-2.3 days) moved just ahead of Bremerhaven (-2.6 days) into 5th place after improving by +0.4 days. Leixoes (-7.0 days) just barely managed to make it to the bottom of the rankings in Q4, still far from qualifying for the Top 50.

3. In the Eastern Mediterranean, Turkey continued to dominate with 6 out of 9 qualified ports and Mersin (-2.3 days) leading the way in 1st place. Haifa fell out of the running entirely with just 3 unique services to claim in 4 consecutive quarters of 2024.
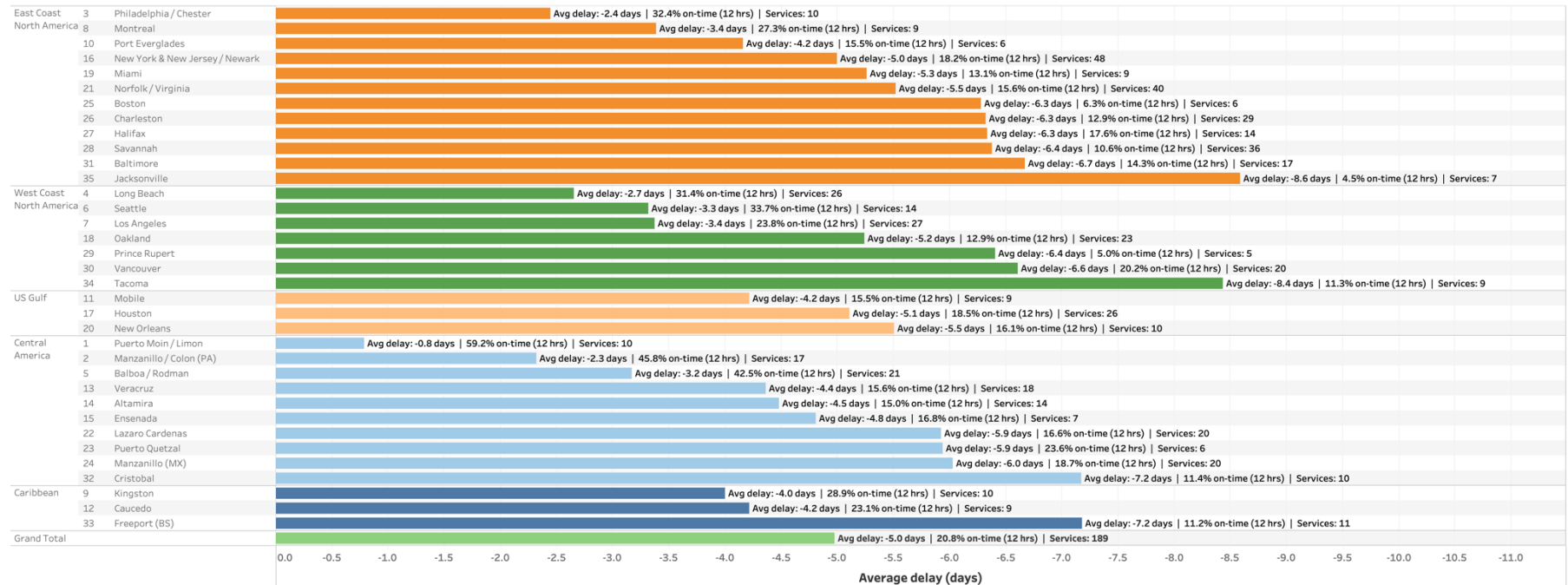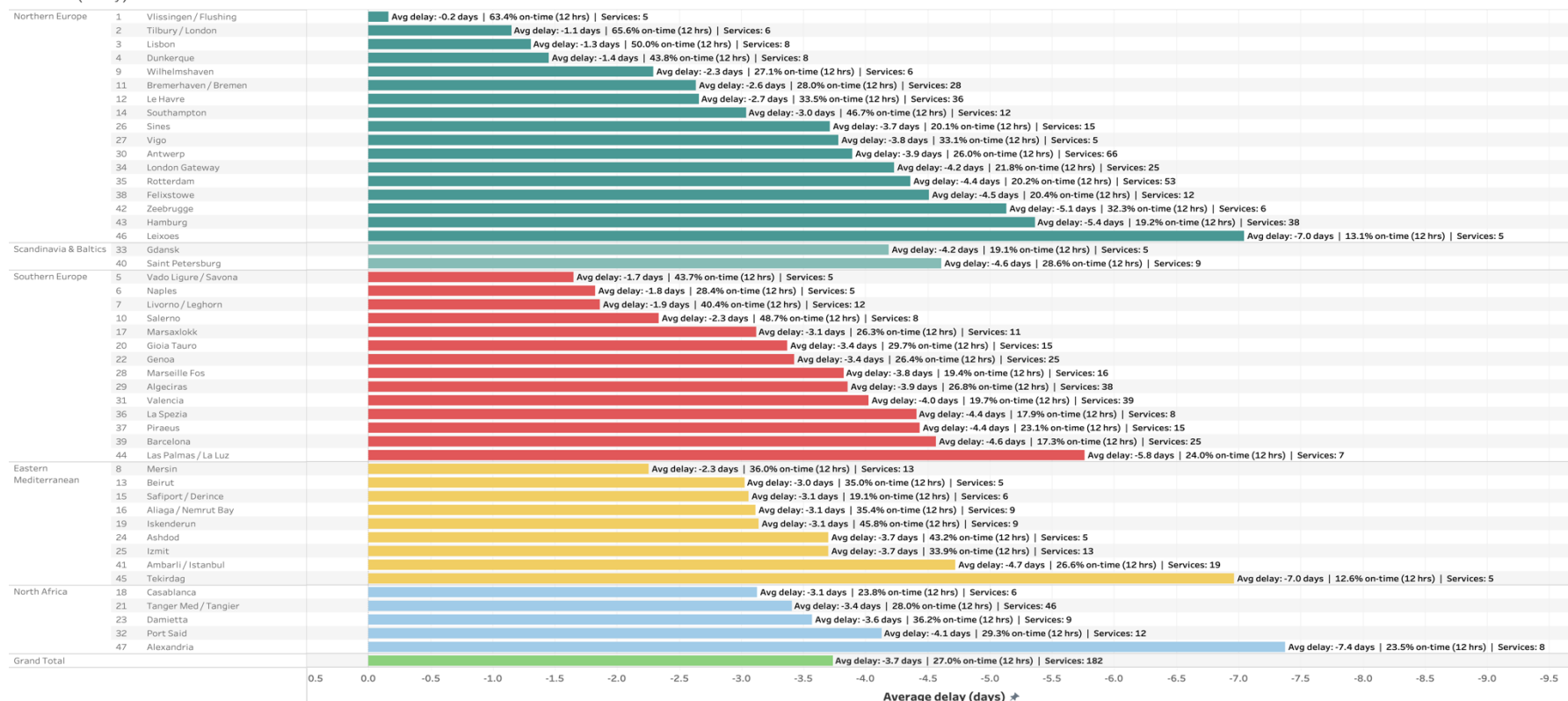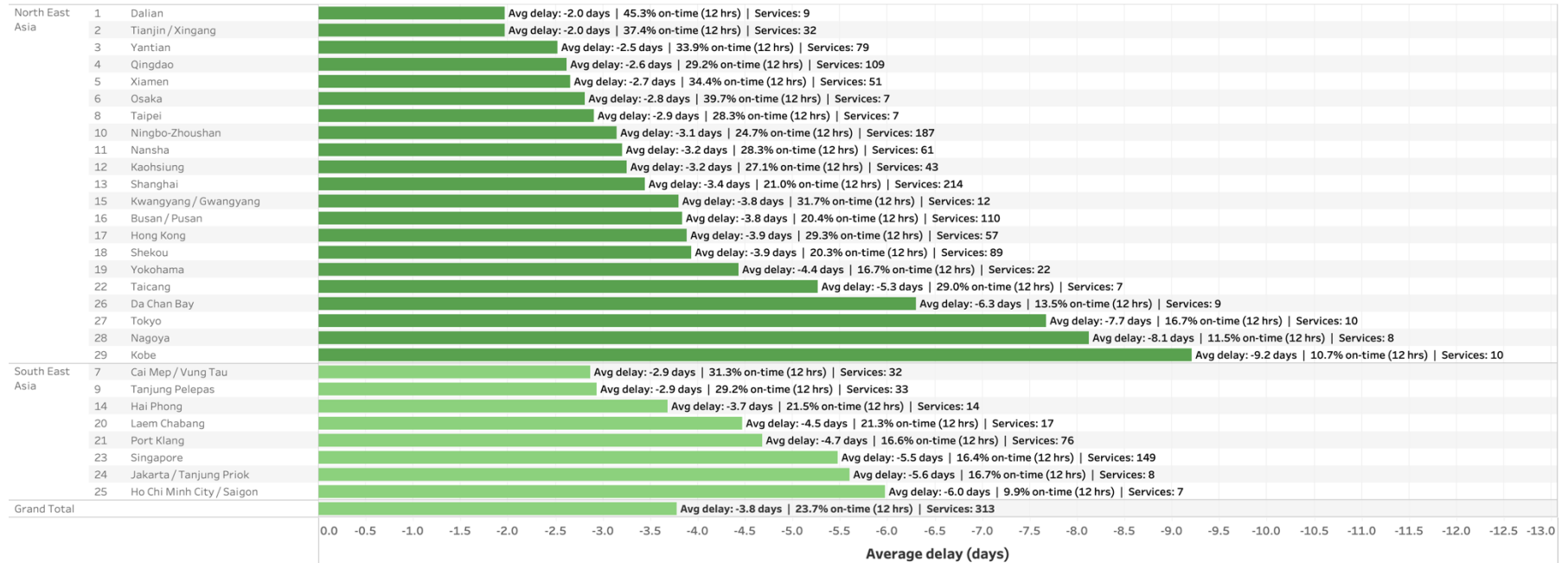
Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.
- North African ports included here for comparison to other Mediterranean ports.

Far East

SR - FEA (delay)

North East Asia	1	Dalian	Avg delay: -2.0 days	45.3% on-time (12 hrs)	Services: 9
	2	Tianjin / Xingang	Avg delay: -2.0 days	37.4% on-time (12 hrs)	Services: 32
	3	Yantian	Avg delay: -2.5 days	33.9% on-time (12 hrs)	Services: 79
	4	Qingdao	Avg delay: -2.6 days	29.2% on-time (12 hrs)	Services: 109
	5	Xiamen	Avg delay: -2.7 days	34.4% on-time (12 hrs)	Services: 51
	6	Osaka	Avg delay: -2.8 days	39.7% on-time (12 hrs)	Services: 7
	8	Taipei	Avg delay: -2.9 days	28.3% on-time (12 hrs)	Services: 7
	10	Ningbo-Zhoushan	Avg delay: -3.1 days	24.7% on-time (12 hrs)	Services: 187
	11	Nansha	Avg delay: -3.2 days	28.3% on-time (12 hrs)	Services: 61
	12	Kaohsiung	Avg delay: -3.2 days	27.1% on-time (12 hrs)	Services: 43
	13	Shanghai	Avg delay: -3.4 days	21.0% on-time (12 hrs)	Services: 214
	15	Kwangyang / Gwangyang	Avg delay: -3.8 days	31.7% on-time (12 hrs)	Services: 12
	16	Busan / Pusan	Avg delay: -3.8 days	20.4% on-time (12 hrs)	Services: 110
	17	Hong Kong	Avg delay: -3.9 days	29.3% on-time (12 hrs)	Services: 57
	18	Shekou	Avg delay: -3.9 days	20.3% on-time (12 hrs)	Services: 89
	19	Yokohama	Avg delay: -4.4 days	16.7% on-time (12 hrs)	Services: 22
	22	Taicang	Avg delay: -5.3 days	29.0% on-time (12 hrs)	Services: 7
	26	Da Chan Bay	Avg delay: -6.3 days	13.5% on-time (12 hrs)	Services: 9
	27	Tokyo	Avg delay: -7.7 days	16.7% on-time (12 hrs)	Services: 10
	28	Nagoya	Avg delay: -8.1 days	11.5% on-time (12 hrs)	Services: 8
	29	Kobe	Avg delay: -9.2 days	10.7% on-time (12 hrs)	Services: 10
South East Asia	7	Cai Mep / Vung Tau	Avg delay: -2.9 days	31.3% on-time (12 hrs)	Services: 32
	9	Tanjung Pelepas	Avg delay: -2.9 days	29.2% on-time (12 hrs)	Services: 33
	14	Hai Phong	Avg delay: -3.7 days	21.5% on-time (12 hrs)	Services: 14
	20	Laem Chabang	Avg delay: -4.5 days	21.3% on-time (12 hrs)	Services: 17
	21	Port Klang	Avg delay: -4.7 days	16.6% on-time (12 hrs)	Services: 76
	23	Singapore	Avg delay: -5.5 days	16.4% on-time (12 hrs)	Services: 149
	24	Jakarta / Tanjung Priok	Avg delay: -5.6 days	16.7% on-time (12 hrs)	Services: 8
	25	Ho Chi Minh City / Saigon	Avg delay: -6.0 days	9.9% on-time (12 hrs)	Services: 7
Grand Total			Avg delay: -3.8 days	23.7% on-time (12 hrs)	Services: 313

Average delay (days)

1. In North East Asia, Dalian (-2.0 days) jumped back into 1st place up from 12th in Q3 when it suffered a -1.0 day increase in delay. Yantian (-2.5 days) didn't fall far behind even if it did relinquish the lead, and Tianjin (-2.0 days) remained firmly rooted in 2nd place.

2. Osaka (-2.8 days) also maintained its Top 10 regional victory for Japan in Q4, losing a scant -0.1 days of reliability.

3. In South East Asia, Singapore (-5.5 days) inched up 2 spots to 6th place despite losing -1.0 days in Q3 and an additional -0.7 in Q4. The 3rd largest port in South East Asia, Tanjung Pelepas (-2.9 days) was barely booted from 1st place by Cai Mep (-2.9 days) due to a slightly better 31% OTP.
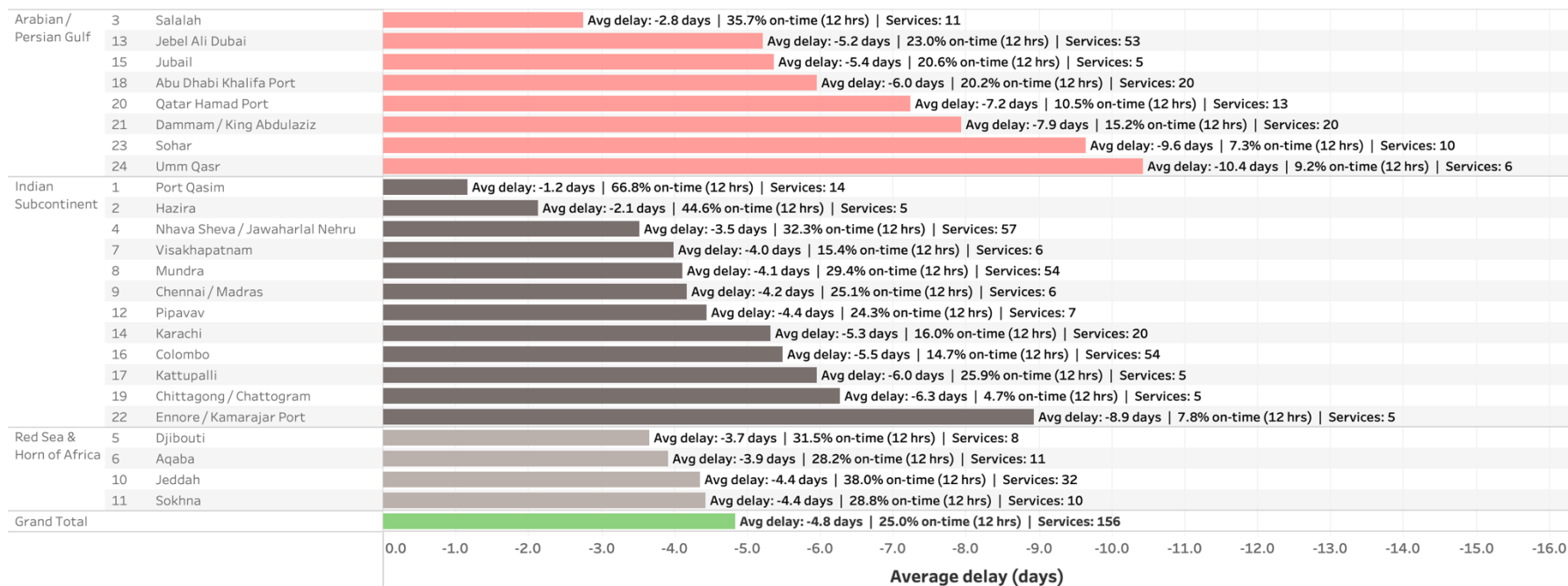
Criteria
- At least 5 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.
- North East Asia includes China.

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Middle East

SR - MEA (delay)

Region	Rank	Port	Metrics
Arabian / Persian Gulf	3	Salalah	Avg delay: -2.8 days | 35.7% on-time (12 hrs) | Services: 11
	13	Jebel Ali Dubai	Avg delay: -5.2 days | 23.0% on-time (12 hrs) | Services: 53
	15	Jubail	Avg delay: -5.4 days | 20.6% on-time (12 hrs) | Services: 5
	18	Abu Dhabi Khalifa Port	Avg delay: -6.0 days | 20.2% on-time (12 hrs) | Services: 20
	20	Qatar Hamad Port	Avg delay: -7.2 days | 10.5% on-time (12 hrs) | Services: 13
	21	Dammam / King Abdulaziz	Avg delay: -7.9 days | 15.2% on-time (12 hrs) | Services: 20
	23	Sohar	Avg delay: -9.6 days | 7.3% on-time (12 hrs) | Services: 10
	24	Umm Qasr	Avg delay: -10.4 days | 9.2% on-time (12 hrs) | Services: 6
Indian Subcontinent	1	Port Qasim	Avg delay: -1.2 days | 66.8% on-time (12 hrs) | Services: 14
	2	Hazira	Avg delay: -2.1 days | 44.6% on-time (12 hrs) | Services: 5
	4	Nhava Sheva / Jawaharlal Nehru	Avg delay: -3.5 days | 32.3% on-time (12 hrs) | Services: 57
	7	Visakhapatnam	Avg delay: -4.0 days | 15.4% on-time (12 hrs) | Services: 6
	8	Mundra	Avg delay: -4.1 days | 29.4% on-time (12 hrs) | Services: 54
	9	Chennai / Madras	Avg delay: -4.2 days | 25.1% on-time (12 hrs) | Services: 6
	12	Pipavav	Avg delay: -4.4 days | 24.3% on-time (12 hrs) | Services: 7
	14	Karachi	Avg delay: -5.3 days | 16.0% on-time (12 hrs) | Services: 20
	16	Colombo	Avg delay: -5.5 days | 14.7% on-time (12 hrs) | Services: 54
	17	Kattupalli	Avg delay: -6.0 days | 25.9% on-time (12 hrs) | Services: 5
	19	Chittagong / Chattogram	Avg delay: -6.3 days | 4.7% on-time (12 hrs) | Services: 5
	22	Ennore / Kamarajar Port	Avg delay: -8.9 days | 7.8% on-time (12 hrs) | Services: 5
Red Sea & Horn of Africa	5	Djibouti	Avg delay: -3.7 days | 31.5% on-time (12 hrs) | Services: 8
	6	Aqaba	Avg delay: -3.9 days | 28.2% on-time (12 hrs) | Services: 11
	10	Jeddah	Avg delay: -4.4 days | 38.0% on-time (12 hrs) | Services: 32
	11	Sokhna	Avg delay: -4.4 days | 28.8% on-time (12 hrs) | Services: 10
Grand Total			Avg delay: -4.8 days | 25.0% on-time (12 hrs) | Services: 156

Average delay (days)

1. All ports on the Arabian/Persian Gulf declined again in reliability in Q4, with 1st place title holder Salalah (-2.8 days) having lost an additional -1.0 days of reliability since Q3 and a total of -1.8 days since the beginning of 2024. While there was little change in the rankings overall, Jebel Ali (-5.2 days) did move just ahead of Jubail (-5.4 days) for 2nd place.

2. There was some moderate reshuffling of rankings in the Indian Subcontinent, most notably Pipapav (-4.4 days) falling out of 3rd all the way down to 7th place after losing -1.6 days of reliability in Q4.

3. In the Red Sea & Horn of Africa, King Abdullah was disqualified and left room for Djibouti (-3.7) to take 1st place, followed closely by Aqaba (-3.9) which jumped up from the bottom of the regional rankings in Q3 and showed an impressive 0.8 days of improved reliability.
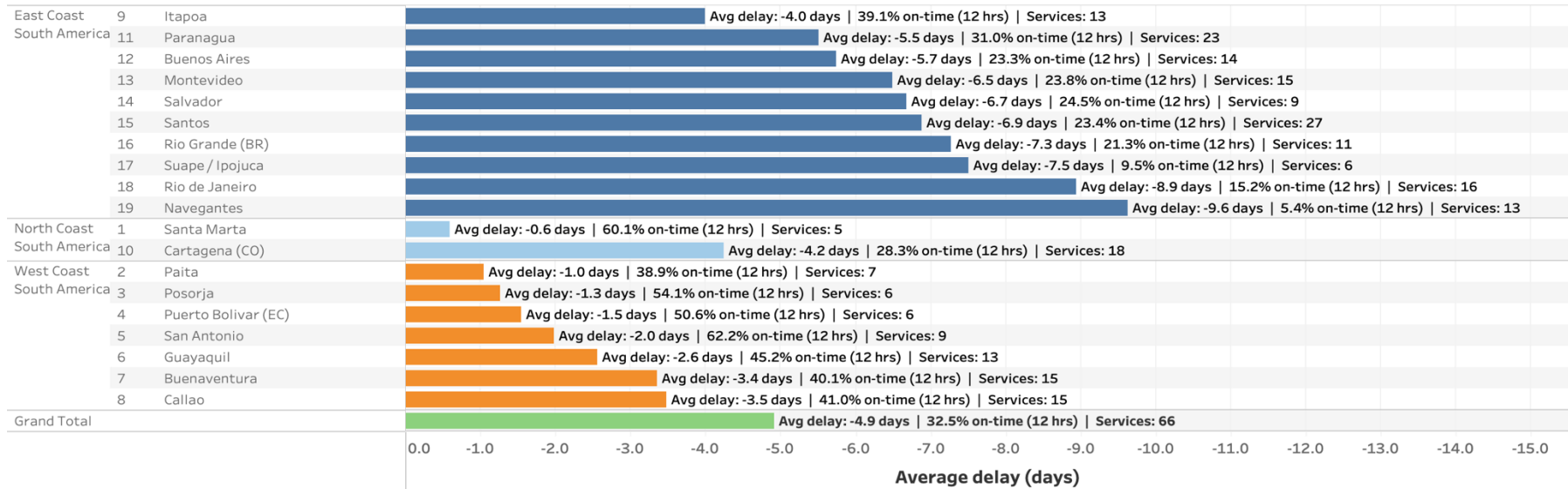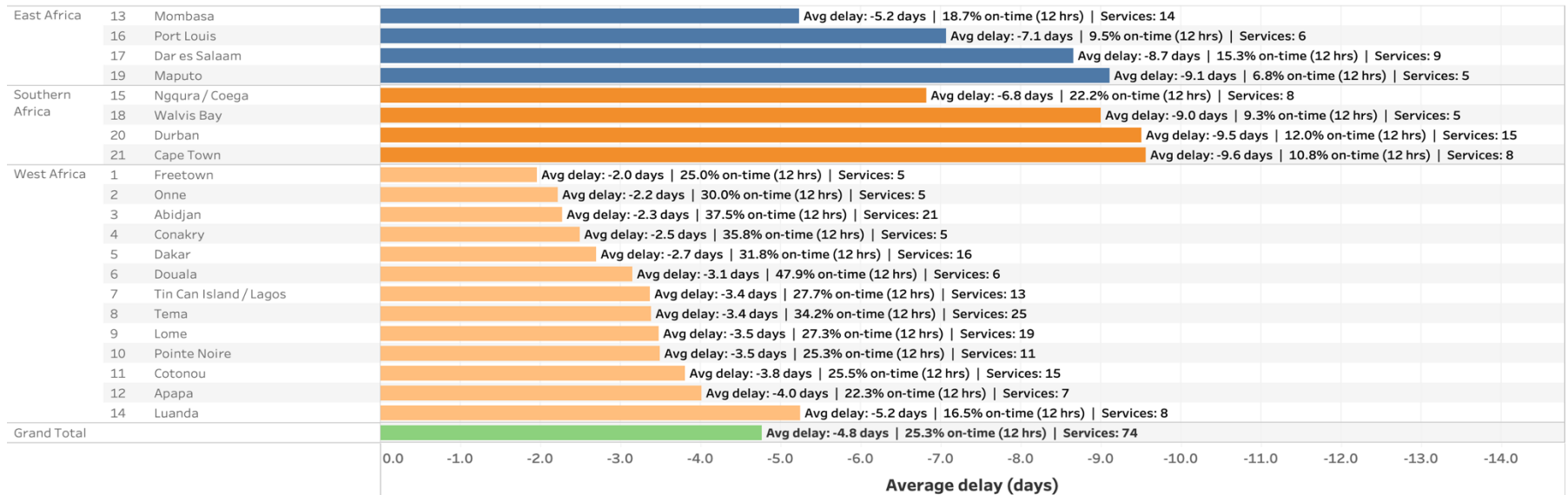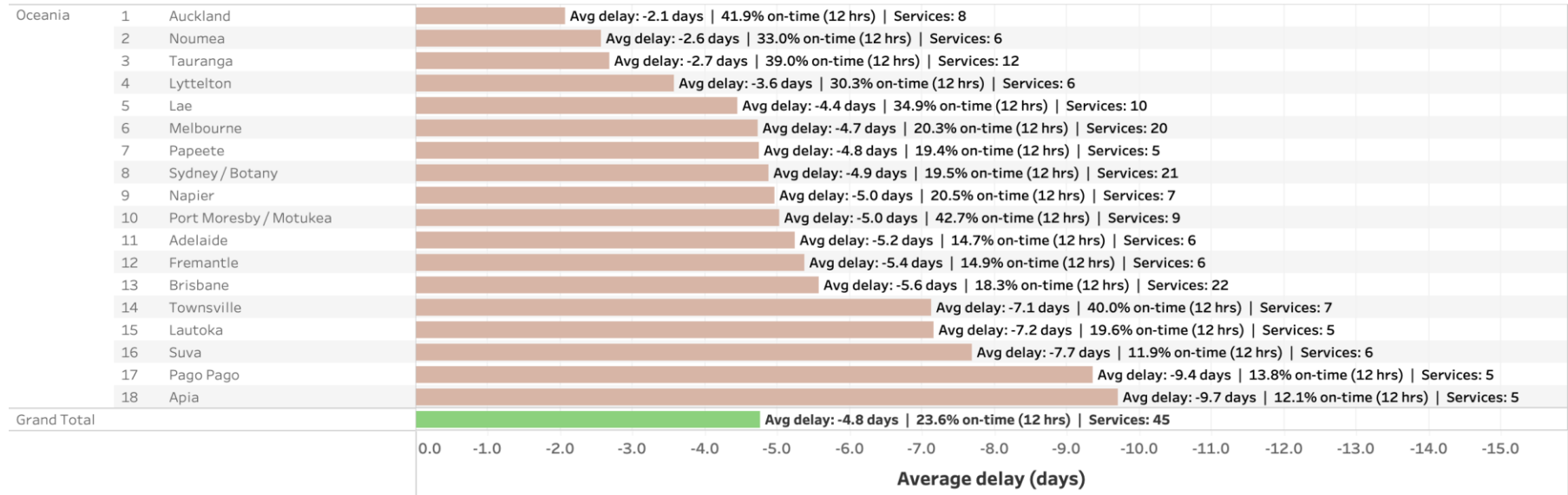
Criteria
- At least 5 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.

South America

SR - SAM (delay)

Region	Rank	Port	Metrics
East Coast South America	9	Itapoa	Avg delay: -4.0 days | 39.1% on-time (12 hrs) | Services: 13
	11	Paranagua	Avg delay: -5.5 days | 31.0% on-time (12 hrs) | Services: 23
	12	Buenos Aires	Avg delay: -5.7 days | 23.3% on-time (12 hrs) | Services: 14
	13	Montevideo	Avg delay: -6.5 days | 23.8% on-time (12 hrs) | Services: 15
	14	Salvador	Avg delay: -6.7 days | 24.5% on-time (12 hrs) | Services: 9
	15	Santos	Avg delay: -6.9 days | 23.4% on-time (12 hrs) | Services: 27
	16	Rio Grande (BR)	Avg delay: -7.3 days | 21.3% on-time (12 hrs) | Services: 11
	17	Suape / Ipojuca	Avg delay: -7.5 days | 9.5% on-time (12 hrs) | Services: 6
	18	Rio de Janeiro	Avg delay: -8.9 days | 15.2% on-time (12 hrs) | Services: 16
	19	Navegantes	Avg delay: -9.6 days | 5.4% on-time (12 hrs) | Services: 13
North Coast South America	1	Santa Marta	Avg delay: -0.6 days | 60.1% on-time (12 hrs) | Services: 5
	10	Cartagena (CO)	Avg delay: -4.2 days | 28.3% on-time (12 hrs) | Services: 18
West Coast South America	2	Paita	Avg delay: -1.0 days | 38.9% on-time (12 hrs) | Services: 7
	3	Posorja	Avg delay: -1.3 days | 54.1% on-time (12 hrs) | Services: 6
	4	Puerto Bolivar (EC)	Avg delay: -1.5 days | 50.6% on-time (12 hrs) | Services: 6
	5	San Antonio	Avg delay: -2.0 days | 62.2% on-time (12 hrs) | Services: 9
	6	Guayaquil	Avg delay: -2.6 days | 45.2% on-time (12 hrs) | Services: 13
	7	Buenaventura	Avg delay: -3.4 days | 40.1% on-time (12 hrs) | Services: 15
	8	Callao	Avg delay: -3.5 days | 41.0% on-time (12 hrs) | Services: 15
Grand Total			Avg delay: -4.9 days | 32.5% on-time (12 hrs) | Services: 66

Average delay (days)

1. West Coast South America is once again the top performing region globally but some of its best performing ports have taken a slump in the global rankings in Q4.

2. Guayaquil (-2.6 days) maintained its hold on 6th place regionally but dropped out of the Top 3 globally. Buenaventura (-3.4 days) also dropped from 12th place down to 23rd in Q4 despite ranking just behind Guayaquil regionally. Callao (-3.5 days) fell most drastically in global rankings from being a Top 10 contender at 11th place in Q3 all the way down to 30th place this quarter.

3. East Coast South America rankings remained largely the same but all ports declined in reliability by -0.8 to -1.7 days from Itapoa (-4.0 days) to Navegantes (-9.6 days). There were no new regional qualifiers for the Top 100 in terms of achieving 4 stable quarters of 10+ main line services, but Rio de Janeiro (-8.9 days) and Buenos Aires (-5.7 days) maintained their qualifications gained in Q3.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.

Africa

SR - AFR (delay)

Region	Rank	Port	Stats
East Africa	13	Mombasa	Avg delay: -5.2 days | 18.7% on-time (12 hrs) | Services: 14
	16	Port Louis	Avg delay: -7.1 days | 9.5% on-time (12 hrs) | Services: 6
	17	Dar es Salaam	Avg delay: -8.7 days | 15.3% on-time (12 hrs) | Services: 9
	19	Maputo	Avg delay: -9.1 days | 6.8% on-time (12 hrs) | Services: 5
Southern Africa	15	Ngqura / Coega	Avg delay: -6.8 days | 22.2% on-time (12 hrs) | Services: 8
	18	Walvis Bay	Avg delay: -9.0 days | 9.3% on-time (12 hrs) | Services: 5
	20	Durban	Avg delay: -9.5 days | 12.0% on-time (12 hrs) | Services: 15
	21	Cape Town	Avg delay: -9.6 days | 10.8% on-time (12 hrs) | Services: 8
West Africa	1	Freetown	Avg delay: -2.0 days | 25.0% on-time (12 hrs) | Services: 5
	2	Onne	Avg delay: -2.2 days | 30.0% on-time (12 hrs) | Services: 5
	3	Abidjan	Avg delay: -2.3 days | 37.5% on-time (12 hrs) | Services: 21
	4	Conakry	Avg delay: -2.5 days | 35.8% on-time (12 hrs) | Services: 5
	5	Dakar	Avg delay: -2.7 days | 31.8% on-time (12 hrs) | Services: 16
	6	Douala	Avg delay: -3.1 days | 47.9% on-time (12 hrs) | Services: 6
	7	Tin Can Island / Lagos	Avg delay: -3.4 days | 27.7% on-time (12 hrs) | Services: 13
	8	Tema	Avg delay: -3.4 days | 34.2% on-time (12 hrs) | Services: 25
	9	Lome	Avg delay: -3.5 days | 27.3% on-time (12 hrs) | Services: 19
	10	Pointe Noire	Avg delay: -3.5 days | 25.3% on-time (12 hrs) | Services: 11
	11	Cotonou	Avg delay: -3.8 days | 25.5% on-time (12 hrs) | Services: 15
	12	Apapa	Avg delay: -4.0 days | 22.3% on-time (12 hrs) | Services: 7
	14	Luanda	Avg delay: -5.2 days | 16.5% on-time (12 hrs) | Services: 8
Grand Total			Avg delay: -4.8 days | 25.3% on-time (12 hrs) | Services: 74

Average delay (days)

1. West African ports all suffered mild to moderate decline with few exceptions like Abidjan (-2.3 days) maintaining stability or Dakar (-2.7 days) showing +0.2 days improvement over from Q3.

2. West Africa also welcomed newcomer Conakry (-2.5 days) among its qualified ports, and saw it take 4th place ahead of Dakar even. Luanda (-5.2 days), which still sits firmly rooted at the bottom of the rankings, notably saw a full +1.0 day of improved reliability in Q4.

3. Ngqura/Coega (-6.8 days) in South Africa continued to gain back reliability, earning a total of +2.3 days since Q2, but still ranking low overall. Durban (-9.5 days) and Cape Town (-9.6) also joined the trend of improvement this quarter with +1.1 and +0.6 days, respectively.

Criteria
- At least 5 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 aggregate numbers.
- Berth arrivals only.

Oceania

SR - OCE (delay)

Oceania			Avg delay	On-time (12 hrs)	Services
	1	Auckland	-2.1 days	41.9%	8
	2	Noumea	-2.6 days	33.0%	6
	3	Tauranga	-2.7 days	39.0%	12
	4	Lyttelton	-3.6 days	30.3%	6
	5	Lae	-4.4 days	34.9%	10
	6	Melbourne	-4.7 days	20.3%	20
	7	Papeete	-4.8 days	19.4%	5
	8	Sydney / Botany	-4.9 days	19.5%	21
	9	Napier	-5.0 days	20.5%	7
	10	Port Moresby / Motukea	-5.0 days	42.7%	9
	11	Adelaide	-5.2 days	14.7%	6
	12	Fremantle	-5.4 days	14.9%	6
	13	Brisbane	-5.6 days	18.3%	22
	14	Townsville	-7.1 days	40.0%	7
	15	Lautoka	-7.2 days	19.6%	5
	16	Suva	-7.7 days	11.9%	6
	17	Pago Pago	-9.4 days	13.8%	5
	18	Apia	-9.7 days	12.1%	5
Grand Total			-4.8 days	23.6%	45

Average delay (days)

1. Auckland (-2.1 days) held onto 1st place while Tauranga (-2.7 days) was booted to 3rd by Noumea (-2.6 days) due to the latter not suffering from a decline in reliability in Q4 like its regional neighbours.

2. Oceania's three largest ports: Sydney (-4.9 days) , Melbourne (-4.7 days), and Brisbane (-5.6 days), all gained between -0.1 and -0.4 days of delay but seemed to display a halt in their regional ranking decline that was observed in Q3.

3. Tauranga was once again the only Oceania port to make the Top 50 global rankings and even inched up a spot to 12th place, making it a strong contender for the Top 10 in Q1 2025.

Criteria

- At least 5 main liner services, excluding feeders/intras.
- 2024 Q1 – 2024 Q4 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.

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Schedule Reliability Scorecard (SRS)

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
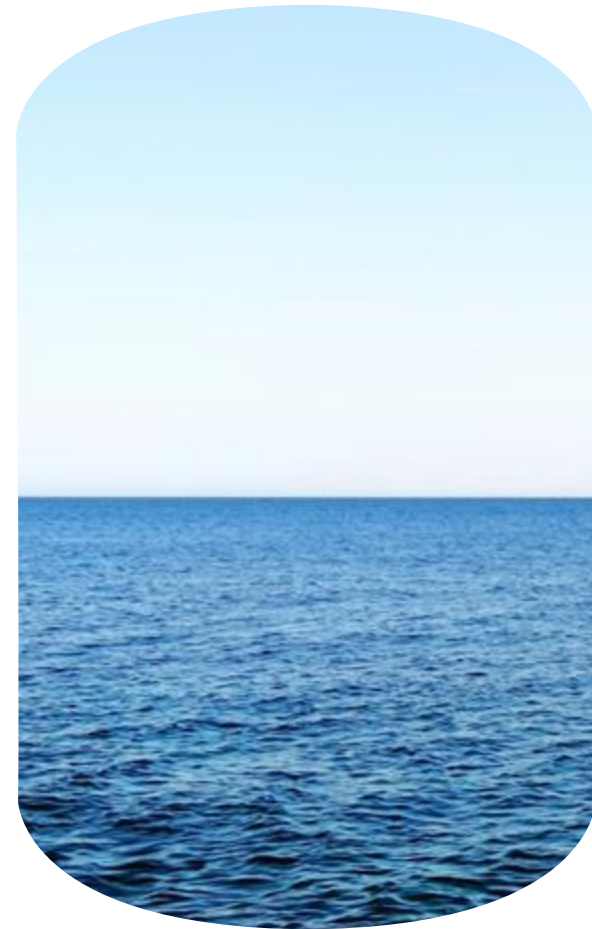
The evil agenda

- 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
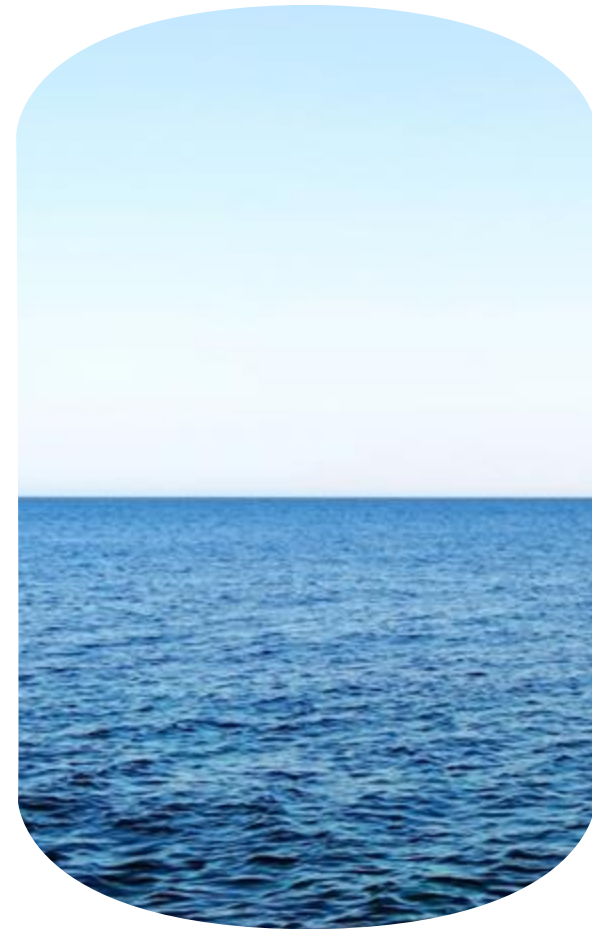
Schedule Reliability Scorecard (SRS)

Proforma service schedules
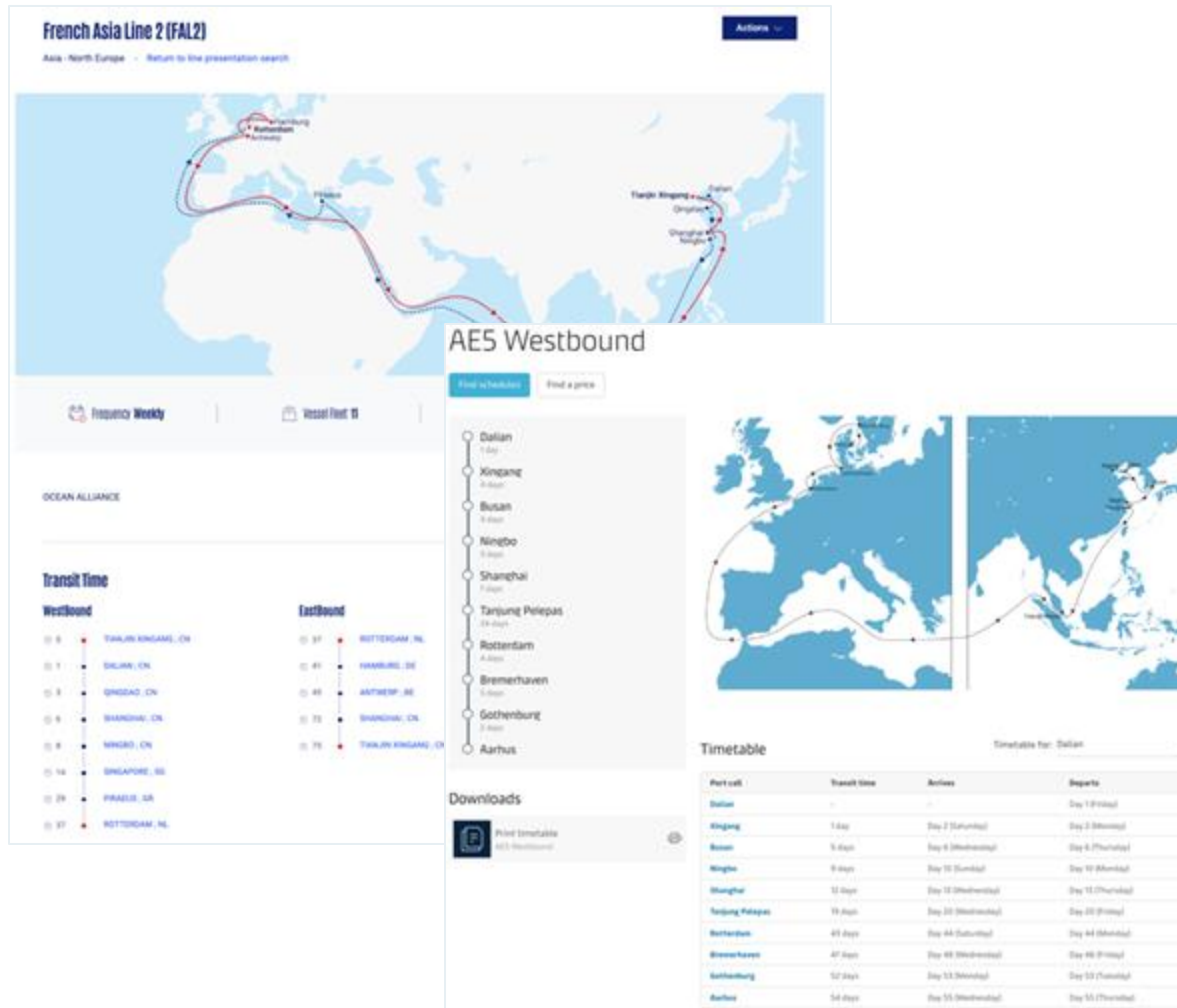
- Published by the carriers

- 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

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"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
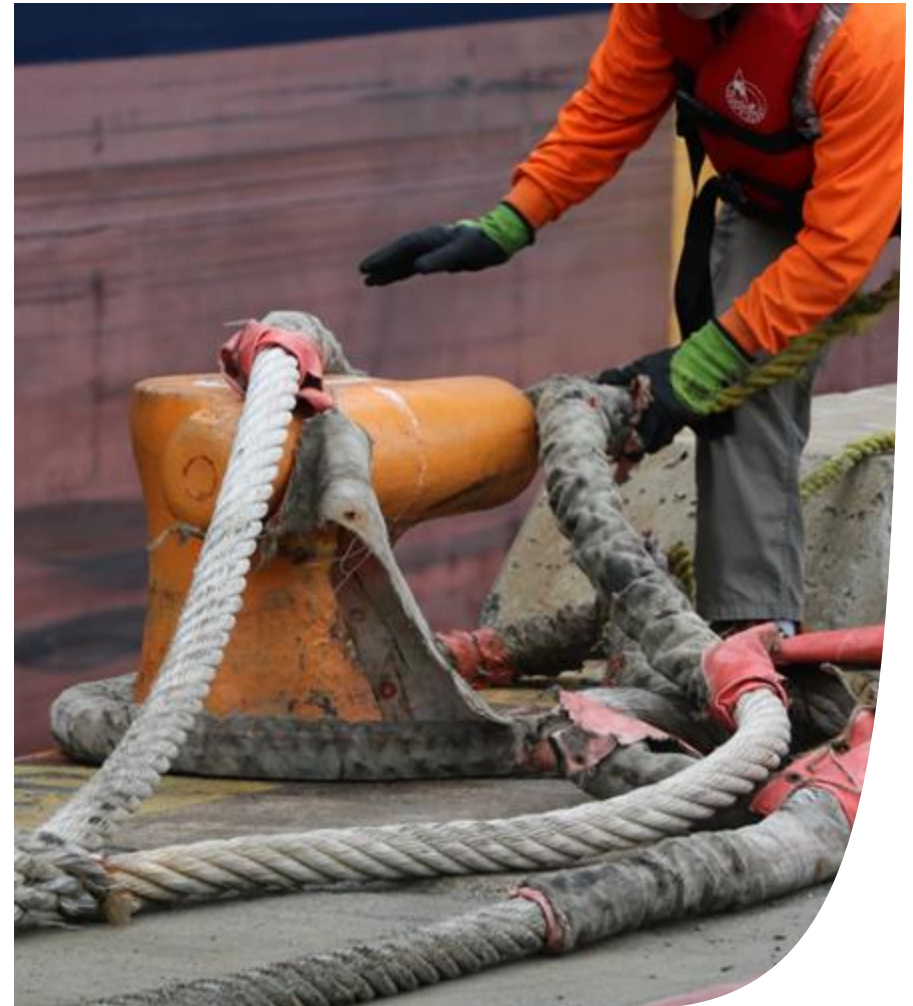
Actual port events
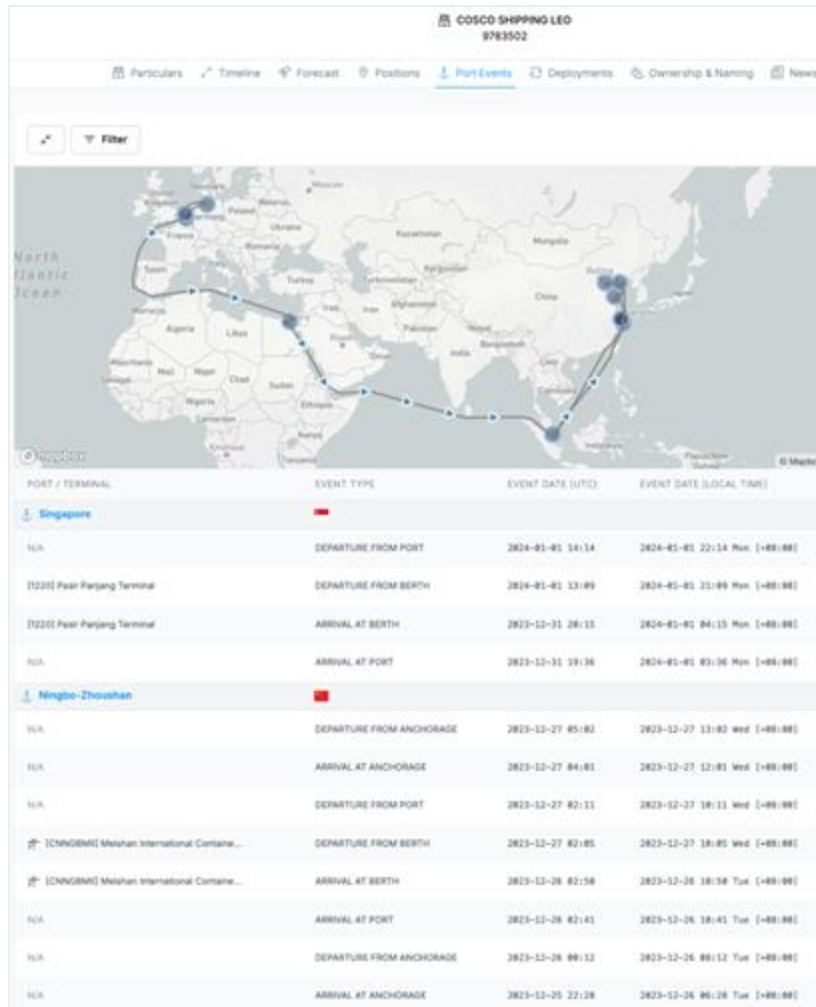
- Event-based: port arrival, berth arrival, berth departure and port departure

- 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		COSCO	
			5 - Port departure		I - Inducement	Null	2024-01-14 - 20:22	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

...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.

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The capacity waterfall – resetting schedule delays

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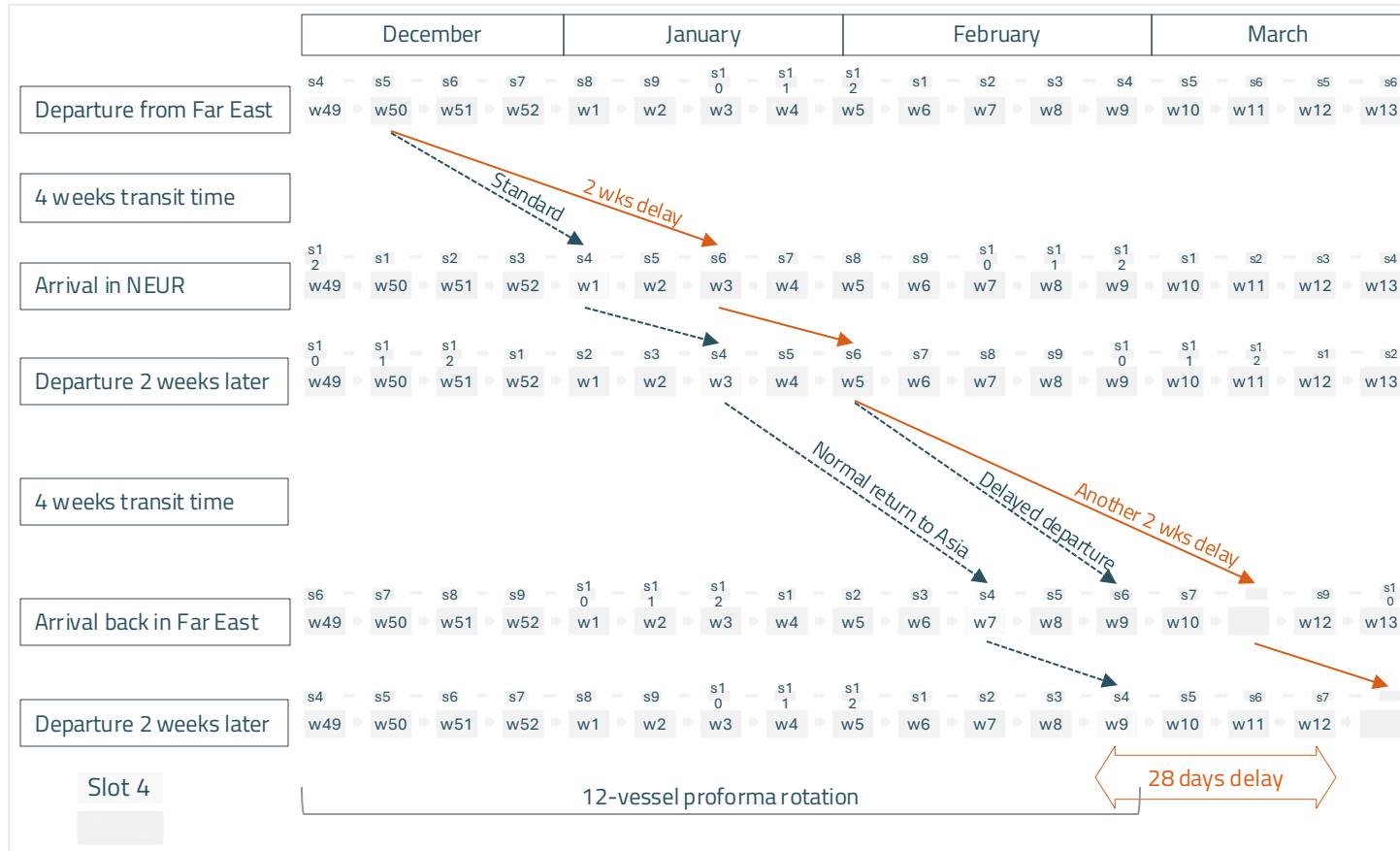
Vessel A

- 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*

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

Diagram labels:

| Row label | December | January | February | March |

- Departure from Far East: s4 w49, s5 w50, s6 w51, s7 w52, s8 w1, s9 w2, s10 w3, s11 w4, s12 w5, s1 w6, s2 w7, s3 w8, s4 w9, s5 w10, s6 w11, s5 w12, s6 w13
- 4 weeks transit time — Standard / 2 wks delay
- Arrival in NEUR: s12 w49, s1 w50, s2 w51, s3 w52, s4 w1, s5 w2, s6 w3, s7 w4, s8 w5, s9 w6, s10 w7, s11 w8, s12 w9, s1 w10, s2 w11, s3 w12, s4 w13
- Departure 2 weeks later: s10 w49, s11 w50, s12 w51, s1 w52, s2 w1, s3 w2, s4 w3, s5 w4, s6 w5, s7 w6, s8 w7, s9 w8, s10 w9, s11 w10, s12 w11, s1 w12, s2 w13
- 4 weeks transit time — Normal return to Asia / Delayed departure / Another 2 wks delay
- Arrival back in Far East: s6 w49, s7 w50, s8 w51, s9 w52, s10 w1, s11 w2, s12 w3, s1 w4, s2 w5, s3 w6, s4 w7, s5 w8, s6 w9, s7 w10, (blank) w11, s9 w12, s10 w13
- Departure 2 weeks later: s4 w49, s5 w50, s6 w51, s7 w52, s8 w1, s9 w2, s10 w3, s11 w4, s12 w5, s1 w6, s2 w7, s3 w8, s4 w9, s5 w10, s6 w11, s7 w12, (blank)
- Slot 4
- 12-vessel proforma rotation
- 28 days delay

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Container market intelligence.
Vessel schedules & ETAs.

Reach out
contact@eesea.com