Global Liner Performance
August 2018 Report

Content

Global Executive Summary

Global schedule reliability reversed its improving trend and decreased by 0.8 percentage points M/M, reaching 75.4%. The small M/M decline in schedule reliability meant that on a Y/Y level, July on-time performance was 0.7 percentage points below the 76.1% recorded in July last year. Schedule reliability in July 2018 was based on 13,525 vessel arrivals.

ZIM, Hamburg Süd, and Hapag-Lloyd were the only three top-15 carriers with a M/M improvement in schedule reliability, of 3.1, 2.9, and 0.8 percentage points, respectively, while MSC recorded the same score as last month. Of the rest, CMA CGM recorded the smallest M/M decline in schedule reliability of 0.4 percentage points, while PIL recorded the largest M/M decline in schedule reliability of 5.1 percentage points.

OOCL was the most reliable carrier in July 2018, with on-time performance of 81.7%, followed by APL and Hamburg Süd with on-time performance of 81.0% and 80.2%, respectively. Ten of the following 12 carriers were within 10.0 percentage points of each other, with Yang Ming and PIL the least reliable carriers in July 2018, with on-time performance of 66.8% and 68.6%, respectively.

Trade lane Summary

Schedule reliability improved in both Asia-NAWC and Asia-NAEC by 1.8 and 6.1 percentage points M/M, to 78.2% and 73.4%, respectively. Asia-NEUR improved M/M by 0.4 and Asia-MED improved by 4.1 percentage points to 84.6% and 80.9%, respectively. Transatlantic Eastbound and Transatlantic Westbound improved M/M by 5.3 and 2.9 percentage points to 79.5% and 75.3%, respectively. North America-Oceania recorded the largest M/M improvement of 12.0 percentage points, while Asia-ECSA recorded the largest M/M decline of 8.9 percentage points. Africa-Europe recorded the largest Y/Y increase in schedule reliability of 20.0 percentage points, while North America-South America recorded the largest Y/Y decline of 17.7 percentage points.

Average delay of LATE vessels

Asia-NAWC and Asia-NAEC delays decreased by 0.59 and 0.27 days M/M, to 2.96 and 3.23 days, respectively. Asia-NEUR and Asia-MED delays decreased by 0.13 days and 0.45 M/M, to 3.14 and 3.31 days, respectively. Transatlantic Eastbound and Transatlantic Westbound saw delays decrease by 0.72 and 0.62 days M/M, to 2.97 and 2.92 days, respectively. Europe-Oceania recorded the largest M/M decrease of 1.78 days, while Oceania-North America recorded the largest M/M increase in average delays of 2.19 days. ECSA-Asia recorded the largest Y/Y decrease in delays of 1.78 days, while the largest Y/Y increase in average delays was in Oceania-North America of 2.11 days.

Global Top 15 carrier ranking - Jul 2018
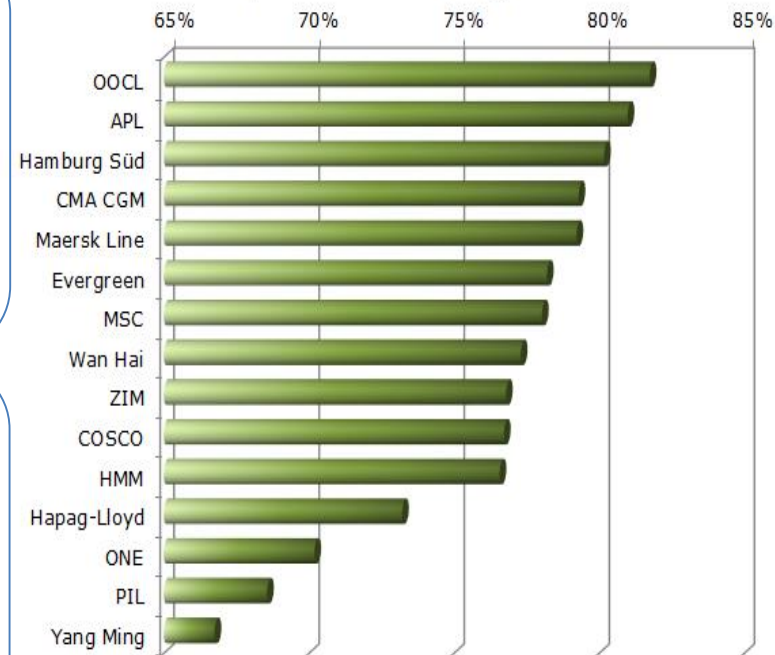
Source: SeaIntel - Global Liner Performance report - Aug 2018

Global Reliability Developments

Global developments

Global schedule reliability reversed its improving trend and decreased by 0.8 percentage points M/M, reaching 75.4%. The small M/M decline in schedule reliability meant that on a Y/Y level, July on-time performance was 0.7 percentage points below the 76.1% recorded in July last year. Schedule reliability in July 2018 was based on 13,525 vessel arrivals.

N.B.: Starting from September 2015, we have introduced a new feature to measure vessel arrival delays. Importantly, the chart below to the right shows the average delay based ONLY on the vessels that are recorded as being late.

Despite the decline in schedule reliability, the global average delay for LATE vessel arrivals improved, decreasing by 0.34 days M/M and 0.30 days Y/Y to 3.50 days.

Global schedule reliability
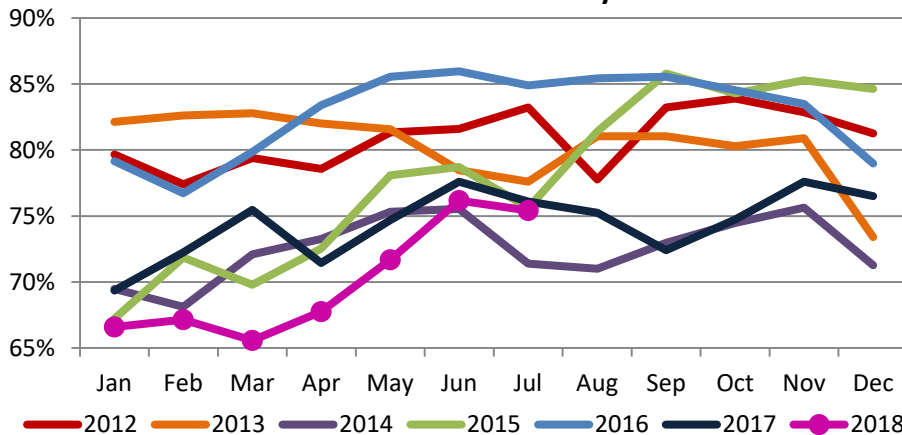
Global - Avg. delay for LATE vessel arrivals
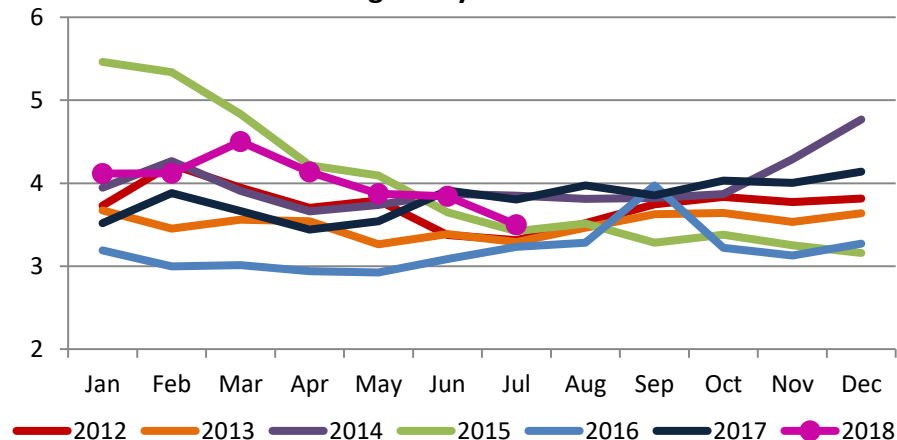
Global		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Schedule Reliability	2017	69.4%	72.2%	75.5%	71.4%	74.7%	77.6%	76.1%	75.3%	72.4%	74.7%	77.6%	76.5%
	2018	66.6%	67.2%	65.6%	67.8%	71.7%	76.2%	75.4%					
	Change	**-2.8%**	**-5.1%**	**-9.9%**	**-3.7%**	**-3.0%**	**-1.4%**	**-0.7%**					
Avg. delay of LATE vessels	2017	3.52	3.88	3.67	3.44	3.54	3.91	3.80	3.98	3.85	4.03	4.01	4.14
	2018	4.12	4.12	4.50	4.14	3.87	3.84	3.50					
	Change	**0.60**	**0.24**	**0.84**	**0.69**	**0.33**	**-0.07**	**-0.30**					

Global developments – Top15 carriers

ZIM, Hamburg Süd, and Hapag-Lloyd were the only three top-15 carriers with a M/M improvement in schedule reliability, of 3.1, 2.9, and 0.8 percentage points, respectively, while MSC recorded the same score as last month. Of the rest, CMA CGM recorded the smallest M/M decline in schedule reliability of 0.4 percentage points, while PIL recorded the largest M/M decline in schedule reliability of 5.1 percentage points.

OOCL was the most reliable carrier in July 2018, with on-time performance of 81.7%, followed by APL and Hamburg Süd with on-time performance of 81.0% and 80.2%, respectively. Ten of the following 12 carriers were within 10.0 percentage points of each other, with Yang Ming and PIL the least reliable carriers in July 2018, with on-time performance of 66.8% and 68.6%, respectively.

On a Y/Y level, only Maersk Line improved on their schedule reliability, by 4.1 percentage points, while Hamburg Süd recorded no Y/Y change. MSC, CMA CGM, and ZIM recorded the smallest Y/Y declines in schedule reliability, all under 2.0 percentage points. On the other hand, Yang Ming and PIL recorded the largest Y/Y declines in schedule reliability of 9.5 and 8.0 percentage points, respectively.

Top-15 carriers	2017-Q2	2017-Q3	2017-Q4	2018-Q1	2018-Q2	May/18	Jun/18	Jul/18
APL	75.4%	82.0%	80.4%	71.1%	77.7%	77.6%	84.2%	81.0%
CMA CGM	77.0%	77.6%	78.5%	69.1%	75.2%	75.4%	79.7%	79.3%
COSCO	76.7%	78.7%	77.4%	69.5%	74.3%	73.5%	79.6%	76.7%
Evergreen	77.0%	82.5%	80.1%	71.4%	77.5%	77.3%	82.3%	78.2%
Hamburg Süd	78.6%	78.0%	83.3%	69.3%	73.6%	74.4%	77.3%	80.2%
Hapag-Lloyd	75.5%	75.4%	75.3%	65.5%	68.1%	67.5%	72.4%	73.2%
HMM	74.3%	81.7%	82.9%	65.2%	72.2%	70.6%	78.4%	76.6%
K Line	74.0%	73.9%	71.4%	61.1%				
Maersk Line	76.0%	74.2%	81.7%	70.4%	77.4%	78.2%	80.6%	79.2%
MOL	73.7%	73.0%	69.1%	62.8%				
MSC	77.4%	77.8%	82.6%	69.5%	75.7%	75.2%	78.0%	78.0%
NYK	75.0%	76.6%	73.4%	64.2%				
ONE					68.5%	66.1%	73.6%	70.2%
OOCL	74.4%	83.4%	80.9%	69.7%	76.8%	76.7%	84.8%	81.7%
PIL	70.4%	73.6%	71.5%	68.6%	69.9%	68.9%	73.6%	68.6%
UASC	76.9%	73.1%	73.5%					
Wan Hai	79.3%	82.5%	83.9%	80.6%	78.2%	77.3%	79.7%	77.3%
Yang Ming	71.5%	73.0%	70.0%	58.8%	63.1%	61.2%	70.3%	66.8%
ZIM	76.9%	76.2%	79.2%	70.1%	72.7%	72.5%	73.7%	76.8%

Global Top 15 carrier ranking - Jul 2018

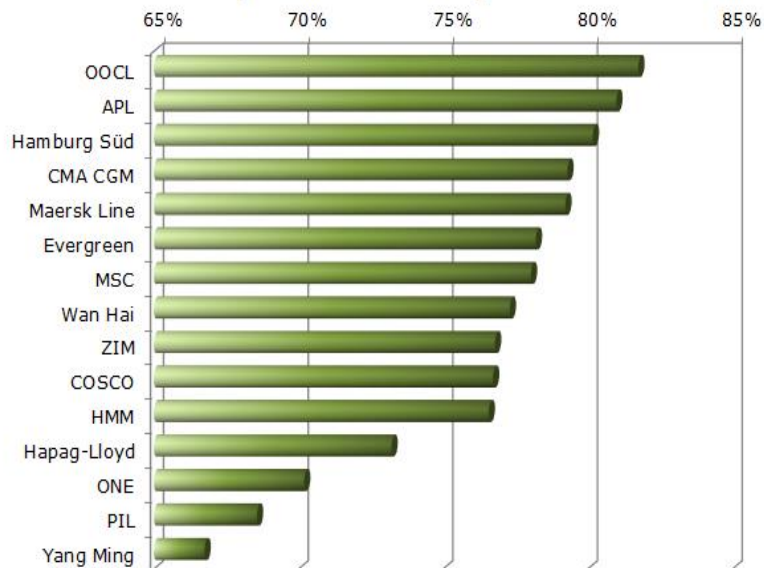Source: SeaIntel - Global Liner Performance report - Aug 2018

Niche carriers global performance

Global developments – Niche carriers

ICL was the most reliable niche carrier in July 2018 with perfect schedule reliability of 100%, followed by Geest Line and Marfret with on-time performance of 97.6% and 96.2%, respectively. On the other end of the scale we find ARRC with no on-time arrivals, followed by OEL and Linea Messina with on-time performance of 14.7% and 17.1%, respectively.

Swire recorded the largest M/M increase in on-time performance of 27.8 percentage points. They were followed closely by Wallenius-Wilhelmsen, SM Line and Turkon Line with M/M increases of 18.5, 18.4, and 18.0 percentage points, respectively. The largest M/M declines in on-time performance were recorded by King Ocean and Hafez Darya Arya, of 66.7 and 23.6 percentage points, respectively.

It is important to note that on-time performance across niche carriers is much more diverse than on-time performance seen across the global Top15 carriers. This greater diversity is partly explained by the lower number of measurements available for niche carriers – and hence uncertainty increases – and partly because niche carriers are exposed to very different markets.

	Jul/17	May/18	Jun/18	Jul/18
ACL	57.1%	57.0%	65.6%	69.1%
ANL	84.5%	72.6%	75.8%	82.3%
Arkas Line	28.8%	66.7%	68.0%	46.2%
ARRC	20.0%		0.0%	0.0%
Bengal Tiger Line	54.2%	72.6%	70.3%	61.6%
CULines	75.2%	63.3%	66.7%	53.7%
DAL	64.9%	91.7%	87.1%	76.8%
Eimskip		85.7%	88.2%	91.3%
Emirates	56.1%	57.2%	64.5%	57.5%
FESCO		83.9%	96.9%	84.3%
Geest Line	88.2%	94.4%	94.3%	97.6%
Grimaldi	36.2%	41.2%	60.9%	54.3%
GSL	77.2%	61.3%	67.3%	66.7%
Hafez Darya Arya	29.2%	31.0%	47.2%	23.5%
Heung-A	90.5%	51.4%	72.2%	55.0%
ICL	100.0%	100.0%	100.0%	100.0%
Interasia	85.4%	81.7%	89.2%	88.2%
King Ocean	62.5%	75.0%	100.0%	33.3%
KMTC	71.5%	47.4%	48.7%	65.4%
Linea Messina	24.4%	15.9%	22.6%	17.1%
Marfret	87.9%	88.6%	89.5%	96.2%
Marguisa	26.4%	61.4%	44.4%	60.6%
Matson	72.0%	83.3%	94.1%	90.5%

	Jul/17	May/18	Jun/18	Jul/18
NileDutch	78.0%	64.1%	75.0%	77.0%
OEL	29.2%	10.5%	21.1%	14.7%
Pendulum Express Line				68.8%
RCL	75.0%	50.7%	64.8%	72.9%
S.C. India	91.7%	70.5%	70.5%	61.9%
Safmarine	66.8%	81.8%	82.1%	77.2%
Samudera	87.2%	57.0%	63.6%	59.8%
Seaboard Marine	23.5%			27.3%
Seatrade	70.4%	86.0%	87.9%	94.2%
Simatech	79.5%	63.4%	68.1%	73.0%
Sinokor	87.0%	56.5%	68.1%	52.1%
Sinotrans	90.3%	60.3%	68.0%	76.1%
SM Line	67.5%	34.8%	45.6%	64.0%
Streamlines	78.3%	73.0%	63.5%	69.1%
Swire	45.5%	42.9%	22.2%	50.0%
TS Lines	73.2%	42.2%	53.5%	51.2%
Turkon Line	58.3%	44.0%	44.1%	62.2%
UAFL	76.5%	88.9%	50.0%	54.1%
Wallenius-Wilhelmsen	53.3%	67.9%	57.1%	75.6%
WEC Lines	100.0%	87.5%	100.0%	85.7%
Westwood Shipping	71.4%	84.6%	91.5%	89.8%
X-Press Feeders	87.2%	63.6%	71.5%	66.0%

Top ranking niche carriers - Jul 2018
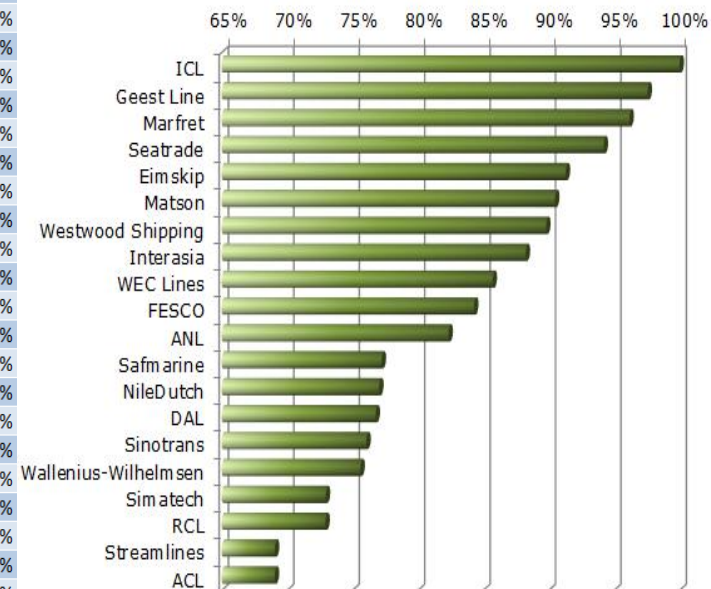
Source: SeaIntel - Global Liner Performance report - Aug 2018

Trade lane overview – Schedule Reliability

Trade lane developments - Schedule Reliability – NOTE: Rolling 2 months

June/July 2018 on-time performance improved M/M in 22 out of 34 trade lanes. Schedule reliability improved in both Asia-North America West Coast and Asia-North America East Coast by 1.8 and 6.1 percentage points M/M, reaching 78.2% and 73.4%, respectively. On-time performance also improved M/M in Asia-North Europe and Asia-Mediterranean by 0.4 and 4.1 percentage points to 84.6% and 80.9%, respectively. The Transatlantic trades also saw schedule reliability improve, with Transatlantic Eastbound improving by 5.3 percentage points, and Transatlantic Westbound by 2.9 percentage points, reaching 79.5% and 75.3%, respectively.

On a M/M level, North America-Oceania recorded the largest improvement of 12.0 percentage points, followed by Europe-Indian Subcontinent with an improvement of 6.9 percentage points. Asia-East Coast South America and Oceania-North America recorded the largest M/M declines in on-time performance, of 8.9 and 6.6 percentage points, respectively.

On a Y/Y level, 15 trade lanes recorded an improvement. Africa-Europe recorded the largest improvement in schedule reliability of 20.0 percentage points, followed by Europe-Africa with 19.9 percentage points. The largest Y/Y decline was recorded in North America-South America, of 17.7 percentage points, followed by West Coast South America-Asia with a Y/Y decline of 15.3 percentage points.

Tradelane	Jul/17	Jun/18	Jul/18	M/M change	Y/Y change
Asia-NAWC	84.6%	76.4%	78.2%	1.8%	-6.3%
Asia-NAEC	82.0%	67.3%	73.4%	6.1%	-8.6%
Transpacific WB	86.3%	79.5%	80.5%	1.0%	-5.8%
Asia - North Europe	76.9%	84.1%	84.6%	0.4%	7.7%
Asia - Mediterranean	79.8%	76.9%	80.9%	4.1%	1.1%
Europe - Asia	81.1%	76.3%	77.9%	1.5%	-3.2%
Transatlantic EB	72.5%	74.2%	79.5%	5.3%	7.0%
Transatlantic WB	74.5%	72.4%	75.3%	2.9%	0.8%
Europe - South America	80.8%	70.0%	70.1%	0.1%	-10.7%
South America - N. Europe	76.0%	81.9%	79.3%	-2.6%	3.3%
South America - Med.	63.7%	81.6%	80.7%	-0.9%	17.0%
N. America - South America	81.5%	69.1%	63.7%	-5.4%	-17.7%
South America - N. America	84.9%	92.0%	87.1%	-4.9%	2.3%
Europe-Oceania	95.0%	80.0%	83.5%	3.5%	-11.5%
N. America - Oceania	91.7%	75.4%	87.4%	12.0%	-4.3%
Oceania - N. America	91.9%	88.9%	82.3%	-6.6%	-9.7%
Asia - Oceania	94.1%	77.9%	82.8%	4.9%	-11.3%

Tradelane	Jul/17	Jun/18	Jul/18	M/M change	Y/Y change
Oceania - Asia	88.6%	74.5%	75.7%	1.2%	-12.9%
Asia - Middle East	70.6%	71.7%	72.3%	0.6%	1.7%
Middle East - Asia	75.7%	65.8%	70.3%	4.5%	-5.3%
Europe - Middle East	79.9%	82.3%	88.3%	6.0%	8.4%
Middle East - Europe	75.9%	80.6%	78.8%	-1.8%	2.9%
Asia - Indian Sub.	78.0%	65.4%	66.8%	1.4%	-11.3%
Indian Sub. - Asia	77.3%	67.4%	72.4%	5.0%	-4.8%
Europe - Indian Sub.	91.8%	84.2%	91.1%	6.9%	-0.7%
Indian Sub. - Europe	82.8%	79.2%	74.4%	-4.8%	-8.4%
Asia - Africa	49.4%	59.1%	56.6%	-2.4%	7.2%
Africa - Asia	64.5%	72.1%	71.2%	-1.0%	6.6%
Europe - Africa	38.8%	58.6%	58.7%	0.2%	19.9%
Africa - Europe	47.6%	68.9%	67.6%	-1.3%	20.0%
Asia - ECSA	61.7%	75.8%	66.9%	-8.9%	5.2%
ECSA - Asia	71.5%	62.0%	68.8%	6.8%	-2.7%
Asia - WCSA	90.6%	91.7%	87.9%	-3.9%	-2.8%
WCSA - Asia	89.9%	73.0%	74.6%	1.6%	-15.3%

Trade lane developments – Avg. Delay for LATE vessels – NOTE: Rolling 2 months

In June/July, the average delay for LATE vessel arrivals decreased M/M in 27 out of the 34 trade lanes. Asia-North America West Coast and Asia-North America East Coast saw delays decrease by 0.59 and 0.27 days M/M, reaching 2.96 and 3.23 days, respectively. Asia-North Europe and Asia-Mediterranean saw delays decrease by 0.13 days and 0.45 days M/M to 3.14 days and 3.31 days, respectively. Transatlantic Eastbound and Transatlantic Westbound both saw delays decrease, by 0.72 and 0.62 days M/M, to 2.97 and 2.92 days, respectively.

Europe-Oceania recorded the largest M/M decrease of 1.78 days, followed by South America-North America and East Coast South America-Asia with M/M decreases of 1.13 and 0.76 days, respectively. Oceania-North America and Africa-Asia recorded the largest M/M increases in average delays, of 2.19 and 0.56 days, respectively.

On a Y/Y level, only 13 trade lanes recorded a decrease in delays, while Asia-East Coast South America recorded no Y/Y change. East Coast South America-Asia recorded the largest decrease in delays of 1.78 days, followed by Europe-Africa and Asia-West Coast South America with a decrease of 1.72 and 0.80 days, respectively. On the other end of the scale, the largest Y/Y increases in average delays were in Oceania-North America and North America-South America, of 2.11 and 1.89 days, respectively.

Tradelane	Jul/17	Jun/18	Jul/18	M/M change	Y/Y change
Asia-NAWC	2.89	3.55	2.96	-0.59	0.07
Asia-NAEC	3.29	3.50	3.23	-0.27	-0.05
Transpacific WB	2.84	3.36	3.08	-0.28	0.23
Asia - North Europe	3.11	3.26	3.14	-0.13	0.02
Asia - Mediterranean	3.00	3.76	3.31	-0.45	0.31
Europe - Asia	3.15	3.63	3.34	-0.29	0.19
Transatlantic EB	3.41	3.68	2.97	-0.72	-0.44
Transatlantic WB	3.12	3.54	2.92	-0.62	-0.20
Europe - South America	3.90	4.77	4.53	-0.25	0.63
South America - N. Europe	3.13	2.94	2.65	-0.28	-0.47
South America - Med.	3.11	4.68	4.54	-0.14	1.43
N. America - South America	3.37	5.68	5.26	-0.41	1.89
South America - N. America	3.42	5.13	4.00	-1.13	0.58
Europe-Oceania	3.00	4.92	3.14	-1.78	0.14
N. America - Oceania	3.20	3.05	3.10	0.05	-0.10
Oceania - N. America	2.80	2.71	4.91	2.19	2.11
Asia - Oceania	3.10	3.63	3.38	-0.25	0.29

Tradelane	Jul/17	Jun/18	Jul/18	M/M change	Y/Y change
Oceania - Asia	3.51	4.32	3.77	-0.55	0.27
Asia - Middle East	3.75	3.76	3.63	-0.13	-0.12
Middle East - Asia	3.42	3.54	3.24	-0.30	-0.18
Europe - Middle East	3.81	3.71	3.36	-0.34	-0.45
Middle East - Europe	3.39	3.85	3.71	-0.14	0.32
Asia - Indian Sub.	4.07	4.43	4.09	-0.34	0.02
Indian Sub. - Asia	3.55	4.22	3.81	-0.41	0.26
Europe - Indian Sub.	3.91	4.30	4.32	0.01	0.41
Indian Sub. - Europe	3.09	3.26	3.18	-0.08	0.09
Asia - Africa	4.37	4.66	5.07	0.41	0.69
Africa - Asia	4.63	3.61	4.17	0.56	-0.46
Europe - Africa	6.07	4.56	4.36	-0.20	-1.72
Africa - Europe	5.47	4.31	4.76	0.45	-0.71
Asia - ECSA	3.00	2.85	3.00	0.15	0.00
ECSA - Asia	4.38	3.36	2.60	-0.76	-1.78
Asia - WCSA	3.25	2.57	2.45	-0.12	-0.80
WCSA - Asia	3.02	3.35	3.16	-0.18	0.14

Alliance On-time Performance – Total East/West

The average on-time performance on the East/West trades continued to improve M/M, increasing by 2.7 percentage points M/M in June/July and reached 79.1%. Ocean Alliance was once again the most reliable carrier alliance in June/July with schedule reliability of 84.4%, a M/M improvement of 1.5 percentage points. They were followed by 2M with a M/M improvement in on-time performance of 3.3 percentage points to 80.8%. THE Alliance was the least reliable carrier alliance with on-time performance of 69.9%, a M/M improvement of 3.6 percentage points.

NOTE: Services included for each alliance are outlined in the methodology section on page 115. While Ocean Alliance (Ocean) and THE Alliance (TA) were launched in April 2017, they are only included from April/May 2017 onwards, as there were too few arrivals in April alone. As the alliance analysis is on a trade lane level, schedule reliability is based on a 2-months rolling average, so the figures are comparable to the other trade lane sections in the report.

Total East/West Alliance schedule reliability
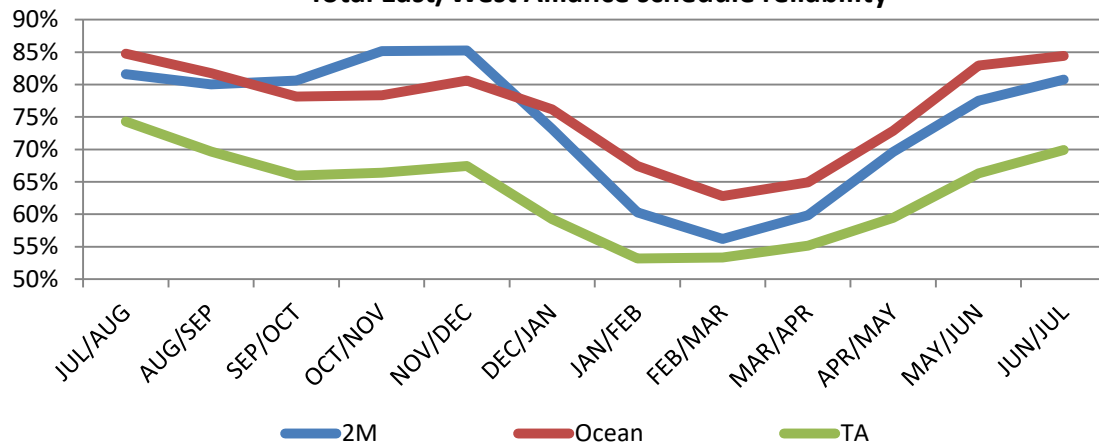
Schedule Reliability +/- compared to industry average in recent month
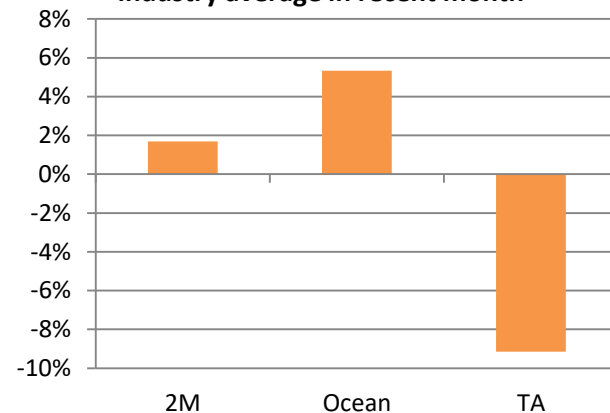
		Alliance	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL
Schedule Reliability	East/ West	2M	81.6%	80.0%	80.6%	85.2%	85.3%	73.2%	60.3%	56.2%	59.9%	69.6%	77.5%	80.8%
		Ocean	84.8%	81.8%	78.1%	78.3%	80.6%	76.2%	67.5%	62.8%	64.9%	72.9%	82.9%	84.4%
		TA	74.3%	69.7%	66.0%	66.4%	67.5%	59.2%	53.2%	53.3%	55.2%	59.5%	66.3%	69.9%
		Total E/W	80.4%	77.3%	75.2%	77.0%	78.0%	69.8%	61.1%	58.8%	60.7%	68.1%	76.4%	79.1%

**Alliance Performance – Transpacific Eastbound**

Average reliability on Asia-NAWC continued to improve in June/July, by 1.8 percentage points M/M, reaching 78.2%. Ocean Alliance was the most reliable alliance on this trade lane, with schedule reliability of 82.9%, improving 4.2 percentage points M/M. 2M followed with schedule reliability of 77.2%, down 1.1 percentage points M/M. THE Alliance was the least reliable carrier alliance with schedule reliability of 71.4%, a M/M improvement of 1.2 percentage points.

Schedule reliability on the Asia-NAEC trade lane also continued to improve and increased by another 6.1 percentage points M/M to 73.4% in June/July. 2M was the most reliable alliance with on-time performance of 85.5%, increasing by 3.4 percentage points M/M, followed by Ocean Alliance with 79.8% on-time performance and a M/M improvement of 12.8 percentage points. THE Alliance was the least reliable alliance with schedule reliability of 55.6%, up 8.4 percentage points M/M.

Schedule Reliability +/- compared to industry average in recent month
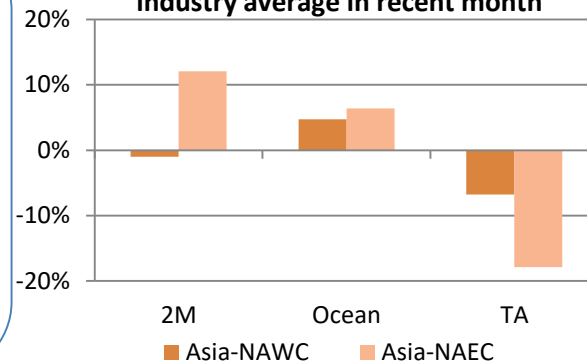
Asia-NAWC Alliance schedule reliability
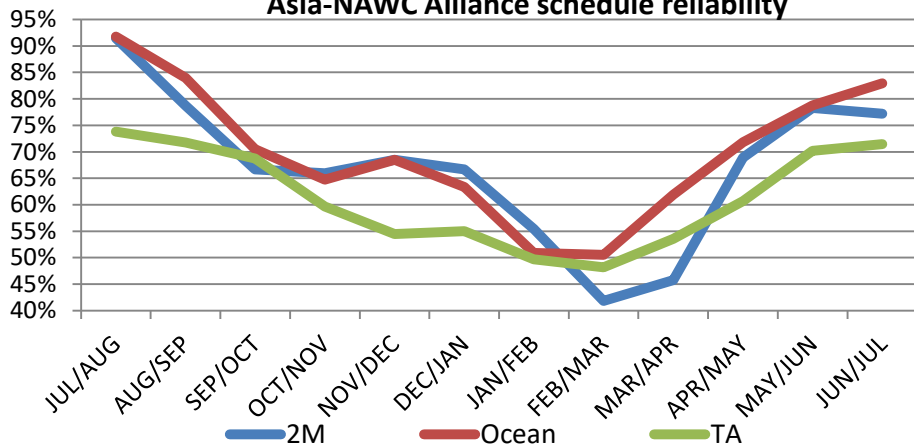
Asia-NAEC Alliance schedule reliability
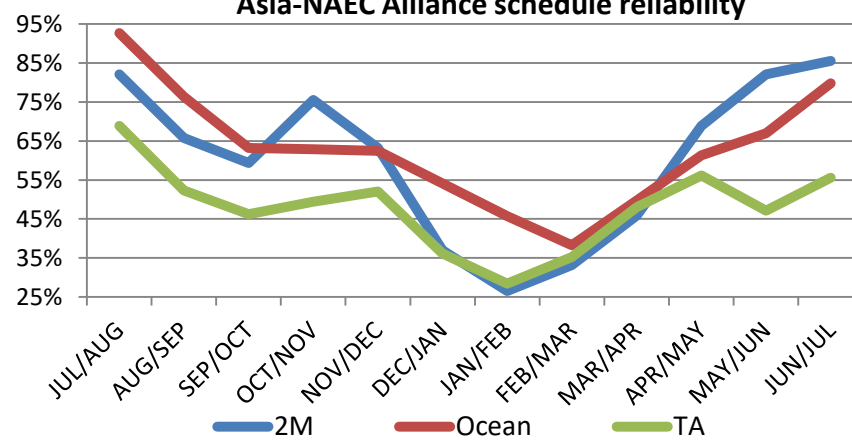
	Alliance	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL
Schedule Reliability	**Asia-NAWC** 2M	91.5%	78.7%	66.7%	65.9%	68.5%	66.7%	55.4%	41.9%	45.8%	68.9%	78.3%	77.2%
	Ocean	91.7%	83.9%	70.5%	64.8%	68.5%	63.4%	50.9%	50.5%	61.9%	71.8%	78.7%	82.9%
	TA	73.8%	71.7%	68.8%	59.7%	54.4%	55.0%	49.7%	48.2%	53.6%	60.7%	70.2%	71.4%
	Industry	85.9%	80.7%	71.8%	63.8%	63.0%	62.2%	52.7%	50.7%	56.9%	66.6%	76.4%	78.2%
	Asia-NAEC 2M	82.1%	65.8%	59.3%	75.5%	63.2%	37.0%	26.5%	33.1%	45.9%	68.9%	82.1%	85.5%
	Ocean	92.7%	76.3%	63.2%	62.9%	62.4%	54.1%	45.7%	38.3%	49.7%	61.3%	67.0%	79.8%
	TA	68.9%	52.3%	46.2%	49.4%	52.0%	36.1%	28.4%	35.2%	48.0%	56.2%	47.2%	55.6%
	Industry	81.6%	63.6%	56.0%	62.0%	58.7%	42.5%	34.2%	36.4%	48.4%	64.5%	67.3%	73.4%

Alliance On-time Performance – Asia-Europe

Alliance Performance – Asia-Europe

Average on-time performance on Asia-North Europe recorded a 0.4 percentage point M/M improvement in June/July, reaching 84.6%. 2M was the most reliable carrier alliance with schedule reliability of 87.8%, recording a M/M increase of 6.5 percentage points. THE Alliance was the second-most reliable alliance with 86.0% reliability, a M/M improvement of 2.5 percentage points. Ocean Alliance saw schedule reliability decline 4.9 percentage points M/M to 84.2%.

Schedule reliability on Asia–Mediterranean also improved M/M, increasing by 4.1 percentage points to 80.9%. Ocean Alliance was the most reliable alliance with 91.2% schedule reliability and a M/M increase of 3.6 percentage points, followed by 2M with 80.4% and a M/M decrease of 2.4 percentage points. THE Alliance, the least reliable carrier alliance, saw schedule reliability increase 16.9 percentage points M/M to 56.5%.

Schedule Reliability +/- compared to industry average in recent month

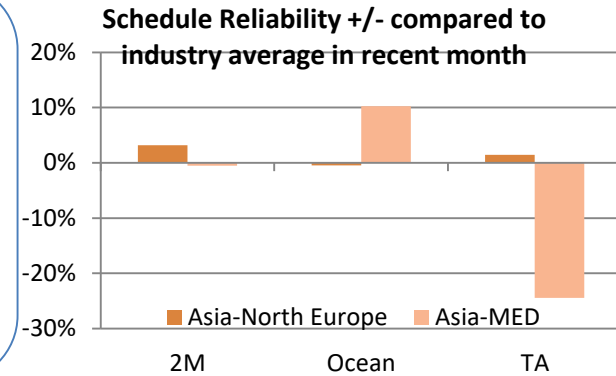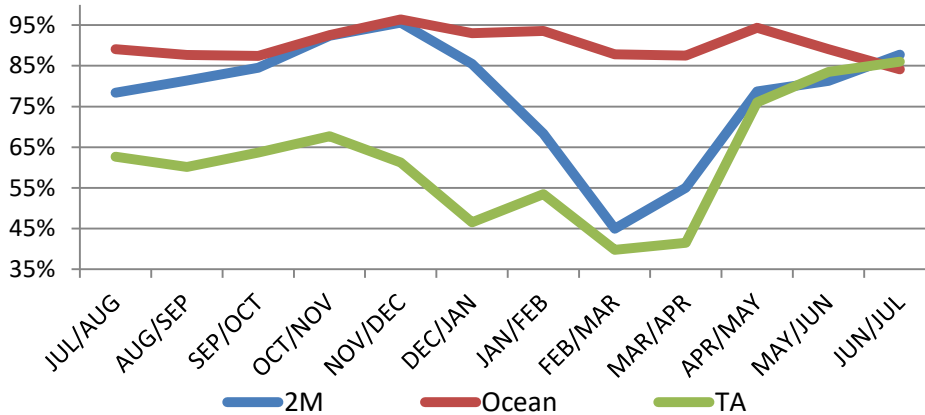**Asia-North Europe Alliance schedule reliability**

Asia-MED Alliance schedule reliability
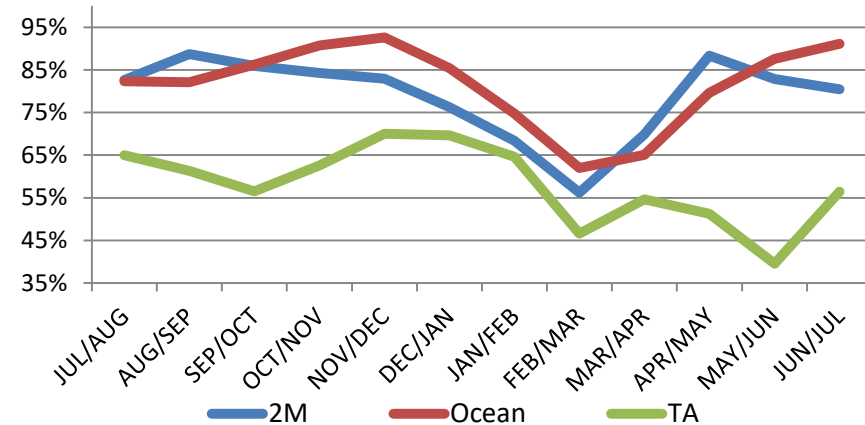
		Alliance	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL
Schedule Reliability	Asia-North Europe	2M	78.4%	81.4%	84.5%	92.4%	95.7%	85.4%	68.4%	44.9%	55.0%	78.7%	81.3%	87.8%
		Ocean	89.1%	87.7%	87.4%	92.6%	96.4%	93.0%	93.6%	87.9%	87.5%	94.4%	89.1%	84.2%
		TA	62.6%	60.1%	63.6%	67.7%	61.2%	46.6%	53.5%	39.8%	41.5%	76.1%	83.5%	86.0%
		Industry	78.1%	78.3%	79.7%	85.4%	86.3%	76.4%	73.0%	59.8%	63.3%	83.7%	84.1%	84.6%
	Asia-MED	2M	82.7%	88.7%	86.0%	84.3%	82.9%	76.3%	68.4%	56.2%	69.9%	88.3%	82.9%	80.4%
		Ocean	82.3%	82.1%	86.3%	90.7%	92.6%	85.4%	74.8%	62.0%	65.1%	79.7%	87.6%	91.2%
		TA	65.0%	61.3%	56.5%	62.6%	70.0%	69.6%	64.6%	46.6%	54.6%	51.2%	39.5%	56.5%
		Industry	78.7%	79.0%	80.1%	83.6%	85.7%	79.7%	71.8%	59.5%	65.7%	77.7%	76.9%	80.9%

Alliance On-time Performance – Transatlantic

Alliance Performance – Transatlantic

Average on-time performance on Transatlantic Eastbound improved by 5.3 percentage points M/M to 79.5% in June/July 2018. On NAEC-MED, Ocean Alliance was the most reliable alliance with on-time performance of 90.7%, followed by THE Alliance with 87.2%, and 2M with 62.3%. On NAEC-NEUR, Ocean Alliance was the most reliable alliance with on-time performance of 88.4%, followed by THE Alliance and 2M with 76.4% and 61.3%, respectively.

On Transatlantic Westbound, the average on-time performance improved by 2.9 percentage points to 75.3%. Ocean Alliance was the most reliable alliance on MED-NAEC with 80.7%, followed by 2M and THE Alliance with 61.5% each. Ocean Alliance was the most reliable alliance on NEUR-NAEC with an on-time score of 90.2%, followed by 2M and THE Alliance with 68.9% each.

Schedule Reliability +/- compared to industry average in recent month
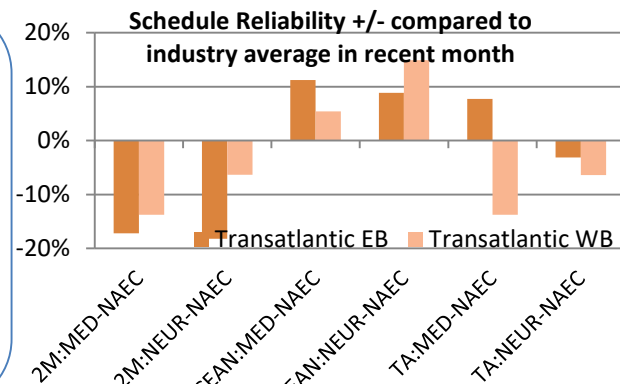
Transatlantic EB Alliance schedule reliability

Transatlantic WB Alliance schedule reliability

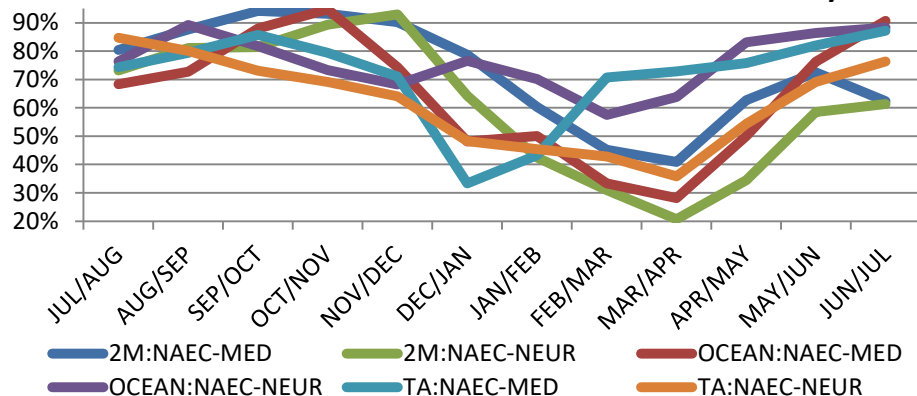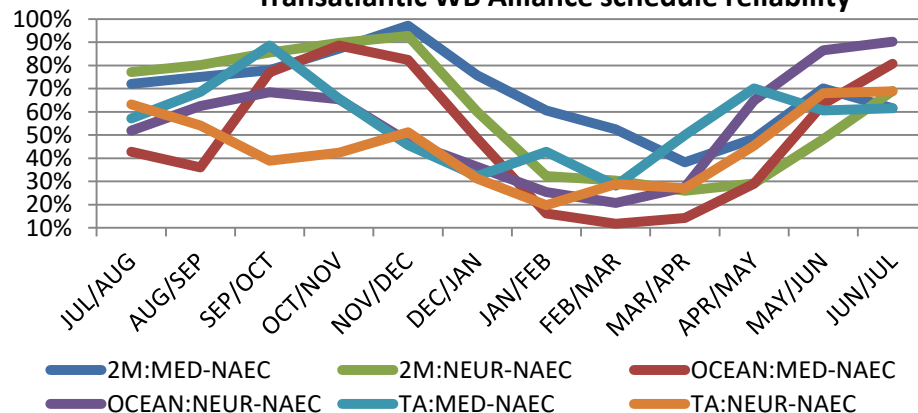|			JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL
Schedule Reliability	Transatlantic EB	2M:NAEC-MED	80.4%	87.6%	94.2%	93.1%	90.3%	78.7%	60.3%	45.1%	40.9%	62.7%	72.5%	62.3%
		2M:NAEC-NEUR	73.2%	81.1%	81.4%	89.3%	93.0%	64.3%	42.5%	31.0%	20.7%	34.4%	58.5%	61.3%
		OCEAN:NAEC-MED	68.3%	72.7%	88.0%	94.7%	74.3%	48.1%	50.0%	33.3%	28.1%	50.0%	76.3%	90.7%
		OCEAN:NAEC-NEUR	76.3%	89.2%	81.8%	73.3%	68.2%	76.6%	70.2%	57.5%	63.8%	83.1%	86.4%	88.4%
		TA:NAEC-MED	74.3%	79.4%	85.7%	79.4%	71.1%	33.3%	43.2%	70.7%	72.8%	75.8%	82.0%	87.2%
		TA:NAEC-NEUR	84.7%	80.1%	73.1%	69.1%	64.1%	48.2%	45.4%	42.9%	35.8%	54.3%	69.1%	76.4%
		Industry	74.5%	77.2%	78.8%	82.2%	79.3%	65.9%	57.5%	51.5%	47.8%	60.4%	74.2%	79.5%
	Transatlantic WB	2M:MED-NAEC	72.1%	75.0%	77.9%	87.1%	97.1%	75.7%	60.6%	52.4%	38.2%	48.5%	70.2%	61.5%
		2M:NEUR-NAEC	77.1%	80.2%	85.6%	89.6%	92.7%	60.0%	32.3%	30.4%	26.0%	29.1%	48.1%	68.9%
		OCEAN:MED-NAEC	42.9%	36.0%	76.9%	88.6%	82.4%	48.4%	16.1%	11.8%	14.3%	29.0%	63.3%	80.7%
		OCEAN:NEUR-NAEC	51.9%	62.5%	68.4%	65.5%	47.2%	36.4%	25.5%	20.8%	27.5%	64.8%	86.4%	90.2%
		TA:MED-NAEC	57.1%	68.6%	88.6%	65.7%	45.7%	32.3%	42.9%	28.1%	50.0%	70.2%	60.6%	61.5%
		TA:NEUR-NAEC	63.2%	54.1%	39.0%	42.3%	51.2%	31.2%	19.8%	28.9%	27.1%	45.4%	68.1%	68.9%
		Industry	74.0%	71.8%	70.9%	74.3%	74.0%	54.7%	46.1%	47.1%	45.7%	58.6%	72.4%	75.3%

Asia-NAWC – Trade Developments

Asia-North America West Coast developments

Schedule reliability on the Asia-NAWC trade lane improved for the fourth consecutive month, this time by 1.8 percentage points M/M, reaching 78.2% in June/July. Despite this consistent M/M improvement, schedule reliability on this trade lane was still 6.3 percentage points below the 84.6% recorded last year.

The average delay for LATE vessel arrivals decreased by 0.59 days M/M, reaching 2.96 days. On a Y/Y level, the delays were 0.07 days higher than what we recorded at the same point last year. The average delay for ALL vessel arrivals also improved M/M, from 1.01 days in May/June to 0.81 days in June/July.

Matson and SM Line were the best performing carriers on this trade lane with perfect on-time performance of 100%. They were followed by ZIM and Westwood Shipping with 96.2% and 93.9%, respectively.

Average delay for ALL vessel arrivals
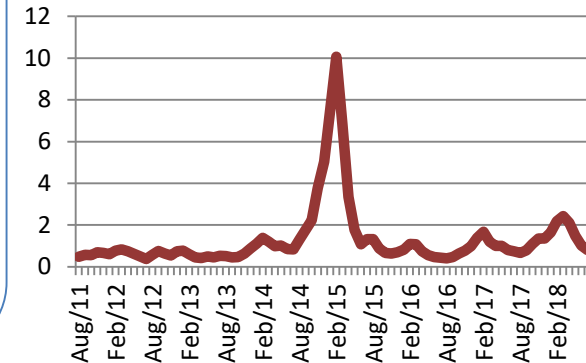
Asia - NAWC schedule reliability
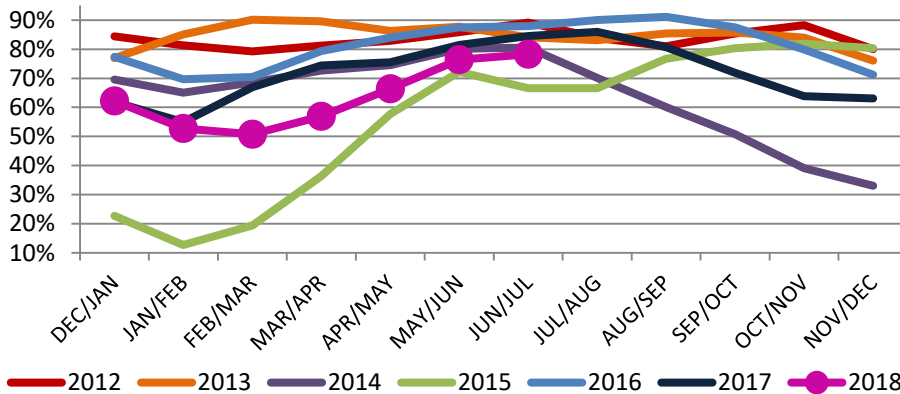
Asia - NAWC - Avg. delay for LATE vessel arrivals
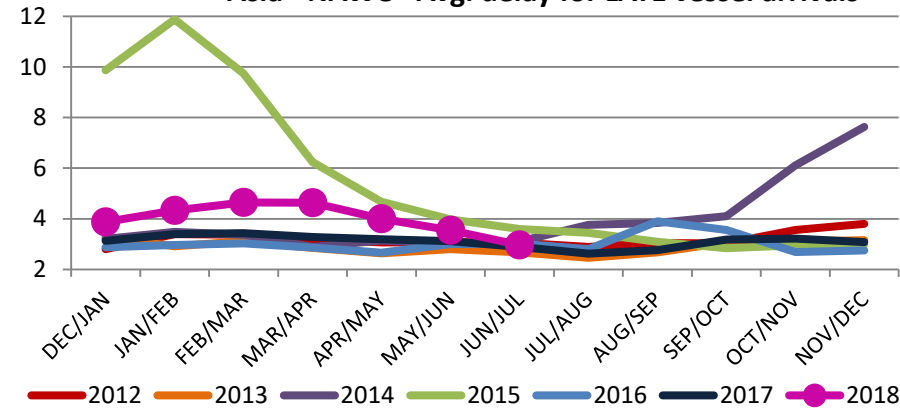
Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	61.8%	54.9%	66.9%	74.4%	75.5%	81.5%	84.6%	85.9%	80.7%	71.8%	63.8%	63.0%
	2018	62.2%	52.7%	50.7%	56.9%	66.3%	76.4%	78.2%					
	Change	**0.4%**	**-2.3%**	**-16.2%**	**-17.5%**	**-9.1%**	**-5.0%**	**-6.3%**					
Avg. delay of LATE vessels	2017	3.13	3.40	3.43	3.27	3.19	3.11	2.89	2.63	2.76	3.17	3.21	3.07
	2018	3.88	4.32	4.64	4.63	4.00	3.55	2.96					
	Change	**0.75**	**0.93**	**1.22**	**1.35**	**0.81**	**0.44**	**0.07**					

Asia-NAWC – Carrier Performance

Asia - NAWC	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Matson	100.0%	100.0%	100.0%	88.9%	77.8%	77.8%	77.8%	50.0%	62.5%	66.7%	66.7%	100.0%	100.0%	Increasing	7
SM Line	55.6%	66.7%	87.5%	55.6%	33.3%	50.0%	44.4%	33.3%	71.4%	71.4%	55.6%	77.8%	100.0%	Increasing	8
ZIM	100.0%	100.0%	96.3%	92.0%	88.5%	88.9%	80.8%	62.5%	57.1%	52.2%	68.0%	92.0%	96.2%	Increasing	26
Westwood Shipping	80.0%	80.8%	81.5%	70.8%	56.0%	48.2%	60.0%	64.3%	71.9%	70.0%	74.2%	88.2%	93.9%	Increasing	33
HMM	100.0%	95.0%	89.6%	83.2%	76.5%	77.9%	80.0%	68.0%	55.3%	60.0%	78.0%	85.3%	83.2%	Increasing	95
CMA CGM	89.7%	92.6%	85.2%	72.9%	67.0%	69.0%	65.7%	55.7%	55.3%	66.1%	74.3%	80.4%	83.1%	Increasing	248
Evergreen	89.3%	92.3%	85.1%	72.7%	65.9%	68.5%	65.3%	54.6%	54.3%	65.9%	74.9%	82.3%	82.4%	Increasing	239
APL	89.2%	91.8%	84.4%	72.2%	64.2%	66.7%	66.1%	55.4%	54.6%	64.0%	74.3%	82.5%	82.4%	Increasing	256
OOCL	86.9%	91.9%	83.0%	66.7%	58.4%	61.6%	56.7%	44.1%	42.9%	57.3%	70.2%	80.0%	80.9%	Increasing	178
Maersk Line	91.7%	92.5%	81.7%	70.6%	66.7%	68.9%	71.7%	60.6%	48.0%	50.0%	69.4%	81.2%	80.4%	Increasing	102
COSCO	87.3%	91.3%	84.7%	73.1%	65.4%	67.1%	63.4%	51.8%	51.7%	62.0%	69.6%	75.9%	79.3%	Increasing	265
MSC	90.5%	91.5%	78.7%	66.7%	65.9%	68.5%	66.7%	55.4%	41.9%	45.8%	68.9%	78.3%	79.1%	Increasing	86
Hamburg Süd	90.9%	88.3%	83.6%	73.2%	69.1%	71.9%	71.9%	56.9%	35.9%	40.8%	65.5%	70.0%	78.0%	Increasing	50
PIL	73.1%	86.6%	79.8%	67.0%	57.3%	57.3%	58.5%	44.4%	36.8%	46.2%	48.8%	59.5%	72.1%	Increasing	86
ONE										58.1%	60.7%	70.2%	71.4%	Increasing	196
Yang Ming	73.5%	73.3%	71.5%	62.0%	51.9%	50.5%	49.5%	43.0%	40.5%	47.4%	56.8%	67.6%	69.3%	Increasing	179
Hapag-Lloyd	73.5%	72.9%	68.5%	64.8%	55.3%	49.0%	49.7%	43.5%	39.6%	46.3%	56.8%	67.4%	69.3%	Increasing	179
Wan Hai	79.6%	77.8%	65.9%	64.3%	58.5%	54.8%	58.1%	51.2%	51.4%	59.0%	57.5%	57.1%	65.2%	Increasing	46
K Line	75.6%	73.8%	71.7%	68.8%	59.7%	54.4%	55.0%	49.7%	48.2%						
MOL	75.6%	73.8%	71.7%	68.8%	59.7%	54.4%	55.0%	49.7%	48.2%						
NYK	75.6%	73.8%	71.7%	68.8%	59.7%	54.4%	55.0%	49.7%	48.2%						
UASC	62.1%	63.9%	60.8%	58.7%	49.5%										

Asia-NAWC – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
APL / CMA CGM / COSCO / Evergreen	CC5 / Hangzhou Bay Bridge / AAC2 / CPS	18	72.2%	Hamburg Süd / Maersk Line / MSC	UPAS4 / TP1 / Eagle	8	75.0%
APL / CMA CGM / COSCO / Evergreen	SC8 / Jade Express / AAS4 / TPS	26	88.5%	Hapag-Lloyd / ONE / Yang Ming	PN1 / PN1 / PN1	18	77.8%
APL / CMA CGM / COSCO / Evergreen / Maersk Line / OOCL	PE1 / JAX/Columbus Suez / SEA2/AWE5 / PE1 / TP15 / SEAP	17	82.4%	Hapag-Lloyd / ONE / Yang Ming	PN2 / PN2 / PN2	17	88.2%
APL / CMA CGM / COSCO / Evergreen / OOCL	CC9 / Hibicus Express / AAC4 / PCC1 / PCC1	9	66.7%	Hapag-Lloyd / ONE / Yang Ming	PN3 / PN3 / PN3	17	76.5%
APL / CMA CGM / COSCO / Evergreen / OOCL	NP3 / Northwest Express / EPNW / TPN / PNW3	17	94.1%	Hapag-Lloyd / ONE / Yang Ming	PS3 / PS3 / PS3	17	82.4%
APL / CMA CGM / COSCO / Evergreen / OOCL	NP4 / Dahlia Service / OPNW / PNW1 / PNW1	18	100.0%	Hapag-Lloyd / ONE / Yang Ming	PS4 / PS4 / PS4	18	77.8%
APL / CMA CGM / COSCO / Evergreen / OOCL	PE2 / CIMEX 7 Twin Peaks / CPNW/CMEX / PE2/CMEX / PNW4/ME5	11	54.6%	Hapag-Lloyd / ONE / Yang Ming	PS5 / PS5 / PS5	16	31.3%
APL / CMA CGM / COSCO / Evergreen / OOCL	SC6 / South China Sea / AAS / PVCS / PVCS	9	88.9%	Hapag-Lloyd / ONE / Yang Ming	PS6 / PS6 / PS6	18	22.2%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	CC2 / Bohai / CEN / CEN / PCN1 / AC3	26	57.7%	Hapag-Lloyd / ONE / Yang Ming	PS7 / PS7 / PS7	15	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	CC4 / Huangpu River Express / AAC / AAC / PCC2 / AC2	16	75.0%	Hapag-Lloyd / ONE / Yang Ming	PS8 / PS8 / PS8	26	53.9%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	NP1 / Columbus PNW / MPNW / NP1 / PNW2 / AN2	18	88.9%	HMM / Maersk Line / MSC	PS1 / TP3 / Yulan	16	68.8%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL / Wan Hai	SC1 / PRX / AAS2 / PRX / PCS1 / AC6 / China-Pacific Service III	20	85.0%	HMM / Maersk Line / MSC	PS2 / TP7 / Lotus	18	94.4%
APL / CMA CGM / COSCO / PIL / Wan Hai	SC3 / Pacific South Express / SEA / AC5 / China Pacific Service I	9	100.0%	HMM / ZIM	PN1 / ZMP	8	87.5%
APL / CMA CGM / Evergreen / Hapag-Lloyd / ONE / OOCL	JPX / Fuji / PS1 / PS1 / PS1 / JPX	17	94.1%	HMM / ZIM	PN2 / ZPN	18	100.0%
APL / Maersk Line	EX1 / TP5	25	88.0%	Maersk Line / Matson	US - Hawaii / CLX	8	100.0%
CMA CGM / COSCO / Evergreen	Guangdong Express / AAS3 / HTW	17	100.0%	Maersk Line / MSC	TP9 / Maple	18	66.7%
COSCO / ONE / Yang Ming	JPSW / PS2 / PS2	17	94.1%	SM Line	CPX	7	100.0%
COSCO / PIL / Wan Hai	AAC3 / ACS / China Pacific Service II	17	23.5%	Westwood Shipping	TP 1	16	93.8%
Hamburg Süd / HMM / Maersk Line / MSC	UPAS1 / PS4 / TP8 / New Orient	19	57.9%	Westwood Shipping	TP 2	17	94.1%
Hamburg Süd / HMM / Maersk Line / MSC	UPAS2 / PS3 / TP2/AE12 / Jaguar/Phoenix	16	93.8%				
Hamburg Süd / Maersk Line / MSC	UPAS3 / TP6 / Pearl	7	100.0%				

Performance by services for Jun 2018-Jul 2018

Asia-NAEC – Trade Developments

Asia-North America East Coast developments

Schedule reliability on the Asia-NAEC trade lane also continued to improve, increasing by 6.1 percentage points M/M and reaching 73.4% in June/July. On a Y/Y level however, schedule reliability was still 8.6 percentage points below the 82.0% recorded last year.

The average delay for LATE vessel arrivals also improved, by 0.27 days M/M and 0.05 days Y/Y, reaching 3.23 days. The average delay for ALL vessel arrivals also improved M/M, by 0.24 days, dropping down to 1.01 days.

Hamburg Süd was the most reliable carrier on this trade lane in June/July, with on-time performance of 92.0%, followed by Maersk Line and MSC with 85.5% each.

Average delay for ALL vessel arrivals
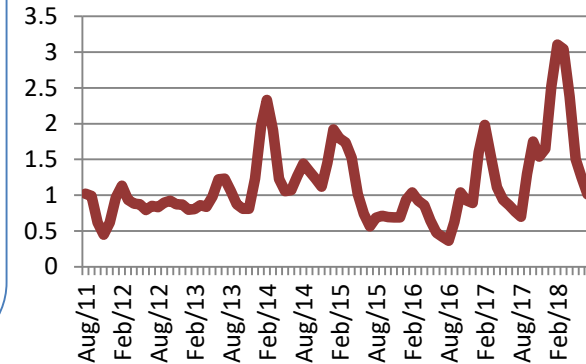
Asia - NAEC schedule reliability
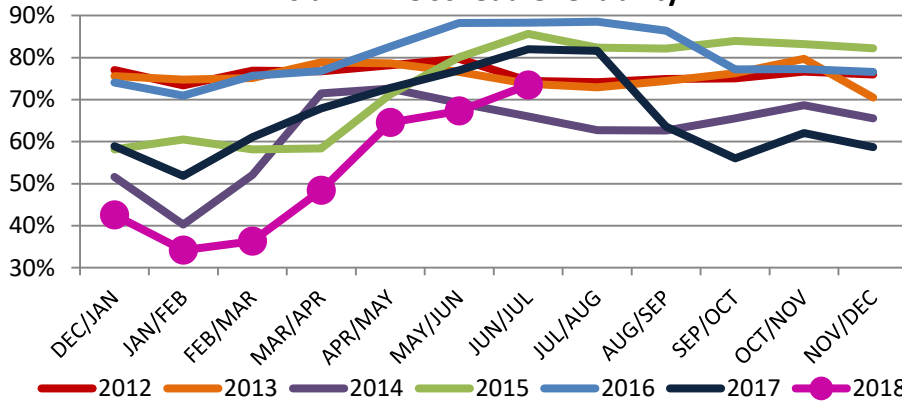
Asia - NAEC - Avg. delay for LATE vessel arrivals
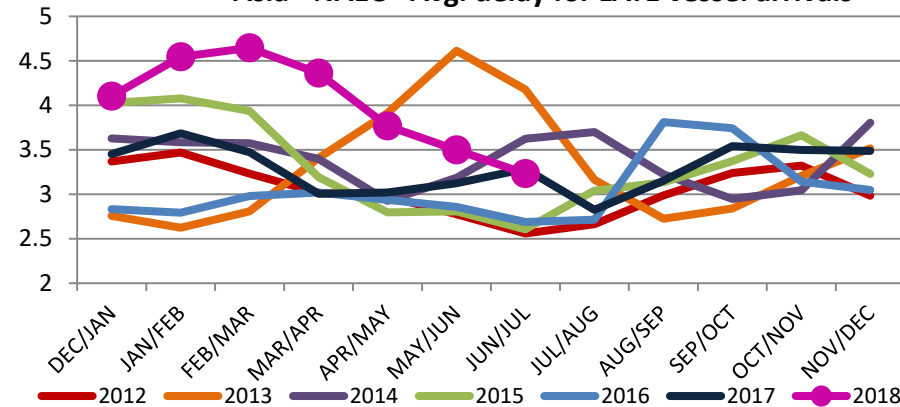
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	59.0%	51.9%	61.0%	67.9%	72.8%	77.0%	82.0%	81.6%	63.6%	56.0%	62.0%	58.7%
	2018	42.5%	34.2%	36.3%	48.4%	64.5%	67.3%	73.4%					
	Change	**-16.4%**	**-17.7%**	**-24.7%**	**-19.5%**	**-8.2%**	**-9.6%**	**-8.6%**					
Avg. delay of LATE vessels	2017	3.45	3.69	3.47	3.01	3.02	3.13	3.29	2.82	3.15	3.54	3.50	3.49
	2018	4.10	4.54	4.65	4.36	3.77	3.50	3.23					
	Change	**0.65**	**0.86**	**1.17**	**1.36**	**0.75**	**0.37**	**-0.05**					

Asia-NAEC – Carrier Performance

Asia - NAEC	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Hamburg Süd	90.2%	88.0%	63.9%	55.6%	77.1%	62.7%	30.0%	25.6%	37.5%	52.7%	78.5%	85.1%	92.0%	Increasing	100
Maersk Line	83.2%	82.1%	65.8%	59.3%	75.5%	63.2%	37.0%	26.5%	33.1%	45.9%	68.9%	82.1%	85.5%	Increasing	193
MSC	83.2%	82.1%	65.8%	59.3%	75.5%	63.2%	37.0%	26.5%	33.1%	45.9%	68.9%	82.1%	85.5%	Increasing	193
HMM	85.5%	81.5%	61.6%	54.2%	71.4%	60.3%	34.2%	24.1%	29.0%	38.5%	66.9%	81.3%	81.7%	Increasing	142
APL	91.0%	92.5%	75.0%	61.3%	63.0%	61.8%	52.4%	46.7%	40.5%	51.2%	66.5%	71.1%	80.0%	Increasing	195
OOCL	91.0%	92.5%	75.0%	61.3%	63.0%	61.8%	52.4%	46.7%	40.5%	51.2%	63.7%	69.3%	80.0%	Increasing	195
Evergreen	91.8%	92.7%	76.3%	63.2%	62.9%	62.4%	54.1%	45.7%	38.3%	49.7%	61.8%	67.5%	79.3%	Increasing	212
CMA CGM	91.8%	92.7%	76.3%	63.2%	62.9%	62.4%	54.1%	45.7%	38.3%	49.7%	61.3%	67.0%	79.3%	Increasing	212
COSCO	91.8%	92.7%	76.3%	63.2%	62.9%	62.4%	54.1%	45.7%	38.3%	49.7%	61.3%	67.0%	79.3%	Increasing	212
ZIM	88.7%	82.3%	52.0%	51.3%	55.1%	53.1%	40.0%	35.7%	42.0%	52.4%	84.6%	84.9%	73.9%	Increasing	65
Safmarine				43.1%	55.6%	53.2%	40.0%	27.3%	20.4%	18.3%	54.0%	77.1%	70.0%	Increasing	60
ONE										68.2%	56.2%	47.2%	55.6%	Decreasing	198
Hapag-Lloyd	67.1%	68.9%	52.3%	46.2%	49.4%	52.0%	36.1%	28.4%	35.2%	48.0%	56.2%	47.2%	55.6%	Increasing	198
Yang Ming	67.1%	68.9%	52.3%	46.2%	49.4%	52.0%	36.1%	28.4%	35.2%	48.0%	56.2%	47.2%	55.6%	Increasing	198
K Line	67.1%	68.9%	52.3%	46.2%	49.4%	52.0%	36.1%	28.4%	35.2%						
MOL	67.1%	68.9%	52.3%	46.2%	49.4%	52.0%	36.1%	28.4%	35.2%						
NYK	67.1%	68.9%	52.3%	46.2%	49.4%	52.0%	36.1%	28.4%	35.2%						
UASC	56.1%	62.0%	48.9%	41.7%	44.0%										

Asia-NAEC – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
APL / CMA CGM / COSCO / Evergreen / Maersk Line / OOCL	PE1 / JAX/Columbus Suez / SEA2/AWE5 / PE1 / TP15 / SEAP	35	97.1%	Hapag-Lloyd / ONE / Yang Ming	EC1 / EC1 / EC1	37	27.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	AW1 / Manhattan Bridge / AWE2 / NUE2 / ECX2	14	71.4%	Hapag-Lloyd / ONE / Yang Ming	EC2 / EC2 / EC2	43	60.5%
APL / CMA CGM / COSCO / Evergreen / OOCL	AW2 / TWS / AWE3 / AUE / ECC1	35	100.0%	Hapag-Lloyd / ONE / Yang Ming	EC3 / EC3 / EC3	26	76.9%
APL / CMA CGM / COSCO / Evergreen / OOCL	AW4 / Vespucci / AWE1 / NUE / ECC2	36	97.2%	Hapag-Lloyd / ONE / Yang Ming	EC4 / EC4 / EC4	40	45.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	AW5 / South Atlantic Express / AWE4 / SAX / ECX1	29	48.3%	Hapag-Lloyd / ONE / Yang Ming	EC5 / EC5 / EC5	52	69.2%
APL / CMA CGM / COSCO / Evergreen / OOCL	PG6 / PEX3 / GME2 / PEX3 / GCC1	46	60.9%	HMM / Maersk Line / MSC / Safmarine	AW1 / TP11 / USEC-1 AMERICA / TP11	60	70.0%
CMA CGM / COSCO / Evergreen	Gulf of Mexico Express / GME / GME	17	70.6%	Maersk Line / MSC	TP 18 / Lone Star	33	93.9%
Hamburg Süd / HMM / Maersk Line / MSC	ASUS1 / AW3 / TP10 / Amberjack	34	97.1%	ZIM	Z7S	30	73.3%
Hamburg Süd / HMM / Maersk Line / MSC	ASUS2 / AW2 / TP12 / Empire	27	100.0%	ZIM	ZCP	35	74.3%
Hamburg Süd / HMM / Maersk Line / MSC	ASUS3 / AW4 / TP16 / Emerald	39	82.1%				

Performance by services for Jun 2018-Jul 2018

Transpacific WB – Trade Developments

Transpacific WB developments

June/July schedule reliability on the Transpacific Westbound trade lane improved by 1.0 percentage points M/M and reached 80.5%, corresponding to a Y/Y decrease of 5.8 percentage points.

The average delay for LATE vessel arrivals decreased by 0.28 days M/M to 3.08 days, but were still 0.23 days worse off than the 2.84 days recorded last year. The average delays for ALL vessel arrivals also decreased, albeit by only 0.03 days, from 0.75 days in May/June to 0.72 days in June/July.

Safmarine was the best performing carrier on this trade lane with on-time performance of 100%, followed by Westwood Shipping with 89.5%, and ZIM with 88.8%.

Average delay for ALL vessel arrivals
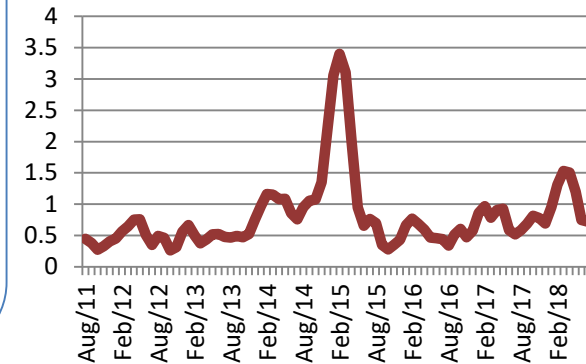
Transpacific WB schedule reliability
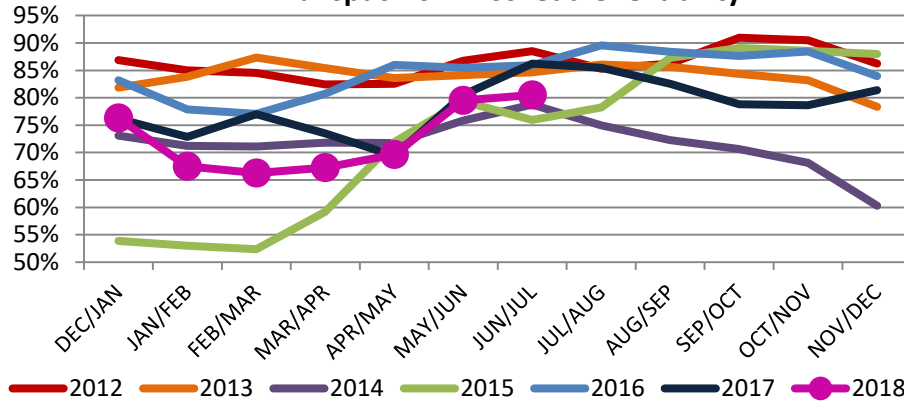
Transpacific WB - Avg. delay for LATE vessel arrivals
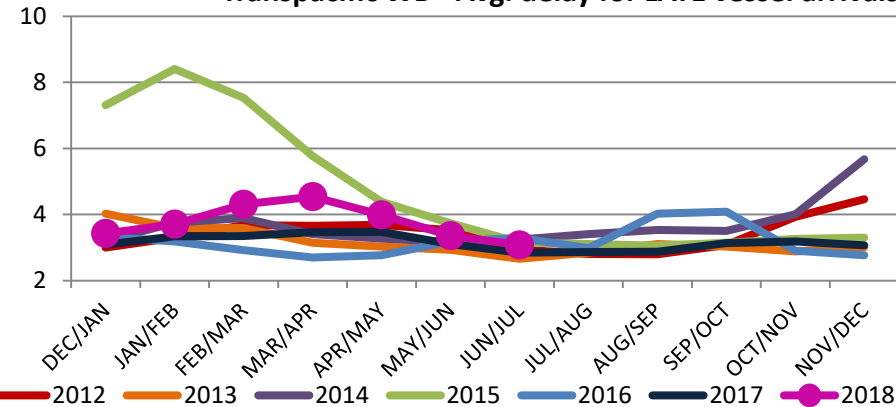
Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	76.2%	72.9%	77.0%	73.5%	69.4%	80.5%	86.3%	85.5%	82.5%	78.8%	78.7%	81.4%
	2018	76.3%	67.5%	66.3%	67.3%	69.6%	79.5%	80.5%					
	Change	0.1%	-5.4%	-10.7%	-6.2%	0.2%	-1.0%	-5.8%					
Avg. delay of LATE vessels	2017	3.09	3.34	3.34	3.46	3.47	3.10	2.84	2.87	2.88	3.14	3.18	3.07
	2018	3.43	3.71	4.31	4.54	3.99	3.36	3.08					
	Change	0.34	0.37	0.97	1.08	0.51	0.25	0.23					

Transpacific WB – Carrier Performance

Transpacific WB	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Safmarine				97.6%	97.7%	100.0%	97.1%	92.3%	83.3%	85.7%	85.4%	91.2%	100.0%	Increasing	61
Westwood Shipping	90.0%	82.5%	82.4%	66.7%	55.6%	59.6%	62.0%	64.4%	53.1%	49.2%	73.8%	88.1%	89.5%	Increasing	57
ZIM	90.9%	90.6%	89.3%	86.2%	82.2%	85.2%	82.3%	66.1%	65.6%	79.3%	81.0%	83.3%	88.8%	Increasing	170
CMA CGM	91.2%	89.4%	87.0%	83.0%	81.8%	83.5%	79.7%	70.4%	67.7%	69.4%	72.9%	85.9%	86.8%	Increasing	758
Evergreen	91.1%	89.4%	86.9%	82.5%	81.6%	83.7%	78.9%	68.9%	66.7%	69.0%	73.1%	86.0%	86.2%	Increasing	724
APL	90.8%	89.2%	83.6%	79.2%	79.9%	82.0%	79.0%	69.8%	66.4%	67.3%	75.8%	88.5%	86.0%	Increasing	721
HMM	91.6%	88.9%	87.3%	85.7%	85.3%	84.7%	78.0%	68.9%	71.3%	76.3%	78.2%	85.5%	85.9%	Increasing	509
OOCL	90.2%	88.8%	85.6%	82.9%	82.9%	82.0%	77.4%	67.2%	62.4%	65.7%	71.2%	84.8%	85.8%	Increasing	590
Matson	61.9%	54.6%	55.0%	31.6%	0.0%	50.0%	85.7%	80.0%	86.7%	88.2%	75.0%	75.0%	84.6%	Decreasing	13
COSCO	90.0%	88.3%	86.0%	81.4%	80.2%	82.9%	78.8%	69.7%	67.0%	68.3%	71.8%	84.8%	84.5%	Increasing	517
Maersk Line	84.1%	82.2%	80.6%	79.1%	82.1%	84.7%	78.9%	73.1%	73.1%	72.9%	75.5%	82.0%	84.5%	Increasing	782
MSC	83.9%	81.9%	81.4%	81.0%	83.7%	84.8%	77.6%	71.3%	70.8%	71.2%	73.9%	80.6%	84.1%	Increasing	477
Hamburg Süd	84.8%	83.9%	81.1%	77.0%	81.3%	79.9%	68.8%	62.2%	66.7%	67.1%	63.8%	72.6%	79.6%	Increasing	270
Wan Hai	81.7%	74.3%	73.7%	76.4%	75.3%	80.0%	82.5%	79.3%	66.7%	76.9%	87.3%	84.9%	79.4%	Increasing	92
PIL	84.1%	82.2%	78.7%	73.6%	69.6%	74.2%	78.3%	68.4%	58.5%	60.3%	64.0%	82.6%	78.8%	Increasing	184
SM Line	90.6%	92.5%	84.6%	74.5%	68.8%	74.5%	63.8%	53.5%	68.9%	72.7%	60.5%	67.4%	74.5%	Increasing	47
ONE										61.4%	63.0%	72.6%	74.2%	Increasing	685
Hapag-Lloyd	83.7%	81.9%	78.3%	76.7%	77.5%	79.4%	72.2%	61.6%	59.2%	59.5%	60.4%	70.6%	73.1%	Increasing	642
Yang Ming	83.4%	81.9%	79.1%	77.3%	78.2%	79.7%	72.5%	63.0%	61.8%	59.8%	59.7%	70.9%	72.5%	Increasing	644
K Line	84.6%	83.4%	80.6%	78.8%	79.5%	81.3%	74.4%	65.3%	64.2%						
MOL	84.6%	83.4%	80.6%	78.8%	79.5%	81.3%	74.4%	65.3%	64.2%						
NYK	84.6%	83.4%	80.6%	78.8%	79.5%	81.3%	74.4%	65.3%	64.2%						
UASC	77.3%	79.4%	77.2%	75.1%	74.2%										

Transpacific WB – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
APL / CMA CGM / COSCO / Evergreen	CC5 / Hangzhou Bay Bridge / AAC2 / CPS	31	83.9%	Hamburg Süd / Maersk Line / MSC	UPAS4 / TP1 / Eagle	29	62.1%
APL / CMA CGM / COSCO / Evergreen	SC8 / Jade Express / AAS4 / TPS	35	91.4%	Hapag-Lloyd / ONE / Yang Ming	EC1 / EC1 / EC1	57	59.7%
APL / CMA CGM / COSCO / Evergreen / Maersk Line / OOCL	PE1 / JAX/Columbus Suez / SEA2/AWE5 / PE1 / TP15 / SEAP	68	98.5%	Hapag-Lloyd / ONE / Yang Ming	EC2 / EC2 / EC2	36	33.3%
APL / CMA CGM / COSCO / Evergreen / OOCL	AW2 / TWS / AWE3 / AUE / ECC1	33	100.0%	Hapag-Lloyd / ONE / Yang Ming	EC3 / EC3 / EC3	44	93.2%
APL / CMA CGM / COSCO / Evergreen / OOCL	AW4 / Vespucci / AWE1 / NUE / ECC2	34	67.7%	Hapag-Lloyd / ONE / Yang Ming	EC4 / EC4 / EC4	37	62.2%
APL / CMA CGM / COSCO / Evergreen / OOCL	AW5 / South Atlantic Express / AWE4 / SAX / ECX1	37	70.3%	Hapag-Lloyd / ONE / Yang Ming	EC5 / EC5 / EC5	28	92.9%
APL / CMA CGM / COSCO / Evergreen / OOCL	CC9 / Hibicus Express / AAC4 / PCC1 / PCC1	33	69.7%	Hapag-Lloyd / ONE / Yang Ming	PN1 / PN1 / PN1	57	80.7%
APL / CMA CGM / COSCO / Evergreen / OOCL	NP3 / Northwest Express / EPNW / TPN / PNW3	57	84.2%	Hapag-Lloyd / ONE / Yang Ming	PN2 / PN2 / PN2	69	92.8%
APL / CMA CGM / COSCO / Evergreen / OOCL	NP4 / Dahlia Service / OPNW / PNW1 / PNW1	48	97.9%	Hapag-Lloyd / ONE / Yang Ming	PN3 / PN3 / PN3	52	57.7%
APL / CMA CGM / COSCO / Evergreen / OOCL	PE2 / CIMEX 7 Twin Peaks / CPNW/CMEX / PE2/CMEX / PNW4/ME5	7	42.9%	Hapag-Lloyd / ONE / Yang Ming	PS3 / PS3 / PS3	45	62.2%
APL / CMA CGM / COSCO / Evergreen / OOCL	PG6 / PEX3 / GME2 / PEX3 / GCC1	43	79.1%	Hapag-Lloyd / ONE / Yang Ming	PS4 / PS4 / PS4	59	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	SC6 / South China Sea / AAS / PVCS / PVCS	51	92.2%	Hapag-Lloyd / ONE / Yang Ming	PS5 / PS5 / PS5	13	7.7%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	CC2 / Bohai / CEN / CEN / PCN1 / AC3	30	70.0%	Hapag-Lloyd / ONE / Yang Ming	PS6 / PS6 / PS6	41	46.3%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	CC4 / Huangpu River Express / AAC / AAC / PCC2 / AC2	22	77.3%	Hapag-Lloyd / ONE / Yang Ming	PS7 / PS7 / PS7	15	93.3%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	NP1 / Columbus PNW / MPNW / NP1 / PNW2 / AN2	43	86.1%	Hapag-Lloyd / ONE / Yang Ming	PS8 / PS8 / PS8	48	64.6%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL / Wan Hai	SC1 / PRX / AAS2 / PRX / PCS1 / AC6 / China-Pacific Service III	37	94.6%	HMM / Maersk Line / MSC	PS1 / TP3 / Yulan	56	66.1%
APL / CMA CGM / COSCO / PIL / Wan Hai	SC3 / Pacific South Express / SEA / AC5 / China Pacific Service I	33	100.0%	HMM / Maersk Line / MSC	PS2 / TP7 / Lotus	72	98.6%
APL / CMA CGM / Evergreen / Hapag-Lloyd / ONE / OOCL	JPX / Fuji / PS1 / PS1 / PS1 / JPX	41	100.0%	HMM / Maersk Line / MSC / Safmarine	AW1 / TP11 / USEC-1 AMERICA / TP11	61	100.0%
APL / Maersk Line	EX1 / TP5	45	66.7%	HMM / ZIM	PN1 / ZMP	44	84.1%
CMA CGM / COSCO / Evergreen	Guangdong Express / AAS3 / HTW	33	100.0%	HMM / ZIM	PN2 / ZPN	60	95.0%
CMA CGM / COSCO / Evergreen	Gulf of Mexico Express / GME / GME	35	77.1%	Maersk Line / Matson	US - Hawaii / CLX	13	84.6%
CMA CGM / COSCO / Evergreen / OOCL / PIL	TPX/Manhattan Bridge / CPNW/AWE2 / PE2 / CECP / ANW	14	57.1%	Maersk Line / MSC	TP 18 / Lone Star	27	48.2%
COSCO / ONE / Yang Ming	JPSW / PS2 / PS2	43	90.7%	Maersk Line / MSC	TP9 / Maple	47	87.2%
COSCO / PIL / Wan Hai	AAC3 / ACS / China Pacific Service II	22	22.7%	SM Line	CPX	47	74.5%
Hamburg Süd / HMM / Maersk Line / MSC	ASUS1 / AW3 / TP10 / Amberjack	41	61.0%	Westwood Shipping	TP 1	34	88.2%
Hamburg Süd / HMM / Maersk Line / MSC	ASUS2 / AW2 / TP12 / Empire	59	89.8%	Westwood Shipping	TP 2	23	91.3%
Hamburg Süd / HMM / Maersk Line / MSC	ASUS3 / AW4 / TP16 / Emerald	32	87.5%	ZIM	Z7S	36	97.2%
Hamburg Süd / HMM / Maersk Line / MSC	UPAS1 / PS4 / TP8 / New Orient	39	69.2%	ZIM	ZCP	30	73.3%
Hamburg Süd / HMM / Maersk Line / MSC	UPAS2 / PS3 / TP2/AE12 / Jaguar/Phoenix	45	91.1%				
Hamburg Süd / Maersk Line / MSC	UPAS3 / TP6 / Pearl	25	92.0%				

Performance by services for Jun 2018-Jul 2018

Asia-North Europe – Trade Developments

Asia – North Europe developments

Schedule reliability on the Asia-North Europe trade lane increased marginally by 0.5 percentage points M/M and reached 84.6% in June/July. We also recorded a Y/Y improvement of 7.7 percentage points compared to on-time performance of 76.9% last year.

The average delay for LATE vessel arrivals decreased by 0.13 days M/M and reached 3.14 days in June/July, while increasing by 0.02 days on a Y/Y level. The average delay for ALL vessel arrivals was virtually the same, marginally increasing by 0.01 days M/M.

FESCO was the most reliable carrier on this trade lane with schedule reliability of 97.4%, followed by MSC with 88.3%, and Maersk Line and Hamburg Süd with on-time performance of 89.1% each.

Average delay for ALL vessel arrivals
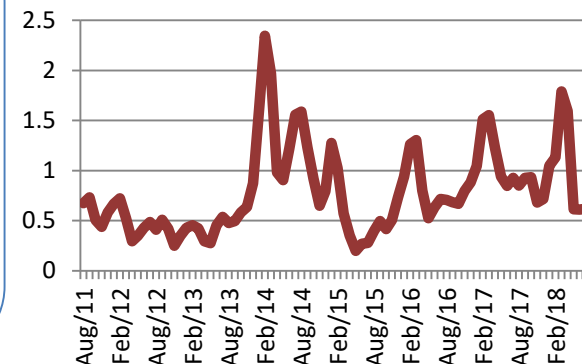
Asia - North Europe schedule reliability
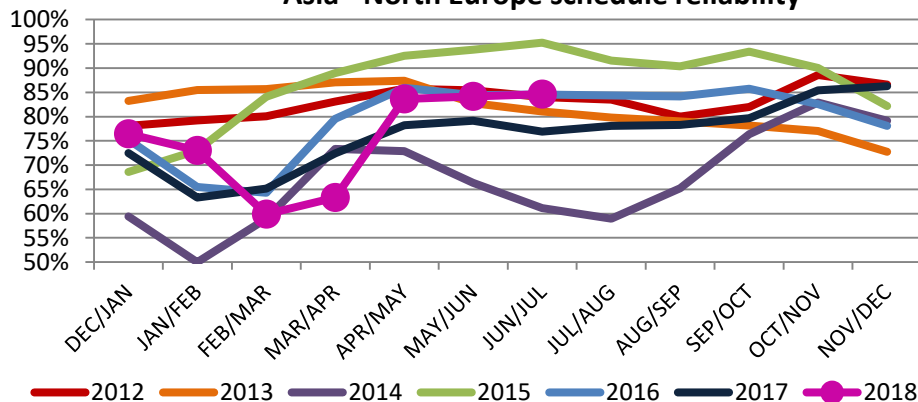
Asia - North Europe - Avg. delay for LATE vessel arrivals
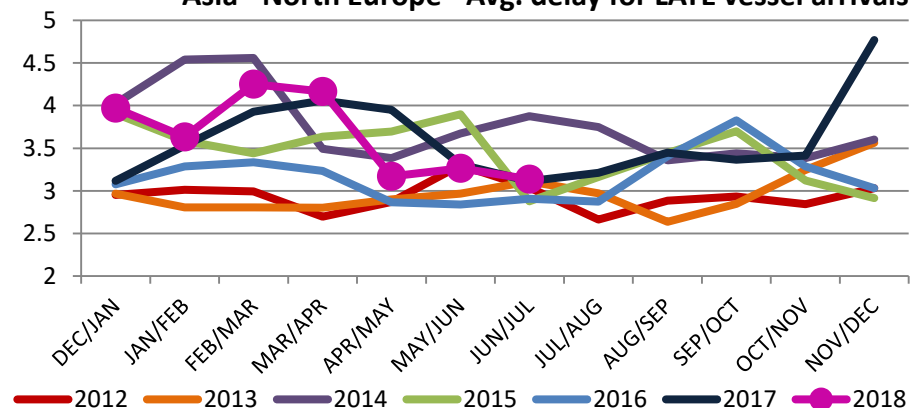
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	72.5%	63.3%	65.1%	72.4%	78.2%	79.2%	76.9%	78.1%	78.3%	79.7%	85.4%	86.3%
	2018	76.4%	73.0%	59.8%	63.3%	83.7%	84.1%	84.6%					
	Change	**4.0%**	**9.7%**	**-5.3%**	**-9.0%**	**5.4%**	**5.0%**	**7.7%**					
Avg. delay of LATE vessels	2017	3.12	3.53	3.93	4.06	3.95	3.31	3.11	3.21	3.45	3.36	3.41	4.77
	2018	3.97	3.63	4.25	4.16	3.17	3.26	3.14					
	Change	**0.85**	**0.10**	**0.32**	**0.10**	**-0.78**	**-0.05**	**0.02**					

Asia-North Europe – Carrier Performance

Asia - North Europe	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
FESCO			95.5%	90.5%	95.4%	100.0%	97.6%	97.6%	91.1%	88.7%	94.7%	94.9%	97.4%	Increasing	78
MSC	75.0%	78.4%	81.2%	83.9%	92.5%	95.2%	85.1%	68.4%	46.1%	57.1%	81.0%	83.2%	88.3%	Increasing	257
Maersk Line	74.8%	78.4%	81.4%	84.5%	92.4%	95.7%	85.4%	68.4%	44.9%	55.0%	78.7%	81.3%	87.8%	Increasing	204
Hamburg Süd	74.0%	77.3%	79.5%	81.7%	91.5%	95.7%	83.4%	63.1%	38.2%	50.6%	74.6%	81.3%	87.8%	Increasing	204
ONE										71.1%	76.1%	83.5%	86.0%	Increasing	179
Yang Ming	66.5%	62.6%	60.1%	63.6%	67.7%	61.2%	46.6%	53.5%	39.8%	41.5%	76.1%	83.5%	86.0%	Increasing	179
HMM	76.4%	82.5%	80.5%	83.1%	93.4%	97.8%	86.0%	67.1%	45.3%	54.5%	78.8%	78.7%	86.0%	Increasing	221
PIL	80.8%	76.9%	88.9%	100.0%	100.0%	94.1%	91.7%	96.0%	90.9%	88.2%	100.0%	95.2%	84.6%	Decreasing	26
APL	85.8%	89.1%	87.7%	87.4%	92.1%	95.2%	91.1%	91.2%	85.8%	86.6%	94.5%	89.1%	84.2%	Decreasing	246
COSCO	85.8%	89.1%	87.7%	87.4%	92.1%	95.2%	91.1%	91.2%	85.8%	86.6%	94.5%	89.1%	84.2%	Decreasing	246
Evergreen	85.8%	89.1%	87.7%	87.4%	92.6%	96.4%	93.0%	93.6%	87.9%	87.5%	94.4%	89.1%	84.2%	Decreasing	246
OOCL	85.8%	89.1%	87.7%	87.4%	92.6%	96.4%	93.0%	93.6%	87.9%	87.5%	94.4%	89.1%	84.2%	Decreasing	246
Hapag-Lloyd	68.6%	65.9%	65.1%	65.2%	68.0%	64.1%	46.6%	55.5%	45.2%	44.5%	76.7%	82.7%	84.0%	Increasing	213
CMA CGM	85.6%	88.5%	88.1%	85.7%	89.6%	93.8%	86.4%	88.3%	85.3%	84.0%	92.6%	87.8%	82.9%	Decreasing	280
ANL	83.3%	83.9%	91.2%	73.5%	72.5%	77.1%	48.8%	62.5%	70.3%	63.9%	82.5%	78.1%	73.5%	Increasing	34
K Line	66.5%	62.6%	60.1%	63.6%	67.7%	61.2%	46.6%	53.5%	39.8%						
MOL	66.5%	62.6%	60.1%	63.6%	67.7%	61.2%	46.6%	53.5%	39.8%						
NYK	66.5%	62.6%	60.1%	63.6%	67.7%	61.2%	46.6%	53.5%	39.8%						
UASC	66.5%	62.6%	60.1%	63.6%	67.7%										

Asia-North Europe – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL / CMA CGM / Hapag-Lloyd	NEMO / New NEMO / EAX	34	73.5%	Hamburg Süd / HMM / Maersk Line / MSC	NERA4 / EU6 / AE7 / CONDOR	41	90.2%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX1 / FAL1 / AEU2 / FAL1 / FAL1 / LL4	52	100.0%	Hamburg Süd / HMM / Maersk Line / MSC	NERA5 / EU1 / AE5 / Albatross	56	98.2%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX3 / FAL3 / AEU6 / FAL3 / FAL3 / LL5	44	95.5%	Hamburg Süd / HMM / Maersk Line / MSC	NERA6 / EU2 / AE10 / Silk	48	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX2 / FAL2 / AEU3 / NE3 / LL2	29	100.0%	Hapag-Lloyd / ONE / Yang Ming	FE1 / FE1 / FE1	35	71.4%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX5 / FAL5 / AEU1 / NE1 / LL1	43	81.4%	Hapag-Lloyd / ONE / Yang Ming	FE2 / FE2 / FE2	29	86.2%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX6 / FAL6 / AEU5 / CEM / LL6	35	48.6%	Hapag-Lloyd / ONE / Yang Ming	FE3 / FE3 / FE3	45	97.8%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	FX7 / FAL7 / AEU7 / NE7 / LL3 / FES	43	74.4%	Hapag-Lloyd / ONE / Yang Ming	FE4 / FE4 / FE4	35	91.4%
DAL / MSC	Eur - Indian Ocean / Australia Express	53	90.6%	Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	35	80.0%
Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	32	68.8%	HMM	AEX	26	76.9%
Hamburg Süd / HMM / Maersk Line / MSC	NERA2 / EU4 / AE2 / Swan	27	63.0%				

Performance by services for Jun 2018-Jul 2018

Asia-Mediterranean – Trade Developments

Asia - Mediterranean developments

Schedule reliability on the Asia-Mediterranean trade lane improved by 4.1 percentage points M/M, reaching 80.9% in June/July. Schedule reliability on this trade lane also improved on a Y/Y level, by 1.1 percentage points.

The average delay for LATE vessel arrivals decreased by a considerable 0.45 days to 3.31 days in June/July. On a Y/Y level, the delays were 0.31 days higher than the same point last year. The average delay for ALL vessel arrivals improved by 0.21 days, from 1.00 day in May/June to 0.80 days in June/July.

APL was best performing carrier on this trade lane in June/July, with on-time performance of 94.4%, followed by Safmarine with 94.3%, and CMA CGM with 92.8%.

Average delay for ALL vessel arrivals
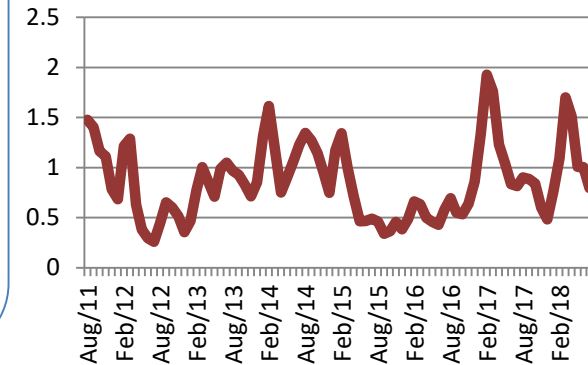
Asia - Mediterranean schedule reliability

2012 2013 2014 2015 2016 2017 2018
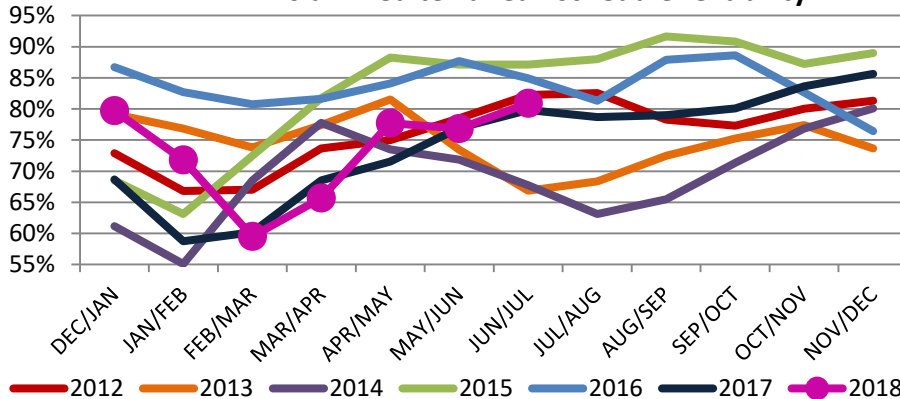
Asia - Mediterranean - Avg. delay for LATE vessel arrivals
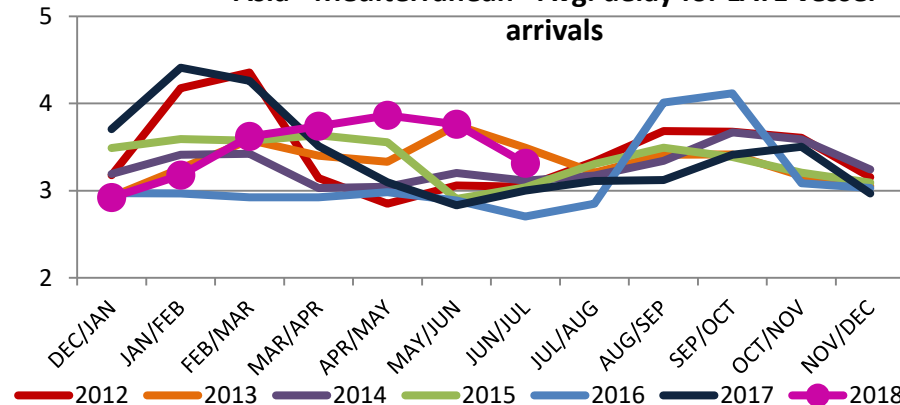
2012 2013 2014 2015 2016 2017 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	68.7%	58.7%	60.2%	68.5%	71.5%	77.0%	79.8%	78.7%	79.0%	80.1%	83.6%	85.7%
	2018	79.7%	71.8%	59.5%	65.7%	77.7%	76.9%	80.9%					
	Change	**11.1%**	**13.0%**	**-0.7%**	**-2.8%**	**6.2%**	**-0.1%**	**1.1%**					
Avg. delay of LATE vessels	2017	3.71	4.41	4.26	3.51	3.10	2.83	3.00	3.11	3.12	3.41	3.50	2.97
	2018	2.92	3.18	3.62	3.74	3.87	3.76	3.31					
	Change	**-0.79**	**-1.23**	**-0.64**	**0.23**	**0.77**	**0.93**	**0.31**					

Asia-Mediterranean – Carrier Performance

Asia - Mediterranean	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
APL	83.6%	80.8%	81.6%	86.3%	89.9%	92.7%	86.4%	77.2%	64.5%	68.6%	86.0%	91.4%	94.4%	Increasing	287
Safmarine				94.3%	94.6%	97.4%	97.2%	97.0%	59.4%	63.6%	97.1%	97.1%	94.3%	Increasing	35
CMA CGM	82.7%	79.5%	79.3%	84.0%	88.3%	90.7%	84.0%	77.0%	66.0%	70.0%	86.8%	90.1%	92.8%	Increasing	305
COSCO	84.4%	82.3%	82.1%	86.3%	90.8%	92.7%	85.6%	74.9%	62.0%	65.4%	80.2%	87.7%	91.2%	Increasing	328
Evergreen	84.4%	82.3%	82.1%	86.3%	90.7%	92.6%	85.4%	74.8%	62.0%	65.1%	79.7%	87.6%	91.2%	Increasing	328
OOCL	84.4%	82.3%	82.1%	86.3%	90.7%	92.6%	85.4%	74.8%	62.0%	65.1%	79.7%	87.6%	91.2%	Increasing	328
FESCO			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%		80.0%	93.8%	82.4%	88.2%	Decreasing	17
MSC	79.8%	82.2%	87.6%	85.5%	84.7%	83.1%	77.6%	69.9%	57.7%	71.2%	88.3%	83.3%	81.0%	Increasing	242
Maersk Line	79.2%	82.7%	88.7%	85.7%	84.3%	83.3%	76.0%	69.0%	56.9%	69.9%	88.3%	82.8%	80.4%	Increasing	235
ZIM	98.3%	83.3%	80.3%	87.9%	92.3%	98.2%	91.5%	76.4%	68.0%	65.2%	68.6%	70.7%	79.0%	Increasing	57
HMM	77.2%	76.7%	81.8%	81.6%	80.9%	79.4%	73.1%	62.8%	54.4%	68.3%	80.6%	77.6%	76.9%	Increasing	199
Hamburg Süd	69.0%	74.0%	82.5%	78.8%	76.5%	71.9%	65.5%	57.6%	48.8%	69.5%	84.7%	80.1%	76.1%	Increasing	142
ANL	68.4%	56.3%	37.5%	50.0%	69.6%	66.7%	60.7%	75.9%	82.6%	82.8%	93.3%	73.9%	66.7%	Decreasing	18
Hapag-Lloyd	69.1%	69.7%	65.6%	55.7%	63.2%	68.8%	67.1%	66.2%	52.5%	60.1%	59.5%	44.9%	57.8%	Decreasing	142
ONE										76.7%	51.2%	39.5%	56.5%	Decreasing	124
Yang Ming	63.2%	65.0%	61.3%	56.5%	62.6%	70.0%	69.6%	64.6%	46.6%	54.6%	51.2%	39.5%	56.5%	Decreasing	124
K Line	63.2%	65.0%	61.3%	56.5%	62.6%	70.0%	69.6%	64.6%	46.6%						
MOL	63.2%	65.0%	61.3%	56.5%	62.6%	70.0%	69.6%	64.6%	46.6%						
NYK	63.2%	65.0%	61.3%	56.5%	62.6%	70.0%	69.6%	64.6%	46.6%						
UASC	63.2%	65.0%	61.3%	56.5%	62.6%										

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL / CMA CGM / Hapag-Lloyd	NEMO / New NEMO / EAX	18	66.7%	Hamburg Süd / HMM / Maersk Line / MSC	NERA4 / EU6 / AE7 / CONDOR	8	100.0%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	BEX / BEX / AEM3 / BEX / FBSS / EM1	85	90.6%	Hamburg Süd / HMM / Maersk Line / MSC	NERA6 / EU2 / AE10 / Silk	5	100.0%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX1 / FAL1 / AEU2 / FAL1 / FAL1 / LL4	8	100.0%	Hamburg Süd / HMM / Maersk Line / MSC	SERA1 / AM1 / AE20 / Dragon	69	71.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	ADX / PHOEX / AEM6 / BEX2 / AAS	71	98.6%	Hamburg Süd / HMM / Maersk Line / MSC	SERA2 / AM2 / AE11 / Jade	51	72.6%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX2 / FAL2 / AEU3 / NE3 / LL2	9	100.0%	Hamburg Süd / HMM / Maersk Line / MSC	UPAS2 / PS3 / TP2/AE12 / Jaguar/Phoenix	58	82.8%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX1 / MEX1 / AEM2 / MEX1 / WM2	59	94.9%	Hapag-Lloyd / ONE / Yang Ming	MD1 / MD1 / MD1	41	24.4%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX2 / MEX2 / AEM1 / MD2 / WM1	46	91.3%	Hapag-Lloyd / ONE / Yang Ming	MD2 / MD2 / MD2	39	48.7%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	FX7 / FAL7 / AEU7 / NE7 / LL3 / FES	9	100.0%	Hapag-Lloyd / ONE / Yang Ming	MD3 / MD3 / MD3	44	93.2%
COSCO / Evergreen / OOCL	AEM5 / FEM / EM2	41	68.3%	HMM / ZIM	PN1 / ZMP	57	79.0%
DAL / MSC	Eur - Indian Ocean / Australia Express	7	100.0%	Maersk Line / MSC / Safmarine	AE15 / Tiger / AE15	35	94.3%
Hamburg Süd / HMM / Maersk Line / MSC	NERA2 / EU4 / AE2 / Swan	9	100.0%				

Performance by services for Jun 2018-Jul 2018

Europe – Asia EB – Trade Developments

Europe - Asia developments

Schedule reliability on the Europe-Asia trade improved by 1.5 percentage points in June/July, reaching 77.9%. Despite the M/M improvement, schedule reliability in June/July was still 3.2 percentage points below the 81.1% recorded at the same point last year.

The average delay for LATE vessel arrivals decreased by 0.29 days M/M and increased by 0.19 days Y/Y to 3.34 days in June/July. The average delay for ALL vessel arrivals decreased by 0.12 days to 0.87 days in June/July.

ZIM was the most reliable carrier on this trade lane with perfect on-time performance of 100%, followed by Hamburg Süd with 88.5%, and Maersk Line and MSC with 87.8% each.

Average delay for ALL vessel arrivals
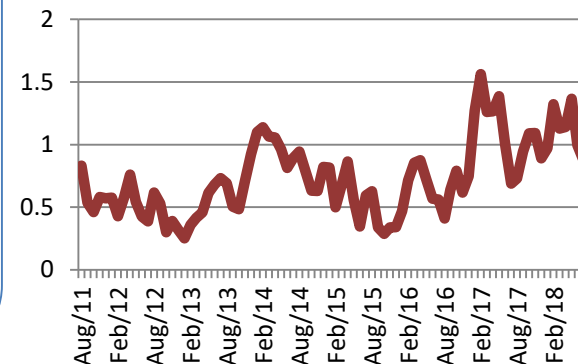
Europe - Asia schedule reliability
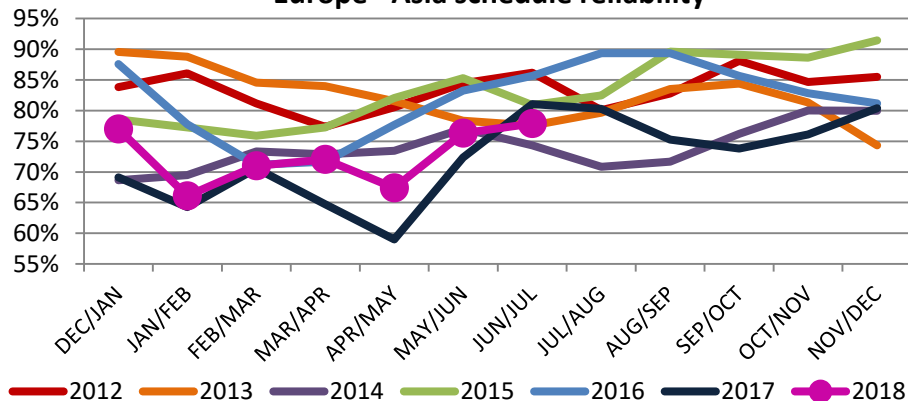
Europe - Asia - Avg. delay for LATE vessel arrivals
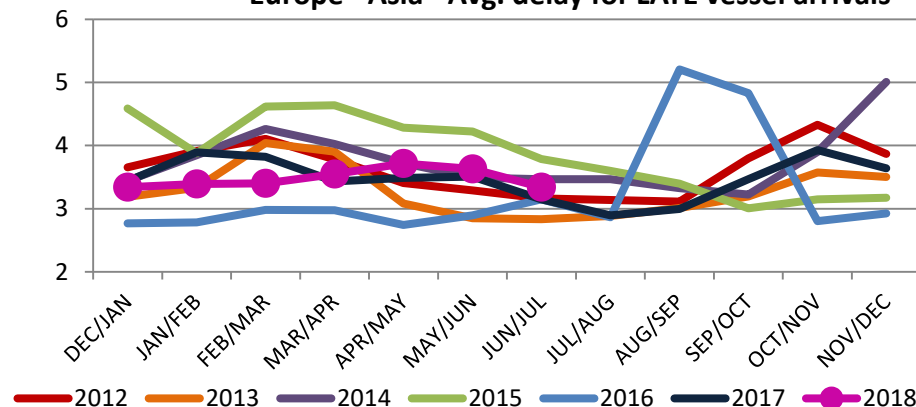
Legend: 2012 2013 2014 2015 2016 2017 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	69.1%	64.3%	70.6%	64.7%	59.0%	72.4%	81.1%	80.3%	75.3%	73.8%	76.1%	80.4%
	2018	77.0%	66.1%	71.0%	72.1%	67.4%	76.3%	77.9%					
	Change	**7.9%**	**1.8%**	**0.4%**	**7.3%**	**8.4%**	**4.0%**	**-3.2%**					
Avg. delay of LATE vessels	2017	3.44	3.89	3.82	3.43	3.49	3.51	3.15	2.89	3.00	3.47	3.93	3.64
	2018	3.34	3.39	3.40	3.55	3.72	3.63	3.34					
	Change	**-0.10**	**-0.50**	**-0.42**	**0.12**	**0.23**	**0.12**	**0.19**					

Europe – Asia EB – Carrier Performance

Europe - Asia	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
ZIM	95.5%	96.9%	88.9%	85.5%	93.9%	100.0%	89.8%	76.3%	84.8%	97.1%	92.5%	94.0%	100.0%	Increasing	68
Hamburg Süd	88.5%	82.1%	77.1%	80.6%	83.7%	85.6%	75.7%	58.0%	65.2%	73.6%	70.1%	79.9%	88.5%	Increasing	375
Maersk Line	87.3%	84.0%	78.4%	81.5%	85.6%	86.8%	78.1%	63.6%	68.5%	74.7%	71.4%	80.7%	87.8%	Increasing	476
MSC	87.3%	84.0%	78.4%	81.5%	85.6%	86.8%	78.3%	63.5%	68.5%	74.7%	71.4%	80.7%	87.8%	Increasing	476
FESCO			89.6%	87.9%	88.2%	94.2%	91.4%	88.9%	79.7%	75.3%	75.5%	89.2%	87.4%	Increasing	175
HMM	86.6%	82.6%	77.5%	82.5%	86.7%	87.5%	81.4%	67.3%	70.6%	78.6%	75.9%	82.1%	87.3%	Increasing	424
PIL	100.0%	93.5%	87.8%	77.8%	71.4%	79.5%	80.6%	71.1%	77.5%	72.2%	60.7%	84.2%	83.7%	Increasing	49
APL	85.1%	84.6%	80.7%	77.4%	78.8%	83.9%	83.1%	74.0%	77.1%	76.9%	77.5%	87.3%	83.0%	Increasing	572
CMA CGM	85.1%	84.6%	80.7%	77.4%	78.8%	83.9%	83.1%	74.0%	77.1%	76.9%	77.5%	87.3%	83.0%	Increasing	572
Safmarine				87.1%	92.8%	86.2%	76.2%	65.3%	69.6%	63.3%	52.5%	75.0%	80.7%	Increasing	57
Evergreen	85.8%	82.7%	79.1%	74.0%	73.8%	80.8%	81.2%	73.7%	74.1%	71.3%	72.5%	83.8%	80.1%	Increasing	633
OOCL	84.4%	82.7%	79.1%	74.0%	73.8%	80.8%	81.2%	73.7%	74.1%	71.3%	72.5%	83.8%	80.1%	Increasing	633
COSCO	85.8%	82.7%	79.1%	73.8%	73.8%	80.7%	81.0%	72.8%	73.3%	71.0%	72.5%	83.8%	80.1%	Increasing	633
Hapag-Lloyd	69.1%	71.0%	65.3%	60.4%	63.3%	68.0%	66.2%	57.2%	68.3%	65.5%	49.9%	57.0%	60.4%	Decreasing	414
Yang Ming	68.3%	68.2%	63.0%	60.4%	63.3%	68.0%	66.2%	57.2%	68.3%	65.5%	49.9%	57.0%	60.4%	Decreasing	414
ONE										50.8%	49.9%	57.0%	60.4%	Increasing	414
ANL				64.7%	73.7%	79.3%	76.2%	37.5%	50.0%	60.0%					
K Line	68.3%	68.2%	63.0%	60.4%	63.3%	68.0%	66.2%	57.2%	68.3%						
MOL	66.5%	68.2%	63.0%	60.4%	63.3%	68.0%	66.2%	57.2%	68.3%						
NYK	66.5%	68.2%	63.0%	60.4%	63.3%	68.0%	66.2%	57.2%	68.3%						
UASC	68.3%	68.2%	63.0%	60.4%	63.3%										

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	BEX / BEX / AEM3 / BEX / FBSS / EM1	69	94.2%	Hamburg Süd / HMM / Maersk Line / MSC	SERA1 / AM1 / AE20 / Dragon	57	71.9%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX1 / FAL1 / AEU2 / FAL1 / FAL1 / LL4	65	87.7%	Hamburg Süd / HMM / Maersk Line / MSC	SERA2 / AM2 / AE11 / Jade	75	85.3%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX3 / FAL3 / AEU6 / FAL3 / FAL3 / LL5	59	79.7%	Hamburg Süd / HMM / Maersk Line / MSC	UPAS2 / PS3 / TP2/AE12 / Jaguar/Phoenix	44	90.9%
APL / CMA CGM / COSCO / Evergreen / OOCL	ADX / PHOEX / AEM6 / BEX2 / AAS	38	68.4%	Hamburg Süd / Maersk Line / MSC	NERA3 / AE6 / Lion	9	77.8%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX2 / FAL2 / AEU3 / NE3 / LL2	53	90.6%	Hapag-Lloyd / ONE / Yang Ming	FE1 / FE1 / FE1	53	88.7%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX5 / FAL5 / AEU1 / NE1 / LL1	51	78.4%	Hapag-Lloyd / ONE / Yang Ming	FE2 / FE2 / FE2	63	38.1%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX6 / FAL6 / AEU5 / CEM / LL6	42	92.9%	Hapag-Lloyd / ONE / Yang Ming	FE3 / FE3 / FE3	43	97.7%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX1 / MEX1 / AEM2 / MEX1 / WM2	72	77.8%	Hapag-Lloyd / ONE / Yang Ming	FE4 / FE4 / FE4	43	93.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX2 / MEX2 / AEM1 / MD2 / WM1	43	62.8%	Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	32	93.8%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	FX7 / FAL7 / AEU7 / NE7 / LL3 / FES	80	87.5%	Hapag-Lloyd / ONE / Yang Ming	MD1 / MD1 / MD1	51	19.6%
COSCO / Evergreen / OOCL	AEM5 / FEM / EM2	61	52.5%	Hapag-Lloyd / ONE / Yang Ming	MD2 / MD2 / MD2	69	29.0%
Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	16	100.0%	Hapag-Lloyd / ONE / Yang Ming	MD3 / MD3 / MD3	60	61.7%
Hamburg Süd / HMM / Maersk Line / MSC	NERA2 / EU4 / AE2 / Swan	61	91.8%	HMM	AEX	48	68.8%
Hamburg Süd / HMM / Maersk Line / MSC	NERA3/UPAS3 / EU3/PS4 / AE6/TP6 / Lion/Pearl	24	87.5%	HMM / ZIM	PN1 / ZMP	68	100.0%
Hamburg Süd / HMM / Maersk Line / MSC	NERA4 / EU6 / AE7 / CONDOR	11	100.0%	Maersk Line / MSC / Safmarine	AE15 / Tiger / AE15	57	80.7%
Hamburg Süd / HMM / Maersk Line / MSC	NERA5 / EU1 / AE5 / Albatross	67	94.0%				
Hamburg Süd / HMM / Maersk Line / MSC	NERA6 / EU2 / AE10 / Silk	64	93.8%				

Performance by services for Jun 2018-Jul 2018

Transatlantic EB – Trade Developments

Transatlantic Eastbound developments

Schedule reliability on the Transatlantic EB trade continued to improve, increasing by 5.3 percentage points in June/July, and reaching 79.5%. On a Y/Y level, the June/July score was 6.9 percentage points higher than the 72.5% recorded last year.
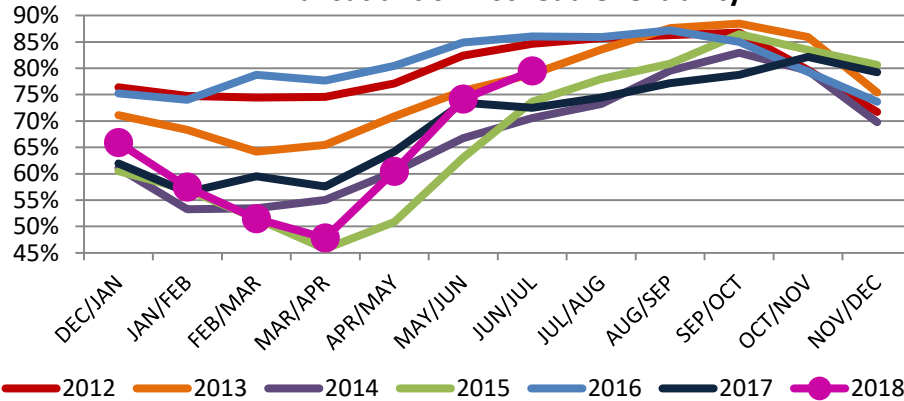
The average delay for late vessel arrivals continued to decrease sharply, going down by a further 0.72 days M/M to 2.97 days. Due to this improvement, on a Y/Y level, the average delays were 0.44 days lower than June/July last year. The average delay for ALL vessel arrivals also decreased, by 0.26 days to 0.64 days.

Safmarine and ICL were the most reliable carriers on this trade lane with schedule reliability of 100%, followed by ANL with 98.0%, and Marfret with 97.6%.

Average delay for ALL vessel arrivals
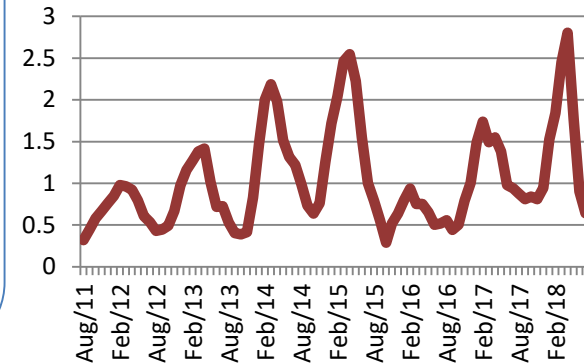
Transatlantic EB schedule reliability

Transatlantic EB - Avg. delay for LATE vessel arrivals
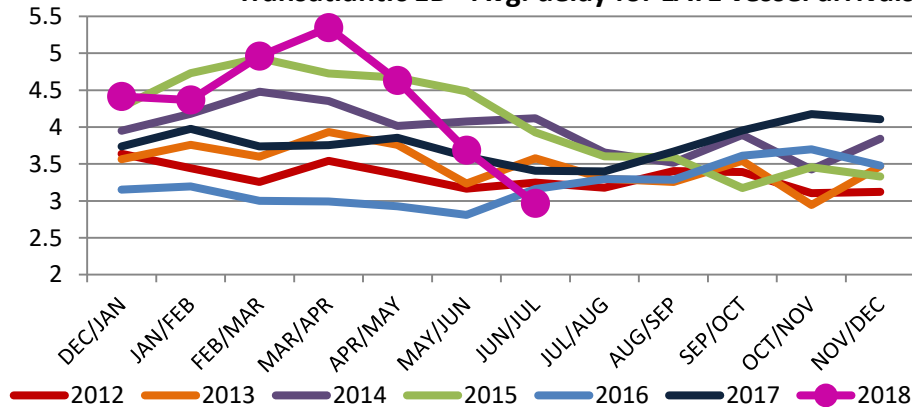
2012 2013 2014 2015 2016 2017 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	61.9%	56.5%	59.5%	57.6%	64.2%	73.5%	72.5%	74.5%	77.2%	78.8%	82.2%	79.2%
	2018	65.9%	57.5%	51.5%	47.8%	60.4%	74.2%	79.5%					
	Change	**4.0%**	**1.0%**	**-8.1%**	**-9.8%**	**-3.8%**	**0.7%**	**6.9%**					
Avg. delay of LATE vessels	2017	3.74	3.97	3.74	3.76	3.85	3.60	3.41	3.40	3.67	3.95	4.18	4.11
	2018	4.42	4.37	4.96	5.34	4.63	3.68	2.97					
	Change	**0.68**	**0.39**	**1.22**	**1.59**	**0.78**	**0.08**	**-0.44**					

Transatlantic EB – Carrier Performance

Transatlantic EB	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Safmarine	100.0%	100.0%	94.1%	83.3%	83.3%	93.8%	94.4%	94.4%	93.8%	88.2%	94.4%	100.0%	100.0%	Increasing	18
ICL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	93.3%	93.3%	94.1%	88.2%	94.1%	100.0%	100.0%	Increasing	18
ANL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	80.8%	68.0%	75.0%	80.0%	87.8%	94.0%	98.0%	Increasing	50
Marfret	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	94.1%	93.8%	100.0%	95.8%	91.2%	92.7%	97.6%	Decreasing	41
OOCL	74.4%	76.2%	85.9%	89.3%	87.6%	78.1%	67.2%	60.7%	53.7%	57.3%	71.5%	84.0%	89.4%	Increasing	198
COSCO	74.8%	72.8%	82.2%	84.3%	82.6%	71.3%	63.8%	62.0%	46.3%	46.6%	66.9%	82.1%	89.3%	Increasing	140
APL	75.7%	75.7%	81.3%	82.0%	78.8%	68.5%	58.8%	59.6%	51.5%	55.1%	74.6%	83.6%	88.6%	Increasing	219
Evergreen	66.2%	76.3%	89.2%	81.8%	73.3%	68.2%	76.6%	70.2%	57.5%	63.8%	83.1%	86.4%	88.4%	Increasing	86
CMA CGM	72.0%	70.9%	73.4%	78.0%	82.9%	75.9%	61.7%	54.6%	45.7%	44.7%	61.1%	75.9%	87.2%	Increasing	343
Zim	77.2%	81.5%	83.4%	82.0%	89.7%	82.9%	63.4%	56.5%	52.9%	58.0%	63.6%	70.1%	84.2%	Increasing	228
Hapag-Lloyd	70.6%	72.7%	75.5%	77.2%	80.0%	73.8%	58.1%	49.0%	45.5%	45.2%	57.5%	72.7%	83.2%	Increasing	561
ONE										56.6%	63.7%	75.4%	81.9%	Increasing	282
Yang Ming	84.9%	86.9%	85.2%	81.1%	78.3%	75.1%	59.9%	55.5%	56.6%	53.6%	63.5%	74.7%	81.3%	Increasing	273
Maersk Line	74.5%	78.6%	83.5%	85.0%	89.8%	90.2%	73.5%	57.1%	45.2%	36.4%	52.7%	73.4%	74.6%	Increasing	382
ACL	24.4%	46.5%	51.4%	38.9%	37.0%	25.0%	24.3%	43.2%	44.1%	25.8%	40.8%	60.3%	72.5%	Increasing	120
MSC	75.3%	78.6%	83.3%	86.4%	89.7%	89.9%	76.1%	62.9%	53.5%	48.3%	59.1%	73.1%	71.4%	Increasing	371
Hamburg Süd	54.4%	64.6%	69.7%	70.6%	86.1%	80.0%	56.6%	43.4%	29.4%	30.1%	46.8%	66.4%	69.6%	Increasing	204
Grimaldi	24.4%	46.5%	51.4%	38.9%	37.0%	25.0%	24.3%	43.2%	44.1%	29.0%	50.0%	63.6%	69.4%	Increasing	36
Wallenius-Wilhelmsen	24.4%	46.5%	51.4%	38.9%	37.0%	25.0%	24.3%	43.2%	44.1%	29.0%	50.0%	63.6%	69.4%	Increasing	36
Streamlines	80.0%	90.0%	82.4%	92.3%	66.7%	60.0%	40.0%	0.0%	5.3%	15.8%	67.0%	74.5%	69.4%	Increasing	85
Eimskip			100.0%			100.0%	55.6%	44.4%	75.0%	75.0%	55.6%	44.4%	55.6%	Decreasing	9
Turkon Line	42.2%	44.7%	35.6%	35.4%	46.5%	69.6%	50.0%	36.8%	44.4%	8.1%	21.6%	41.5%	47.8%	Increasing	46
HMM	55.4%	65.8%	77.8%	79.5%	88.2%	90.7%	67.6%	49.2%	32.9%	20.0%	31.8%	58.8%			
ARRC	14.3%	37.5%	28.6%	20.0%	42.9%	25.0%	0.0%	0.0%			60.0%				
NYK	81.1%	85.4%	84.9%	80.7%	77.2%	73.7%	58.5%	53.6%	54.9%						
MOL	84.5%	85.4%	83.3%	81.3%	79.1%	69.8%	45.7%	46.2%	48.5%						
K Line	87.9%	96.8%	100.0%	100.0%	100.0%	76.7%	31.5%	33.3%	32.7%						
Seatrade	76.0%	56.0%	56.0%	68.2%	80.0%	100.0%									
CCNI	53.6%	63.8%	64.6%	64.9%	84.8%	72.7%									
UASC	85.2%	81.5%	83.7%	88.3%	87.3%										

Transatlantic EB – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ACL / APL / CMA CGM / Hapag-Lloyd / ONE / Streamlines / Yang Ming	AL5 / ECX / California Bridge / AL5 / AL5 / AL5 / AL5	30	70.0%	Hamburg Süd / Maersk Line / MSC	EUNA2 / TA3 / NEUATL3	37	70.3%
ACL / Grimaldi / Hapag-Lloyd / Wallenius-Wilhelmsen	A service / North America / North Europe Service / ATA / A service - SI name	36	69.4%	Hamburg Süd / Maersk Line / MSC	MMGX / TA6 / MEDGULF	63	61.9%
ACL / Hapag-Lloyd / ONE / Streamlines / Yang Ming	AL2 / AL2 / AL2 / AL2 / AL2	31	45.2%	Hapag-Lloyd / MSC / OOCL	AT1 / Montreal Express / GEX1	23	87.0%
ACL / Hapag-Lloyd / ONE / Streamlines / Yang Ming	AL3 / AL3 / AL3 / AL3 / AL3	24	100.0%	Hapag-Lloyd / ONE / Yang Ming	AL4 / AL4 / AL4	34	88.2%
ACL / Hapag-Lloyd / ONE / Yang Ming	AL1 / AL1 / AL1 / AL1	29	82.8%	Hapag-Lloyd / ONE / Yang Ming / ZIM	AL6 / AL6 / AL6 / ZCI	42	85.7%
ANL / APL / CMA CGM / Hapag-Lloyd / ONE / OOCL	INDAMEX / IAX / IAX / Indamex / IEX / IEX	9	100.0%	Hapag-Lloyd / ONE / Yang Ming / ZIM	AL7 / AL7 / AL7 / ZCA	83	88.0%
ANL / APL / CMA CGM / Marfret	AUS1 / NAS / Panama Direct Line / North Atlantic South Pacific Service	41	97.6%	Hapag-Lloyd / OOCL	AT 2 / GEX 2	26	88.5%
APL / CMA CGM / COSCO / Evergreen / OOCL	AGX / Victory Bridge / EAG / EUG / ATG1	29	96.6%	ICL	Transatlantic Service	18	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	AXS / Liberty Bridge / TAE / TAE / ATE1	44	100.0%	Maersk Line	Colombia Express	35	88.6%
APL / CMA CGM / COSCO / Evergreen / OOCL	SAX / Independence Bridge / TAE2 / TAX / ATE2	13	30.8%	Maersk Line / MSC	TA1 / NEUATL1	26	57.7%
APL / CMA CGM / COSCO / OOCL	WMS / Amerigo / MENA / ATM1	54	90.7%	Maersk Line / MSC	TA5 / MEDUSEC	67	62.7%
APL / Maersk Line / Safmarine	UMX / MECL / MECL	18	100.0%	MSC	California Express	56	96.4%
CMA CGM / Hapag-Lloyd / Maersk Line	Med Canada / MCA / MCA	83	97.6%	MSC	Canada Express 1	16	75.0%
CMA CGM / Hapag-Lloyd / Zim	Med Gulf / MGX / MGX	37	70.3%	MSC	Canada Express 2	19	84.2%
CMA CGM / Maersk Line	Saint Laurent 1 / Canada Atlantic Express	23	73.9%	MSC	Indus Express	8	75.0%
Eimskip	Green Line	9	55.6%	MSC / WEC Lines	SAWC-USA-NWC / EW1	26	73.1%
Hamburg Süd / Hapag-Lloyd / Zim	MCPS / MPS / MPS	74	82.4%	NileDutch / Turkon Line	EC US-West Africa / Med-America Line	46	47.8%
Hamburg Süd / Maersk Line / MSC	EUNA1 / TA2 / NEUATL2	30	53.3%				

Performance by services for Jun 2018-Jul 2018
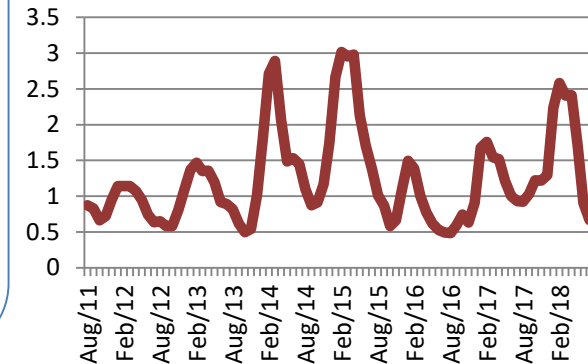
Transatlantic WB – Trade Developments

Transatlantic Westbound developments

Schedule reliability on the Transatlantic Westbound trade lane increased by 2.9 percentage points M/M and reached 75.3% in June/July. Additionally, on a Y/Y level, the June/July score was 0.8 percentage points higher than the 74.5% recorded last year.
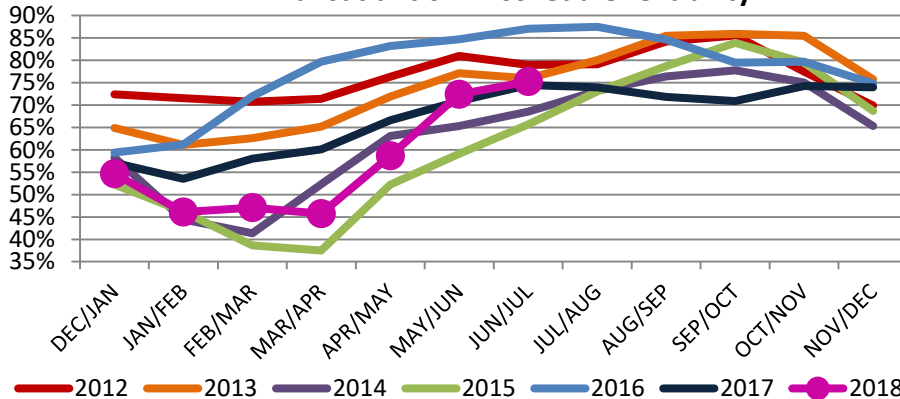
The average delay for LATE vessel arrivals continued to improve in June/July, declining by a significant 0.62 days M/M to 2.92 days. On a Y/Y level, the delays decreased as well and were 0.20 days lower than last year. The average delay for ALL vessel arrivals decreased by 0.24 days and reached 0.67 days in June/July.

ICL and Eimskip were the most reliable carriers on this trade lane with perfect schedule reliability of 100%, followed by Evergreen and Marfret with on-time performance of 97.7% and 94.1%, respectively.
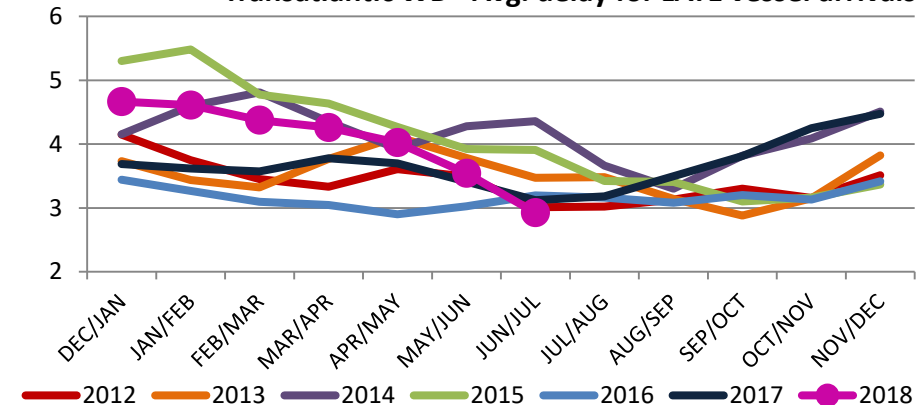
Average delay for ALL vessel arrivals

Transatlantic WB schedule reliability

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

Transatlantic WB - Avg. delay for LATE vessel arrivals

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	57.1%	53.5%	58.0%	60.1%	66.6%	70.9%	74.5%	74.0%	71.8%	70.9%	74.3%	74.0%
	2018	54.7%	46.1%	47.1%	45.7%	58.6%	72.4%	75.3%					
	Change	**-2.4%**	**-7.5%**	**-10.9%**	**-14.4%**	**-8.0%**	**1.5%**	**0.8%**					
Avg. delay of LATE vessels	2017	3.69	3.61	3.57	3.78	3.70	3.41	3.12	3.18	3.50	3.81	4.25	4.48
	2018	4.66	4.61	4.38	4.26	4.02	3.54	2.92					
	Change	**0.98**	**1.00**	**0.81**	**0.48**	**0.33**	**0.13**	**-0.20**					

Transatlantic WB – Carrier Performance

Transatlantic WB	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Eimskip			47.1%	66.7%	88.9%	56.3%	60.0%	58.8%	73.7%	100.0%	100.0%	100.0%	100.0%	Increasing	21
ICL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	87.5%	80.0%	94.1%	100.0%	100.0%	100.0%	100.0%	Increasing	22
Evergreen	58.5%	51.9%	62.5%	68.4%	65.5%	47.2%	36.4%	25.5%	20.8%	22.9%	64.8%	86.4%	97.7%	Increasing	44
Marfret	100.0%	100.0%	100.0%	100.0%			66.7%	21.4%	38.9%	70.0%	75.0%	88.9%	100.0%	94.1%	Increasing	17
COSCO	60.2%	48.3%	54.3%	71.1%	74.4%	60.9%	40.7%	22.0%	17.2%	19.3%	51.8%	78.7%	90.7%	Increasing	75
Safmarine	98.4%	88.3%	65.0%	60.0%	80.0%	91.1%	83.0%	68.6%	80.4%	92.2%	94.1%	98.1%	85.5%	Increasing	55
OOCL	69.1%	65.5%	67.9%	78.7%	81.7%	64.5%	42.0%	29.1%	24.4%	27.6%	56.8%	78.7%	83.3%	Increasing	126
CMA CGM	70.2%	67.2%	68.7%	73.7%	79.0%	68.6%	43.6%	32.8%	30.1%	30.7%	57.9%	78.7%	82.9%	Increasing	175
APL	66.9%	66.0%	65.2%	71.5%	78.5%	61.8%	36.9%	24.8%	23.2%	26.7%	58.8%	81.5%	82.4%	Increasing	142
Maersk Line	83.9%	79.5%	75.8%	76.9%	85.1%	93.5%	71.5%	53.6%	51.7%	47.8%	52.6%	67.7%	74.2%	Increasing	267
MSC	81.1%	80.1%	81.8%	82.2%	86.6%	92.2%	67.1%	52.2%	50.4%	45.1%	52.8%	66.8%	73.0%	Increasing	304
ANL	88.6%	95.7%	88.6%	90.7%	100.0%	69.8%	28.6%	29.2%	35.4%	40.7%	67.3%	82.7%	72.6%	Increasing	51
Hamburg Süd	78.6%	65.0%	70.4%	83.6%	88.1%	93.7%	77.2%	62.0%	56.6%	37.2%	36.2%	60.0%	71.9%	Increasing	139
Hapag-Lloyd	70.1%	72.7%	68.6%	63.3%	62.0%	60.1%	45.1%	44.7%	44.4%	38.9%	56.4%	69.7%	69.4%	Increasing	395
Grimaldi	45.0%	76.3%	61.5%	48.2%	53.6%	53.6%	35.2%	34.6%	52.9%	56.5%	63.8%	61.9%	68.2%	Increasing	66
Yang Ming	66.7%	71.2%	65.9%	53.5%	51.7%	51.4%	35.6%	36.0%	36.4%	33.6%	55.1%	69.5%	66.8%	Increasing	229
Zim	92.9%	72.2%	78.1%	90.4%	82.8%	70.2%	56.5%	64.3%	58.6%	52.2%	64.1%	60.7%	66.3%	Increasing	89
ONE										40.8%	55.4%	70.2%	66.2%	Increasing	263
Wallenius-Wilhelmsen	45.0%	76.3%	61.5%	48.2%	41.7%	32.3%	16.1%	47.1%	60.6%	51.9%	69.6%	59.5%	63.8%	Increasing	47
ACL	53.1%	74.5%	61.8%	47.1%	39.5%	37.1%	16.1%	47.1%	60.6%	34.2%	47.9%	61.7%	63.6%	Increasing	143
Turkon Line	70.0%	60.9%	45.0%	42.1%	73.7%	63.2%	25.0%	11.8%	0.0%	15.8%	33.3%	50.0%	55.0%	Increasing	20
Streamlines	76.9%	92.3%	100.0%	100.0%	90.0%	71.4%	9.1%	0.0%	18.2%		62.5%	67.4%	51.2%	Increasing	41
HMM	62.3%	62.9%	71.9%	80.7%	86.4%	89.6%	65.2%	47.5%	37.7%	19.1%	18.8%	40.0%			
ARRC	22.2%	20.0%	12.5%	0.0%	20.0%	16.7%	0.0%		0.0%	20.0%					
NYK	68.2%	74.2%	68.4%	57.6%	57.1%	52.9%	34.1%	34.9%	34.5%						
K Line	69.2%	70.4%	69.8%	69.8%	75.4%	69.4%	32.7%	25.0%	32.7%						
MOL	68.6%	69.5%	63.2%	53.7%	53.9%	53.3%	32.1%	29.8%	26.6%						
CCNI	50.0%	67.2%	68.9%	87.0%	90.4%	98.3%									
Seatrade						66.7%									
UASC	73.9%	67.5%	66.9%	77.9%	80.3%										

Transatlantic WB – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ACL / APL / CMA CGM / Hapag-Lloyd / ONE / Streamlines / Yang Ming	AL5 / ECX / California Bridge / AL5 / AL5 / AL5 / AL5	49	69.4%	Hamburg Süd / Maersk Line / MSC	EUNA2 / TA3 / NEUATL3	21	47.6%
ACL / Grimaldi / Hapag-Lloyd / Wallenius-Wilhelmsen	A service / North America / North Europe Service / ATA / A service - SI name	47	63.8%	Hamburg Süd / Maersk Line / MSC	MMGX / TA6 / MEDGULF	16	81.3%
ACL / Hapag-Lloyd / ONE / Streamlines / Yang Ming	AL2 / AL2 / AL2 / AL2 / AL2	26	23.1%	Hapag-Lloyd / MSC / OOCL	AT1 / Montreal Express / GEX1	8	87.5%
ACL / Hapag-Lloyd / ONE / Streamlines / Yang Ming	AL3 / AL3 / AL3 / AL3 / AL3	43	83.7%	Hapag-Lloyd / ONE / Yang Ming	AL4 / AL4 / AL4	17	82.4%
ACL / Hapag-Lloyd / ONE / Yang Ming	AL1 / AL1 / AL1 / AL1	29	79.3%	Hapag-Lloyd / ONE / Yang Ming / ZIM	AL6 / AL6 / AL6 / ZCI	32	37.5%
ANL / APL / CMA CGM / Hapag-Lloyd / ONE / OOCL	INDAMEX / IAX / IAX / Indamex / IEX / IEX	34	61.8%	Hapag-Lloyd / ONE / Yang Ming / ZIM	AL7 / AL7 / AL7 / ZCA	33	84.9%
ANL / APL / CMA CGM / Marfret	AUS1 / NAS / Panama Direct Line / North Atlantic South Pacific Service	17	94.1%	Hapag-Lloyd / OOCL	AT 2 / GEX 2	9	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	AGX / Victory Bridge / EAG / EUG / ATG1	11	100.0%	ICL	Transatlantic Service	22	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	AXS / Liberty Bridge / TAE / TAE / ATE1	33	97.0%	Maersk Line	Colombia Express	15	86.7%
APL / CMA CGM / COSCO / OOCL	WMS / Amerigo / MENA / ATM1	31	80.7%	Maersk Line / MSC	TA1 / NEUATL1	41	85.4%
APL / Maersk Line / Safmarine	UMX / MECL / MECL	50	94.0%	Maersk Line / MSC	TA5 / MEDUSEC	42	52.4%
CMA CGM / Hapag-Lloyd / Maersk Line	Med Canada / MCA / MCA	10	70.0%	Maersk Line / MSC / Safmarine	AMEX / AMEX / AMEX	5	0.0%
CMA CGM / Hapag-Lloyd / Zim	Med Gulf / MGX / MGX	6	83.3%	MSC	California Express	47	85.1%
CMA CGM / Maersk Line	Saint Laurent 1 / Canada Atlantic Express	17	94.1%	MSC	Canada Express 1	6	50.0%
Eimskip	Green Line	21	100.0%	MSC	Canada Express 2	7	71.4%
Grimaldi	North America - West Africa	19	79.0%	MSC	Ecuador to NWC	35	100.0%
Hamburg Süd / Hapag-Lloyd / Zim	MCPS / MPS / MPS	52	80.8%	MSC	Indus Express	35	74.3%
Hamburg Süd / Maersk Line	ECUMED / ECUMED	9	100.0%	NileDutch / Turkon Line	EC US-West Africa / Med-America Line	20	55.0%
Hamburg Süd / Maersk Line / MSC	EUNA1 / TA2 / NEUATL2	41	63.4%				

**Performance by services for Jun 2018-Jul 2018**

Europe – South America developments

Schedule reliability in the Europe-South America trade lane improved by a marginal 0.1 percentage points M/M and reached 70.1% in June/July, pretty much the lowest recorded schedule reliability in the trade lane. On a Y/Y level, schedule reliability was down 10.7 percentage points compared to the 80.8% recorded last year.
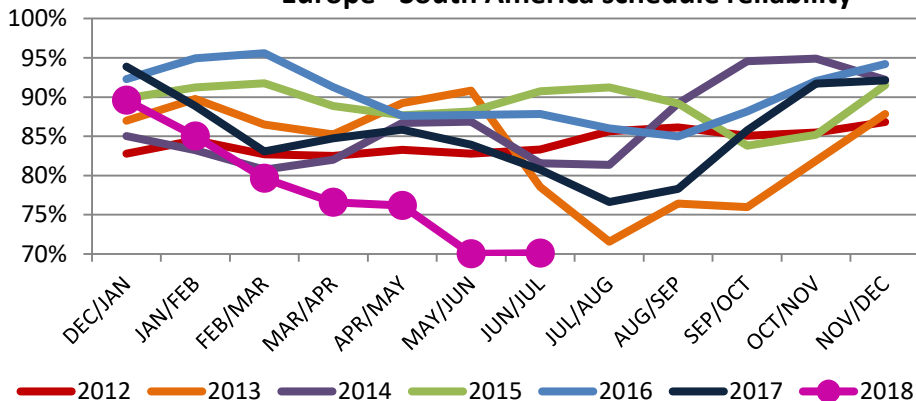
Despite the marginal schedule reliability improvement, the average delay for LATE vessel arrivals improved by a considerable 0.25 days M/M, dropping down to 4.53 days. On a Y/Y level however, the delays were 0.63 days higher than the 3.90 days recorded last year. The average delay for ALL vessel arrivals decreased by 0.03 days M/M reaching 1.36 days in June/July.

Seatrade was the best performing carrier on this trade lane with schedule reliability of 79.2% in June/July, followed by CMA CGM with 78.2%.
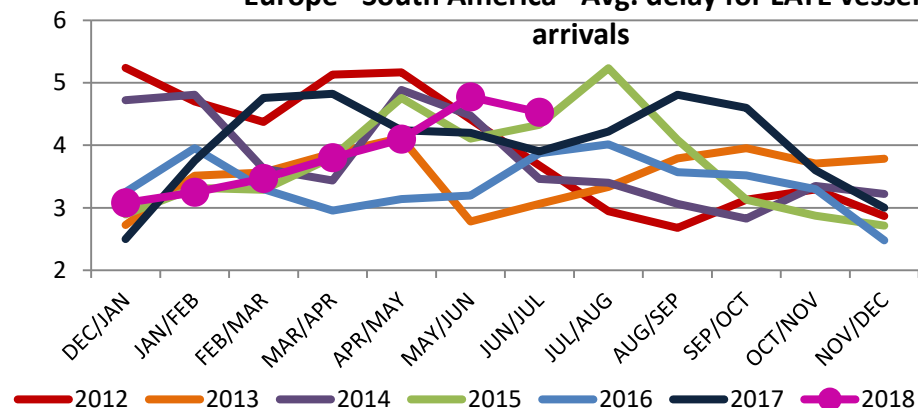
Average delay for ALL vessel arrivals
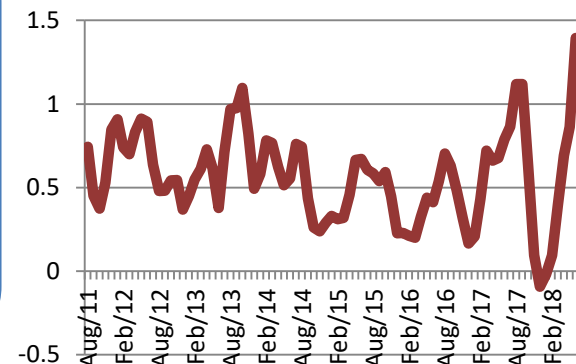
Europe - South America schedule reliability

Europe - South America - Avg. delay for LATE vessel arrivals

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	93.9%	88.9%	83.1%	84.8%	85.8%	83.9%	80.8%	76.6%	78.3%	85.7%	91.7%	92.1%
	2018	89.6%	85.0%	79.7%	76.6%	76.2%	70.0%	70.1%					
	Change	**-4.3%**	**-3.8%**	**-3.4%**	**-8.2%**	**-9.6%**	**-13.9%**	**-10.7%**					
Avg. delay of LATE vessels	2017	2.50	3.76	4.76	4.82	4.24	4.20	3.90	4.22	4.81	4.60	3.60	3.00
	2018	3.08	3.25	3.47	3.80	4.10	4.77	4.53					
	Change	**0.58**	**-0.51**	**-1.29**	**-1.03**	**-0.14**	**0.57**	**0.63**					

Europe – South America – Carrier Performance

Europe - South America	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	DEC/JAN	2018 JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Seatrade	84.0%	93.8%						42.9%	75.0%	80.0%	55.0%	61.1%	79.2%	Increasing	24
CMA CGM	89.3%	87.8%	90.6%	92.8%	94.0%	95.4%	90.3%	83.1%	81.7%	82.9%	81.2%	74.9%	78.2%	Decreasing	238
Maersk Line	82.9%	75.4%	73.4%	79.5%	92.1%	94.1%	89.2%	79.4%	73.2%	72.3%	70.5%	64.9%	72.3%	Decreasing	159
Marfret	88.9%	88.9%	100.0%	100.0%	100.0%	93.8%	87.5%	94.4%	100.0%	100.0%	100.0%	85.7%	72.2%	Decreasing	18
Hamburg Süd	86.3%	79.7%	80.4%	86.7%	92.8%	92.0%	87.9%	84.3%	81.5%	79.2%	77.0%	69.3%	72.0%	Decreasing	293
Hapag-Lloyd	89.4%	87.7%	89.9%	92.3%	92.1%	90.5%	88.3%	88.9%	86.9%	83.2%	78.9%	66.6%	67.6%	Decreasing	315
Safmarine	80.0%	69.4%	64.3%	73.7%	81.9%	93.4%	86.9%	82.5%	76.7%	70.5%	54.6%	48.2%	67.2%	Decreasing	58
MSC	84.0%	82.4%	83.3%	85.5%	89.8%	90.9%	89.4%	92.3%	88.1%	82.6%	79.0%	65.1%	65.1%	Decreasing	298
ZIM	82.2%	81.5%	88.1%	90.6%	95.1%	92.5%	95.4%	96.3%	94.1%	93.5%	81.3%	55.7%	46.3%	Decreasing	80
Grimaldi	18.0%	5.7%	19.2%	42.9%					11.6%	6.4%	11.9%	31.4%	31.7%	Increasing	41
Alianca	90.0%	86.5%	86.8%	89.1%	83.9%	93.4%	86.9%	82.5%	76.7%						
CCNI		95.5%	94.9%	96.1%	96.0%	94.0%									
UASC	87.3%	84.6%	88.9%	88.7%	86.8%										
COSCO	71.2%	38.6%	33.9%	60.4%											
Streamlines	84.0%	93.8%													

Carriers	Service	# of arrivals	% on-time
CMA CGM / Hamburg Süd / Hapag-Lloyd	Eurosal XL / Eurosal / SWX	50	94.0%
CMA CGM / Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC / Safmarine	South America North Europe Plate Sling / SAEC 1/River Plate Express / BPX / SAMBA 2 / SAEC 1 / SAMBA 2	58	67.2%
CMA CGM / Hamburg Süd / Maersk Line	Sirius / Bossa Nova NEW / Bossa Nova	69	66.7%
CMA CGM / Hapag-Lloyd	Med Americas / MSW	43	95.4%
CMA CGM / Marfret	North Europe French Guiana North Brazil / South America Service	18	72.2%
Grimaldi	Northern Express	41	31.7%
Hamburg Süd / Hapag-Lloyd / MSC	ECX / ECX / NWC to SAEC - String 1	84	58.3%
Hamburg Süd / Maersk Line	ECUBEX / ECUBEX	18	100.0%
Hamburg Süd / Maersk Line	ECUMED / ECUMED	14	85.7%
Hapag-Lloyd / MSC / ZIM	MSE / West MED to SAEC / SAM	80	46.3%
MSC	Ecuador to NWC	33	97.0%
MSC / WEC Lines	SAWC-USA-NWC / EW1	43	86.1%
Seatrade	Rayo	24	79.2%

Performance by services for Jun 2018-Jul 2018

# South America – North Europe – Trade Developments

South America - North Europe developments

In the South America-North Europe trade lane, schedule reliability decreased by 2.6 percentage points, reaching 79.3% in June/July. On a Y/Y level, schedule reliability in June/July was 3.3 percentage points above the 76.0% recorded last year.

Despite declining schedule reliability, the average delays for LATE vessel arrivals decreased, by 0.28 days M/M in June/July. On a Y/Y level, the delays were 0.47 days below those in the last year. The average delays for ALL vessel arrivals increased by 0.04 days M/M in 0.47 days and reached 0.55 days.

Seatrade and Marfret were the most reliable carriers on this trade lane with perfect schedule reliability of 100%, followed by CMA CGM with 80.0%.
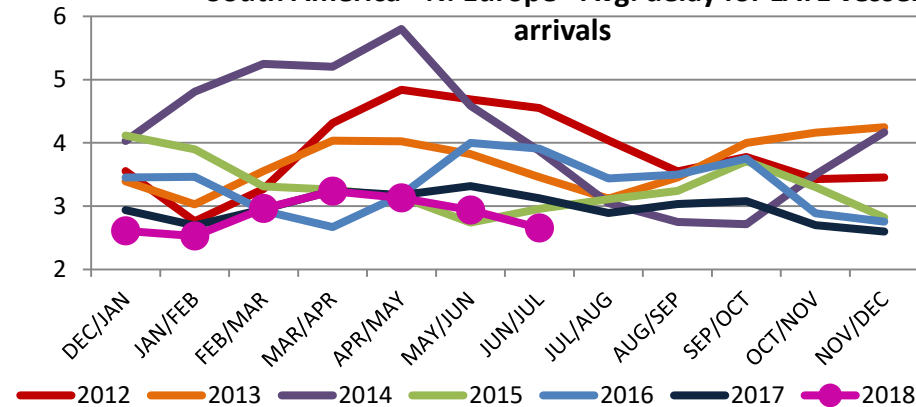
Average delay for ALL vessel arrivals
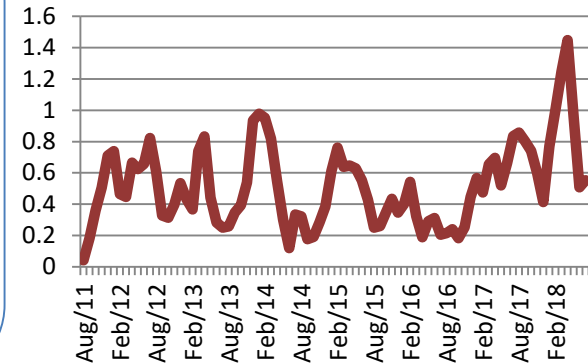
South America - N. Europe schedule reliability
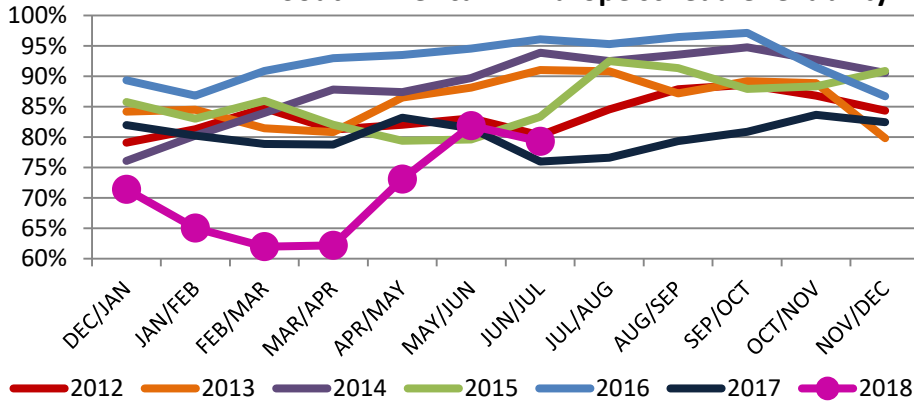
South America - N. Europe - Avg. delay for LATE vessel arrivals

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	82.0%	80.3%	78.9%	78.8%	83.2%	81.5%	76.0%	76.6%	79.4%	80.9%	83.7%	82.5%
	2018	71.4%	65.1%	62.0%	62.2%	73.1%	81.9%	79.3%					
	Change	**-10.6%**	**-15.2%**	**-16.9%**	**-16.6%**	**-10.1%**	**0.4%**	**3.3%**					
Avg. delay of LATE vessels	2017	2.94	2.69	2.95	3.24	3.18	3.32	3.13	2.89	3.03	3.08	2.70	2.60
	2018	2.61	2.53	2.96	3.24	3.13	2.94	2.65					
	Change	**-0.33**	**-0.17**	**0.01**	**-0.01**	**-0.05**	**-0.38**	**-0.47**					

South America – North Europe – Carrier Performance

South America - N. Europe	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Seatrade	78.4%	56.0%	52.2%	65.0%	85.7%	84.2%	68.2%	52.6%	38.9%	60.0%	90.9%	100.0%	100.0%	Increasing	25
Marfret	100.0%	100.0%	95.5%	85.7%	91.3%	83.3%	68.2%	59.1%	65.2%	87.0%	88.0%	92.3%	100.0%	Increasing	26
CMA CGM	74.8%	84.4%	88.8%	81.8%	81.2%	79.4%	73.5%	70.2%	68.4%	75.5%	75.2%	78.6%	80.0%	Increasing	105
Maersk Line	69.5%	75.3%	78.6%	83.1%	92.0%	93.3%	65.6%	64.0%	72.3%	75.8%	84.7%	88.3%	77.2%	Increasing	92
Hamburg Süd	66.7%	73.4%	76.3%	73.7%	78.9%	78.8%	72.4%	64.6%	61.0%	56.7%	58.3%	77.4%	73.2%	Increasing	179
MSC	73.7%	75.6%	85.3%	87.5%	87.0%	85.6%	75.8%	71.7%	66.7%	56.3%	59.7%	71.5%	71.4%	Increasing	140
Hapag-Lloyd	70.2%	81.4%	87.7%	81.1%	78.7%	78.8%	72.4%	64.6%	61.0%	56.7%	58.3%	68.5%	68.6%	Increasing	124
Safmarine	61.0%	67.6%	71.7%	73.9%	86.5%	88.4%	77.8%	76.2%	86.5%	83.3%	71.1%	71.1%	67.6%	Decreasing	37
Grimaldi	33.3%	42.9%	71.4%	55.6%	16.7%	66.7%	87.5%			28.6%	55.6%	71.4%	40.0%	Increasing	5
Alianca	64.6%	77.9%	87.4%	85.7%	86.5%	88.4%	77.8%	76.2%	86.5%						
Streamlines	93.8%				88.9%	84.2%									
CCNI		88.4%	88.4%	73.2%	69.1%	67.5%									
UASC	69.8%	81.8%	93.2%	90.7%	93.0%										
COSCO	47.8%	32.0%	19.2%	36.4%	80.0%										

South America – North Europe – service specifics

Carriers	Service	# of arrivals	% on-time
CMA CGM / Hamburg Süd / Hapag-Lloyd	Eurosal XL / Eurosal / SWX	43	79.1%
CMA CGM / Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC / Safmarine	South America North Europe Plate Sling / SAEC 1/River Plate Express / BPX / SAMBA 2 / SAEC 1 / SAMBA 2	37	67.6%
CMA CGM / Marfret	North Europe French Guiana North Brazil / South America Service	25	100.0%
Grimaldi	Northern Express	5	40.0%
Hamburg Süd / Hapag-Lloyd / MSC	ECX / ECX / NWC to SAEC - String 1	44	59.1%
Hamburg Süd / Maersk Line	ECUBEX / ECUBEX	55	83.6%
MSC	Ecuador to NWC	33	90.9%
MSC / WEC Lines	SAWC-USA-NWC / EW1	26	73.1%
Seatrade	Rayo	26	100.0%

Performance by services for Jun 2018-Jul 2018

South America – Mediterranean – Trade Developments

South America - Mediterranean developments

June/July schedule reliability on the South America–Mediterranean trade lane declined marginally by 0.9 percentage points M/M, reaching 80.7%. On a Y/Y level, schedule reliability was a considerable 17.0 percentage points higher than at the same point last year.
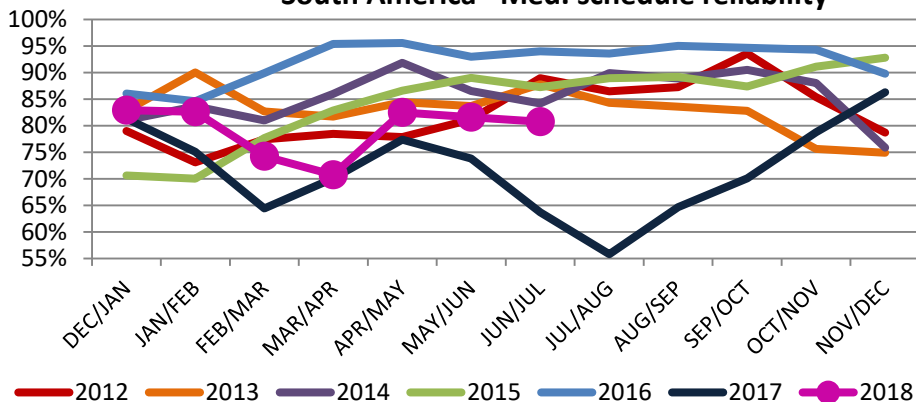
The average delay for LATE vessel arrivals decreased by 0.14 days M/M, and increased by 1.43 days Y/Y in June/July. The average delay for ALL vessel arrivals decreased by 0.02 days M/M, reaching 0.86 days in June/July.

Safmarine and Marfret were the most reliable carriers on this trade lane with 88.9% schedule reliability, followed by Hamburg Süd with 85.8%, and Maersk Line with 88.7%.
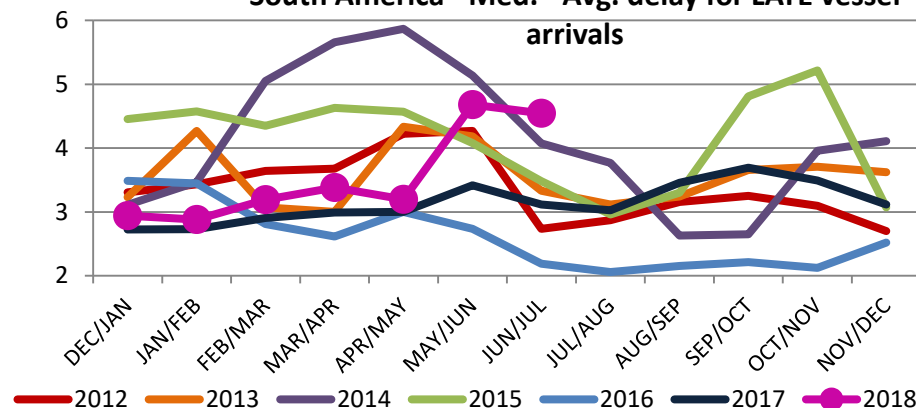
Average delay for ALL vessel arrivals
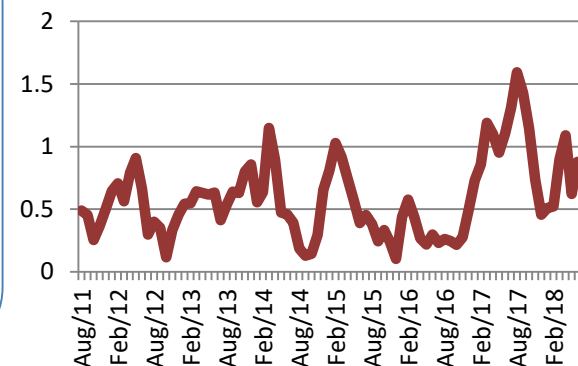
South America - Med. schedule reliability

South America - Med. - Avg. delay for LATE vessel arrivals

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	81.3%	75.1%	64.4%	70.1%	77.4%	73.8%	63.7%	55.8%	64.6%	70.1%	78.7%	86.3%
	2018	82.9%	82.6%	74.3%	70.7%	82.5%	81.6%	80.7%					
	Change	**1.6%**	**7.5%**	**9.8%**	**0.6%**	**5.1%**	**7.8%**	**17.0%**					
Avg. delay of LATE vessels	2017	2.72	2.73	2.91	2.99	3.00	3.42	3.11	3.02	3.46	3.69	3.49	3.12
	2018	2.94	2.88	3.19	3.38	3.20	4.68	4.54					
	Change	**0.22**	**0.15**	**0.28**	**0.39**	**0.20**	**1.26**	**1.43**					

South America – Mediterranean – Carrier Performance

South America - Med.	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	2018 DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend
Safmarine	45.5%	59.5%	56.8%	63.6%	89.7%	88.2%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	88.9%	Decreasing
Marfret	100.0%	100.0%	100.0%	87.5%	87.5%	75.0%	37.5%	50.0%	66.7%	66.7%	87.5%	100.0%	88.9%	Increasing
Hamburg Süd	68.3%	66.7%	70.9%	61.0%	61.5%	79.7%	74.6%	73.5%	56.7%	50.5%	91.0%	88.8%	85.8%	Increasing
Maersk Line	58.5%	47.2%	62.1%	77.1%	87.6%	94.4%	92.1%	89.5%	78.0%	74.8%	89.5%	88.9%	85.7%	Increasing
ZIM	71.9%	69.7%	84.5%	87.8%	90.0%	87.8%	90.2%	95.4%	95.4%	97.1%	97.2%	86.9%	85.3%	Decreasing
MSC	65.7%	70.4%	77.3%	78.6%	91.1%	89.0%	90.6%	91.8%	92.6%	93.0%	93.6%	88.5%	85.1%	Decreasing
Hapag-Lloyd	70.7%	68.5%	72.5%	61.5%	65.9%	77.8%	74.6%	79.4%	73.2%	70.9%	76.9%	72.0%	74.8%	Decreasing
CMA CGM	72.3%	70.5%	74.4%	63.3%	62.0%	79.0%	71.5%	71.8%	56.2%	49.1%	69.6%	63.6%	64.3%	Increasing
Alianca	87.5%	83.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%					
CCNI		65.5%	57.1%	38.3%	54.0%	66.7%								
UASC	73.6%	70.8%	85.9%	89.8%	100.0%									
COSCO	33.3%	37.5%	42.9%	55.6%	85.7%									

South America – Mediterranean – service specifics

Carriers	Service	# of arrivals	% on-time
CMA CGM / Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC / Safmarine	South America North Europe Plate Sling / SAEC 1/River Plate Express / BPX / SAMBA 2 / SAEC 1 / SAMBA 2	9	88.9%
CMA CGM / Hamburg Süd / Maersk Line	Sirius / Bossa Nova NEW / Bossa Nova	54	61.1%
CMA CGM / Hapag-Lloyd	Med Americas / MSW	57	59.7%
CMA CGM / Marfret	North Europe French Guiana North Brazil / South America Service	9	88.9%
Hamburg Süd / Hapag-Lloyd / MSC	ECX / ECX / NWC to SAEC - String 1	8	87.5%
Hamburg Süd / Maersk Line	ECUMED / ECUMED	91	100.0%
Hapag-Lloyd / MSC / ZIM	MSE / West MED to SAEC / SAM	61	85.3%
MSC / WEC Lines	SAWC-USA-NWC / EW1	9	77.8%

Performance by services for Jun 2018-Jul 2018

North America – South America – Trade Developments

North America – South America developments

Schedule reliability in the North America–South America trade lane decreased by 5.4 percentage points and reached 63.7 % in June/July. The June/July figure corresponds to a considerable decrease of 17.7 percentage points compared to the 81.5% recorded last year.
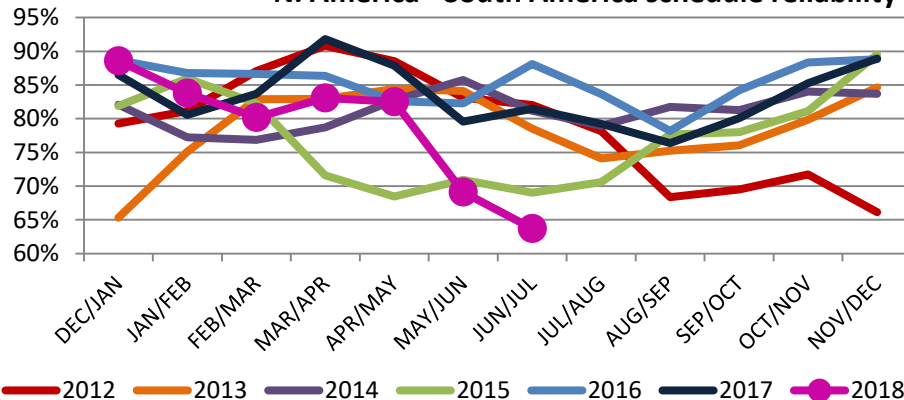
The average delay for LATE vessel arrivals decreased considerably, by 0.41 days M/M to 5.26 days. On a Y/Y level however, the delays were 1.89 days higher than at the same point last year. The average delay of ALL vessel arrivals deteriorated and increased by 0.24 days from 1.68 days in May/June to 1.92 days in June/July.

ONE was the most reliable carrier on this trade lane with on-time performance of 90.0% followed by King Ocean and MSC with 72.7% and 72.0%, respectively.
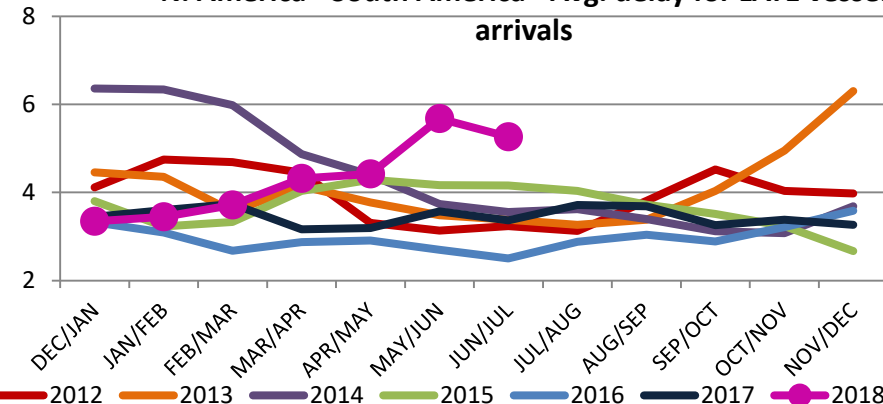
Average delay for ALL vessel arrivals
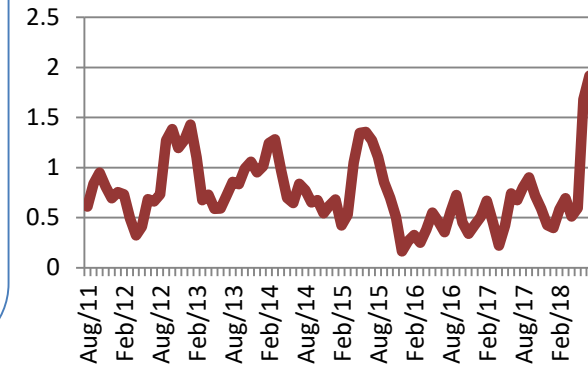
N. America - South America schedule reliability

N. America - South America - Avg. delay for LATE vessel arrivals

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	86.5%	80.6%	83.7%	91.8%	87.9%	79.5%	81.5%	79.2%	76.4%	80.1%	85.2%	88.9%
	2018	88.6%	83.8%	80.2%	83.1%	82.5%	69.1%	63.7%					
	Change	**2.1%**	**3.2%**	**-3.5%**	**-8.7%**	**-5.3%**	**-10.4%**	**-17.7%**					
Avg. delay of LATE vessels	2017	3.45	3.60	3.74	3.16	3.19	3.57	3.37	3.71	3.69	3.26	3.38	3.27
	2018	3.35	3.44	3.71	4.32	4.42	5.68	5.26					
	Change	**-0.10**	**-0.16**	**-0.02**	**1.16**	**1.23**	**2.11**	**1.89**					

North America – South America – Carrier Performance

N. America - South America	2017					2018								6M trend	JUN/JUL Arrivals
	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL		
ONE										93.9%	76.2%	71.0%	90.0%	Decreasing	60
King Ocean	69.2%	76.9%	69.2%	63.6%	63.6%	69.2%	78.6%	83.3%	75.0%	72.7%	70.0%	84.6%	72.7%	Decreasing	11
MSC	80.4%	76.6%	77.2%	80.8%	85.1%	86.5%	81.7%	80.7%	80.6%	89.6%	87.6%	70.2%	72.0%	Decreasing	200
Hapag-Lloyd	85.5%	83.7%	83.5%	87.6%	92.8%	94.9%	91.1%	84.4%	78.8%	84.7%	81.6%	66.7%	67.2%	Decreasing	232
ZIM	79.9%	76.6%	77.2%	80.8%	85.1%	86.5%	81.7%	77.1%	77.4%	89.4%	87.3%	66.3%	67.1%	Decreasing	167
Hamburg Süd	86.3%	83.7%	83.0%	87.3%	93.5%	95.4%	91.2%	84.4%	79.8%	83.1%	81.3%	67.0%	62.1%	Decreasing	293
CMA CGM	89.4%	88.4%	87.4%	92.4%	98.2%	98.3%	93.6%	89.1%	91.1%	87.6%	85.4%	78.5%	61.1%	Decreasing	95
Maersk Line	84.0%	80.3%	85.7%	85.5%	89.7%	91.9%	80.8%	67.2%	72.7%	83.3%	76.0%	66.5%	56.3%	Decreasing	245
Seaboard Marine	25.0%	22.2%	12.5%	0.0%	12.5%	26.7%			7.1%	13.3%					
NYK	80.3%	79.1%	92.5%	86.8%	85.1%	87.9%	73.9%	57.4%	66.7%						
Alianca	83.8%	82.4%	69.7%	77.3%	94.2%	97.1%	100.0%	95.5%							
CCNI	91.4%	88.1%	87.4%	94.8%	96.8%	97.7%									
Dole Ocean	100.0%	100.0%	100.0%												

Carriers	Service	# of arrivals	% on-time
CMA CGM / Hamburg Süd / Hapag-Lloyd	Americas Service / AGAS / USW	48	91.7%
CMA CGM / Hamburg Süd / Maersk Line	Brazil Express / BRAZEX / Amazonia Caribbean Express	47	29.8%
Hamburg Süd / Hapag-Lloyd / Maersk Line	Tango/ABUS / SEC / UHC Tango	66	37.9%
Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC / ONE / ZIM	GS 1 / GS 1 / Gulf Express Roundtrip / GULF TO SAEC STRING 2 / ANG / GSA	60	90.0%
Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC / Zim	UCLA / SCS / UHD UCLA / US Gulf ECSA-Service / GBS	58	56.9%
Hamburg Süd / Maersk Line	ECUMED / ECUMED	14	85.7%
King Ocean	Pacific Service	11	72.7%
MSC	Ecuador to NWC	33	97.0%
MSC / ZIM	Americas String 1 / XNS	49	51.0%
Seaboard Marine	US Gulf - WCSA	7	28.6%

**Performance by services for Jun 2018-Jul 2018**

South America – North America developments

In June/July, schedule reliability on the South America-North America trade lane reversed its improving trend and decreased by 4.9 percentage points M/M, reaching 87.1%. The June/July schedule reliability score however, was 2.3 percentage points above the 84.8% recorded last year.
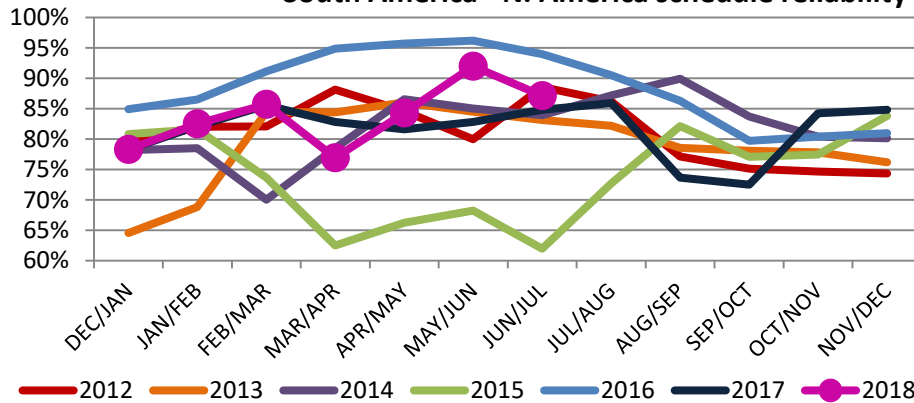
The average delay for LATE vessel arrivals decreased by 1.13 days M/M, while increasing by a considerable 0.58 days on a Y/Y level, to 4.00 days in June/July. The average delay for ALL vessel arrivals on the other hand increased by 0.10 days M/M to 0.24 days in June/July.

In June/July, CMA CGM was the best performing carrier on this trade lane, with schedule reliability of 96.4% followed by Hapag-Lloyd and Hamburg Süd with 90.9% and 90.2%, respectively.
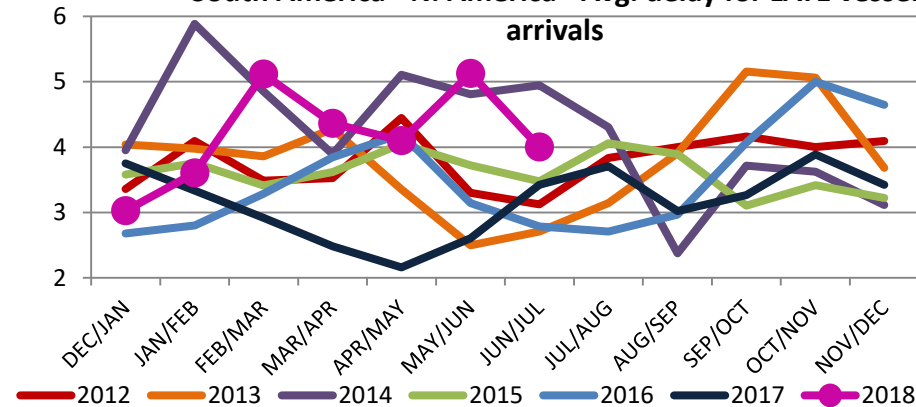
Average delay for ALL vessel arrivals
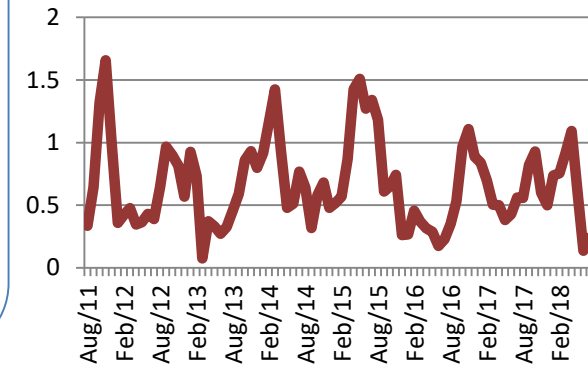
South America - N. America schedule reliability

South America - N. America - Avg. delay for LATE vessel arrivals

Legend: 2012 2013 2014 2015 2016 2017 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	78.3%	82.1%	85.6%	82.8%	81.6%	82.9%	84.8%	85.9%	73.7%	72.5%	84.3%	84.8%
	2018	78.3%	82.5%	85.7%	76.9%	84.3%	92.0%	87.1%					
	Change	**0.0%**	**0.4%**	**0.1%**	**-5.9%**	**2.7%**	**9.1%**	**2.3%**					
Avg. delay of LATE vessels	2017	3.75	3.33	2.92	2.48	2.16	2.61	3.42	3.71	3.02	3.27	3.89	3.42
	2018	3.02	3.61	5.12	4.36	4.10	5.13	4.00					
	Change	**-0.73**	**0.27**	**2.20**	**1.88**	**1.94**	**2.52**	**0.58**					

South America – North America – Carrier Performance

South America - N. America	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	2018 DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
CMA CGM	100.0%	88.7%	74.0%	83.9%	96.3%	98.4%	95.4%	94.3%	94.1%	92.5%	93.2%	96.4%	96.4%	Increasing	55
Hapag-Lloyd	91.7%	98.3%	85.7%	79.5%	89.0%	90.4%	83.9%	89.5%	86.1%	69.7%	81.2%	95.5%	90.9%	Increasing	110
Hamburg Süd	92.8%	95.5%	81.0%	78.2%	89.6%	90.7%	83.9%	88.4%	84.4%	70.6%	81.0%	94.4%	90.2%	Increasing	122
ONE										12.5%	47.1%	86.7%	86.7%	Increasing	15
ZIM	77.8%	81.9%	70.6%	70.8%	81.2%	71.6%	63.0%	74.2%	88.5%	80.9%	82.9%	85.3%	85.7%	Increasing	56
Maersk Line	88.9%	87.5%	53.3%	57.6%	79.4%	79.2%	76.1%	82.6%	77.3%	63.4%	62.5%	88.6%	84.8%	Increasing	79
MSC	77.8%	81.9%	70.6%	70.8%	81.2%	76.7%	68.5%	77.3%	88.1%	80.5%	83.3%	86.8%	84.4%	Increasing	64
NYK	77.8%	100.0%	62.5%	47.1%	66.7%	47.1%	52.9%	76.5%	62.5%						
Alianca	90.4%	100.0%	92.5%	80.4%	88.7%	100.0%	82.7%	82.4%							
CCNI	100.0%	95.7%	86.1%	89.8%	97.9%	92.5%									
King Ocean					20.0%										
Seaboard Marine		40.0%	30.0%	18.2%	16.7%										
Seatrade	60.0%	40.0%	33.3%	50.0%											

South America – North America – service specifics

| Carriers	Service	# of arrivals	% on-time
CMA CGM / Hamburg Süd / Hapag-Lloyd	Americas Service / AGAS / USW	43	100.0%
CMA CGM / Hamburg Süd / Maersk Line	Brazil Express / BRAZEX / Amazonia Caribbean Express	12	83.3%
Hamburg Süd / Hapag-Lloyd / Maersk Line	Tango/ABUS / SEC / UHC Tango	45	82.2%
Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC / ONE / ZIM	GS 1 / GS 1 / Gulf Express Roundtrip / GULF TO SAEC STRING 2 / ANG / GSA	15	86.7%
Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC / Zim	UCLA / SCS / UHD UCLA / US Gulf ECSA-Service / GBS	7	100.0%
MSC / WEC Lines	SAWC-USA-NWC / EW1	8	75.0%
MSC / ZIM	Americas String 1 / XNS	34	82.4%

Performance by services for Jun 2018-Jul 2018

Europe - Oceania developments

On-time performance on the Europe-Oceania trade lane continued on its positive trend and increased by 3.5 percentage points M/M, reaching 83.5% in June/July. Despite this M/M increase in schedule reliability, June/July on-time performance was 11.5 percentage points below the 95.0% recorded last year.
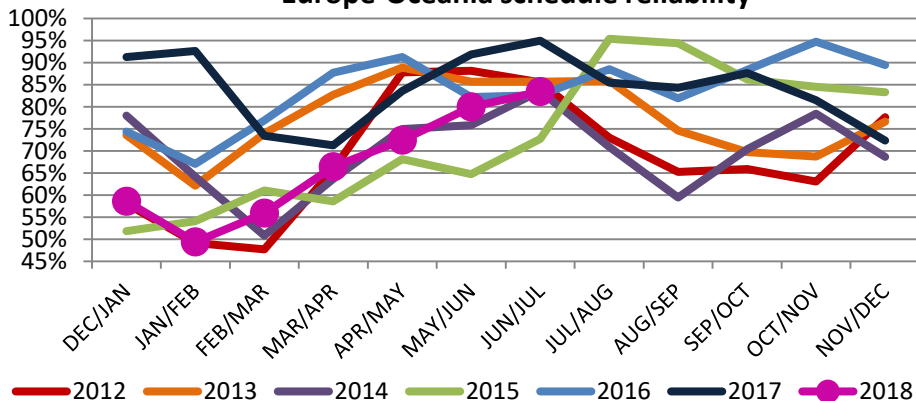
The average delay for LATE vessel arrivals decreased by a staggering 1.78 days M/M to 3.14 days in June/July. Despite this improvement, the average delays were 0.14 days higher than at the same point last year. The average delays for ALL vessel arrivals decreased by 0.51 days from 1.08 days in May/June to 0.51 days in June/July.

Marfret was the most reliable carrier on this trade lane with on-time performance of 96.4%, followed by ANL and CMA CGM with 84.4% each.
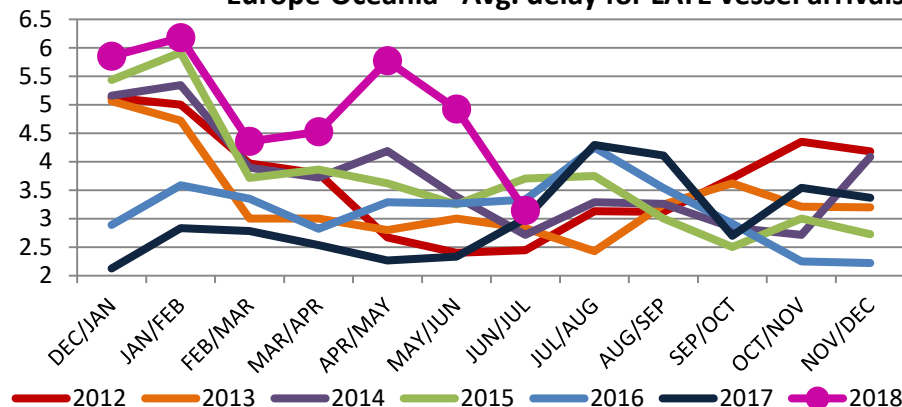
Average delay for ALL vessel arrivals
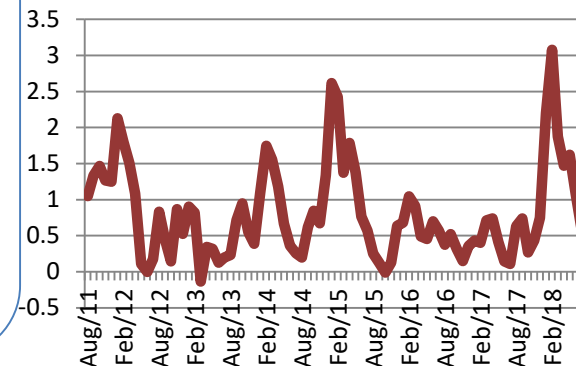
Europe-Oceania schedule reliability

Europe-Oceania - Avg. delay for LATE vessel arrivals

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	91.3%	92.7%	73.5%	71.3%	83.6%	91.9%	95.0%	85.5%	84.3%	87.6%	81.5%	72.4%
	2018	58.6%	49.4%	55.9%	66.4%	72.4%	80.0%	83.5%					
	Change	**-32.7%**	**-43.3%**	**-17.6%**	**-4.9%**	**-11.2%**	**-11.9%**	**-11.5%**					
Avg. delay of LATE vessels	2017	2.13	2.83	2.78	2.53	2.26	2.33	3.00	4.29	4.11	2.70	3.54	3.37
	2018	5.85	6.18	4.35	4.52	5.77	4.92	3.14					
	Change	**3.73**	**3.35**	**1.57**	**1.99**	**3.51**	**2.59**	**0.14**					

Europe – Oceania
Carrier Performance and service specifics

Europe-Oceania	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	2018 DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Marfret	96.6%	96.8%	100.0%	100.0%	100.0%		50.0%	54.2%	76.7%	90.9%	94.6%	94.6%	96.4%	Increasing	56
ANL	92.2%	77.3%	79.1%	87.0%	71.1%	51.4%	46.5%	34.6%	44.2%	56.8%	62.6%	71.7%	84.4%	Increasing	90
CMA CGM	92.2%	77.3%	79.1%	87.0%	71.1%	51.4%	46.5%	34.6%	44.2%	56.8%	62.6%	71.7%	84.4%	Increasing	90
MSC	100.0%	94.3%	86.2%	93.3%	100.0%	90.9%	77.8%	77.8%	82.4%	89.2%	97.2%	100.0%	81.1%	Increasing	37
Hapag-Lloyd	88.6%	60.0%	60.0%	75.9%	57.7%	51.4%	45.5%	17.9%	2.9%	0.0%	11.4%	37.8%	64.7%	Increasing	34
Seatrade	94.4%	100.0%	100.0%	76.9%	57.1%										

Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / Marfret	AUS1 / NAS / Panama Direct Line / North Atlantic South Pacific Service	56	96.4%
ANL / CMA CGM / Hapag-Lloyd	NEMO / New NEMO / EAX	34	64.7%
DAL / MSC	Eur - Indian Ocean / Australia Express	37	81.1%

Performance by services for Jun 2018-Jul 2018

North America – Oceania – Trade Developments

North America to Oceania developments

Schedule reliability on the North America-Oceania trade lane reversed its negative trajectory and improved by 12.0 percentage points M/M in June/July, reaching 87.4%. On a Y/Y level, schedule reliability was 4.3 percentage points below the 91.7% recorded at the same point last year.
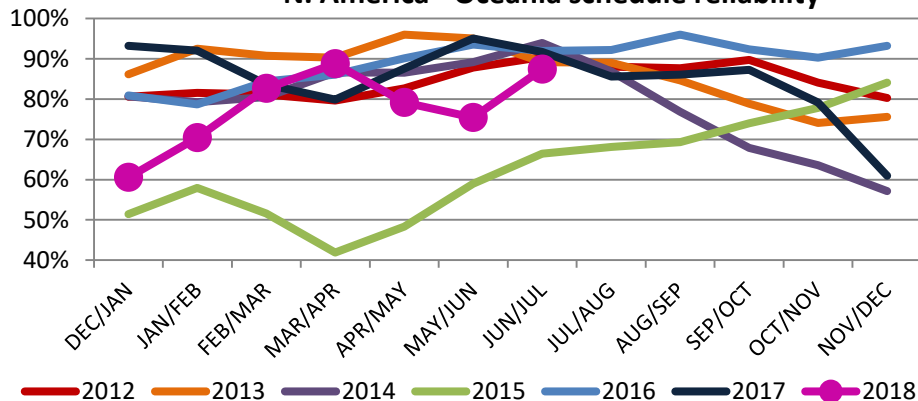
The average delay for LATE vessel arrivals increased marginally by 0.05 days M/M to 3.10 days in June/July. On the other hand, the June/July figure corresponds to a small decrease of 0.10 days on a Y/Y level. The average delays for ALL vessel arrivals decreased by 0.42 days M/M to 0.40 days in June/July.

PIL was the most reliable carrier on this trade lane with June/July schedule reliability of 97.2%, followed by Marfret and ANL with 96.4% and 91.2%, respectively.

Average delay for ALL vessel arrivals
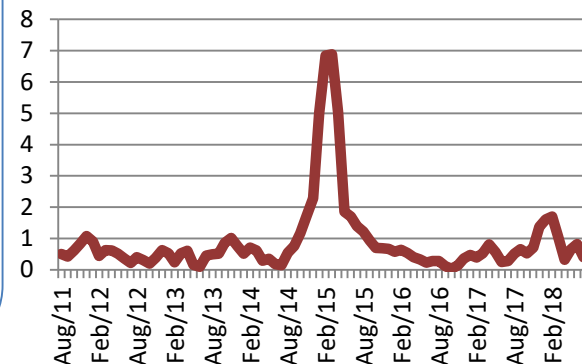
N. America - Oceania schedule reliability

N. America - Oceania - Avg. delay for LATE vessel arrivals
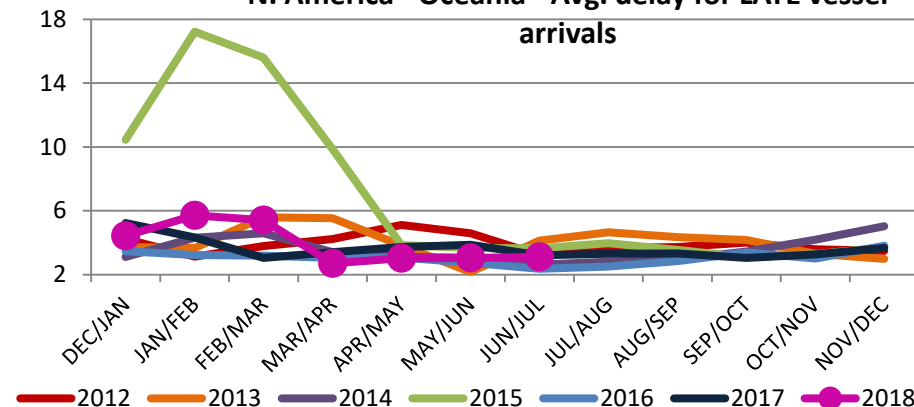
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	93.2%	92.0%	83.6%	79.9%	87.6%	95.0%	91.7%	85.6%	86.1%	87.2%	79.2%	61.0%
	2018	60.5%	70.4%	82.7%	88.8%	79.1%	75.4%	87.4%					
	Change	**-32.7%**	**-21.6%**	**-0.9%**	**8.9%**	**-8.4%**	**-19.6%**	**-4.3%**					
Avg. delay of LATE vessels	2017	5.22	4.33	3.05	3.41	3.72	3.86	3.20	3.30	3.32	3.05	3.27	3.67
	2018	4.42	5.70	5.41	2.71	3.03	3.05	3.10					
	Change	**-0.80**	**1.37**	**2.36**	**-0.71**	**-0.69**	**-0.81**	**-0.10**					

North America – Oceania
Carrier Performance and service specifics

N. America - Oceania	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
PIL	85.3%	82.4%	88.2%	90.9%	90.0%	54.6%	50.0%	77.4%	93.6%	85.3%	72.7%	82.9%	97.2%	Increasing	36
Marfret	96.6%	96.8%	100.0%	100.0%	100.0%		68.2%	64.5%	76.7%	90.9%	94.6%	94.6%	96.4%	Increasing	56
ANL	92.1%	87.1%	88.0%	88.8%	82.3%	46.4%	49.4%	65.9%	81.4%	87.2%	81.7%	82.9%	91.2%	Increasing	114
CMA CGM	95.0%	88.5%	89.5%	91.6%	82.5%	60.7%	62.7%	74.8%	84.9%	90.0%	81.8%	78.7%	90.2%	Increasing	153
MSC	94.1%	87.6%	90.4%	93.7%	85.2%	67.4%	69.5%	84.3%	91.9%	89.4%	73.6%	69.5%	86.6%	Decreasing	97
Hamburg Süd	94.6%	86.3%	86.7%	89.7%	80.6%	60.7%	61.7%	77.7%	88.1%	87.6%	71.0%	66.4%	83.2%	Decreasing	119
Hapag-Lloyd	94.6%	86.3%	86.7%	89.7%	80.6%	60.7%	61.7%	77.7%	88.1%	87.6%	71.0%	66.4%	83.2%	Decreasing	119
Maersk Line	100.0%	90.9%	91.7%	95.2%	82.8%	75.0%	81.4%	87.9%	90.9%	92.2%	74.1%	61.7%	80.3%	Decreasing	61
Swire	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%								

Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / Marfret	AUS1 / NAS / Panama Direct Line / North Atlantic South Pacific Service	56	96.4%
ANL / CMA CGM / Hamburg Süd / Hapag-Lloyd / MSC / PIL	PSW1 / PS1 / PANZ SW / WAS / Oceania Express Loop 1 / AOS	36	97.2%
ANL / Hamburg Süd / Hapag-Lloyd	PNW / PANZ NW / WAN	22	68.2%
CMA CGM / Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC	PAD 2 / AANZ / ANP / OC 1 / Oceania Express Loop 2	61	80.3%

**Performance by services for Jun 2018-Jul 2018**

Oceania – North America developments

On-time performance in the Oceania-North America trade lane continued to decline, dropping down by 6.6 percentage points M/M, reaching 82.3% in June/July. On a Y/Y level, June/July schedule reliability was 9.7 percentage points lower than the 91.9% recorded last year.
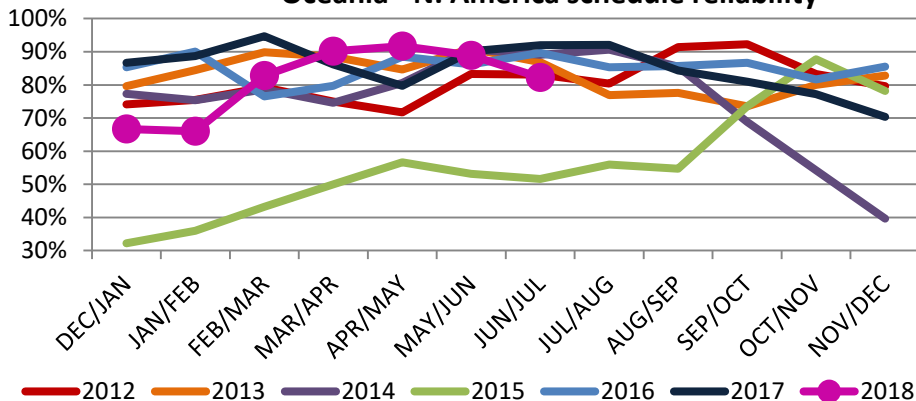
The average delay for LATE vessel arrivals increased by a staggering 2.19 days M/M and reached 4.91 days in June/July. On a Y/Y level, the delays were 2.11 days higher than the 2.80 days delay recorded last year. The average delay for ALL vessel arrivals increased by 0.56 days M/M and reached 1.05 days.

MSC, CMA CGM, Marfret, and Maersk Line all recorded perfect schedule reliability of 100% for the second consecutive month, followed by Hamburg Süd and Hapag-Lloyd with 76.6% each.

Average delay for ALL vessel arrivals
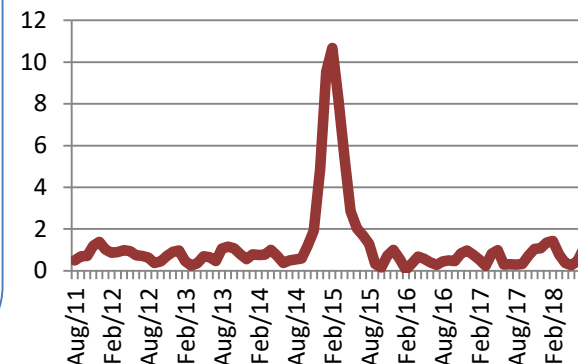
Oceania - N. America schedule reliability

Oceania - N. America - Avg. delay for LATE vessel arrivals
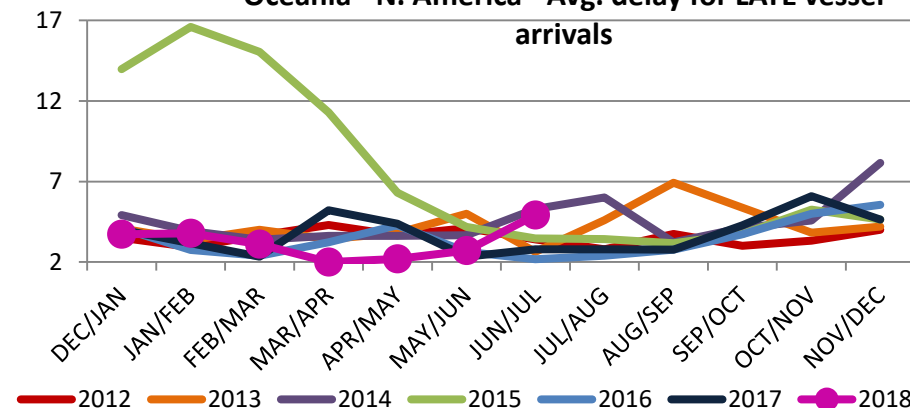
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	86.7%	88.7%	94.6%	86.2%	79.7%	90.2%	91.9%	92.1%	84.4%	81.0%	77.2%	70.4%
	2018	66.7%	66.0%	82.8%	90.2%	91.7%	88.9%	82.3%					
	Change	**-20.0%**	**-22.6%**	**-11.9%**	**4.0%**	**12.0%**	**-1.3%**	**-9.7%**					
Avg. delay of LATE vessels	2017	4.00	3.17	2.33	5.22	4.38	2.33	2.80	2.80	2.78	4.27	6.09	4.64
	2018	3.72	3.78	3.10	2.00	2.20	2.71	4.91					
	Change	**-0.28**	**0.61**	**0.77**	**-3.22**	**-2.18**	**0.38**	**2.11**					

Oceania – N.America
Carrier Performance and service specifics

Oceania - N. America	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
MSC	100.0%	100.0%	94.4%	94.3%	84.9%	76.5%	82.4%	90.6%	100.0%	94.1%	94.1%	100.0%	100.0%	Increasing	50
CMA CGM	94.6%	96.6%	89.7%	84.2%	73.9%	71.7%	66.7%	66.0%	82.8%	93.6%	93.9%	100.0%	100.0%	Increasing	18
Marfret	70.0%	80.0%	75.0%	87.5%		100.0%	50.0%	11.1%	60.0%	92.3%	93.3%	100.0%	100.0%	Increasing	15
Maersk Line	100.0%	100.0%	88.9%	88.9%	100.0%	100.0%	93.8%	93.3%	100.0%	88.2%	88.2%	100.0%	100.0%	Increasing	35
Hamburg Süd	100.0%	100.0%	92.0%	83.7%	73.9%	67.4%	69.6%	77.3%	87.5%	89.6%	91.1%	85.1%	76.6%	Decreasing	47
Hapag-Lloyd	100.0%	100.0%	92.0%	83.7%	73.9%	67.4%	69.6%	77.3%	87.5%	89.6%	91.1%	85.1%	76.6%	Decreasing	47
ANL	92.3%	95.1%	90.0%	82.1%	58.6%	58.3%	55.3%	55.3%	75.6%	90.9%	93.0%	84.4%	75.0%	Increasing	44
Seatrade	66.7%	40.0%	33.3%	50.0%		100.0%									

Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / Marfret	AUS1 / NAS / Panama Direct Line / North Atlantic South Pacific Service	15	100.0%
ANL / CMA CGM / Hamburg Süd / Hapag-Lloyd / MSC / PIL	PSW1 / PS1 / PANZ SW / WAS / Oceania Express Loop 1 / AOS	17	100.0%
ANL / Hamburg Süd / Hapag-Lloyd	PNW / PANZ NW / WAN	12	8.3%
CMA CGM / Hamburg Süd / Hapag-Lloyd / Maersk Line / MSC	PAD 2 / AANZ / ANP / OC 1 / Oceania Express Loop 2	18	100.0%

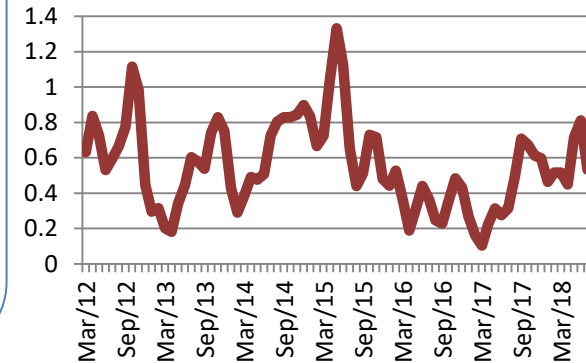**Performance by services for Jun 2018-Jul 2018**

Asia-Oceania developments

On-time performance on the Asia-Oceania trade lane increased by 4.9 percentage points M/M in June/July. Despite this improvement, on a Y/Y level, schedule reliability in June/July was 11.3 percentage points lower than the 94.1% recorded last year.

The average delay for LATE vessel arrivals decreased by 0.25 days to 3.38 days in June/July. On a Y/Y level however, the average delays were 0.29 days higher than at the same point last year. The average delay for ALL vessel arrivals decreased by 0.28 days to 0.53 days in June/July.

Maersk Line was the most reliable carrier on this trade lane with schedule reliability of 94.2%, followed by Hamburg Süd with 91.1%, and ONE and Hapag-Lloyd with 89.7% each.

Average delay for ALL vessel arrivals

Asia - Oceania schedule reliability
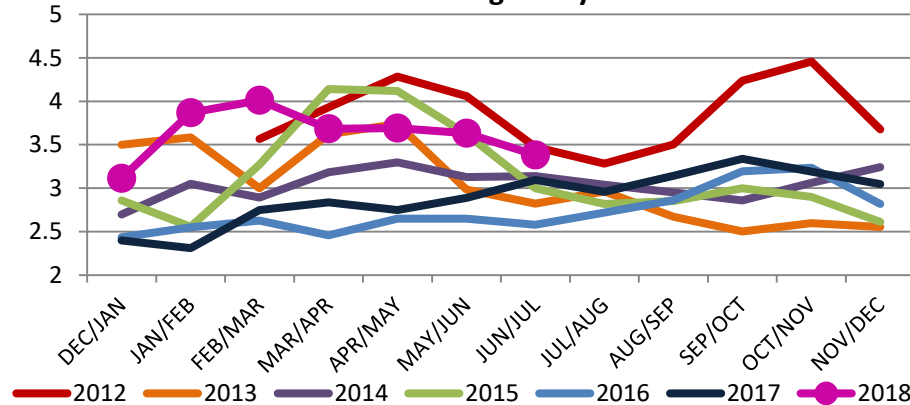
— 2012 — 2013 — 2014 — 2015 — 2016 — 2017 —●— 2018

Asia - Oceania - Avg. delay for LATE vessel arrivals

— 2012 — 2013 — 2014 — 2015 — 2016 — 2017 —●— 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	92.1%	95.4%	96.0%	94.2%	92.4%	93.3%	94.1%	90.0%	83.1%	82.5%	83.0%	82.1%
	2018	85.0%	86.7%	87.6%	87.2%	80.4%	77.9%	82.8%					
	Change	**-7.1%**	**-8.8%**	**-8.4%**	**-7.0%**	**-12.0%**	**-15.4%**	**-11.3%**					
Avg. delay of LATE vessels	2017	2.40	2.31	2.75	2.84	2.75	2.89	3.10	2.96	3.14	3.34	3.19	3.05
	2018	3.11	3.87	4.01	3.68	3.69	3.63	3.38					
	Change	**0.71**	**1.56**	**1.26**	**0.85**	**0.94**	**0.74**	**0.29**					

Asia – Oceania – Carrier Performance

Asia - Oceania	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Maersk Line	92.5%	94.9%	90.1%	85.7%	87.0%	90.2%	94.2%	88.6%	88.6%	95.7%	90.6%	89.3%	94.2%	Increasing	206
Hamburg Süd	96.6%	92.0%	81.4%	72.5%	69.6%	76.5%	88.4%	87.5%	89.3%	90.1%	85.1%	86.1%	91.1%	Increasing	90
ONE										85.4%	84.6%	85.0%	89.7%	Increasing	262
Hapag-Lloyd	96.7%	93.2%	88.1%	86.3%	85.4%	85.9%	87.1%	86.2%	86.1%	82.9%	80.7%	83.1%	89.7%	Increasing	203
PDL	87.5%	66.7%	62.5%	75.0%	85.7%	75.0%	87.5%	87.5%	75.0%	50.0%	25.0%	50.0%	87.5%	Decreasing	8
OOCL	95.2%	91.6%	84.2%	87.1%	88.3%	82.7%	86.7%	92.9%	90.8%	85.7%	76.0%	75.7%	84.6%	Decreasing	267
HMM	94.2%	90.6%	77.4%	61.2%	59.6%	73.1%	90.7%	77.1%	72.5%	86.4%	76.9%	75.0%	83.7%	Increasing	49
PIL	97.6%	95.0%	87.1%	88.3%	89.9%	86.0%	88.8%	93.2%	92.1%	86.4%	76.5%	76.4%	83.3%	Decreasing	263
CMA CGM	95.3%	86.5%	77.1%	77.0%	76.5%	72.4%	74.6%	83.1%	85.5%	82.2%	70.7%	69.4%	82.6%	Decreasing	270
COSCO	95.5%	89.0%	79.9%	80.2%	80.8%	77.6%	80.2%	88.3%	90.0%	86.1%	76.9%	74.9%	82.3%	Decreasing	351
ANL	95.3%	86.5%	77.1%	77.0%	76.5%	72.4%	74.6%	83.1%	83.1%	78.9%	68.1%	68.1%	81.7%	Decreasing	279
APL	96.4%	87.0%	79.7%	75.9%	73.0%	73.8%	77.5%	82.1%	81.5%	78.1%	71.4%	71.2%	80.9%	Decreasing	230
MSC	96.3%	90.9%	82.1%	82.1%	84.7%	86.0%	92.1%	89.9%	91.5%	94.0%	82.9%	72.6%	74.2%	Decreasing	178
Evergreen	94.1%	84.3%	84.0%	73.1%	61.5%	64.4%	70.5%	68.8%	64.6%	60.0%	58.1%	64.6%	74.0%	Increasing	50
Sinotrans	94.1%	84.3%	84.0%	73.1%	61.5%	64.4%	70.5%	68.8%	64.6%	60.0%	58.1%	64.6%	74.0%	Increasing	50
Yang Ming	91.5%	90.5%	85.1%	80.2%	79.0%	81.8%	85.2%	83.3%	81.3%	79.8%	77.9%	76.1%	72.3%	Decreasing	94
TS Lines	92.5%	77.9%	68.5%	56.5%	50.0%	52.9%	50.6%	60.9%	69.3%	69.0%	60.2%	55.3%	64.8%	Decreasing	91
NYK	96.8%	89.4%	79.2%	75.8%	77.4%	77.2%	74.4%	83.3%	92.8%						
MOL	92.1%	92.5%	86.9%	82.3%	82.9%	86.3%	91.3%	88.5%	89.8%						
K Line	95.0%	87.2%	87.1%	80.0%	71.2%	71.9%	71.0%	74.2%	79.0%						
UASC	100.0%	100.0%	90.3%	90.9%	97.1%										
Swire	50.0%	40.0%	40.0%												

Asia – Oceania – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL	APR	9	55.6%	APL / Hamburg Süd / HMM / Maersk Line / MSC / ONE	CAS / AAUS NL / FA 2 / Yoyo / Panda service / CAE	23	87.0%
ANL / APL / CMA CGM / COSCO / Hapag-Lloyd / OOCL / PDL / PIL	ANZEX / NZ2 / ANZEX / CNS / NZX / CNS / Forum Pacific / NCS	50	84.0%	APL / ONE	AFX / WAU	8	100.0%
ANL / APL / CMA CGM / COSCO / OOCL / PIL	KIX / NZE / KIX / NZS / NZS / NZS	62	95.2%	COSCO / Hamburg Süd / ONE	JKN / ANZL / NZJ	43	95.4%
ANL / APL / CMA CGM / COSCO / TS Lines	AAX / AAX / AAX / AAX / AAX	41	53.7%	COSCO / OOCL / PIL / Yang Ming	AUSE / AAA / AAA / AAA	44	70.5%
ANL / CMA CGM	PAX / PAX ANL	6	100.0%	Hamburg Süd / HMM / Maersk Line / MSC / ONE	Northern Loop / FAL / Boomerang / New Wallaby Service / AUS	80	88.8%
ANL / CMA CGM / COSCO / Hapag-Lloyd / OOCL / PIL	JAX / JAX ANL / ASAL / SAL / ASA / AA2	34	100.0%	Hamburg Süd / Maersk Line	ASPA1 / AC1	7	100.0%
ANL / CMA CGM / COSCO / OOCL	A3N / A3N / A3N / A3N	27	81.5%	Hapag-Lloyd / Maersk Line / ONE	NZA1 / Southern Star / NZ1	39	100.0%
ANL / CMA CGM / COSCO / OOCL / PIL	A3C / A3 Central Express / A3C / A3C / SAC	23	87.0%	Hapag-Lloyd / Maersk Line / ONE	NZA2 / Northern Star / NZ2	57	100.0%
ANL / CMA CGM / COSCO / OOCL / PIL	A3S / A3 Southern Express / A3S / A3S / SAS	27	66.7%	MSC	Capricorn	73	57.5%
APL / Evergreen / Hapag-Lloyd / ONE / PIL / Sinotrans / TS Lines / Yang Ming	CA2 / CAT / CAT / CAT / STA / CAT / CAT / CAT	23	65.2%	MSC	New Kiwi Express	56	87.5%
APL / Evergreen / Hapag-Lloyd / ONE / Sinotrans / TS Lines / Yang Ming	NAX / NEAX / NAX / AUJ / NAX - SI name / NAX - SI name / NAX	27	81.5%				

Performance by services for Jun 2018-Jul 2018
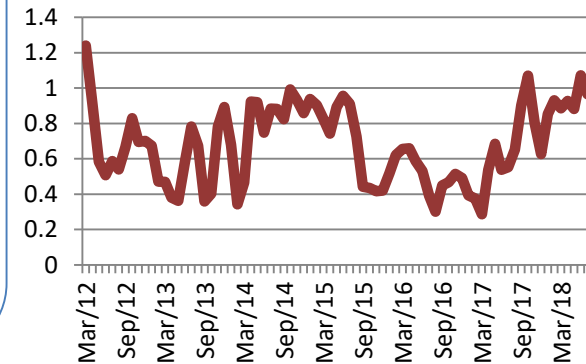
Oceania – Asia – Trade Developments

Oceania - Asia developments

Schedule reliability on the Oceania-Asia trade lane continued its slow improvement, and increased by 1.2 percentage points M/M in June/July, reaching 75.7%. On a Y/Y level however, June/July schedule reliability was 12.9 percentage points lower than the 88.6% recorded at the same point last year.

The average delay for LATE vessel arrivals decreased by 0.55 days on a M/M level and increased by 0.27 days on a Y/Y level, reaching 3.77 days in June/July. The average delay for ALL vessel arrivals decreased by 0.11 days to 0.97 days in June/July.

PIL was the most reliable carrier on this trade lane with on-time performance of 80.7%, followed by OOCL and COSCO with 80.5% and 79.3%, respectively.

Average delay for ALL vessel arrivals

Oceania - Asia schedule reliability

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018
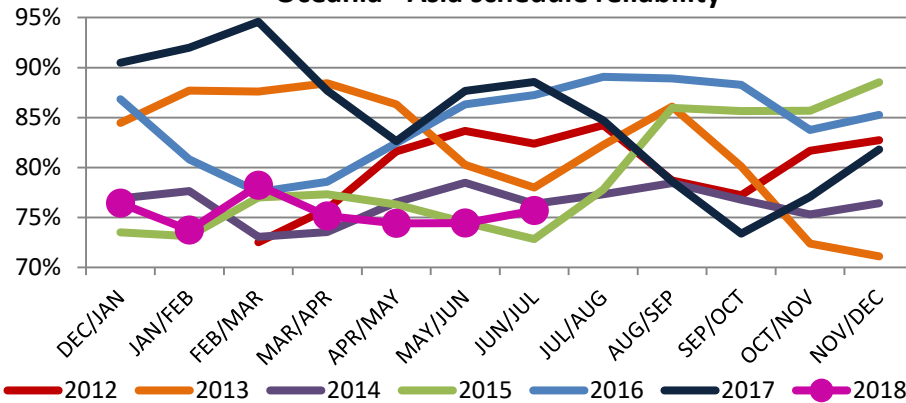
Oceania - Asia - Avg. delay for LATE vessel arrivals
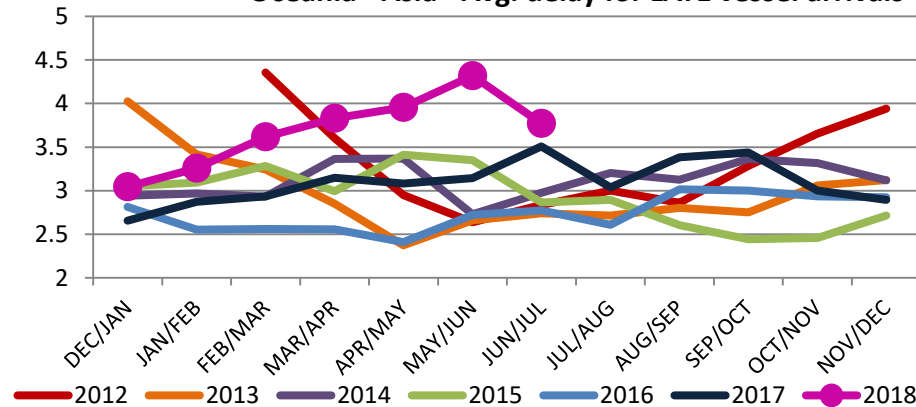
Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	90.5%	92.0%	94.6%	87.7%	82.7%	87.7%	88.6%	84.7%	78.6%	73.4%	77.1%	81.8%
	2018	76.4%	73.8%	78.2%	75.2%	74.4%	74.5%	75.7%					
	Change	**-14.1%**	**-18.2%**	**-16.4%**	**-12.5%**	**-8.2%**	**-13.2%**	**-12.9%**					
Avg. delay of LATE vessels	2017	2.66	2.87	2.93	3.15	3.08	3.14	3.51	3.04	3.38	3.44	3.00	2.90
	2018	3.04	3.26	3.62	3.83	3.96	4.32	3.77					
	Change	**0.39**	**0.39**	**0.68**	**0.68**	**0.88**	**1.18**	**0.27**					

Oceania – Asia – Carrier Performance

| Oceania - Asia | 2017 | | | | | 2018 | | | | | | | | 6M trend | JUN/JUL Arrivals |
	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL		
PIL	92.3%	91.2%	85.5%	83.8%	85.2%	86.6%	82.7%	75.9%	80.3%	77.0%	72.5%	77.2%	80.7%	Increasing	217
OOCL	90.8%	88.1%	82.2%	79.0%	84.3%	86.0%	77.6%	76.3%	81.4%	75.8%	74.6%	77.4%	80.5%	Increasing	231
COSCO	92.0%	85.4%	77.1%	73.1%	77.6%	80.8%	74.5%	75.7%	79.1%	72.9%	71.7%	75.3%	79.3%	Increasing	299
ONE										76.2%	78.6%	76.2%	77.5%	Increasing	320
Hapag-Lloyd	89.9%	85.2%	77.4%	73.0%	75.9%	81.0%	74.6%	64.1%	75.0%	74.2%	65.8%	74.1%	76.4%	Increasing	216
Yang Ming	91.7%	90.8%	86.1%	77.8%	79.2%	84.3%	74.4%	64.7%	76.2%	74.6%	67.0%	71.9%	76.2%	Increasing	126
Maersk Line	83.9%	83.4%	82.4%	77.7%	84.0%	93.8%	89.4%	84.9%	87.1%	87.0%	96.2%	82.2%	75.5%	Decreasing	200
CMA CGM	89.8%	83.1%	71.4%	69.2%	78.5%	79.1%	71.2%	69.2%	76.6%	72.3%	69.5%	70.7%	74.0%	Increasing	235
ANL	87.8%	81.3%	71.4%	66.5%	74.3%	76.0%	65.8%	64.6%	72.7%	70.4%	67.0%	68.5%	73.4%	Increasing	241
Hamburg Süd	89.3%	85.1%	78.8%	73.4%	73.9%	83.1%	81.8%	80.7%	82.3%	79.3%	82.6%	72.5%	71.3%	Decreasing	174
APL	92.8%	87.5%	79.4%	73.8%	73.6%	76.9%	68.7%	63.4%	74.0%	71.9%	65.5%	67.6%	70.5%	Increasing	227
Evergreen	92.7%	89.4%	81.9%	70.7%	71.6%	78.3%	64.4%	50.6%	68.2%	65.5%	52.5%	62.8%	69.6%	Increasing	92
Sinotrans	92.7%	89.4%	81.9%	70.7%	71.6%	78.3%	64.4%	50.6%	68.2%	65.5%	52.5%	62.8%	69.6%	Increasing	92
MSC	88.8%	87.5%	85.8%	83.6%	86.1%	91.5%	87.5%	84.9%	86.0%	86.2%	93.0%	76.5%	69.5%	Decreasing	141
TS Lines	90.9%	83.6%	72.7%	62.4%	67.3%	72.7%	57.9%	49.5%	66.7%	65.4%	53.6%	59.2%	64.2%	Increasing	109
HMM	78.7%	81.7%	81.7%	77.2%	81.7%	90.5%	83.9%	79.3%	85.6%	88.2%	94.1%	69.4%	64.1%	Decreasing	92
Swire	33.3%	61.5%	33.3%	0.0%	8.3%	6.7%	0.0%	0.0%	0.0%	0.0%	18.2%	23.1%	33.3%	Increasing	12
MOL	88.4%	85.3%	82.1%	74.8%	74.8%	87.2%	85.5%	84.5%	85.6%						
NYK	95.5%	79.5%	64.8%	64.8%	71.7%	76.6%	73.6%	79.4%	81.5%						
K Line	92.6%	82.6%	75.2%	65.8%	67.2%	74.6%	62.3%	55.1%	70.2%						
UASC	96.2%	73.1%	56.0%	76.0%	96.0%										
CCNI	98.2%	92.9%													

Oceania – Asia – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL	APR	6	50.0%	APL / ONE	AFX / WAU	8	100.0%
ANL / APL / CMA CGM / COSCO / Hapag-Lloyd / OOCL / PDL / PIL	ANZEX / NZ2 / ANZEX / CNS / NZX / CNS / Forum Pacific / NCS	53	75.5%	COSCO / Hamburg Süd / ONE	JKN / ANZL / NZJ	51	88.2%
ANL / APL / CMA CGM / COSCO / OOCL / PIL	KIX / NZE / KIX / NZS / NZS / NZS	17	100.0%	COSCO / OOCL / PIL / Yang Ming	AUSE / AAA / AAA / AAA	34	94.1%
ANL / APL / CMA CGM / COSCO / TS Lines	AAX / AAX / AAX / AAX / AAX	17	35.3%	DAL / MSC	Eur - Indian Ocean / Australia Express	7	71.4%
ANL / CMA CGM	PAX / PAX ANL	12	91.7%	Hamburg Süd / HMM / Maersk Line / MSC / ONE	Northern Loop / FAL / Boomerang / New Wallaby Service / AUS	93	77.4%
ANL / CMA CGM / COSCO / Hapag-Lloyd / OOCL / PIL	JAX / JAX ANL / ASAL / SAL / ASA / AA2	26	92.3%	Hamburg Süd / Maersk Line	ASPA2 / AC2-AC3 Pendulum	31	64.5%
ANL / CMA CGM / COSCO / OOCL	A3N / A3N / A3N / A3N	48	58.3%	Hapag-Lloyd / Maersk Line / ONE	NZA1 / Southern Star / NZ1	18	100.0%
ANL / CMA CGM / COSCO / OOCL / PIL	A3C / A3 Central Express / A3C / A3C / SAC	18	83.3%	Hapag-Lloyd / Maersk Line / ONE	NZA2 / Northern Star / NZ2	18	88.9%
ANL / CMA CGM / COSCO / OOCL / PIL	A3S / A3 Southern Express / A3S / A3S / SAS	35	85.7%	MSC	Capricorn	23	78.3%
ANL / CMA CGM / Hapag-Lloyd	NEMO / New NEMO / EAX	9	33.3%	MSC	New Kiwi Express	19	84.2%
APL / Evergreen / Hapag-Lloyd / ONE / PIL / Sinotrans / TS Lines / Yang Ming	CA2 / CAT / CAT / CAT / STA / CAT / CAT / CAT	42	59.5%	Swire	Asia to Townsville and Gladstone	12	33.3%
APL / Evergreen / Hapag-Lloyd / ONE / Sinotrans / TS Lines / Yang Ming	NAX / NEAX / NAX / AUJ / NAX - SI name / NAX - SI name / NAX	50	78.0%				
APL / Hamburg Süd / HMM / Maersk Line / MSC / ONE	CAS / AAUS NL / FA 2 / Yoyo / Panda service / CAE	40	62.5%				

Performance by services for Jun 2018-Jul 2018

Asia – Middle East – Trade Developments

Asia – Middle East developments

Schedule reliability on the Asia-Middle East trade lane has been marginally improving over the past few months, increasing further in June/July by only 0.8 percentage points M/M, and reaching 72.3%. On a Y/Y level, the June/July schedule reliability was 1.7 percentage points above the 70.6% recorded last year.
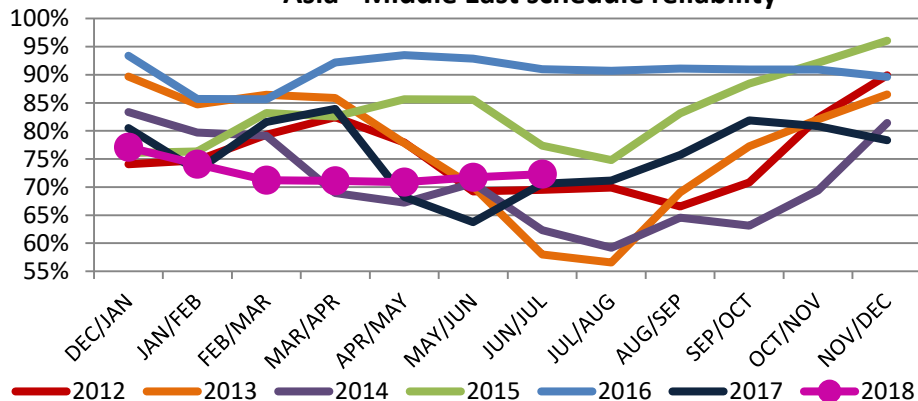
The average delay for LATE vessel arrivals decreased by 0.13 days M/M and 0.12 days Y/Y, reaching 3.63 days. The average delay for ALL vessel arrivals dropped from 0.99 days in May/June to 0.89 days in June/July.

ANL was the most reliability carrier on this trade lane with perfect schedule reliability of 100% for the second consecutive month, followed by OOCL and COSCO with 88.1% and 85.1%, respectively.

Average delay for ALL vessel arrivals
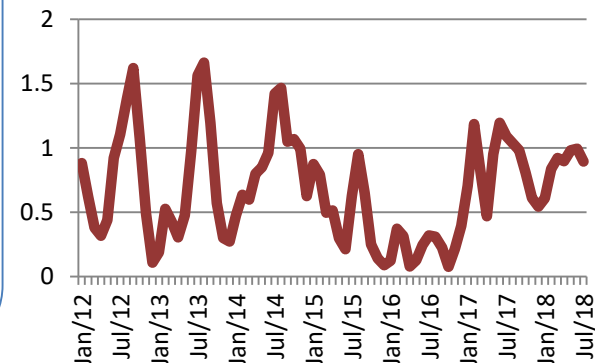
Asia - Middle East schedule reliability

Asia - Middle East - Avg. delay for LATE vessel arrivals
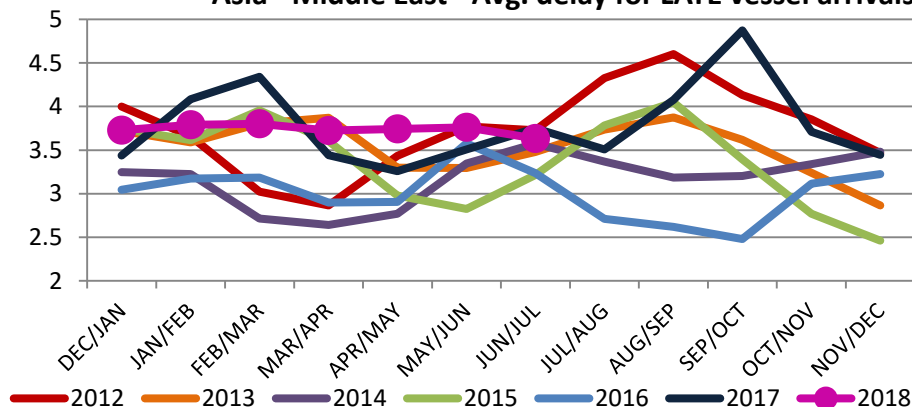
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	80.5%	72.9%	81.6%	83.9%	68.3%	63.8%	70.6%	71.2%	75.7%	81.9%	80.8%	78.4%
	2018	77.1%	74.1%	71.2%	71.1%	70.9%	71.7%	72.3%					
	Change	**-3.4%**	**1.2%**	**-10.4%**	**-12.8%**	**2.6%**	**8.0%**	**1.7%**					
Avg. delay of LATE vessels	2017	3.44	4.09	4.34	3.44	3.26	3.51	3.75	3.51	4.08	4.87	3.71	3.45
	2018	3.73	3.79	3.80	3.72	3.74	3.76	3.63					
	Change	**0.29**	**-0.29**	**-0.54**	**0.28**	**0.48**	**0.25**	**-0.12**					

Asia – Middle East – Carrier Performance

Asia - Middle East	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
ANL	68.0%	75.9%	96.9%	100.0%	95.8%	77.8%	82.8%	96.0%	85.7%	76.0%	81.0%	100.0%	100.0%	Increasing	21
OOCL	78.3%	77.7%	86.0%	95.7%	95.8%	90.3%	88.5%	83.8%	78.6%	80.6%	81.3%	77.1%	88.1%	Increasing	143
COSCO	79.2%	78.2%	86.3%	96.2%	91.8%	89.8%	86.0%	77.7%	72.3%	77.6%	78.0%	76.0%	85.1%	Increasing	174
CMA CGM	78.3%	77.3%	83.9%	95.7%	94.4%	89.8%	84.8%	77.5%	68.8%	73.0%	77.4%	79.8%	85.0%	Increasing	153
Maersk Line	74.6%	78.3%	75.8%	76.2%	77.2%	76.2%	79.2%	81.7%	83.3%	91.7%	96.7%	90.7%	84.6%	Increasing	26
Safmarine	75.7%	75.0%	69.6%	76.2%	77.2%	73.7%	76.2%	80.0%	83.3%	91.7%	96.7%	90.7%	84.6%	Increasing	26
Evergreen	79.4%	78.7%	86.6%	95.9%	96.1%	90.6%	88.3%	83.3%	79.1%	81.9%	81.4%	76.8%	84.6%	Decreasing	123
PIL	81.7%	80.6%	79.6%	84.6%	87.1%	86.5%	85.6%	80.9%	73.3%	73.3%	77.4%	80.7%	79.4%	Increasing	126
APL	73.4%	77.3%	86.9%	94.9%	91.4%	83.2%	81.1%	74.0%	67.6%	72.9%	76.5%	75.1%	77.9%	Increasing	172
Simatech	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	83.3%	75.0%	87.5%	100.0%	88.9%	75.0%	77.8%	Decreasing	9
Wan Hai	82.4%	88.2%	94.4%	86.7%	66.7%	77.8%	72.2%	64.7%	73.3%	61.5%	81.8%	85.4%	75.0%	Increasing	44
MSC	75.0%	73.8%	75.4%	86.6%	92.8%	87.2%	88.0%	88.6%	86.9%	90.0%	92.9%	85.6%	74.1%	Decreasing	58
Emirates	22.2%	31.6%	58.8%	73.7%	76.2%	85.7%	86.4%	76.2%	64.7%	46.7%	31.3%	27.3%	71.4%	Decreasing	7
Hapag-Lloyd	78.0%	76.7%	64.4%	54.2%	57.7%	62.4%	62.1%	69.2%	79.1%	62.1%	53.2%	60.6%	65.0%	Decreasing	137
Yang Ming	74.2%	73.6%	73.5%	78.1%	75.6%	70.7%	67.9%	65.0%	61.2%	55.9%	55.0%	61.6%	63.9%	Decreasing	169
KMTC	48.2%	53.6%	72.0%	82.1%	82.8%	88.5%	82.9%	70.3%	62.5%	54.8%	40.6%	38.5%	60.9%	Decreasing	23
ONE										48.3%	51.4%	58.2%	59.8%	Increasing	159
HMM	51.4%	77.5%	86.3%	78.3%	68.0%	63.4%	54.6%	43.4%	50.7%	58.2%	43.0%	41.8%	54.7%	Increasing	95
RCL	33.3%	55.8%	77.3%	81.8%	72.1%	66.7%	64.7%	50.0%	36.6%	34.2%	21.4%	24.3%	41.9%	Decreasing	31
X-Press Feeders						47.6%	40.9%	21.1%	11.8%	31.6%	21.1%	26.3%	35.3%	Increasing	17
Hafez Darya Arya	25.8%	18.2%	25.9%	45.8%	45.8%	43.5%	36.0%	36.0%	33.3%	16.0%	26.9%	53.3%	30.8%	Increasing	13
GSL							71.4%	50.0%	28.6%	14.3%	0.0%	14.3%	28.6%	Decreasing	7
SM Line							71.4%	50.0%	28.6%	14.3%	0.0%	14.3%	28.6%	Decreasing	7
TS Lines	42.9%	75.0%	91.4%	90.9%	70.0%	44.8%	47.4%	29.7%	15.6%	30.3%	20.0%	26.7%	27.8%	Increasing	36
Samudera							83.3%	75.0%	87.5%	100.0%	88.9%				
K Line	90.2%	90.0%	69.5%	62.8%	68.0%	59.3%	71.2%	92.3%	92.3%						
NYK	90.2%	90.0%	69.5%	62.8%	68.0%	59.3%	71.2%	92.3%	92.3%						
MOL	76.4%	85.3%	80.4%	75.8%	68.4%	58.4%	62.4%	67.4%	67.4%						
UASC	90.2%	90.0%	69.5%	62.8%	68.0%										

Asia – Middle East – service specifics

| Carriers	Service	# of arrivals	% on-time		Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / COSCO / Evergreen / OOCL	CIMEX / GAX / CIMEX1 / MEX4 / AMA / ME1	21	100.0%		DAL / MSC	Eur - Indian Ocean / Australia Express	13	92.3%
APL / CMA CGM / COSCO / Evergreen / HMM / OOCL	WAX / CIMEX3 / MEX3 / WAX / WAX / ME2	23	73.9%		Emirates / KMTC / RCL	GALEX / AIM / RIM	7	71.4%
APL / CMA CGM / COSCO / Evergreen / OOCL	GA2 / CIMEX6 / MEX5 / APG / ME4	6	100.0%		GSL / Hapag-Lloyd / KMTC / RCL / SM Line / TS Lines	GCX / APX / APM / RPM / CMX / CMX	7	28.6%
APL / CMA CGM / COSCO / Evergreen / OOCL	PE2 / CIMEX 7 Twin Peaks / CPNW/CMEX / PE2/CMEX / PNW4/ME5	15	60.0%		Hapag-Lloyd / ONE / PIL / Yang Ming	AGX / AGX / CM3 / AGX	34	55.9%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	RSX / REX / RES1 / FRS / RS1 / RES	25	92.0%		Hapag-Lloyd / ONE / Wan Hai / Yang Ming	AR1 / AR1 / AR1 / AR1	30	83.3%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL / Yang Ming	WA3 / Far East Middle East Express / MEX2 / CEO / ME3 / CM5 / ME3	24	87.5%		Hapag-Lloyd / ONE / Yang Ming	FE1 / FE1 / FE1	9	100.0%
APL / CMA CGM / COSCO / OOCL / PIL	RS2 / REX2 / RES2 / RS2 / RSS	29	100.0%		Hapag-Lloyd / ONE / Yang Ming	MD3 / MD3 / MD3	8	75.0%
APL / HMM / Maersk Line / ONE / RCL / TS Lines / X-Press Feeders / Yang Ming	WA5 / KME / KME / KME / KME / KME / KME / KME	29	27.6%		HMM / Maersk Line / MSC / Safmarine	AW1 / TP11 / USEC-1 AMERICA / TP11	8	87.5%
CMA CGM / Hafez Darya Arya	CIMEX 8 / Far East/Middle East	10	40.0%		Maersk Line / MSC / Safmarine	AE15 / Tiger / AE15	9	88.9%
COSCO / Evergreen / KMTC / Maersk Line / Safmarine / Simatech	AGI / AGI / AGI / Asia Gulf Service / AGI / AGI	9	77.8%		MSC	New Falcon	28	57.1%
COSCO / Hapag-Lloyd / HMM / ONE / Yang Ming	CGX / CGX / CGS / AG2 / CGX	35	57.1%					
COSCO / Hapag-Lloyd / ONE / PIL / Wan Hai	CMS / CMS / CMS / CMS / CMS	14	57.1%					
Performance by services for Jun 2018-Jul 2018								

Middle East - Asia developments

On-time performance in the Middle East-Asia trade lane increased by 4.5 percentage points M/M and decreased by 5.3 percentage points Y/Y to reach 70.3% in June/July.
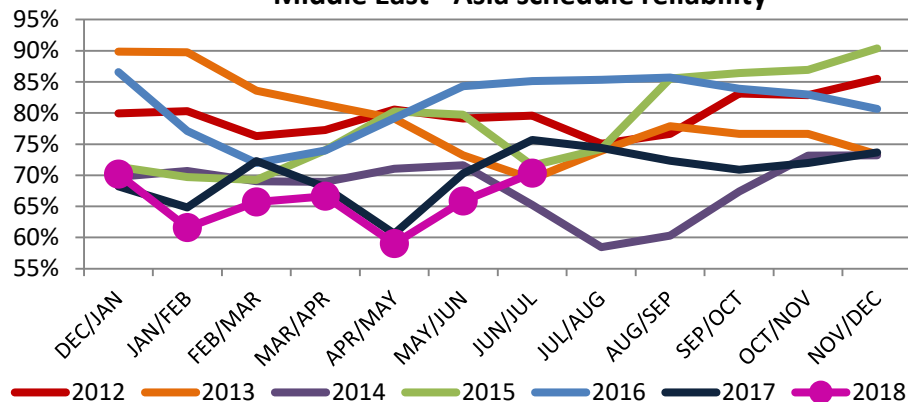
The average delay for LATE vessel arrivals decreased by 0.30 days M/M to 3.24 days, while on a Y/Y level, the average delays decreased by 0.18 days. The average delay for ALL vessel arrivals decreased by 0.22 days to 1.06 days in June/July.

ANL was the most reliable carrier with 86.1% schedule reliability, followed by Hamburg Süd and Maersk Line with on-time performance of 84.9% and 84.8%, respectively.
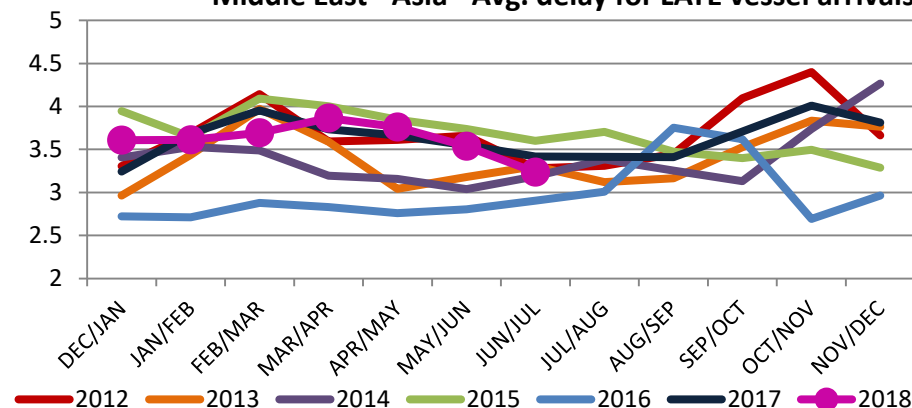
Average delay for ALL vessel arrivals
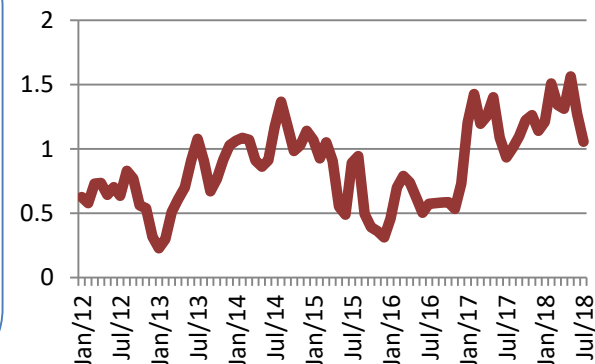
Middle East - Asia schedule reliability

Middle East - Asia - Avg. delay for LATE vessel arrivals

Legend: 2012 2013 2014 2015 2016 2017 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	68.2%	64.8%	72.3%	68.1%	60.6%	70.3%	75.7%	74.4%	72.3%	70.9%	72.0%	73.6%
	2018	70.2%	61.6%	65.7%	66.6%	59.0%	65.8%	70.3%					
	Change	**2.0%**	**-3.3%**	**-6.6%**	**-1.4%**	**-1.6%**	**-4.5%**	**-5.3%**					
Avg. delay of LATE vessels	2017	3.24	3.69	3.95	3.73	3.66	3.55	3.42	3.42	3.41	3.71	4.01	3.81
	2018	3.61	3.61	3.69	3.86	3.76	3.54	3.24					
	Change	**0.36**	**-0.08**	**-0.26**	**0.13**	**0.10**	**-0.01**	**-0.18**					

Middle East – Asia – Carrier Performance

Middle East - Asia	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
ANL	85.7%	81.5%	90.3%	96.7%	91.7%	74.5%	74.6%	80.0%	48.8%	36.2%	65.9%	86.4%	86.1%	Increasing	36
Hamburg Süd	88.8%	80.4%	74.8%	78.4%	81.8%	84.0%	75.7%	55.7%	62.8%	74.9%	69.9%	76.0%	84.9%	Increasing	218
Maersk Line	87.9%	83.0%	78.4%	82.4%	85.5%	86.5%	78.3%	62.9%	68.2%	73.8%	71.3%	79.1%	84.8%	Increasing	361
MSC	87.1%	80.6%	77.5%	81.6%	85.2%	86.3%	77.7%	61.1%	66.4%	76.1%	72.6%	78.2%	84.6%	Increasing	357
Safmarine	92.2%	94.7%	100.0%	92.5%	91.2%	89.6%	79.8%	73.7%	80.0%	72.2%	67.0%	78.3%	81.7%	Increasing	120
OOCL	84.4%	82.6%	80.9%	76.3%	75.2%	80.5%	80.6%	72.2%	70.7%	68.3%	69.6%	80.1%	77.5%	Increasing	653
Simatech	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	84.2%	81.0%	92.1%	89.5%	85.0%	75.0%	76.9%	Decreasing	39
Evergreen	86.5%	83.6%	81.9%	77.7%	76.5%	81.4%	80.8%	72.8%	71.9%	70.0%	70.6%	78.8%	76.8%	Increasing	652
CMA CGM	84.7%	84.0%	78.3%	78.7%	80.2%	81.5%	78.1%	70.6%	71.5%	71.8%	69.8%	78.6%	76.8%	Increasing	650
COSCO	86.1%	83.2%	81.5%	78.1%	74.5%	77.7%	76.3%	69.4%	70.0%	67.4%	64.8%	75.7%	75.5%	Increasing	788
APL	82.7%	83.9%	82.3%	78.9%	79.6%	81.5%	78.3%	68.2%	71.3%	71.6%	67.7%	75.6%	74.0%	Increasing	672
Emirates	52.8%	67.9%	80.4%	64.4%	51.0%	51.8%	69.6%	58.5%	51.5%	40.5%	25.7%	51.4%	73.3%	Increasing	60
PIL	74.6%	78.6%	76.4%	73.6%	70.7%	71.2%	67.4%	62.2%	69.9%	68.8%	56.9%	67.5%	67.8%	Increasing	239
HMM	79.1%	75.9%	73.3%	67.9%	73.4%	72.8%	62.7%	46.2%	55.1%	63.2%	52.5%	57.7%	65.5%	Increasing	322
Yang Ming	61.8%	62.7%	59.7%	58.4%	63.0%	61.8%	54.2%	48.9%	62.8%	62.7%	44.2%	51.7%	60.6%	Increasing	464
Wan Hai	60.0%	77.0%	80.5%	74.0%	59.5%	57.8%	52.8%	47.0%	59.1%	50.9%	40.0%	60.7%	59.2%	Increasing	130
Hapag-Lloyd	59.4%	59.6%	52.5%	44.8%	53.1%	55.1%	52.0%	48.9%	63.1%	62.1%	44.0%	47.5%	58.0%	Decreasing	474
ONE										46.4%	41.3%	49.1%	57.6%	Increasing	497
KMTC	73.1%	82.1%	89.8%	82.0%	73.0%	69.3%	72.9%	64.5%	62.2%	59.4%	45.7%	40.5%	55.1%	Decreasing	156
Hafez Darya Arya	41.3%	33.3%	31.4%	43.2%	54.8%	44.3%	41.3%	42.0%	47.7%	50.7%	28.1%	35.6%	43.1%	Decreasing	58
RCL	60.7%	75.2%	79.5%	67.5%	62.7%	57.1%	55.9%	46.5%	50.6%	50.5%	30.5%	27.9%	40.3%	Decreasing	191
X-Press Feeders						61.9%	37.7%	23.7%	46.9%	51.5%	26.7%	23.4%	28.4%	Decreasing	74
TS Lines	65.3%	79.8%	79.8%	70.1%	73.5%	61.8%	46.5%	39.7%	51.2%	57.6%	31.8%	16.9%	25.6%	Decreasing	137
GSL							65.7%	58.3%	53.9%	64.6%	42.3%	7.6%	21.1%	Decreasing	57
SM Line							65.7%	58.3%	53.9%	64.6%	42.3%	7.6%	21.1%	Decreasing	57
Samudera							84.2%	81.0%	92.1%	89.5%	85.0%				
K Line	59.4%	60.9%	54.2%	50.6%	55.6%	58.4%	56.4%	54.8%	68.4%						
NYK	57.0%	60.9%	54.2%	50.6%	55.6%	58.4%	56.4%	54.8%	68.4%						
MOL	59.5%	68.2%	64.5%	58.8%	59.5%	58.9%	52.1%	46.8%	62.6%						
UASC	53.6%	56.2%	48.9%	43.3%	48.6%										

Middle East – Asia – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / COSCO / Evergreen / OOCL	CIMEX / GAX / CIMEX1 / MEX4 / AMA / ME1	36	86.1%	COSCO / Hapag-Lloyd / ONE / PIL / Wan Hai	CMS / CMS / CMS / CMS / CMS	74	48.7%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	BEX / BEX / AEM3 / BEX / FBSS / EM1	69	94.2%	Emirates / KMTC / RCL	GALEX / AIM / RIM	60	73.3%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX1 / FAL1 / AEU2 / FAL1 / FAL1 / LL4	65	87.7%	GSL / Hapag-Lloyd / KMTC / RCL / SM Line / TS Lines	GCX / APX / APM / RPM / CMX / CMX	57	21.1%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX3 / FAL3 / AEU6 / FAL3 / FAL3 / LL5	59	79.7%	Hamburg Süd / HMM / Maersk Line / MSC	ASUS2 / AW2 / TP12 / Empire	59	89.8%
APL / CMA CGM / COSCO / Evergreen / HMM / OOCL	WAX / CIMEX3 / MEX3 / WAX / WAX / ME2	30	63.3%	Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	16	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	ADX / PHOEX / AEM6 / BEX2 / AAS	39	66.7%	Hamburg Süd / HMM / Maersk Line / MSC	NERA4 / EU6 / AE7 / CONDOR	11	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	GA2 / CIMEX6 / MEX5 / APG / ME4	37	97.3%	Hamburg Süd / HMM / Maersk Line / MSC	SERA1 / AM1 / AE20 / Dragon	57	71.9%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX1 / MEX1 / AEM2 / MEX1 / WM2	72	77.8%	Hamburg Süd / HMM / Maersk Line / MSC	SERA2 / AM2 / AE11 / Jade	75	85.3%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX2 / MEX2 / AEM1 / MD2 / WM1	43	62.8%	Hamburg Süd / HMM / Maersk Line / MSC	UPAS2 / PS3 / TP2/AE12 / Jaguar/Phoenix	44	90.9%
APL / CMA CGM / COSCO / Evergreen / OOCL	PE2 / CIMEX 7 Twin Peaks / CPNW/CMEX / PE2/CMEX / PNW4/ME5	28	57.1%	Hapag-Lloyd / ONE / PIL / Yang Ming	AGX / AGX / CM3 / AGX	51	62.8%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL	RSX / REX / RES1 / FRS / RS1 / RES	33	84.9%	Hapag-Lloyd / ONE / Wan Hai / Yang Ming	AR1 / AR1 / AR1 / AR1	56	73.2%
APL / CMA CGM / COSCO / Evergreen / OOCL / PIL / Yang Ming	WA3 / Far East Middle East Express / MEX2 / CEO / ME3 / CM5 / ME3	41	75.6%	Hapag-Lloyd / ONE / Yang Ming	EC5 / EC5 / EC5	28	92.9%
APL / CMA CGM / COSCO / OOCL / PIL	RS2 / REX2 / RES2 / RS2 / RSS	40	87.5%	Hapag-Lloyd / ONE / Yang Ming	FE2 / FE2 / FE2	63	38.1%
APL / HMM / Maersk Line / ONE / RCL / TS Lines / X-Press Feeders / Yang Ming	WA5 / KME / KME / KME / KME / KME / KME / KME	80	28.8%	Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	32	93.8%
CMA CGM / Hafez Darya Arya	CIMEX 8 / Far East/Middle East	38	47.4%	Hapag-Lloyd / ONE / Yang Ming	MD3 / MD3 / MD3	60	61.7%
CMA CGM / Hafez Darya Arya	CIMEX 9 / SCP	20	35.0%	Maersk Line / MSC / Safmarine	AE15 / Tiger / AE15	57	80.7%
COSCO / Evergreen / KMTC / Maersk Line / Safmarine / Simatech	AGI / AGI / AGI / Asia Gulf Service / AGI / AGI	39	76.9%	Maersk Line / Safmarine	Horn of Africa / Horn of Africa	24	91.7%
COSCO / Evergreen / OOCL	AEM5 / FEM / EM2	61	52.5%	MSC	INGWE	38	81.6%
COSCO / Hapag-Lloyd / HMM / ONE / Yang Ming	CGX / CGX / CGS / AG2 / CGX	53	69.8%				

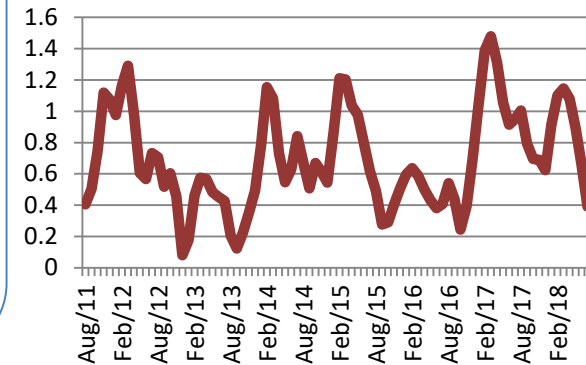**Performance by services for Jun 2018-Jul 2018**

Europe – Middle East developments

June/July schedule reliability on the Europe-Middle East trade lane continued to improve, and increased by 6.0 percentage points M/M, reaching 88.3%. This improvement was also reflected on a Y/Y level, as June/July 2018 on-time performance was 8.4 percentage points higher than at the same point last year.
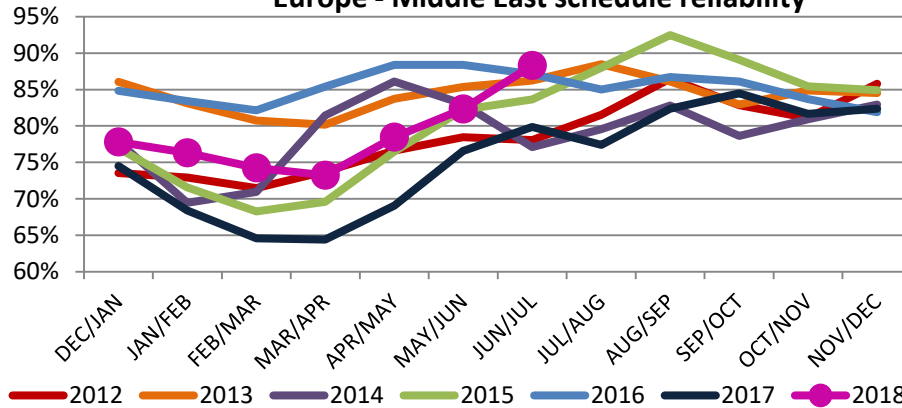
The average delay for LATE vessel arrivals decreased by 0.34 days M/M and 0.45 days Y/Y, to reach 3.36 days. The average delays for ALL vessel arrivals also improved, by 0.27 days M/M in June/July to 0.39 days.

ANL was the most reliable carrier on this trade lane with on-time performance of 100%, followed by Safmarine with 98.7% and Maersk Line with 94.7%.
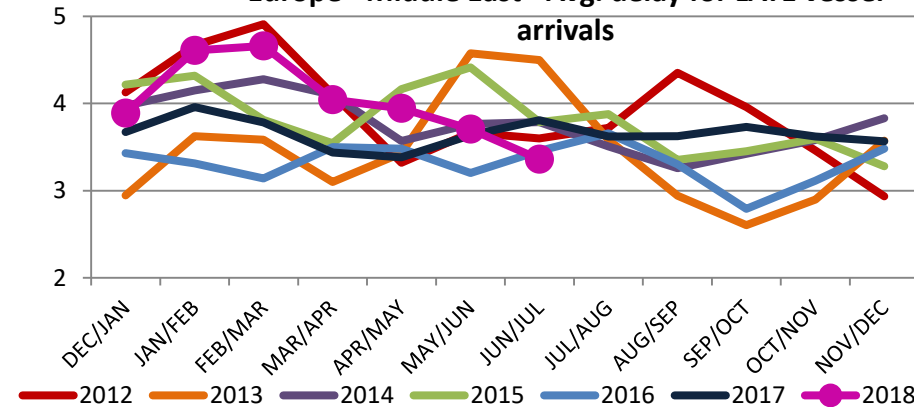
Average delay for ALL vessel arrivals

Europe - Middle East schedule reliability

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

Europe - Middle East - Avg. delay for LATE vessel arrivals

Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	74.5%	68.4%	64.6%	64.4%	69.1%	76.6%	79.9%	77.4%	82.4%	84.5%	81.7%	82.4%
	2018	77.8%	76.3%	74.3%	73.2%	78.4%	82.3%	88.3%					
	Change	**3.3%**	**7.9%**	**9.7%**	**8.8%**	**9.4%**	**5.8%**	**8.4%**					
Avg. delay of LATE vessels	2017	3.67	3.96	3.78	3.44	3.38	3.63	3.81	3.62	3.63	3.73	3.62	3.57
	2018	3.89	4.61	4.66	4.04	3.95	3.71	3.36					
	Change	**0.22**	**0.65**	**0.88**	**0.60**	**0.56**	**0.07**	**-0.45**					

Europe – Middle East – Carrier Performance

Europe - Middle East	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
ANL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	85.7%	33.3%	11.1%	11.1%	55.6%	88.9%	100.0%	Increasing	9
Safmarine	87.9%	80.3%	81.7%	91.0%	91.8%	94.0%	96.5%	98.2%	95.8%	94.1%	96.9%	98.1%	98.7%	Increasing	158
Maersk Line	85.2%	81.4%	86.5%	90.7%	90.7%	92.2%	88.7%	89.5%	85.8%	84.0%	91.1%	92.0%	94.7%	Increasing	247
Hamburg Süd	81.0%	81.5%	93.3%	90.9%	89.6%	88.7%	73.7%	72.4%	64.8%	59.7%	73.8%	87.8%	92.1%	Increasing	151
MSC	78.0%	83.2%	93.7%	91.9%	91.3%	90.7%	81.8%	76.7%	71.0%	71.3%	76.7%	78.7%	89.6%	Increasing	134
CMA CGM	88.8%	86.5%	89.1%	86.7%	82.1%	85.2%	78.9%	76.4%	69.8%	69.4%	82.3%	87.6%	89.3%	Increasing	178
OOCL	80.7%	77.3%	78.5%	76.9%	72.1%	79.0%	75.4%	62.9%	50.0%	46.0%	67.1%	83.7%	89.1%	Increasing	101
COSCO	88.0%	85.9%	88.4%	86.0%	80.5%	82.9%	77.5%	76.1%	71.2%	72.7%	80.6%	83.8%	88.1%	Increasing	176
Evergreen	77.4%	74.1%	75.0%	73.2%	67.9%	75.5%	74.1%	66.1%	56.6%	61.1%	74.1%	82.3%	88.1%	Increasing	67
APL	80.0%	78.4%	82.5%	76.6%	75.3%	86.1%	80.8%	73.8%	63.6%	67.0%	83.1%	86.1%	87.9%	Increasing	107
DAL		87.5%	94.1%	100.0%	100.0%	93.8%	83.3%	82.4%	64.7%	58.8%	71.4%	85.7%	87.5%	Increasing	8
Hapag-Lloyd	90.3%	88.7%	92.5%	89.7%	82.2%	83.0%	73.8%	72.7%	67.4%	61.5%	76.5%	84.7%	87.5%	Increasing	120
ONE										65.0%	72.6%	78.4%	84.8%	Increasing	59
HMM	62.9%	69.4%	94.1%	91.2%	84.9%	78.1%	52.9%	48.5%	54.8%	50.0%	66.7%	80.0%	82.6%	Increasing	46
S.C. India	85.7%	100.0%	100.0%	100.0%	100.0%	100.0%	85.7%	57.1%	50.0%				80.0%	Increasing	5
Yang Ming	65.4%	64.3%	76.9%	66.7%	56.0%	65.2%	45.8%	52.0%	58.3%	38.5%	57.1%	65.4%	65.2%	Increasing	23
Linea Messina	26.7%	13.8%	4.4%	10.0%	7.4%	6.3%	3.1%	0.0%	20.0%	32.0%	14.3%	6.7%	16.7%	Increasing	12
Hafez Darya Arya						20.0%				0.0%	0.0%				
NYK	85.3%	84.1%	89.8%	86.4%	81.4%	85.7%	75.9%	71.9%	60.7%						
K Line	65.4%	64.3%	76.9%	66.7%	56.0%	65.2%	45.8%	52.0%	58.3%						
MOL	65.4%	64.3%	76.9%	66.7%	56.0%	65.2%	45.8%	52.0%	58.3%						
UASC	88.6%	87.2%	92.4%	89.4%	82.2%										

Europe – Middle East – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / Hapag-Lloyd / ONE / OOCL	INDAMEX / IAX / IAX / Indamex / IEX / IEX	9	100.0%	Hamburg Süd / HMM / Maersk Line / MSC	SERA2 / AM2 / AE11 / Jade	18	66.7%
APL / CMA CGM / COSCO	IPM / IndiaMed / GEM2	21	71.4%	Hamburg Süd / HMM / Maersk Line / MSC	UPAS2 / PS3 / TP2/AE12 / Jaguar/Phoenix	9	100.0%
APL / CMA CGM / COSCO / DAL / Hapag-Lloyd / MSC / ONE	IP2 / EPIC2 / EPI2 / Europe - East Africa / IOS / IPAK2 / IOS	10	100.0%	Hamburg Süd / Maersk Line	ME6 / ME6	34	91.2%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	BEX / BEX / AEM3 / BEX / FBSS / EM1	9	88.9%	Hamburg Süd / Maersk Line / Safmarine	ME 1 / ME 1 / Prime 1	18	94.4%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX1 / FAL1 / AEU2 / FAL1 / FAL1 / LL4	8	100.0%	Hamburg Süd / Maersk Line / Safmarine	ME 2 / ME 2 / ME 2	68	100.0%
APL / CMA CGM / COSCO / Evergreen / FESCO / OOCL	FX3 / FAL3 / AEU6 / FAL3 / FAL3 / LL5	9	88.9%	Hapag-Lloyd / ONE / Yang Ming	FE2 / FE2 / FE2	7	42.9%
APL / CMA CGM / COSCO / Evergreen / OOCL	ADX / PHOEX / AEM6 / BEX2 / AAS	8	75.0%	Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	8	62.5%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX1 / MEX1 / AEM2 / MEX1 / WM2	18	100.0%	Hapag-Lloyd / ONE / Yang Ming	MD3 / MD3 / MD3	8	87.5%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX2 / MEX2 / AEM1 / MD2 / WM1	8	75.0%	Linea Messina	Middle East service	7	0.0%
APL / CMA CGM / COSCO / Hapag-Lloyd / MSC / ONE	IPE / EPIC1 / EPIC / IO2 / IPAK / IO2	17	94.1%	Linea Messina	Red Sea/South-East Africa	5	40.0%
APL / Maersk Line / Safmarine	UMX / MECL / MECL	26	100.0%	Maersk Line / MSC / Safmarine	AE15 / Tiger / AE15	17	100.0%
CMA CGM / COSCO / DAL / Hapag-Lloyd / OOCL	MED Express / MINA / Europe - East Africa / IMEX / WM3	25	88.0%	Maersk Line / Safmarine	ME 3 / ME 3	29	96.6%
CMA CGM / COSCO / Hapag-Lloyd	Middle East Gulf East Med / GEM 1 / GEM 1	46	93.5%	MSC	IMED	24	100.0%
COSCO / Evergreen / OOCL	AEM5 / FEM / EM2	7	71.4%	MSC	Indus Express	16	75.0%
Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	7	100.0%	MSC / S.C. India	Himalaya Express / ISES	5	80.0%
Hamburg Süd / HMM / Maersk Line / MSC	NERA4 / EU6 / AE7 / CONDOR	14	100.0%				
Hamburg Süd / HMM / Maersk Line / MSC	SERA1 / AM1 / AE20 / Dragon	7	71.4%				

Performance by services for Jun 2018-Jul 2018

# Middle East – Europe –Trade Developments

Middle East - Europe developments

June/July on-time performance in the Middle East-Europe trade lane decreased by 1.8 percentage points M/M to reach 78.8%. On a Y/Y level however, schedule reliability was 2.8 percentage points higher than at the same point last year.
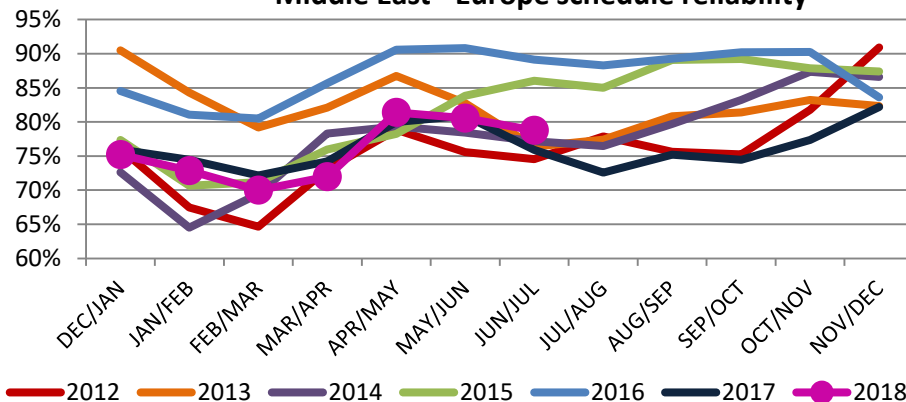
The average delay for LATE vessel arrivals decreased by 0.14 days M/M and increased by 0.32 days Y/Y, reaching 3.71 days. The average delay for ALL vessel arrivals increased by 0.11 days M/M to 0.74 days in June/July.

Maersk Line was the most reliable carrier on this trade lane with on-time performance of 89.2%. Safmarine was the second-most reliable carrier with 88.6%, followed by ONE with schedule reliability of 86.1%.
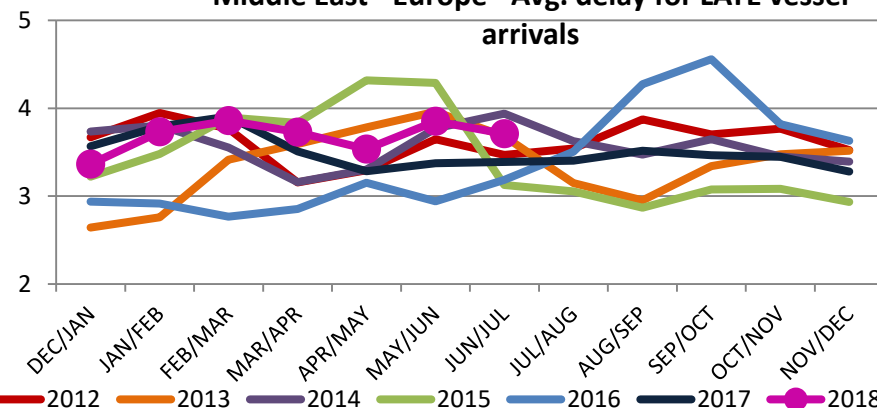
Average delay for ALL vessel arrivals
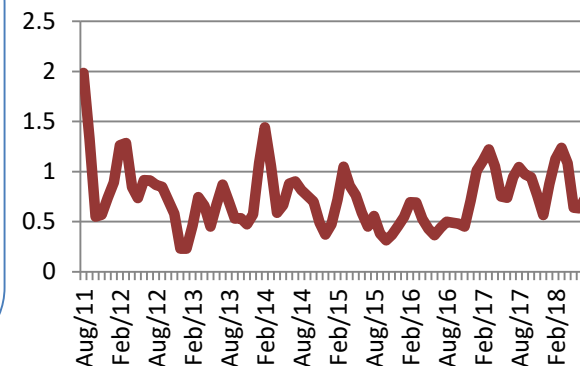
Middle East - Europe schedule reliability

2012 2013 2014 2015 2016 2017 2018

Middle East - Europe - Avg. delay for LATE vessel arrivals

2012 2013 2014 2015 2016 2017 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	76.0%	74.4%	72.1%	74.2%	80.0%	80.9%	75.9%	72.6%	75.2%	74.4%	77.4%	82.2%
	2018	75.2%	72.9%	70.0%	72.0%	81.4%	80.5%	78.8%					
	Change	**-0.8%**	**-1.6%**	**-2.1%**	**-2.2%**	**1.4%**	**-0.4%**	**2.8%**					
Avg. delay of LATE vessels	2017	3.57	3.79	3.91	3.51	3.28	3.38	3.39	3.40	3.52	3.47	3.45	3.28
	2018	3.37	3.73	3.86	3.73	3.54	3.85	3.71					
	Change	**-0.20**	**-0.06**	**-0.05**	**0.22**	**0.25**	**0.47**	**0.32**					

Middle East – Europe – Carrier Performance

Middle East - Europe	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Maersk Line	72.8%	58.1%	68.0%	73.6%	80.1%	94.2%	88.1%	83.1%	79.2%	82.5%	90.8%	91.6%	89.2%	Increasing	269
Safmarine	70.0%	52.0%	63.0%	73.6%	80.1%	94.2%	88.6%	83.8%	80.2%	83.1%	92.2%	92.7%	88.6%	Increasing	255
ONE										84.2%	83.6%	87.0%	86.1%	Increasing	158
Yang Ming	63.3%	72.8%	76.9%	79.1%	81.7%	85.3%	80.4%	79.8%	53.6%	53.4%	76.3%	80.0%	83.5%	Increasing	79
Hapag-Lloyd	79.1%	82.5%	84.7%	84.4%	83.0%	81.6%	73.6%	72.2%	65.8%	66.6%	80.4%	82.5%	82.5%	Increasing	308
MSC	92.1%	88.3%	85.1%	80.4%	86.4%	87.6%	83.1%	79.2%	70.8%	77.2%	87.1%	84.3%	80.9%	Increasing	293
COSCO	88.8%	85.8%	81.8%	76.9%	76.7%	76.8%	69.3%	71.0%	73.9%	74.7%	83.3%	82.3%	79.9%	Increasing	269
CMA CGM	88.8%	85.8%	81.8%	76.9%	76.7%	76.8%	69.3%	71.0%	73.9%	74.6%	83.3%	82.3%	79.9%	Increasing	269
Hamburg Süd	97.6%	89.7%	82.9%	90.3%	96.7%	90.9%	88.6%	85.3%	71.9%	78.1%	78.6%	84.4%	78.6%	Increasing	103
APL	97.7%	83.3%	70.0%	53.9%	62.2%	71.3%	68.8%	84.4%	87.2%	85.4%	89.7%	86.9%	75.3%	Decreasing	81
OOCL										40.3%	65.2%	78.5%	74.7%	Increasing	79
S.C. India	91.3%	97.8%	95.5%	84.1%	84.6%	86.3%	69.8%	61.5%	63.2%	72.5%	80.4%	68.1%	61.0%	Increasing	59
Hafez Darya Arya	0.0%	16.7%	16.7%	20.0%	33.3%	42.9%	33.3%	25.0%	20.0%	37.5%	60.0%	47.1%	25.0%	Increasing	12
Linea Messina	35.3%	42.9%	26.3%	18.2%	16.0%	10.0%	3.1%	0.0%	3.9%	10.0%	9.1%	3.3%	0.0%	Decreasing	26
NYK	72.9%	77.1%	78.3%	81.5%	85.1%	86.7%	82.3%	81.2%	58.1%						
K Line	63.3%	72.8%	76.9%	79.1%	81.7%	85.3%	80.4%	79.8%	53.6%						
MOL	63.3%	72.8%	76.9%	79.1%	81.7%	85.3%	80.4%	79.8%	53.6%						
UASC	81.1%	83.1%	82.6%	82.2%	83.0%										

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
APL / CMA CGM / COSCO	IPM / IndiaMed / GEM2	40	67.5%	Hapag-Lloyd / ONE / Yang Ming	FE1 / FE1 / FE1	35	71.4%
APL / CMA CGM / COSCO / DAL / Hapag-Lloyd / MSC / ONE	IP2 / EPIC2 / EPI2 / Europe - East Africa / IOS / IPAK2 / IOS	27	100.0%	Hapag-Lloyd / ONE / Yang Ming	MD3 / MD3 / MD3	44	93.2%
APL / CMA CGM / COSCO / Hapag-Lloyd / MSC / ONE	IPE / EPIC1 / EPIC / IO2 / IPAK / IO2	52	82.7%	Linea Messina	Middle East service	8	0.0%
APL / Maersk Line / Safmarine	UMX / MECL / MECL	9	100.0%	Linea Messina	Red Sea/South-East Africa	18	0.0%
CMA CGM / COSCO / DAL / Hapag-Lloyd / OOCL	MED Express / MINA / Europe - East Africa / IMEX / WM3	79	74.7%	Maersk Line / MSC / Safmarine	AE15 / Tiger / AE15	35	94.3%
CMA CGM / COSCO / Hapag-Lloyd	Middle East Gulf East Med / GEM 1 / GEM 1	71	83.1%	Maersk Line / Safmarine	ME 3 / ME 3	84	94.1%
DAL / MSC	Eur - Indian Ocean / Australia Express	71	90.1%	MSC	IMED	39	61.5%
Hafez Darya Arya	ECL	12	25.0%	MSC	Indus Express	10	100.0%
Hamburg Süd / Maersk Line	ME6 / ME6	14	100.0%	MSC / S.C. India	Himalaya Express / ISES	59	61.0%
Hamburg Süd / Maersk Line / Safmarine	ME 1 / ME 1 / Prime 1	59	62.7%				
Hamburg Süd / Maersk Line / Safmarine	ME 2 / ME 2 / ME 2	68	100.0%				

**Performance by services for Jun 2018-Jul 2018**

Asia – Indian Subcontinent developments

The average schedule reliability on the Asia-Indian Subcontinent trade lane increased by 1.4 percentage points M/M in June/July, reaching 66.8%. On a Y/Y level, on-time performance was 11.3 percentage points below the 78.0% recorded last year.
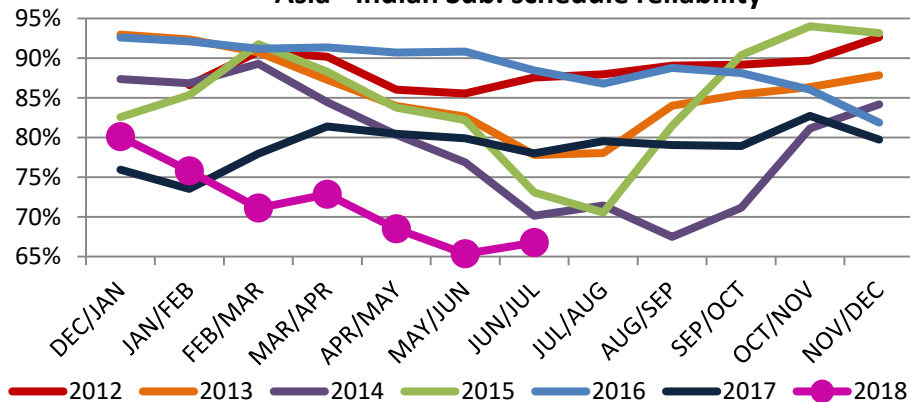
The average delay for LATE vessel arrivals decreased by 0.34 days M/M. On a Y/Y level however, the 4.09 days delay recorded in June/July this year was 0.02 days higher than at the same point last year. The average delay for ALL vessel arrivals decreased by 0.16 days M/M to 1.36 days.

Hamburg Süd was the most reliable carrier on this trade lane with perfect 100% schedule reliability for the fifth consecutive month, followed by Safmarine with 93.3% and APL with 89.5%.
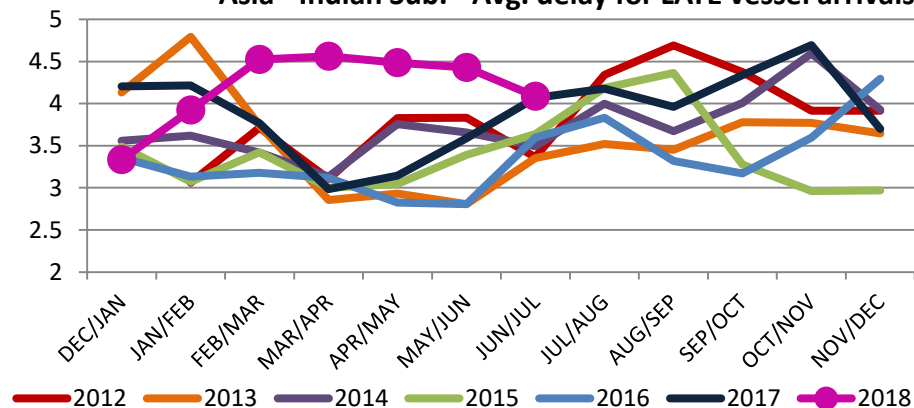
Average delay for ALL vessel arrivals
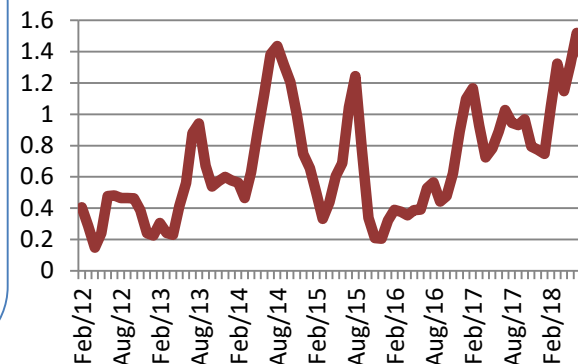
Asia - Indian Sub. schedule reliability

Asia - Indian Sub. - Avg. delay for LATE vessel arrivals

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	76.0%	73.6%	78.0%	81.4%	80.5%	79.9%	78.0%	79.6%	79.1%	78.9%	82.7%	79.8%
	2018	80.1%	75.8%	71.1%	72.9%	68.5%	65.4%	66.8%					
	Change	**4.2%**	**2.2%**	**-6.8%**	**-8.5%**	**-12.0%**	**-14.6%**	**-11.3%**					
Avg. delay of LATE vessels	2017	4.20	4.22	3.77	2.98	3.14	3.59	4.07	4.18	3.96	4.34	4.69	3.70
	2018	3.34	3.92	4.52	4.56	4.49	4.43	4.09					
	Change	**-0.87**	**-0.29**	**0.76**	**1.58**	**1.34**	**0.84**	**0.02**					

Asia – Indian Subcontinent – Carrier Performance

Asia - Indian Sub.	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Hamburg Süd	100.0%	100.0%	88.9%	77.8%	88.9%	100.0%	77.8%	77.8%	100.0%	100.0%	100.0%	100.0%	100.0%	Increasing	9
Safmarine	96.7%	96.7%	93.3%	93.2%	100.0%	92.2%	91.5%	95.0%	96.3%	98.3%	98.4%	96.7%	93.3%	Decreasing	60
APL	81.9%	77.0%	77.0%	83.3%	90.2%	87.9%	89.6%	86.8%	86.2%	83.8%	78.0%	84.2%	89.5%	Increasing	181
MSC	96.6%	91.2%	92.5%	86.8%	88.9%	100.0%	87.0%	75.0%	82.4%	87.9%	88.9%	93.9%	89.2%	Increasing	37
OOCL	84.9%	81.2%	78.0%	83.9%	91.0%	89.5%	89.1%	86.2%	86.5%	82.9%	73.2%	77.8%	89.1%	Decreasing	183
Interasia	89.2%	91.4%	85.9%	83.3%	80.0%	76.1%	77.9%	77.4%	88.9%	90.1%	83.5%	86.6%	87.5%	Increasing	80
S.C. India	88.9%	97.4%	95.8%	91.8%	93.9%	92.0%	91.7%	97.4%	90.9%	93.0%	83.0%	70.3%	86.4%	Decreasing	22
Maersk Line	74.8%	73.9%	75.2%	78.6%	85.4%	82.4%	84.8%	90.1%	89.6%	87.3%	85.7%	85.0%	82.7%	Decreasing	179
RCL	82.6%	83.2%	81.0%	84.1%	88.0%	89.3%	90.3%	86.1%	86.5%	78.6%	64.1%	69.4%	80.6%	Decreasing	139
ONE										79.0%	76.2%	75.9%	78.5%	Decreasing	186
CMA CGM	72.4%	71.8%	72.2%	76.5%	82.0%	78.6%	80.1%	81.8%	81.2%	84.5%	78.4%	72.0%	76.2%	Decreasing	231
Wan Hai	77.2%	81.1%	80.8%	81.1%	89.4%	88.5%	88.5%	86.3%	87.3%	85.3%	78.8%	76.6%	75.7%	Decreasing	136
Evergreen	79.4%	85.2%	85.2%	86.7%	95.4%	87.8%	87.0%	84.9%	81.1%	82.4%	83.0%	82.1%	74.3%	Decreasing	187
X-Press Feeders	88.2%	86.6%	82.6%	84.2%	88.5%	79.6%	79.1%	79.4%	74.9%	77.4%	72.0%	68.5%	70.5%	Decreasing	190
HMM	88.9%	90.4%	85.6%	82.8%	87.1%	82.5%	79.4%	78.4%	79.7%	83.1%	74.0%	69.4%	69.2%	Decreasing	117
ZIM	82.3%	80.9%	78.2%	82.1%	86.4%	79.0%	78.4%	77.1%	74.6%	73.9%	70.3%	68.0%	68.3%	Decreasing	164
Emirates	72.2%	84.8%	91.2%	78.0%	76.7%	69.6%	73.2%	77.1%	60.7%	57.1%	56.3%	57.4%	68.2%	Decreasing	66
COSCO	74.9%	79.9%	78.0%	75.5%	81.9%	78.8%	79.7%	76.1%	73.1%	73.9%	67.2%	66.9%	67.7%	Decreasing	220
GSL	88.1%	86.8%	85.8%	90.2%	89.8%	78.7%	80.0%	76.7%	73.2%	74.5%	70.8%	69.3%	67.5%	Decreasing	166
Hapag-Lloyd	88.8%	86.9%	81.8%	84.3%	85.9%	77.4%	80.0%	76.0%	70.0%	79.8%	77.3%	72.9%	63.9%	Decreasing	122
Simatech	81.4%	86.4%	87.7%	90.9%	92.4%	80.3%	81.6%	82.4%	67.7%	62.7%	62.3%	66.7%	62.2%	Decreasing	74
Yang Ming	74.6%	77.9%	75.0%	76.6%	83.0%	80.9%	85.3%	78.5%	53.2%	53.9%	51.8%	58.1%	61.4%	Decreasing	140
Bengal Tiger Line	55.2%	50.0%	54.2%	52.7%	59.6%	58.6%	55.8%	65.9%	77.8%	89.7%	77.3%	67.9%	60.3%	Decreasing	58
Samudera	86.9%	82.5%	76.0%	75.0%	85.1%	88.6%	86.9%	86.1%	88.3%	81.5%	69.6%	68.5%	59.2%	Decreasing	71
SM Line	58.3%	65.7%	67.7%	70.0%	90.9%	97.5%	96.4%	82.1%	70.8%	64.9%	36.7%	31.7%	58.1%	Decreasing	43
KMTC	77.5%	90.7%	91.0%	84.5%	81.3%	74.8%	79.8%	75.2%	63.9%	64.5%	58.1%	48.6%	56.7%	Decreasing	97
PIL	65.7%	74.8%	76.1%	72.2%	72.9%	65.7%	66.7%	66.3%	61.1%	65.7%	70.3%	68.8%	54.4%	Decreasing	149
CULines	86.7%	96.6%	89.7%	76.4%	67.9%	59.7%	68.4%	67.9%	40.6%	50.0%	66.7%	67.7%	53.1%	Increasing	32
TS Lines	83.9%	85.5%	89.9%	82.1%	77.6%	54.1%	60.6%	63.6%	47.8%	50.0%	54.1%	56.1%	43.4%	Decreasing	106
Sinokor	96.2%	91.7%	95.8%	96.2%	92.0%	63.0%	66.7%	84.0%		55.9%	55.9%	52.5%	39.5%	Decreasing	43
ANL	94.7%	85.0%	66.7%	75.0%	69.6%	55.0%	47.4%	13.3%	62.5%	95.0%	90.0%	36.4%	32.0%	Increasing	25
Heung-A	96.2%	96.2%	100.0%	95.2%	82.4%	31.8%	21.7%	23.5%	36.8%	47.6%	42.9%	41.7%	22.2%	Increasing	27
OEL	37.5%	23.5%	0.0%	0.0%	0.0%	57.1%	77.8%	40.0%	23.1%	29.0%	16.7%	13.3%	14.8%	Decreasing	27
NYK	88.3%	85.2%	80.0%	79.2%	86.0%	87.6%	89.4%	86.5%	85.9%						
MOL	84.9%	82.2%	80.5%	82.3%	88.1%	87.1%	86.5%	80.2%	81.6%						
K Line	70.7%	79.8%	82.2%	82.5%	92.4%	86.8%	87.8%	84.8%	71.4%						
UASC	77.8%	80.0%	88.9%	87.5%	66.7%										

Asia – Indian Subcontinent – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL / CMA CGM / Hapag-Lloyd	NEMO / New NEMO / EAX	25	32.0%	DAL / MSC	Eur - Indian Ocean / Australia Express	6	66.7%
APL / Bengal Tiger Line / CMA CGM / COSCO / Evergreen / GSL / HMM / Interasia / ONE / OOCL / PIL / RCL / Wan Hai / X-Press Feeders / ZIM	MD1 / Straits-East India / GAF Malaysia Feeder 2 / TCX / MDV / PCP / TCS / TCX / TE1 / PSGP / EI2 / RML / Sin-Chennai 2 / TCX / PCP	18	100.0%	Emirates / Evergreen / GSL / KMTC / Pendulum Express Line	CIVS / CIX3 / NIX / AIS3 / AIS3	14	71.4%
APL / Bengal Tiger Line / Evergreen / GSL / Interasia / Maersk Line / ONE / PIL / RCL / Wan Hai / ZIM	MD2 / Straits-East India / MDM / PCP / Straits-East India / TCX / SVX / EIS / RMV / Sin-Chennai 1 / PCP	17	82.4%	Emirates / KMTC / RCL	GALEX / AIM / RIM	19	68.4%
APL / CMA CGM / COSCO / Evergreen / Maersk Line / OOCL	PE1 / JAX/Columbus Suez / SEA2/AWE5 / PE1 / TP15 / SEAP	7	100.0%	Evergreen / Hapag-Lloyd / Interasia / Wan Hai / X-Press Feeders	CIX / CIX / CIX / CIX / CIX	18	100.0%
APL / CMA CGM / COSCO / Evergreen / ONE / OOCL / RCL / Simatech / SM Line / TS Lines	IEX / CIMEX2-E / FCS / FME / SWACO-2 / ACE / FCS / RFM2 / FME / EIN / IFX	17	76.5%	GSL / Hapag-Lloyd / KMTC / RCL / SM Line / TS Lines	GCX / APX / APM / RPM / CMX / CMX	13	23.1%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX6 / FAL6 / AEU5 / CEM / LL6	9	88.9%	GSL / Heung-A / HMM / Sinokor / TS Lines / X-Press Feeders / ZIM	CIX / CIX / CIX / CIX2 / CMX / ICX / CIX	27	22.2%
APL / CMA CGM / GSL / Maersk Line / OOCL / RCL / Safmarine / ZIM	CI 3 / CIMEX 2-N / CI4 / FI 3 / FI 3 / RNI / FI 3 / CI4	26	100.0%	GSL / HMM / KMTC / Simatech / X-Press Feeders / ZIM	ACS / ACS / FME / IFX / ACS / ACS	25	64.0%
APL / CMA CGM / GSL / Maersk Line / OOCL / RCL / ZIM	CIX / CIMEX 2-CS / CC3 / FI 2 / CIX 3 / RKI / CI3	35	100.0%	Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	9	100.0%
APL / CMA CGM / Maersk Line / OOCL	AS3 / Asia Pakistan Service 2 / Karachi Express / CPX2	13	69.2%	Hapag-Lloyd / ONE / Yang Ming	EC5 / EC5 / EC5	9	88.9%
APL / CMA CGM / Maersk Line / OOCL / Yang Ming	AS1 / Asia Pakistan Service / Pakistan Express / CPX3 / AS1	23	100.0%	Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	8	87.5%
APL / OOCL / Yang Ming	AS5 / CPX / CPX	16	56.3%	Hapag-Lloyd / ONE / Yang Ming	PS3 / PS3 / PS3	25	92.0%
Bengal Tiger Line / CMA CGM / Maersk Line	Singapore-Calcutta Service / GAF India Feeder / Y35 - SIN CCU Feeder	23	13.0%	HMM	AEX	9	44.4%
CMA CGM / COSCO / Emirates / Evergreen / ONE / OOCL / S.C. India / X-Press Feeders	ASEA - Kenya / EAX3 / AKX / AEF / AEF - Mombasa / PEAF / EAX / EA1 SMX	8	100.0%	HMM / ONE / RCL / Samudera / X-Press Feeders	TNS / TIP / RLI / TIP / HLS	29	96.6%
CMA CGM / COSCO / Emirates / Evergreen / ONE / S.C. India / X-Press Feeders	ASEA - Tanzania / EAX4 / ATX / ASEA / AEF - Dar Es Salaam / AEF / EA1 SDX	14	78.6%	Maersk Line / Safmarine	Chennai Express / Chennai service	26	92.3%
CMA CGM / Evergreen / Interasia / ONE / RCL / X-Press Feeders	Gaf Malaysia Feeder 1 / TSC / TSC / TE2 / RMB5 / TSX	7	100.0%	MSC	Africa Express	9	100.0%
CMA CGM / GSL / X-Press Feeders	GAF Bangladesh Feeder MBX1 / CMX / MBX	6	0.0%	MSC	INGWE	8	87.5%
COSCO / CULines / Emirates / KMTC / Sinokor / TS Lines / X-Press Feeders	AIS / AIS / AIS / AIS / AIS / AIS / AIS	25	52.0%	MSC	New Falcon	5	80.0%
COSCO / CULines / Interasia / KMTC / PIL / Wan Hai	CI2 / CISC / ICI / CI2 / CI2 / CI2	7	57.1%	OEL / Samudera / Yang Ming / ZIM	Singapore-Calcutta Shuttle Service / CALEX2 / SBS / PCX	18	16.7%
COSCO / Evergreen / Hapag-Lloyd / PIL / Samudera / Simatech / TS Lines / Yang Ming	CISC / CIX 2 / NCI / CIX / CISC / CISC / CISC / CIX	24	45.8%	OEL / Yang Ming	SCS / SCS	9	11.1%
COSCO / Evergreen / KMTC / Maersk Line / Safmarine / Simatech	AGI / AGI / AGI / Asia Gulf Service / AGI / AGI	8	75.0%	PIL	CAS	13	23.1%
COSCO / Evergreen / ONE / PIL / Wan Hai	PIX / PIX / PM2 / PM2 / PM2	22	59.1%	PIL	CCS	11	18.2%
COSCO / Evergreen / ONE / PIL / Wan Hai	PMX / PMX / PMX / PMX / PMX	25	44.0%	Yang Ming	SE6	8	12.5%
COSCO / GSL / ONE / PIL / ZIM	FWAS / FAX / WA1 / SW5 / FAX	9	44.4%	ZIM	Z7S	8	87.5%
COSCO / Interasia / OOCL / RCL / SM Line / Wan Hai / X-Press Feeders	FCE / ICI3 / FCS2 / RFC / EI2 / CI3 / CMX	13	69.2%				
COSCO / Wan Hai	CI 1 / CI 6	16	100.0%				

**Performance by services for Jun 2018-Jul 2018**

Indian Subcontinent to Asia developments

Schedule reliability on the Indian Subcontinent-Asia trade lane increased by 5.0 percentage points M/M in June/July, reaching 72.4%. The June/July figure however, was 4.8 percentage points below the 77.2% recorded at the same point last year.
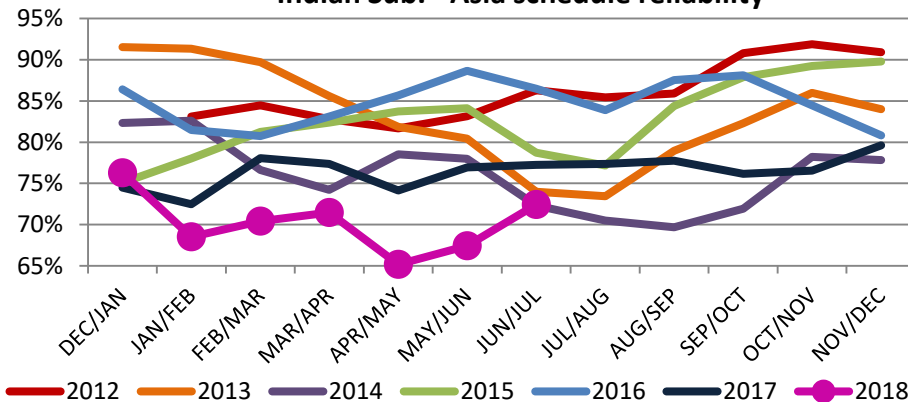
The average delay for LATE vessel arrivals decreased by 0.41 days M/M and increased by 0.26 days Y/Y, reaching 3.81 days in June/July. The average delay for ALL vessel arrivals decreased from by 0.31 days in June/July to 1.11 days.

Hamburg Süd was the most reliable carrier on this trade lane with on-time performance of 92.0%, followed by MSC and Interasia with 89.7% and 88.8%, respectively.
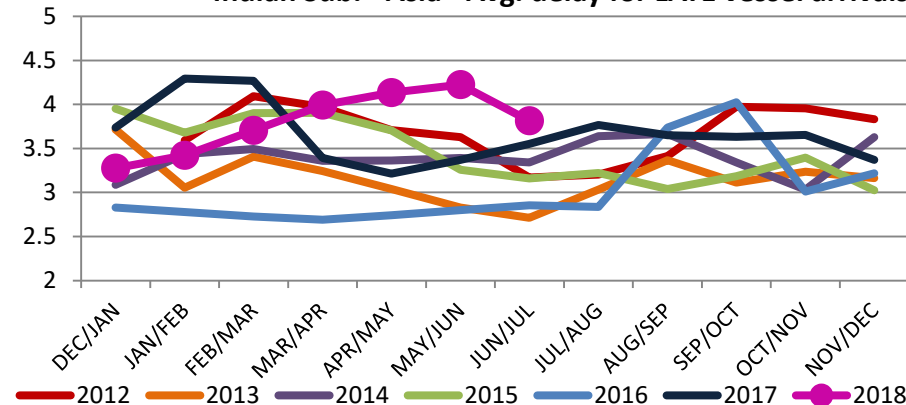
Average delay for ALL vessel arrivals
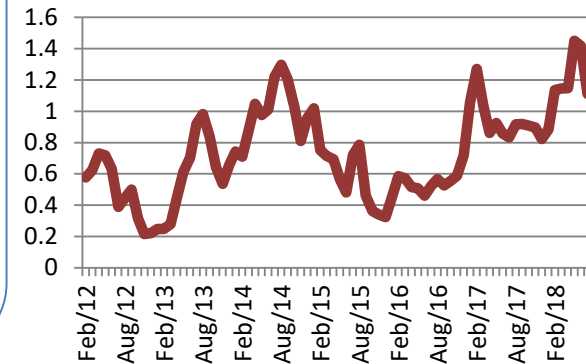
Indian Sub. - Asia schedule reliability

Indian Sub. - Asia - Avg. delay for LATE vessel arrivals

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	74.5%	72.5%	78.1%	77.4%	74.1%	76.9%	77.2%	77.4%	77.7%	76.2%	76.5%	79.6%
	2018	76.3%	68.5%	70.4%	71.4%	65.1%	67.4%	72.4%					
	Change	**1.8%**	**-4.0%**	**-7.6%**	**-5.9%**	**-9.0%**	**-9.5%**	**-4.8%**					
Avg. delay of LATE vessels	2017	3.74	4.29	4.27	3.39	3.21	3.37	3.55	3.77	3.65	3.63	3.65	3.37
	2018	3.28	3.42	3.70	3.99	4.13	4.22	3.81					
	Change	**-0.46**	**-0.87**	**-0.56**	**0.60**	**0.92**	**0.85**	**0.26**					

Indian Subcontinent – Asia – Carrier Performance

Indian Sub. - Asia	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Hamburg Süd	96.7%	97.2%	90.4%	87.8%	87.4%	89.1%	80.0%	67.9%	85.1%	91.8%	85.4%	88.3%	92.0%	Increasing	75
MSC	86.1%	81.0%	82.9%	83.0%	78.5%	83.8%	75.2%	61.1%	75.3%	87.3%	78.3%	81.3%	89.7%	Increasing	155
Interasia	87.1%	91.2%	92.7%	85.0%	80.9%	84.7%	79.2%	72.8%	80.8%	83.3%	81.3%	85.4%	88.8%	Increasing	240
Wan Hai	86.9%	88.1%	88.8%	89.1%	92.4%	93.5%	87.7%	83.2%	87.9%	85.0%	77.4%	78.8%	83.6%	Decreasing	359
Maersk Line	77.6%	73.2%	67.9%	69.2%	70.3%	78.5%	78.0%	68.2%	74.2%	76.8%	73.4%	80.4%	81.1%	Increasing	407
ZIM	80.3%	77.2%	76.7%	73.5%	72.1%	73.1%	69.6%	65.2%	67.3%	67.3%	67.1%	77.8%	79.9%	Increasing	368
Safmarine	87.5%	79.8%	73.6%	80.7%	85.6%	88.2%	79.5%	72.5%	81.5%	80.7%	74.5%	80.2%	79.4%	Increasing	218
Heung-A	91.7%	92.5%	91.0%	84.5%	83.3%	63.5%	43.6%	37.1%	28.3%	41.3%	51.7%	71.6%	79.0%	Increasing	81
HMM	90.3%	93.2%	91.0%	84.0%	81.0%	80.6%	74.2%	67.9%	72.4%	74.6%	68.6%	67.7%	78.4%	Increasing	250
ONE										79.8%	74.2%	70.4%	77.3%	Decreasing	397
APL	76.6%	74.0%	71.4%	69.2%	71.4%	78.1%	80.3%	71.5%	73.2%	74.1%	64.3%	71.2%	77.0%	Increasing	453
OOCL	83.8%	81.7%	76.2%	73.1%	74.3%	80.4%	81.9%	72.4%	74.7%	72.4%	61.1%	69.4%	76.0%	Decreasing	492
CMA CGM	76.3%	72.3%	70.0%	71.1%	73.3%	79.6%	80.8%	72.3%	73.8%	76.3%	69.3%	72.5%	75.0%	Increasing	591
X-Press Feeders	88.5%	89.5%	87.0%	80.5%	83.6%	81.1%	74.3%	72.5%	73.9%	74.0%	71.0%	71.8%	74.9%	Increasing	506
Hapag-Lloyd	87.7%	87.7%	86.1%	84.2%	86.4%	89.1%	86.8%	80.7%	73.2%	71.9%	68.1%	61.5%	74.8%	Decreasing	230
Evergreen	86.2%	85.2%	82.6%	83.8%	87.4%	88.6%	82.1%	76.5%	80.1%	81.8%	75.1%	73.6%	73.1%	Decreasing	491
RCL	81.6%	83.2%	84.4%	79.0%	73.3%	76.8%	78.1%	73.7%	75.1%	69.6%	59.4%	63.9%	73.0%	Decreasing	474
PIL	65.9%	71.6%	80.3%	81.3%	79.5%	79.8%	74.3%	66.9%	66.9%	68.6%	68.4%	72.8%	72.6%	Increasing	350
COSCO	73.4%	77.1%	77.3%	73.9%	78.5%	80.7%	72.4%	66.2%	73.1%	73.0%	65.8%	68.5%	72.6%	Increasing	703
Bengal Tiger Line	65.6%	56.3%	65.6%	75.3%	76.3%	79.2%	76.1%	73.1%	78.5%	94.7%	100.0%	74.4%	71.8%	Decreasing	85
GSL	80.8%	81.3%	81.4%	77.3%	73.4%	72.9%	67.8%	63.3%	66.8%	68.4%	64.8%	66.2%	71.5%	Increasing	446
Samudera	92.1%	93.0%	91.3%	84.5%	87.2%	89.7%	85.6%	81.7%	85.9%	82.7%	62.0%	53.0%	68.7%	Decreasing	115
Yang Ming	72.1%	79.2%	79.7%	77.4%	79.1%	84.2%	82.7%	65.4%	53.1%	54.8%	51.1%	53.7%	67.7%	Increasing	248
S.C. India	97.7%	98.5%	95.0%	93.2%	89.9%	93.1%	95.5%	85.3%	78.4%	87.0%	87.6%	78.6%	67.1%	Decreasing	79
Sinokor	83.9%	87.3%	94.8%	98.4%	100.0%	98.4%	96.6%	90.6%		54.6%	57.1%	65.8%	66.4%	Decreasing	140
Emirates	61.4%	74.3%	79.8%	70.4%	73.3%	71.5%	67.0%	65.6%	62.0%	59.3%	59.6%	67.8%	64.5%	Increasing	211
CULines	71.2%	82.4%	83.8%	70.1%	73.1%	77.0%	67.2%	64.6%	61.2%	60.9%	64.7%	63.6%	60.5%	Decreasing	119
Simatech	72.4%	77.5%	83.3%	81.5%	80.5%	84.1%	76.2%	71.1%	74.4%	69.8%	54.1%	51.9%	60.4%	Decreasing	240
KMTC	69.0%	82.1%	85.8%	76.1%	74.5%	76.4%	71.8%	65.6%	64.9%	64.4%	54.9%	47.9%	57.2%	Decreasing	355
TS Lines	63.2%	70.8%	76.0%	72.2%	80.7%	75.2%	59.2%	58.0%	55.5%	56.1%	49.0%	47.9%	55.9%	Decreasing	331
SM Line	63.2%	65.6%	66.7%	59.8%	68.9%	77.3%	67.1%	61.8%	63.9%	63.9%	44.3%	35.2%	48.4%	Decreasing	182
OEL	35.0%	16.7%	7.1%	0.0%	5.9%	31.3%	61.9%	34.6%	29.4%	30.4%	15.2%	17.4%	20.0%	Decreasing	40
Hafez Darya Arya			14.3%	0.0%	28.6%	40.0%	14.3%	22.2%	16.7%	18.2%					
MOL	82.8%	85.3%	87.8%	88.8%	86.6%	87.9%	84.3%	77.6%	82.6%						
NYK	90.0%	92.1%	92.1%	86.7%	87.5%	88.6%	86.4%	81.2%	80.2%						
K Line	65.6%	72.6%	78.1%	78.0%	84.2%	85.3%	75.2%	65.4%	67.1%						
UASC	61.5%	75.9%	84.4%	79.4%	78.1%										

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
APL / Bengal Tiger Line / CMA CGM / COSCO / Evergreen / GSL / HMM / Interasia / ONE / OOCL / PIL / RCL / Wan Hai / X-Press Feeders / ZIM	MD1 / Straits-East India / GAF Malaysia Feeder 2 / TCX / MDV / PCP / TCS / TCX / TE1 / PSGP / EI2 / RML / Sin-Chennai 2 / TCX / PCP	44	100.0%	COSCO / Interasia / OOCL / RCL / SM Line / Wan Hai / X-Press Feeders	FCE / ICI3 / FCS2 / RFC / EI2 / CI3 / CMX	58	86.2%
APL / Bengal Tiger Line / Evergreen / GSL / Interasia / Maersk Line / ONE / PIL / RCL / Wan Hai / ZIM	MD2 / Straits-East India / MDM / PCP / Straits-East India / TCX / SVX / EIS / RMV / Sin-Chennai 1 / PCP	17	76.5%	COSCO / PIL	EAX2 / EA2	29	55.2%
APL / CMA CGM / COSCO / Evergreen / ONE / OOCL / RCL / Simatech / SM Line / TS Lines	IEX / CIMEX2-E / FCS / FME / SWACO-2 ACE / FCS / RFM2 / FME / EIN / IFX	67	38.8%	COSCO / Wan Hai	CI 1 / CI 6	45	97.8%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX6 / FAL6 / AEU5 / CEM / LL6	42	92.9%	Emirates / Evergreen / GSL / KMTC / Pendulum Express Line	CIVS / CIX3 / NIX / AIS3 / AIS3	16	62.5%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX2 / MEX2 / AEM1 / MD2 / WM1	43	62.8%	Emirates / KMTC / RCL	GALEX / AIM / RIM	60	73.3%
APL / CMA CGM / GSL / Maersk Line / OOCL / RCL / Safmarine / ZIM	CI 3 / CIMEX 2-N / CI4 / FI 3 / FI 3 / RNI / FI 3 / CI4	72	83.3%	Evergreen / Hapag-Lloyd / Interasia / Wan Hai / X-Press Feeders	CIX / CIX / CIX / CIX / CIX	57	98.3%
APL / CMA CGM / GSL / Maersk Line / OOCL / RCL / ZIM	CIX / CIMEX 2-CS / CC3 / FI 2 / CIX 3 / RKI / CI3	74	97.3%	GSL / Hapag-Lloyd / KMTC / RCL / SM Line / TS Lines	GCX / APX / APM / RPM / CMX / CMX	57	21.1%
APL / CMA CGM / Maersk Line / OOCL	AS3 / Asia Pakistan Service 2 / Karachi Express / CPX2	16	93.8%	GSL / Heung-A / HMM / Sinokor / TS Lines / X-Press Feeders / ZIM	CIX / CIX / CIX / CIX2 / CMX / ICX / CIX	81	79.0%
APL / CMA CGM / Maersk Line / OOCL / Yang Ming	AS1 / Asia Pakistan Service / Pakistan Express / CPX3 / AS1	31	67.7%	GSL / HMM / KMTC / Simatech / X-Press Feeders / ZIM	ACS / ACS / FME / IFX / ACS / ACS	80	56.3%
APL / OOCL / Yang Ming	AS5 / CPX / CPX	47	68.1%	Hamburg Süd / HMM / Maersk Line / MSC	ASUS2 / AW2 / TP12 / Empire	59	89.8%
Bengal Tiger Line / CMA CGM / Maersk Line	Singapore-Calcutta Service / GAF India Feeder / Y35 - SIN CCU Feeder	24	16.7%	Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	16	100.0%
CMA CGM / COSCO / Emirates / Evergreen / ONE / OOCL / S.C. India / X-Press Feeders	ASEA - Kenya / EAX3 / AKX / AEF / AEF - Mombasa / PEAF / EAX / EA1 SMX	26	61.5%	Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	32	93.8%
CMA CGM / COSCO / Emirates / Evergreen / ONE / S.C. India / X-Press Feeders	ASEA - Tanzania / EAX4 / ATX / ASEA / AEF - Dar Es Salaam / AEF / EA1 SDX	53	69.8%	Hapag-Lloyd / ONE / Yang Ming	PS3 / PS3 / PS3	30	100.0%
CMA CGM / Evergreen / Interasia / ONE / RCL / X-Press Feeders	Gaf Malaysia Feeder 1 / TSC / TSC / TE2 / RMB5 / TSX	40	100.0%	HMM / ONE / RCL / Samudera / X-Press Feeders	TNS / TIP / RLI / TIP / HLS	29	93.1%
CMA CGM / GSL / X-Press Feeders	GAF Bangladesh Feeder MBX1 / CMX / MBX	5	0.0%	Maersk Line / Safmarine	Chennai Express / Chennai service	53	77.4%
CMA CGM / Maersk Line / Safmarine	WAX / FEW 1 / FW1	54	77.8%	MSC	Africa Express	38	92.1%
COSCO / CULines / Emirates / KMTC / Sinokor / TS Lines / X-Press Feeders	AIS / AIS / AIS / AIS / AIS / AIS / AIS	72	54.2%	MSC	INGWE	42	83.3%
COSCO / CULines / Interasia / KMTC / PIL / Wan Hai	CI2 / CISC / ICI / CI2 / CI2 / CI2	47	70.2%	OEL / Samudera / Yang Ming / ZIM	Singapore-Calcutta Shuttle Service / CALEX2 / SBS / PCX	32	25.0%
COSCO / Evergreen / Hapag-Lloyd / PIL / Samudera / Simatech / TS Lines / Yang Ming	CISC / CIX 2 / NCI / CIX / CISC / CISC / CISC / CIX	54	81.5%	OEL / Yang Ming	SCS / SCS	8	0.0%
COSCO / Evergreen / KMTC / Maersk Line / Safmarine / Simatech	AGI / AGI / AGI / Asia Gulf Service / AGI / AGI	39	76.9%	PIL	CAS	15	33.3%
COSCO / Evergreen / ONE / PIL / Wan Hai	PIX / PIX / PM2 / PM2 / PM2	50	78.0%	PIL	CCS	9	22.2%
COSCO / Evergreen / ONE / PIL / Wan Hai	PMX / PMX / PMX / PMX / PMX	41	51.2%	Yang Ming	SE6	14	21.4%
COSCO / GSL / ONE / PIL / ZIM	FWAX / FA2 / SW2 / SW2 / FA2	44	84.1%				

Performance by services for Jun 2018-Jul 2018

# Europe – Indian Subcontinent – Trade Developments

Europe – Indian Subcontinent developments

June/July schedule reliability on the Europe-Indian Subcontinent trade lane increased by 6.9 percentage points M/M, reaching 91.1%. On a Y/Y level however, schedule reliability was down 0.7 percentage points compared to the 91.8% recorded in June/July last year.
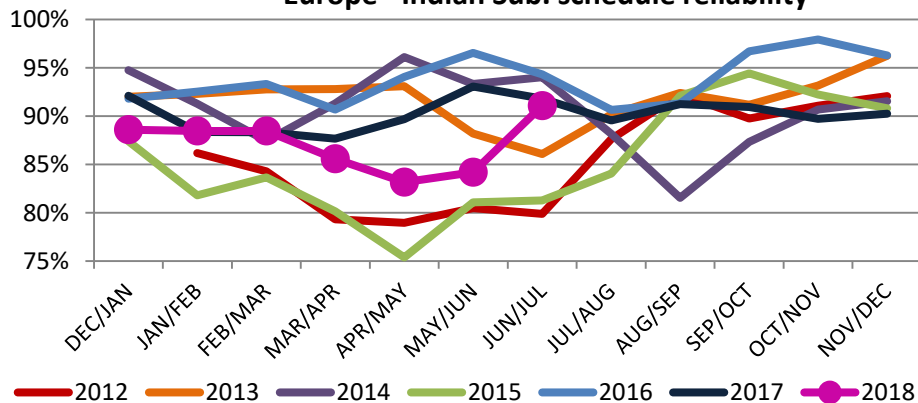
The average delay for LATE vessel arrivals increased marginally by 0.01 days M/M to 4.32 days. On a Y/Y level, the June/July delays were 0.41 days higher than the 3.91 days delay recorded at the same point last year. The average delay for ALL vessel arrivals on the other hand decreased by 0.06 days to 0.35 days.

Safmarine, Yang Ming, Maersk Line, Hamburg Süd, ANL, and HMM all had perfect schedule reliability of 100% on this trade lane in June/July.

Average delay for ALL vessel arrivals
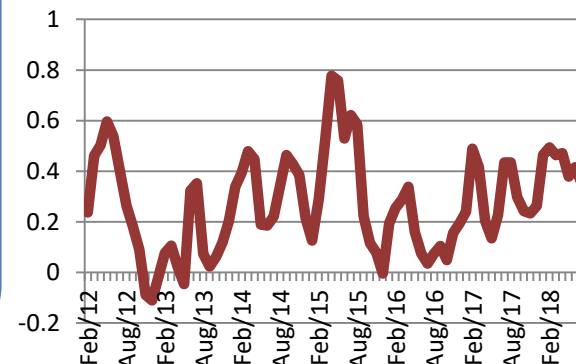
Europe - Indian Sub. schedule reliability

Europe - Indian Sub. - Avg. delay for LATE vessel arrivals
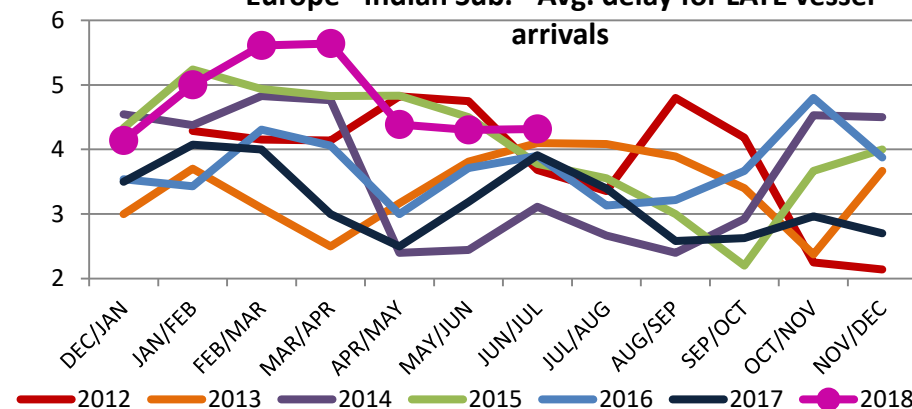
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	92.1%	88.4%	88.3%	87.7%	89.7%	93.1%	91.8%	89.6%	91.3%	91.0%	89.7%	90.2%
	2018	88.6%	88.5%	88.5%	85.6%	83.2%	84.2%	91.1%					
	Change	**-3.5%**	**0.1%**	**0.1%**	**-2.1%**	**-6.5%**	**-8.9%**	**-0.7%**					
Avg. delay of LATE vessels	2017	3.50	4.07	4.00	3.00	2.50	3.19	3.91	3.39	2.58	2.63	2.96	2.70
	2018	4.14	5.00	5.61	5.64	4.38	4.30	4.32					
	Change	**0.64**	**0.93**	**1.61**	**2.64**	**1.88**	**1.12**	**0.41**					

Europe – Indian Subcontinent – Carrier Performance

Europe - Indian Sub.	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Safmarine	95.7%	94.4%	97.2%	98.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	Increasing	26
Yang Ming	57.1%	66.7%	85.7%	62.5%	55.6%	88.9%	50.0%	22.2%	55.6%	57.1%	71.4%	100.0%	100.0%	Increasing	8
Maersk Line	93.7%	90.1%	91.1%	94.9%	97.4%	97.6%	95.2%	95.8%	94.5%	90.6%	94.9%	98.7%	100.0%	Increasing	70
Hamburg Süd	94.1%	82.4%	76.5%	88.6%	94.3%	94.1%	88.9%	86.2%	80.8%	69.0%	55.6%	96.2%	100.0%	Increasing	79
ANL	96.0%	96.3%	100.0%	100.0%	92.3%	61.5%	42.3%	35.3%	60.0%	91.7%	81.3%	90.9%	100.0%	Increasing	9
HMM	77.8%	55.6%	37.5%	66.7%	77.8%	75.0%	55.6%	55.6%	50.0%	33.3%	55.6%	87.5%	100.0%	Increasing	26
S.C. India	100.0%	92.3%	92.0%	100.0%	90.5%	92.0%	100.0%	100.0%	96.2%	88.5%	83.3%	87.5%	95.5%	Decreasing	22
Hapag-Lloyd	93.2%	91.4%	91.8%	92.8%	93.3%	87.5%	78.7%	76.9%	76.6%	76.8%	82.4%	87.2%	95.2%	Increasing	84
ONE										85.3%	85.7%	86.4%	94.9%	Increasing	78
OOCL	78.1%	86.1%	95.4%	88.1%	75.0%	64.3%	63.4%	66.7%	76.0%	57.5%	70.0%	84.8%	91.8%	Increasing	61
CMA CGM	90.4%	91.1%	93.0%	90.7%	88.6%	87.4%	83.8%	85.4%	84.3%	81.1%	81.7%	83.3%	91.2%	Increasing	113
APL	86.1%	90.7%	95.6%	88.9%	84.9%	85.0%	82.2%	84.8%	90.6%	90.0%	83.5%	82.0%	90.4%	Decreasing	94
COSCO	88.8%	89.6%	91.4%	88.7%	87.8%	92.8%	93.1%	93.4%	86.3%	80.0%	81.7%	81.4%	88.5%	Decreasing	87
MSC	94.4%	89.7%	90.6%	91.6%	92.1%	95.6%	94.7%	90.4%	87.5%	86.6%	76.5%	67.8%	85.5%	Decreasing	83
ZIM	93.6%	84.9%	84.4%	90.0%	85.7%	76.7%	87.9%	100.0%	100.0%	85.7%	85.2%	88.9%	79.2%	Decreasing	24
Evergreen	50.0%	68.8%	88.2%	70.6%	50.0%	68.8%	100.0%	100.0%	86.7%	53.9%	56.3%	72.2%	75.0%	Decreasing	16
NYK	93.0%	91.4%	93.2%	93.2%	90.2%	82.0%	68.9%	60.9%	75.7%						
K Line	57.1%	66.7%	85.7%	62.5%	55.6%	88.9%	50.0%	22.2%	55.6%						
MOL	57.1%	66.7%	85.7%	62.5%	55.6%	88.9%	50.0%	22.2%	55.6%						
UASC	94.3%	92.9%	94.0%	94.8%	93.3%										

Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / Hapag-Lloyd / ONE / OOCL	INDAMEX / IAX / IAX / Indamex / IEX / IEX	26	100.0%
APL / CMA CGM / COSCO	IPM / IndiaMed / GEM2	21	90.5%
APL / CMA CGM / COSCO / DAL / Hapag-Lloyd / MSC / ONE	IP2 / EPIC2 / EPI2 / Europe - East Africa / IOS / IPAK2 / IOS	13	92.3%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX6 / FAL6 / AEU5 / CEM / LL6	8	75.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	MX2 / MEX2 / AEM1 / MD2 / WM1	8	75.0%
APL / CMA CGM / COSCO / Hapag-Lloyd / MSC / ONE	IPE / EPIC1 / EPIC / IO2 / IPAK / IO2	31	90.3%
APL / Maersk Line / Safmarine	UMX / MECL / MECL	27	100.0%
CMA CGM / COSCO / DAL / Hapag-Lloyd / OOCL	MED Express / MINA / Europe - East Africa / IMEX / WM3	19	94.7%
Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	9	100.0%
Hamburg Süd / Maersk Line / Safmarine	ME 1 / ME 1 / Prime 1	17	100.0%
Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	8	100.0%
Maersk Line / Safmarine	ME 3 / ME 3	26	100.0%
MSC	IMED	7	71.4%
MSC	Indus Express	14	57.1%
MSC / S.C. India	Himalaya Express / ISES	22	95.5%
ZIM	IMX	24	79.2%

Performance by services for Jun 2018-Jul 2018

Indian Subcontinent to Europe developments

Schedule reliability on the Indian Subcontinent-Europe trade lane continued on its downwards trend and declined by 4.8 percentage points M/M to 74.4%. On a Y/Y level, on-time performance in June/July was 8.4 percentage points below the 82.8% recorded last year.
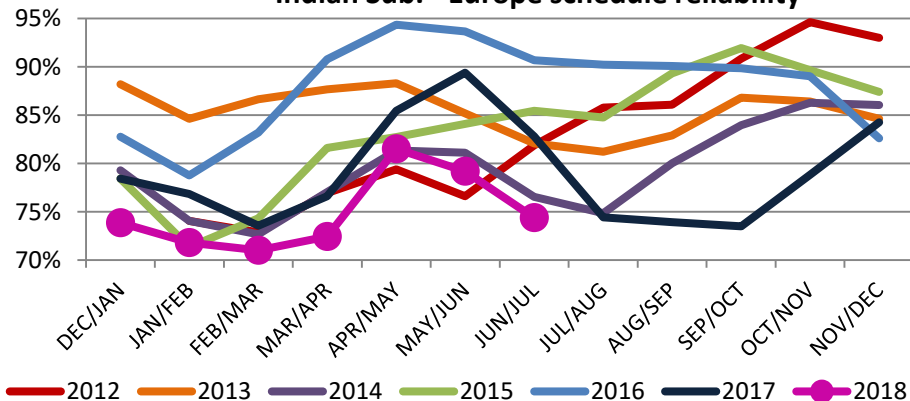
The average delay for LATE vessel arrivals on the other hand improved, decreasing by 0.08 days M/M to reach 3.18 days in June/July. Despite this, on a Y/Y level, the average delays were 0.09 days higher than at the same point last year. The average delay for ALL vessel arrivals increased by 0.14 days and reached 0.73 days in June/July.

ONE was the most reliable carrier on this trade lane with 84.4% schedule reliability, followed by Safmarine and Yang Ming with 82.2% and 80.0%, respectively.

Average delay for ALL vessel arrivals
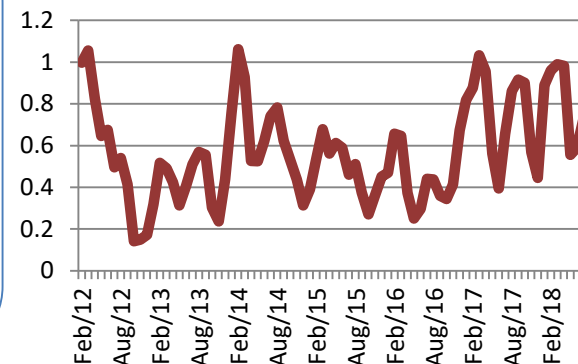
Indian Sub. - Europe schedule reliability

Indian Sub. - Europe - Avg. delay for LATE vessel arrivals
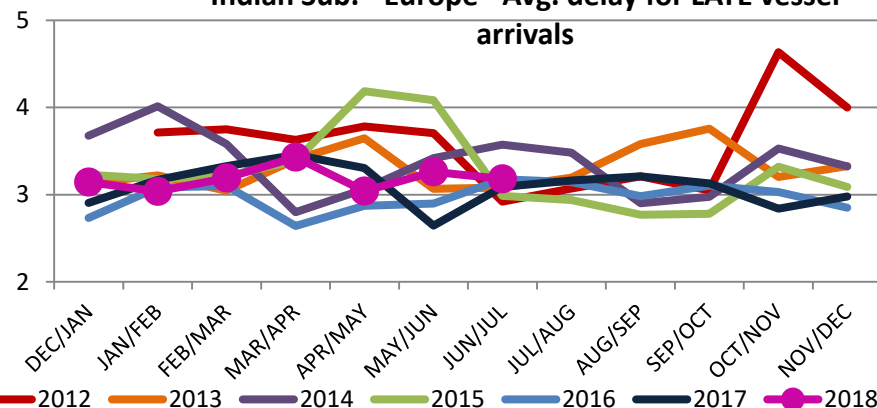
Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	78.5%	76.8%	73.6%	76.6%	85.5%	89.4%	82.8%	74.4%	73.9%	73.5%	78.8%	84.3%
	2018	73.9%	71.8%	71.0%	72.4%	81.5%	79.2%	74.4%					
	Change	-4.6%	-5.0%	-2.5%	-4.2%	-3.9%	-10.2%	-8.4%					
Avg. delay of LATE vessels	2017	2.91	3.17	3.33	3.46	3.31	2.65	3.09	3.16	3.21	3.13	2.84	2.98
	2018	3.14	3.04	3.19	3.43	3.04	3.26	3.18					
	Change	0.24	-0.13	-0.13	-0.03	-0.27	0.62	0.09					

Indian Subcontinent – Europe – Carrier Performance

Indian Sub. - Europe	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
ONE										83.3%	84.3%	86.0%	84.4%	Increasing	109
Safmarine	75.7%	54.8%	58.6%	60.6%	69.2%	91.6%	81.2%	75.7%	80.8%	81.8%	87.3%	88.5%	82.2%	Increasing	152
Yang Ming	82.4%	79.4%	75.0%	86.1%	97.0%	80.0%	63.9%	78.8%	61.8%	51.4%	67.7%	71.4%	80.0%	Increasing	35
Maersk Line	79.3%	61.6%	62.3%	63.2%	73.7%	93.4%	78.7%	71.3%	70.6%	72.5%	83.1%	86.2%	79.9%	Increasing	184
Hapag-Lloyd	82.0%	76.5%	77.1%	81.6%	82.2%	77.9%	66.3%	66.9%	61.9%	63.8%	79.8%	81.1%	78.3%	Increasing	240
MSC	92.1%	86.5%	81.0%	77.1%	86.0%	88.2%	76.9%	70.3%	67.3%	73.0%	83.7%	82.1%	77.7%	Increasing	292
COSCO	88.9%	81.6%	76.9%	75.4%	76.8%	78.4%	74.4%	72.1%	67.6%	71.3%	84.6%	82.6%	74.1%	Increasing	220
CMA CGM	86.5%	80.0%	76.8%	74.2%	76.1%	77.0%	68.7%	70.7%	69.3%	71.4%	84.8%	81.2%	72.9%	Increasing	280
HMM	93.2%	88.4%	76.2%	73.2%	90.5%	100.0%	69.2%	40.0%	28.1%	36.8%	64.1%	67.3%	72.4%	Increasing	58
ANL	76.5%	73.2%	76.3%	69.4%	73.3%	70.4%	45.2%	65.6%	76.4%	71.9%	85.1%	76.6%	68.3%	Increasing	60
OOCL	87.2%	79.6%	85.7%	94.7%	97.7%	88.6%	77.8%	83.3%	80.5%	56.6%	77.1%	78.2%	65.6%	Decreasing	122
APL	92.7%	81.9%	75.4%	66.9%	73.9%	77.1%	72.0%	84.0%	85.0%	85.2%	91.7%	83.9%	65.5%	Decreasing	113
Hamburg Süd	95.4%	89.0%	79.2%	80.6%	93.1%	96.0%	78.4%	62.3%	50.0%	55.7%	71.9%	76.7%	64.8%	Increasing	91
S.C. India	90.2%	94.2%	92.2%	84.0%	84.6%	86.3%	65.3%	58.7%	68.2%	76.6%	76.5%	65.4%	61.4%	Increasing	70
ZIM	89.3%	83.9%	86.2%	89.7%	88.9%	96.2%	96.6%	96.6%	100.0%	80.7%	60.6%	50.0%	51.3%	Decreasing	39
Evergreen	90.3%	82.9%	84.9%	93.3%	97.1%	97.1%	91.7%	94.1%	88.2%	88.2%	100.0%	77.8%	48.6%	Decreasing	35
NYK	89.3%	82.9%	80.0%	89.3%	97.2%	81.8%	70.0%	77.3%	64.4%						
K Line	82.4%	79.4%	75.0%	86.1%	97.0%	80.0%	63.9%	78.8%	61.8%						
MOL	82.4%	79.4%	75.0%	86.1%	97.0%	80.0%	63.9%	78.8%	61.8%						
UASC	87.2%	82.1%	78.9%	82.9%	85.6%										

Indian Subcontinent – Europe – service specifics

Carriers	Service	# of arrivals	% on-time
ANL / APL / CMA CGM / Hapag-Lloyd / ONE / OOCL	INDAMEX / IAX / IAX / Indamex / IEX / IEX	8	50.0%
ANL / CMA CGM / Hapag-Lloyd	NEMO / New NEMO / EAX	52	71.2%
APL / CMA CGM / COSCO	IPM / IndiaMed / GEM2	40	67.5%
APL / CMA CGM / COSCO / DAL / Hapag-Lloyd / MSC / ONE	IP2 / EPIC2 / EPI2 / Europe - East Africa / IOS / IPAK2 / IOS	27	100.0%
APL / CMA CGM / COSCO / Evergreen / OOCL	FX6 / FAL6 / AEU5 / CEM / LL6	35	48.6%
APL / CMA CGM / COSCO / Hapag-Lloyd / MSC / ONE	IPE / EPIC1 / EPIC / IO2 / IPAK / IO2	39	84.6%
APL / Maersk Line / Safmarine	UMX / MECL / MECL	9	100.0%
CMA CGM / COSCO / DAL / Hapag-Lloyd / OOCL	MED Express / MINA / Europe - East Africa / IMEX / WM3	79	74.7%
DAL / MSC	Eur - Indian Ocean / Australia Express	71	90.1%
Hamburg Süd / HMM / Maersk Line / MSC	NERA1 / EU5 / AE1 / Shogun	32	68.8%
Hamburg Süd / Maersk Line / Safmarine	ME 1 / ME 1 / Prime 1	59	62.7%
Hapag-Lloyd / ONE / Yang Ming	FE5 / FE5 / FE5	35	80.0%
HMM	AEX	26	76.9%
Maersk Line / Safmarine	ME 3 / ME 3	84	94.1%
MSC	IMED	39	61.5%
MSC	Indus Express	14	100.0%
MSC / S.C. India	Himalaya Express / ISES	70	61.4%
ZIM	IMX	39	51.3%

Performance by services for Jun 2018-Jul 2018

Asia - Africa developments

Schedule reliability on the Asia-Africa trade lane continued to decline, decreasing by 2.4 percentage points M/M in June/July to reach 56.6%. On the other hand, on a Y/Y level, schedule reliability was 7.2 percentage points higher than in June/July last year.
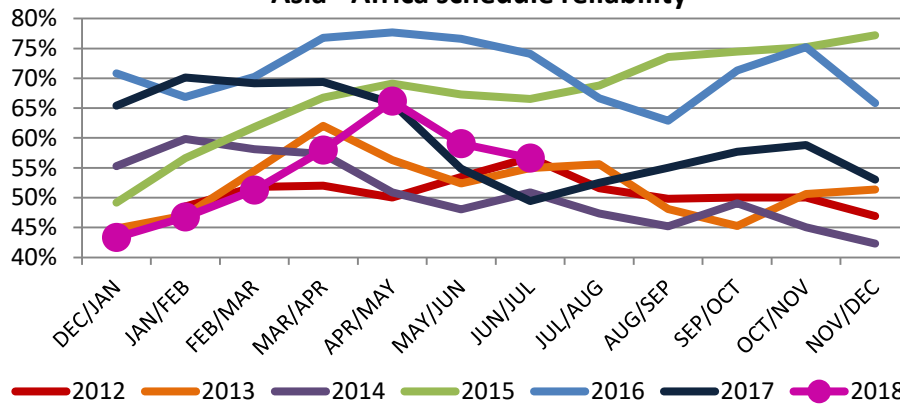
The average delay for LATE vessel arrivals increased by 0.41 days M/M and 0.69 days Y/Y to reach 5.07 days in June/July. The average delay for ALL vessel arrivals also increased, from 1.65 days in May/June to 1.98 days in June/July.

In June/July, OOCL was the most reliable carrier on this trade lane with perfect on-time performance of 100%, followed by Hamburg Süd with 84.6%.

Average delay for ALL vessel arrivals
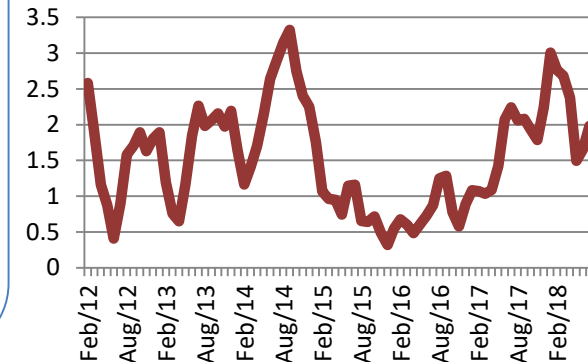
Asia - Africa schedule reliability

Asia - Africa - Avg. delay for LATE vessel arrivals
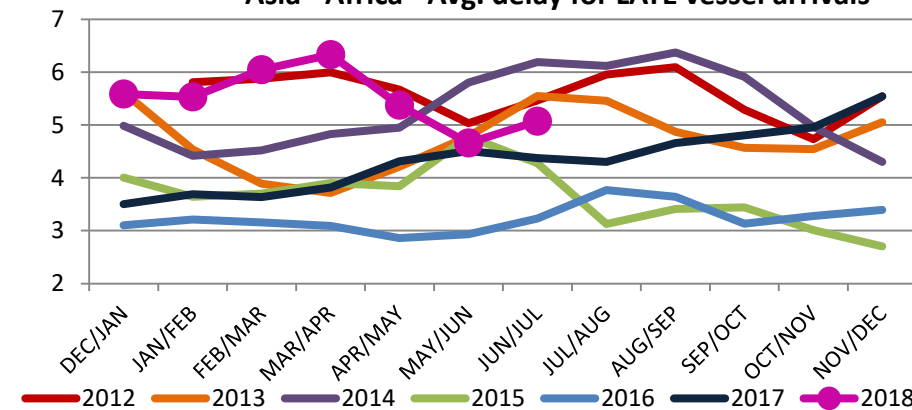
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	65.4%	70.1%	69.2%	69.4%	65.8%	54.8%	49.4%	52.5%	55.0%	57.7%	58.8%	53.0%
	2018	43.3%	46.7%	51.3%	58.0%	66.2%	59.1%	56.6%					
	Change	**-22.1%**	**-23.4%**	**-17.9%**	**-11.4%**	**0.3%**	**4.2%**	**7.2%**					
Avg. delay of LATE vessels	2017	3.50	3.69	3.64	3.82	4.31	4.51	4.37	4.30	4.66	4.81	4.96	5.54
	2018	5.59	5.53	6.05	6.33	5.38	4.66	5.07					
	Change	**2.09**	**1.84**	**2.41**	**2.51**	**1.06**	**0.15**	**0.69**					

Asia – Africa – Carrier Performance

Asia - Africa	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC	2018 DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
OOCL	80.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	71.4%	75.0%	66.7%	62.5%	100.0%	Decreasing	9
Hamburg Süd	29.3%	20.0%	29.4%	30.8%	31.7%	27.0%	22.5%	35.0%	52.9%	72.2%	83.8%	71.1%	84.6%	Increasing	26
NileDutch	69.2%	81.5%	72.0%	73.1%	87.5%	73.9%	63.0%	69.2%	59.1%	64.0%	75.0%	69.7%	73.5%	Increasing	34
CMA CGM	56.2%	60.4%	63.9%	71.6%	73.1%	64.7%	51.8%	49.2%	56.0%	60.5%	67.6%	67.5%	69.8%	Increasing	222
Maersk Line	54.9%	60.7%	64.1%	70.8%	70.9%	61.9%	52.1%	51.3%	57.1%	61.8%	65.6%	65.4%	68.1%	Increasing	216
MSC	48.0%	40.0%	58.3%	44.8%	44.0%	48.2%	51.9%	68.0%	66.7%	73.1%	86.7%	78.6%	66.7%	Increasing	27
Safmarine	47.9%	54.2%	57.1%	65.8%	68.1%	61.9%	52.8%	49.0%	59.6%	65.6%	66.9%	65.8%	66.3%	Increasing	172
Emirates	84.6%	81.8%	78.6%	83.3%	87.5%	64.7%	50.0%	61.1%	47.1%	58.8%	61.1%	41.2%	55.0%	Decreasing	20
S.C. India	84.6%	81.8%	78.6%	83.3%	87.5%	64.7%	50.0%	61.1%	47.1%	58.8%	61.1%	41.2%	55.0%	Decreasing	20
X-Press Feeders	84.6%	81.8%	78.6%	83.3%	87.5%	64.7%	50.0%	61.1%	47.1%	58.8%	61.1%	41.2%	55.0%	Decreasing	20
COSCO	47.7%	45.4%	43.3%	45.8%	50.8%	45.1%	35.3%	42.4%	44.9%	56.9%	67.5%	53.3%	48.5%	Increasing	198
PIL	43.2%	46.0%	45.8%	45.0%	47.9%	43.0%	31.9%	38.5%	41.9%	51.6%	65.4%	51.9%	46.4%	Increasing	209
Evergreen	58.3%	32.4%	30.6%	42.5%	41.0%	29.7%	37.1%	63.6%	60.0%	63.9%	63.2%	36.8%	41.0%	Decreasing	39
GSL	50.8%	43.3%	38.5%	38.1%	40.7%	36.1%	25.0%	39.3%	60.3%	72.9%	83.3%	65.0%	38.6%	Increasing	70
ZIM	50.8%	43.3%	38.5%	38.1%	40.7%	36.1%	25.0%	39.3%	60.3%	72.9%	83.3%	65.0%	38.6%	Increasing	70
ONE										77.4%	78.3%	57.3%	37.0%	Decreasing	92
Hapag-Lloyd	43.5%	8.7%	0.0%	9.1%	12.5%	4.8%	21.1%	57.9%	66.7%	66.7%	66.7%	36.4%	31.8%	Decreasing	22
K Line	43.5%	8.7%	0.0%	9.1%	12.5%	4.8%	21.1%	57.9%	66.7%						
MOL	44.2%	39.6%	37.7%	38.8%	38.1%	29.8%	22.5%	42.1%	58.0%						

Asia – Africa – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
CMA CGM / COSCO / Emirates / Evergreen / ONE / OOCL / S.C. India / X-Press Feeders	ASEA - Kenya / EAX3 / AKX / AEF / AEF - Mombasa / PEAF / EAX / EA1 SMX	9	100.0%	COSCO / GSL / ONE / PIL / ZIM	FWAS / FAX / WA1 / SW5 / FAX	34	20.6%
CMA CGM / COSCO / Emirates / Evergreen / ONE / S.C. India / X-Press Feeders	ASEA - Tanzania / EAX4 / ATX / ASEA / AEF - Dar Es Salaam / AEF / EA1 SDX	11	18.2%	COSCO / GSL / ONE / PIL / ZIM	FWAX / FA2 / SW2 / SW2 / FA2	36	55.6%
CMA CGM / COSCO / Maersk Line / NileDutch / PIL / Safmarine	Asia - West Africa service / ASAF / FEW 6 / FEWA / SW3 / FW 6	34	73.5%	COSCO / PIL	EAX1 / EAS	11	45.5%
CMA CGM / Hamburg Süd / Maersk Line / Safmarine	Shaka 2 / ASAF / 160 Safari Interim / Safari 1	26	84.6%	COSCO / PIL	EAX2 / EA2	15	40.0%
CMA CGM / Maersk Line	Asia Mozambique Express / M-Express	44	75.0%	COSCO / PIL	WAX2 / SWS	32	53.1%
CMA CGM / Maersk Line / Safmarine	New Africa Express / FEW 3 / FW3	20	85.0%	Maersk Line / Safmarine	Mashariki / Mashariki	14	21.4%
CMA CGM / Maersk Line / Safmarine	New Wax 3 / FEW 2 / FW2	45	48.9%	MSC	Africa Express	7	85.7%
CMA CGM / Maersk Line / Safmarine	WAX / FEW 1 / FW1	33	75.8%	MSC	INGWE	20	60.0%
COSCO / Evergreen / Hapag-Lloyd / ONE / PIL	ASA / ASA / SA2 / SAS / ASA	15	33.3%	PIL	MZS	25	40.0%
COSCO / Evergreen / Hapag-Lloyd / ONE / PIL	FAX / FAX / SA1 / SAC / FAX	7	28.6%				

Performance by services for Jun 2018-Jul 2018

Africa - Asia – Trade Developments

Africa to Asia developments

On-time performance on the Africa-Asia trade lane decreased by 1.0 percentage point M/M, and reached 71.2% in June/July. However, on a Y/Y level, June/July schedule reliability was 6.6 percentage points higher than the 64.5% recorded last year.
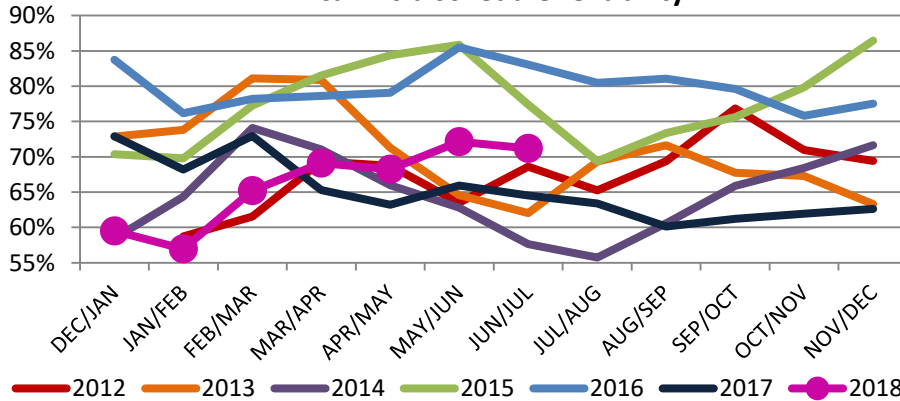
The average delay for LATE vessel arrivals increased by 0.56 days to reach 4.17 days. On a Y/Y level however, the average delays were 0.46 days lower than the 4.63 days recorded last year. The average delay for ALL vessel arrivals increased marginally, by 0.03 days M/M to 1.10 days.

MSC was the most reliable carrier on this trade lane with schedule reliability of 85.3%, followed by Hamburg Süd and Hapag-Lloyd with 84.9% and 81.5%, respectively.

Average delay for ALL vessel arrivals
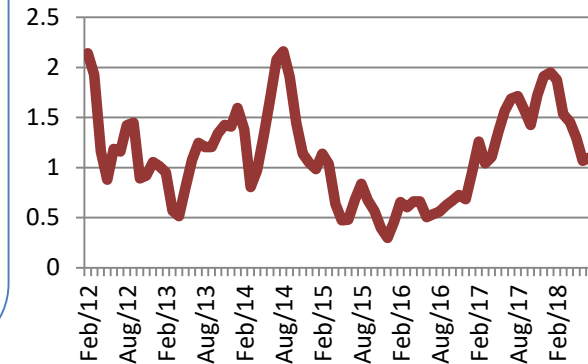
Africa - Asia schedule reliability

Africa - Asia - Avg. delay for LATE vessel arrivals
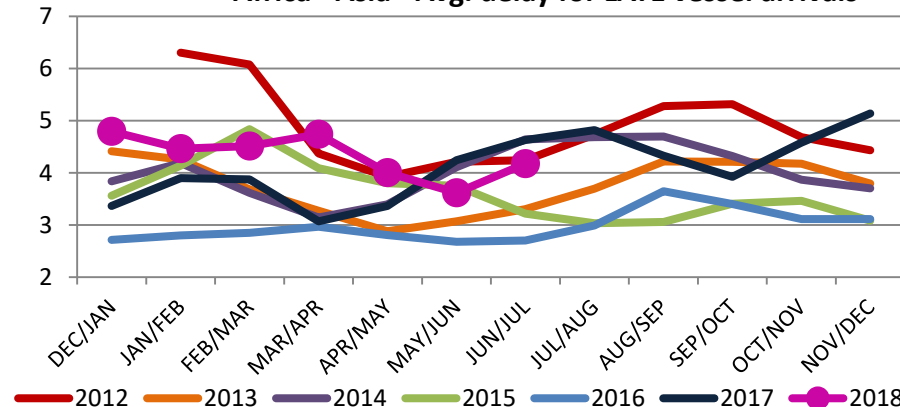
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	72.9%	68.2%	73.0%	65.3%	63.2%	66.0%	64.5%	63.4%	60.1%	61.2%	62.0%	62.6%
	2018	59.5%	57.0%	65.2%	69.1%	68.2%	72.1%	71.2%					
	Change	**-13.4%**	**-11.2%**	**-7.8%**	**3.8%**	**5.0%**	**6.2%**	**6.6%**					
Avg. delay of LATE vessels	2017	3.36	3.90	3.88	3.07	3.37	4.24	4.63	4.82	4.33	3.92	4.58	5.14
	2018	4.79	4.46	4.51	4.74	4.00	3.61	4.17					
	Change	**1.43**	**0.56**	**0.63**	**1.67**	**0.64**	**-0.63**	**-0.46**					

Africa – Asia – Carrier Performance

Africa - Asia	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
MSC	56.0%	41.6%	41.8%	39.1%	40.0%	63.3%	76.1%	65.4%	71.3%	86.4%	76.2%	75.0%	85.3%	Increasing	143
Hamburg Süd	64.1%	68.2%	61.1%	62.5%	64.6%	46.7%	37.0%	48.0%	63.0%	78.0%	77.6%	76.6%	84.9%	Increasing	119
Hapag-Lloyd	81.7%	81.9%	63.2%	51.1%	44.9%	32.9%	28.2%	40.5%	55.7%	69.2%	66.7%	65.1%	81.5%	Increasing	92
CMA CGM	75.7%	79.0%	72.7%	75.4%	80.7%	81.1%	73.7%	68.6%	73.6%	74.8%	75.2%	81.3%	79.2%	Increasing	384
Maersk Line	67.3%	65.6%	60.1%	64.8%	72.4%	76.1%	73.2%	67.9%	73.1%	76.8%	74.1%	76.1%	78.6%	Increasing	398
ONE										73.3%	69.2%	70.0%	78.2%	Increasing	257
Safmarine	71.5%	72.9%	66.8%	71.8%	79.8%	79.2%	70.4%	65.3%	71.8%	73.0%	71.2%	75.9%	76.5%	Increasing	315
Evergreen	87.3%	87.4%	75.5%	68.0%	61.5%	52.9%	50.0%	55.9%	61.8%	72.7%	76.5%	74.4%	75.7%	Increasing	140
GSL	64.1%	65.3%	68.8%	66.1%	50.8%	51.9%	47.2%	36.8%	53.8%	62.3%	62.2%	73.0%	71.4%	Increasing	98
ZIM	64.1%	65.3%	68.8%	66.1%	50.8%	51.9%	47.2%	36.8%	53.8%	62.3%	62.2%	73.0%	71.4%	Increasing	98
Emirates	97.7%	97.7%	96.2%	93.2%	88.9%	93.1%	92.7%	84.5%	79.3%	86.5%	100.0%	92.8%	67.1%	Decreasing	79
S.C. India	97.7%	97.7%	96.2%	93.2%	88.9%	93.1%	92.7%	84.5%	79.3%	86.5%	100.0%	92.8%	67.1%	Decreasing	79
X-Press Feeders	97.7%	97.7%	96.2%	93.2%	88.9%	93.1%	92.7%	84.5%	79.3%	86.5%	100.0%	92.8%	67.1%	Decreasing	79
NileDutch	59.2%	85.4%	76.9%	67.1%	70.4%	76.8%	61.4%	56.1%	76.4%	66.2%	61.2%	65.2%	61.8%	Decreasing	68
OOCL	100.0%	100.0%	100.0%	100.0%	81.3%	88.9%	100.0%	91.3%	87.5%	95.2%	100.0%	95.8%	61.5%	Decreasing	26
COSCO	60.0%	63.6%	62.8%	60.7%	55.8%	53.3%	47.2%	45.7%	58.9%	60.7%	60.9%	65.4%	60.3%	Increasing	431
PIL	56.6%	60.1%	57.5%	54.3%	49.8%	47.9%	40.8%	39.0%	56.0%	57.7%	56.3%	61.7%	59.9%	Increasing	396
MOL	63.3%	61.6%	57.6%	51.1%	43.2%	48.8%	50.9%	48.9%	61.4%						
K Line	81.7%	81.9%	63.2%	51.1%	44.9%	32.9%	28.2%	40.5%	55.7%						

Africa – Asia – service specifics

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
CMA CGM / COSCO / Emirates / Evergreen / ONE / OOCL / S.C. India / X-Press Feeders	ASEA - Kenya / EAX3 / AKX / AEF / AEF - Mombasa / PEAF / EAX / EA1 SMX	26	61.5%	COSCO / GSL / ONE / PIL / ZIM	FWAX / FA2 / SW2 / SW2 / FA2	44	84.1%
CMA CGM / COSCO / Emirates / Evergreen / ONE / S.C. India / X-Press Feeders	ASEA - Tanzania / EAX4 / ATX / ASEA / AEF - Dar Es Salaam / AEF / EA1 SDX	53	69.8%	COSCO / PIL	EAX1 / EAS	42	31.0%
CMA CGM / COSCO / Maersk Line / NileDutch / PIL / Safmarine	Asia - West Africa service / ASAF / FEW 6 / FEWA / SW3 / FW 6	68	61.8%	COSCO / PIL	EAX2 / EA2	29	55.2%
CMA CGM / Hamburg Süd / Maersk Line / Safmarine	Shaka 2 / ASAF / 160 Safari Interim / Safari 1	52	86.5%	COSCO / PIL	WAX2 / SWS	61	26.2%
CMA CGM / Maersk Line	Asia Mozambique Express / M-Express	16	100.0%	Hamburg Süd / Maersk Line / MSC / ONE	ASAS / ASAS new Sling 1 / Loop 1 - Asia-ECSA - Ipanema / CSW	67	83.6%
CMA CGM / Maersk Line / Safmarine	New Africa Express / FEW 3 / FW3	57	91.2%	Maersk Line / Safmarine	Mashariki / Mashariki	26	23.1%
CMA CGM / Maersk Line / Safmarine	New Wax 3 / FEW 2 / FW2	58	93.1%	MSC	Africa Express	38	92.1%
CMA CGM / Maersk Line / Safmarine	WAX / FEW 1 / FW1	54	77.8%	MSC	INGWE	38	81.6%
COSCO / Evergreen / Hapag-Lloyd / ONE / PIL	ASA / ASA / SA2 / SAS / ASA	57	96.5%	PIL	MZS	6	83.3%
COSCO / Evergreen / Hapag-Lloyd / ONE / PIL	FAX / FAX / SA1 / SAC / FAX	35	57.1%				
COSCO / GSL / ONE / PIL / ZIM	FWAS / FAX / WA1 / SW5 / FAX	54	61.1%				

Performance by services for Jun 2018-Jul 2018

# Europe – Africa – Trade Developments

Europe - Africa developments

June/July schedule reliability on the Europe-Africa trade lane increased by a marginal 0.2 percentage points M/M to reach 58.7%. The Y/Y improvement however was more pronounced, with schedule reliability improving by 19.9 percentage points.
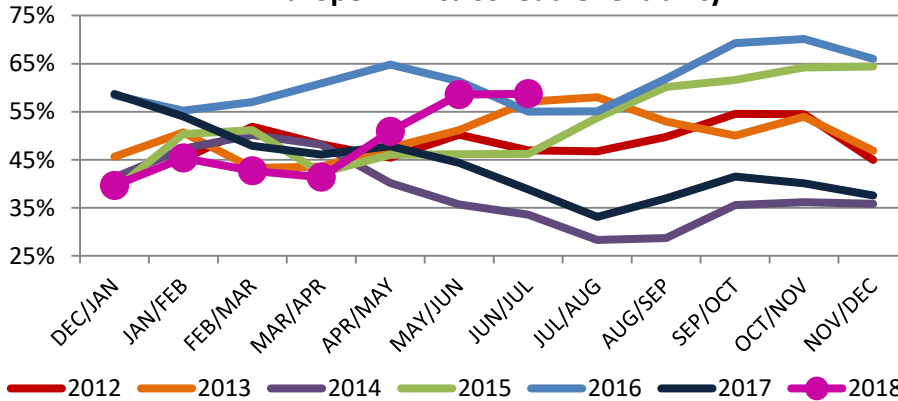
The average delay for LATE vessel arrivals decreased by 0.20 days M/M and a massive 1.72 days Y/Y, to 4.36 days in June/July. The average delay for ALL vessel arrivals on the other hand increased M/M by 0.16 days and reached 1.40 days.

COSCO was the most reliable carrier on this trade lane with perfect schedule reliability of 100% for the second consecutive month, followed by DAL with 89.8%, and Linea Messina with 80.0%.

Average delay for ALL vessel arrivals
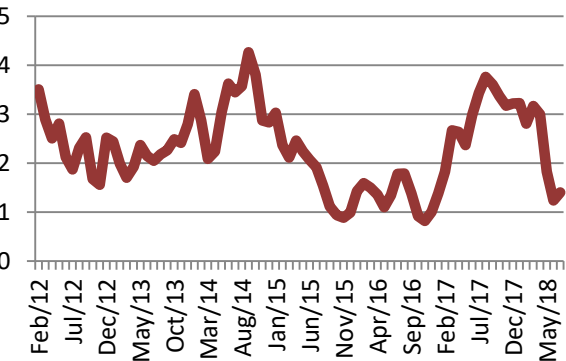
Europe - Africa schedule reliability

Europe - Africa - Avg. delay for LATE vessel arrivals
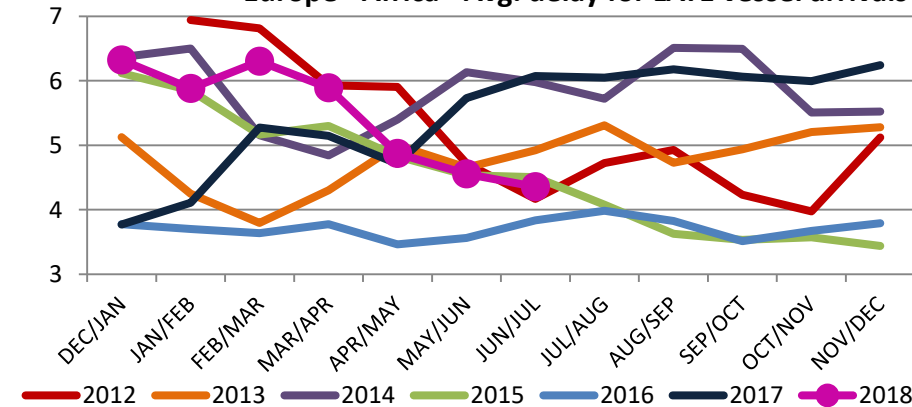
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	58.7%	54.0%	47.9%	46.1%	47.8%	44.4%	38.8%	33.1%	36.9%	41.5%	40.1%	37.6%
	2018	39.6%	45.4%	42.7%	41.3%	50.9%	58.6%	58.7%					
	Change	**-19.1%**	**-8.6%**	**-5.2%**	**-4.7%**	**3.1%**	**14.2%**	**19.9%**					
Avg. delay of LATE vessels	2017	3.77	4.11	5.28	5.15	4.72	5.73	6.07	6.05	6.18	6.07	6.00	6.24
	2018	6.32	5.88	6.30	5.89	4.87	4.56	4.36					
	Change	**2.55**	**1.77**	**1.03**	**0.74**	**0.15**	**-1.18**	**-1.72**					

Europe – Africa – Carrier Performance

Europe - Africa	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
COSCO	50.0%	58.1%	58.6%	33.3%	0.0%	28.6%	61.1%	93.8%	83.3%	72.2%	87.5%	100.0%	100.0%	Increasing	36
DAL	66.7%	48.1%	52.1%	61.5%	58.8%	40.0%	40.9%	61.2%	70.2%	87.5%	100.0%	92.1%	89.8%	Increasing	49
Linea Messina	5.4%	25.7%	35.7%		20.0%	37.5%	57.1%	25.0%	33.3%	70.0%	45.5%	55.6%	80.0%	Increasing	10
NileDutch	73.7%	73.3%	70.5%	45.8%	33.9%	50.9%	66.1%	70.9%	62.7%	55.0%	57.1%	72.1%	76.7%	Increasing	60
Safmarine	35.0%	18.3%	32.4%	62.6%	63.9%	60.0%	71.2%	75.4%	75.6%	72.4%	71.9%	77.5%	74.1%	Decreasing	135
ANL	75.0%	55.6%	66.7%	75.0%	44.4%	55.6%	37.5%	0.0%	12.5%	12.5%	44.4%	77.8%	71.4%	Increasing	7
Maersk Line	29.6%	15.1%	30.7%	60.5%	59.7%	54.3%	58.5%	64.8%	64.3%	63.8%	65.2%	68.7%	67.2%	Increasing	198
MSC	54.6%	52.1%	59.0%	61.5%	50.9%	47.3%	53.3%	62.4%	56.0%	54.1%	71.3%	75.2%	65.8%	Increasing	155
ONE										54.8%	61.2%	67.0%	64.3%	Increasing	98
CMA CGM	52.3%	42.0%	33.9%	27.8%	33.0%	35.0%	29.5%	27.4%	29.9%	34.2%	46.5%	52.7%	53.9%	Increasing	204
Hapag-Lloyd	43.5%	37.8%	42.9%	43.9%	27.1%	26.8%	36.0%	33.0%	33.7%	40.8%	58.3%	65.7%	51.5%	Increasing	101
Marguisa	30.8%	8.7%	11.5%	18.4%	32.7%	20.0%	8.2%	7.7%	6.7%	28.9%	46.6%	40.0%	47.1%	Increasing	70
Arkas Line	15.9%	34.8%	36.4%	27.6%	41.7%	53.9%	48.4%	25.0%	29.6%	38.2%	48.6%	60.6%	47.1%	Increasing	34
Grimaldi	14.0%	18.4%	25.3%	25.2%	20.5%	9.5%	4.4%	23.3%	16.7%	3.5%	14.9%	36.5%	43.2%	Increasing	118
MOL	43.3%	47.1%	38.4%	37.5%	32.9%	29.5%	40.2%	40.7%	42.0%						
UASC	72.9%	61.3%	36.8%	26.6%	23.5%										
ZIM	0.0%	23.1%	36.4%												

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
ANL / CMA CGM / Hapag-Lloyd	NEMO / New NEMO / EAX	7	71.4%	Linea Messina	Red Sea/South-East Africa	10	80.0%
Arkas Line / CMA CGM / Hapag-Lloyd / ONE	WAX / EURAF2 / MWX / ARB	34	47.1%	Maersk Line	WAF10	12	16.7%
CMA CGM	EURAF3	21	38.1%	Maersk Line	WAF2	36	52.8%
CMA CGM	WAZZAN	12	16.7%	Maersk Line	WAF3	15	80.0%
CMA CGM / COSCO / NileDutch	EURAF1 / NEWA / EUWA	30	100.0%	Maersk Line / Safmarine	WAF 1 / WAF 1	26	80.8%
CMA CGM / Marguisa	EURAF4 / EGEX	70	47.1%	Maersk Line / Safmarine	WAF 5 / WAF 5	16	62.5%
CMA CGM / NileDutch	EURAF 5 / Europe - West Africa	30	53.3%	Maersk Line / Safmarine	WAF 6 / WAF 6	26	57.7%
DAL / Maersk Line / ONE / Safmarine	Northwest Europe-Southern Africa / SAECS / SRX / SAECS	41	90.2%	Maersk Line / Safmarine	WAF 7 / WAF 7	19	89.5%
DAL / MSC	Eur - Indian Ocean / Australia Express	10	80.0%	Maersk Line / Safmarine	WAF 9 / WAF 9	7	0.0%
Grimaldi	Central Express	45	33.3%	MSC	Angola Express	20	65.0%
Grimaldi	Mediterranean Express	31	45.2%	MSC	NWC - CANARY - WAF SERVICE	37	75.7%
Grimaldi	Southern Express	42	52.4%	MSC	WEST MED - CANARY - DAKAR - WEST AFRICA STRING 1	51	62.8%
Hapag-Lloyd / MSC	SAX / Europe-South Africa	37	56.8%				
Hapag-Lloyd / ONE	WAX / ARS	23	43.5%				

Performance by services for Jun 2018-Jul 2018

Africa – Europe – Trade Developments

Africa - Europe developments

June/July on-time performance on the Africa-Europe trade lane decreased by 1.2 percentage points M/M, reaching 67.6%. On a Y/Y level, the June/July figure was 20.0 percentage points above the 47.6% recorded at the same point last year.
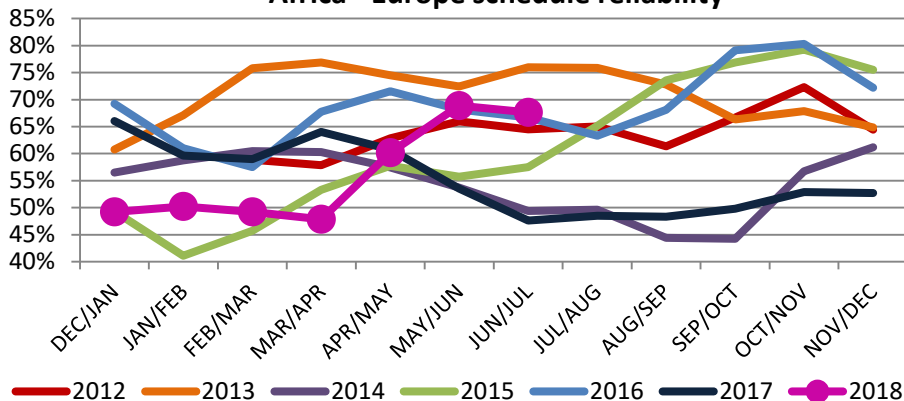
The average delay for late vessel arrivals increased by 0.45 days M/M to 4.76 days, while on a Y/Y level the average delays decreased by 0.71 days. The average delay for ALL vessel arrivals also increased M/M, from 0.96 days in May/June to 1.05 days in June/July.

COSCO was the most reliable carrier on this trade lane with schedule reliability of 100%, followed by NileDutch with on-time performance of 98.9%, and DAL with 85.7%.

Average delay for ALL vessel arrivals
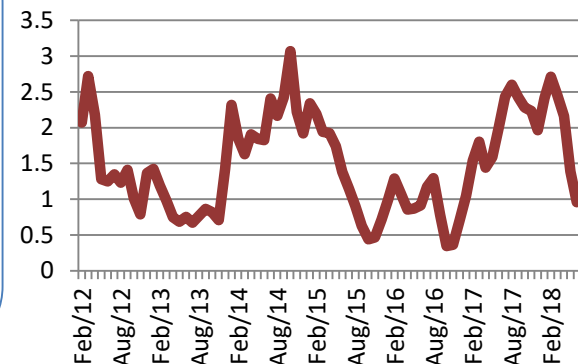
Africa - Europe schedule reliability

Africa - Europe - Avg. delay for LATE vessel arrivals
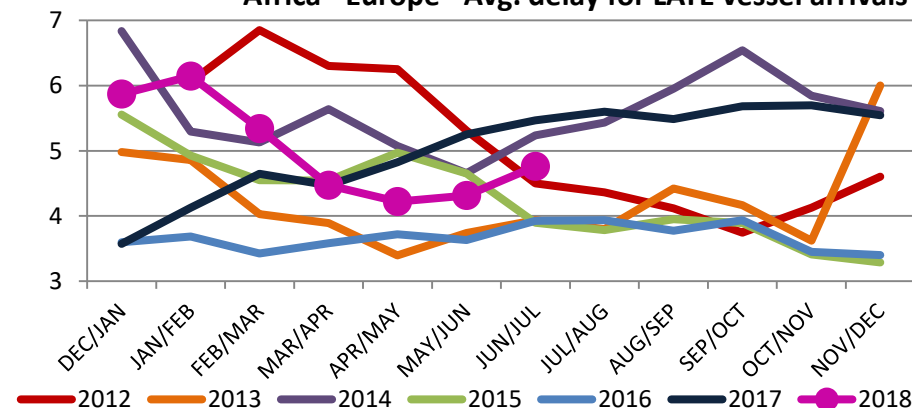
Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	66.0%	59.6%	59.0%	64.0%	60.8%	53.6%	47.6%	48.5%	48.3%	49.8%	52.9%	52.7%
	2018	49.2%	50.2%	49.2%	47.8%	60.2%	68.9%	67.6%					
	Change	**-16.8%**	**-9.4%**	**-9.8%**	**-16.2%**	**-0.6%**	**15.3%**	**20.0%**					
Avg. delay of LATE vessels	2017	3.57	4.13	4.65	4.47	4.82	5.25	5.47	5.60	5.49	5.68	5.70	5.55
	2018	5.87	6.15	5.34	4.47	4.22	4.31	4.76					
	Change	**2.30**	**2.02**	**0.69**	**0.00**	**-0.60**	**-0.94**	**-0.71**					

Africa – Europe – Carrier Performance

Africa - Europe	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
COSCO	60.7%	65.9%	73.9%	85.7%	55.0%	39.3%	76.7%	94.9%	77.5%	68.3%	86.1%	95.2%	100.0%	Increasing	43
NileDutch	84.8%	89.4%	90.0%	85.9%	65.1%	61.9%	73.6%	82.4%	75.6%	64.5%	77.4%	91.3%	98.9%	Increasing	89
DAL	61.5%	48.7%	57.9%	57.1%	64.5%	53.6%	43.3%	37.8%	29.0%	35.1%	65.9%	90.5%	85.7%	Increasing	42
CMA CGM	57.8%	60.6%	57.5%	54.0%	48.3%	45.3%	45.4%	48.1%	51.9%	52.8%	66.1%	74.7%	77.9%	Increasing	181
ONE										40.0%	57.8%	79.1%	77.6%	Increasing	67
Arkas Line	25.4%	36.7%	26.1%	26.7%	40.0%	78.6%	77.8%	35.7%	12.5%	33.3%	62.5%	82.4%	76.5%	Increasing	17
Grimaldi	43.2%	57.3%	61.2%	54.3%	61.2%	60.5%	40.3%	51.7%	63.4%	50.7%	40.5%	63.0%	76.3%	Increasing	93
Safmarine	26.2%	22.3%	32.3%	45.3%	64.3%	63.3%	57.7%	56.2%	44.4%	47.1%	63.7%	76.3%	73.0%	Increasing	122
MSC	64.2%	51.8%	50.8%	58.3%	61.1%	67.2%	65.8%	59.9%	57.2%	64.8%	73.6%	73.2%	68.5%	Increasing	127
Maersk Line	24.0%	18.9%	29.5%	43.7%	60.6%	57.3%	50.0%	53.9%	45.5%	42.4%	62.7%	75.7%	64.2%	Increasing	176
Marguisa	38.0%	50.0%	37.5%	44.6%	48.7%	31.4%	30.4%	20.0%	20.8%	47.4%	83.3%	73.3%	62.0%	Increasing	50
Hapag-Lloyd	36.9%	35.9%	29.8%	39.7%	40.4%	38.3%	45.1%	27.2%	21.8%	37.0%	55.3%	59.3%	50.0%	Increasing	82
Linea Messina	35.0%	34.6%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	14.3%	5.3%	0.0%	Increasing	18
MOL	51.0%	51.8%	55.6%	47.2%	39.3%	40.6%	40.9%	28.0%	17.6%						
UASC	53.1%	64.5%	53.1%	41.2%	36.0%										
ZIM	28.6%	27.5%	26.1%												

Carriers	Service	# of arrivals	% on-time	Carriers	Service	# of arrivals	% on-time
Arkas Line / CMA CGM / Hapag-Lloyd / ONE	WAX / EURAF2 / MWX / ARB	17	76.5%	Linea Messina	Red Sea/South-East Africa	18	0.0%
CMA CGM	EURAF3	15	33.3%	Maersk Line	WAF10	12	33.3%
CMA CGM	WAZZAN	10	40.0%	Maersk Line	WAF2	24	58.3%
CMA CGM / COSCO / NileDutch	EURAF1 / NEWA / EUWA	68	100.0%	Maersk Line	WAF3	18	33.3%
CMA CGM / Marguisa	EURAF4 / EGEX	50	62.0%	Maersk Line / Safmarine	WAF 1 / WAF 1	15	53.3%
CMA CGM / NileDutch	EURAF 5 / Europe - West Africa	21	95.2%	Maersk Line / Safmarine	WAF 5 / WAF 5	10	60.0%
DAL / Maersk Line / ONE / Safmarine	Northwest Europe-Southern Africa / SAECS / SRX / SAECS	42	85.7%	Maersk Line / Safmarine	WAF 6 / WAF 6	20	50.0%
Grimaldi	Central Express	29	89.7%	Maersk Line / Safmarine	WAF 7 / WAF 7	31	87.1%
Grimaldi	Mediterranean Express	36	72.2%	MSC	Angola Express	23	73.9%
Grimaldi	Northern Express	11	45.5%	MSC	NWC - CANARY - WAF SERVICE	26	84.6%
Grimaldi	Southern Express	17	82.4%	MSC	WEST MED - CANARY - DAKAR - WEST AFRICA STRING 1	37	73.0%
Hapag-Lloyd / MSC	SAX / Europe-South Africa	41	51.2%				
Hapag-Lloyd / ONE	WAX / ARS	24	29.2%				

**Performance by services for Jun 2018-Jul 2018**

Asia - East Coast South America developments

Schedule reliability on Asia-East Coast South America trade lane continued to decline, decreasing a further 8.8 percentage points M/M in June/July to 66.9%. The June/July figure however, was 5.2 percentage points higher than the 61.7% recorded at the same point last year.
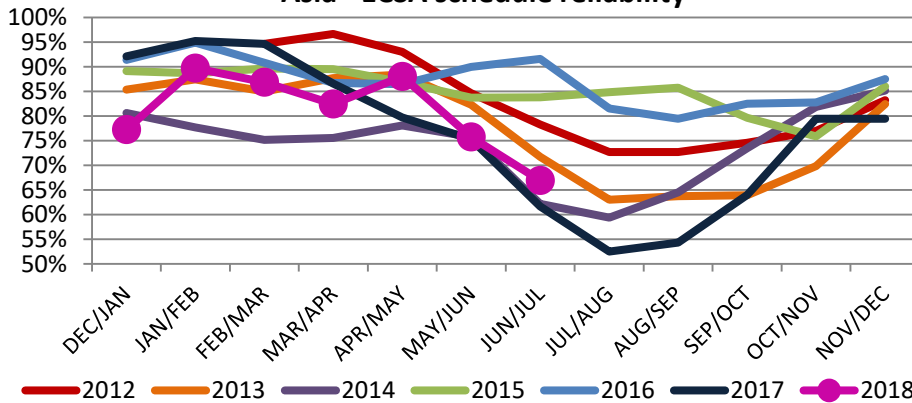
The average delay for LATE vessel arrivals increased by 0.15 days M/M and reached 3.00 days, which was the same delay in days as in June/July last year. The average delay for ALL vessel arrivals also increased, by 0.42 days M/M to 1.06 days.

MSC and Maersk Line were the most reliable carriers on this trade lane with schedule reliability of 84.2% each, followed by HMM and ZIM with 70.2% each.

Average delay for ALL vessel arrivals
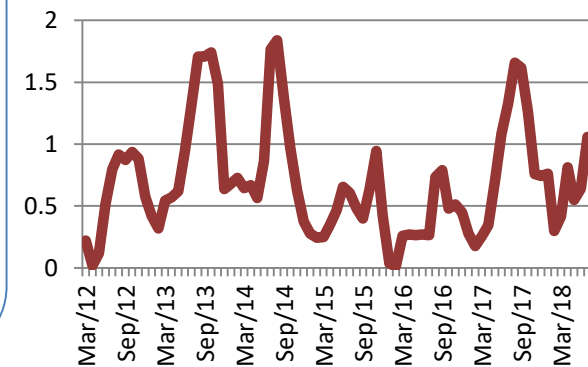
Asia - ECSA schedule reliability

Asia - ECSA - Avg. delay for LATE vessel arrivals
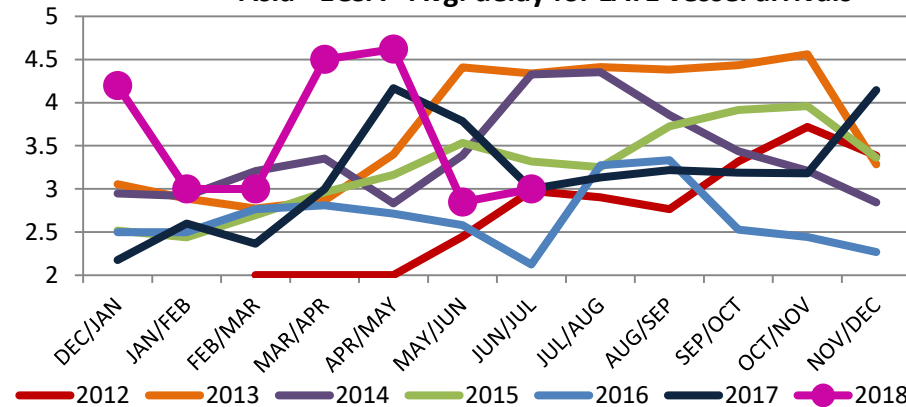
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	92.1%	95.3%	94.7%	86.6%	79.7%	75.3%	61.7%	52.5%	54.4%	64.0%	79.4%	79.4%
	2018	77.2%	89.7%	86.9%	82.4%	88.0%	75.8%	66.9%					
	Change	**-14.9%**	**-5.5%**	**-7.8%**	**-4.2%**	**8.3%**	**0.4%**	**5.2%**					
Avg. delay of LATE vessels	2017	2.18	2.60	2.36	3.00	4.17	3.79	3.00	3.13	3.22	3.19	3.18	4.15
	2018	4.20	3.00	3.00	4.50	4.62	2.85	3.00					
	Change	**2.02**	**0.40**	**0.64**	**1.50**	**0.45**	**-0.94**	**0.00**					

Asia – East Coast South America – Carrier Performance

Asia - ECSA	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
MSC	54.7%	35.2%	39.7%	62.7%	76.7%	72.5%	83.3%	98.7%	100.0%	100.0%	100.0%	89.6%	84.2%	Decreasing	76
Maersk Line	54.7%	35.2%	39.7%	62.7%	76.7%	72.5%	83.3%	98.7%	100.0%	100.0%	100.0%	87.7%	84.2%	Decreasing	76
HMM	73.8%	63.9%	61.0%	67.1%	85.2%	92.7%	95.4%	97.5%	75.0%	62.5%	80.8%	80.7%	70.2%	Decreasing	84
ZIM	73.8%	63.9%	61.0%	67.1%	85.2%	92.7%	95.4%	97.5%	75.0%	62.5%	80.8%	80.7%	70.2%	Decreasing	84
ONE										88.6%	87.4%	76.3%	66.4%	Decreasing	241
Hamburg Süd	64.9%	59.9%	60.7%	64.7%	80.8%	82.7%	74.4%	85.4%	80.4%	72.4%	81.3%	75.9%	66.4%	Decreasing	241
CMA CGM	64.9%	59.9%	60.7%	64.7%	80.8%	82.7%	74.4%	85.4%	80.4%	72.4%	81.3%	70.2%	58.2%	Decreasing	165
COSCO	64.9%	59.9%	60.7%	64.7%	80.8%	82.7%	74.4%	85.4%	80.4%	72.4%	81.3%	70.2%	58.2%	Decreasing	165
Evergreen	64.9%	59.9%	60.7%	64.7%	80.8%	82.7%	74.4%	85.4%	80.4%	72.4%	81.3%	70.2%	58.2%	Decreasing	165
Hapag-Lloyd	64.9%	59.9%	60.7%	64.7%	80.8%	82.7%	74.4%	85.4%	80.4%	72.4%	81.3%	70.2%	58.2%	Decreasing	165
PIL	55.6%	56.0%	60.5%	62.4%	76.7%	73.3%	52.4%	73.4%	85.7%	81.3%	84.8%	62.0%	53.5%	Decreasing	114
Yang Ming	55.6%	56.0%	60.5%	62.4%	76.7%	73.3%	52.4%	73.4%	85.7%	81.3%	81.6%	60.0%	45.7%	Decreasing	81
MOL	54.7%	35.2%	39.7%	62.7%	76.7%	72.5%	83.3%	98.7%	100.0%						
Alianca	64.9%	59.9%	60.7%	64.7%	80.8%	82.7%	74.4%	85.4%	80.4%						
NYK	64.9%	59.9%	60.7%	64.7%	80.8%	82.7%	74.4%	85.4%	80.4%						
UASC	73.8%	63.9%	61.0%	67.1%	85.2%										

Asia – East Coast South America – service specifics

Carriers	Service	# of arrivals	% on-time
CMA CGM / COSCO / Evergreen / Hamburg Süd / Hapag-Lloyd / HMM / ONE / ZIM	Asia South America East Coast 2 / ESA2 / ESA2 / NGX 2 / ASE 2 / NE 2 / NX2 / ASE	84	70.2%
CMA CGM / COSCO / Evergreen / Hamburg Süd / Hapag-Lloyd / ONE / PIL / Yang Ming	Asia South America East Coast 1 / ESA / ESA / ESA / ASE 1 / NX1 / SA2 / SA3	81	45.7%
Hamburg Süd / Maersk Line / MSC / ONE	ASAS / ASAS new Sling 1 / Loop 1 - Asia-ECSA - Ipanema / CSW	76	84.2%
PIL	SSA	33	72.7%

Performance by services for Jun 2018-Jul 2018

East Coast South America – Asia – Trade Developments

East Coast South America - Asia developments

Schedule reliability on the East Coast South America-Asia trade lane recorded a M/M increase of 6.8 percentage points in June/July, reaching 68.8%. On a Y/Y level, the June/July score was 2.7 percentage point below the 71.5% recorded last year.

The average delay for LATE vessel arrivals decreased significantly, by 0.76 days M/M and 1.78 days Y/Y, reaching 2.60 days. The average delay for ALL vessel arrivals also decreased, by 0.11 days M/M, reaching 0.89 days.

Maersk Line and MSC were the most reliable carriers on this trade lane with on-time performance of 83.6% each, followed by HMM and ZIM with 72.5% each.

Average delay for ALL vessel arrivals
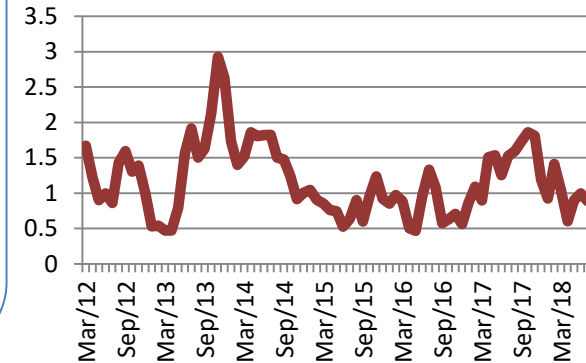
ECSA - Asia schedule reliability
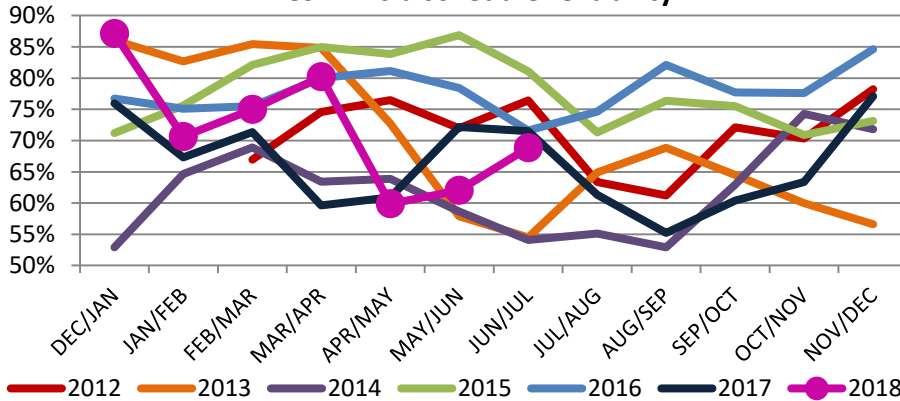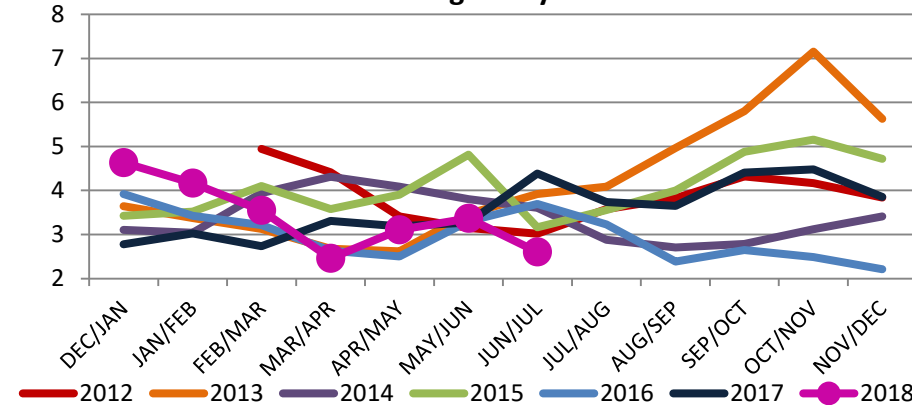
2012 — 2013 — 2014 — 2015 — 2016 — 2017 — 2018

ECSA - Asia - Avg. delay for LATE vessel arrivals

2012 — 2013 — 2014 — 2015 — 2016 — 2017 — 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	76.0%	67.3%	71.3%	59.6%	60.9%	72.2%	71.5%	61.3%	55.2%	60.4%	63.4%	77.1%
	2018	87.1%	70.6%	75.0%	80.2%	59.9%	62.0%	68.8%					
	Change	**11.2%**	**3.3%**	**3.7%**	**20.5%**	**-1.0%**	**-10.2%**	**-2.7%**					
Avg. delay of LATE vessels	2017	2.78	3.02	2.73	3.31	3.19	3.27	4.38	3.74	3.65	4.41	4.48	3.86
	2018	4.63	4.17	3.55	2.46	3.11	3.36	2.60					
	Change	**1.85**	**1.15**	**0.82**	**-0.85**	**-0.08**	**0.09**	**-1.78**					

East Coast South America – Asia – Carrier Performance

ECSA - Asia	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Maersk Line	35.9%	21.8%	21.7%	21.3%	27.7%	58.0%	81.7%	76.4%	78.6%	91.7%	81.7%	72.1%	83.6%	Increasing	67
MSC	35.9%	21.8%	21.7%	21.3%	27.7%	58.0%	81.7%	76.4%	78.6%	91.7%	81.7%	72.1%	83.6%	Increasing	67
HMM	81.8%	72.6%	67.4%	76.1%	86.2%	92.8%	91.4%	69.7%	72.0%	74.4%	56.2%	66.2%	72.5%	Decreasing	69
ZIM	81.8%	72.6%	67.4%	76.1%	86.2%	92.8%	91.4%	69.7%	72.0%	74.4%	56.2%	66.2%	72.5%	Decreasing	69
ONE										68.9%	59.7%	62.2%	70.4%	Increasing	196
Hamburg Süd	85.7%	77.0%	69.5%	76.7%	79.1%	86.2%	89.9%	67.4%	73.0%	73.9%	47.7%	62.2%	70.4%	Decreasing	196
CMA CGM	85.7%	77.0%	69.5%	76.7%	79.1%	86.2%	89.9%	67.4%	73.0%	73.9%	47.7%	56.8%	63.6%	Decreasing	129
COSCO	85.7%	77.0%	69.5%	76.7%	79.1%	86.2%	89.9%	67.4%	73.0%	73.9%	47.7%	56.8%	63.6%	Decreasing	129
Evergreen	85.7%	77.0%	69.5%	76.7%	79.1%	86.2%	89.9%	67.4%	73.0%	73.9%	47.7%	56.8%	63.6%	Decreasing	129
Hapag-Lloyd	85.7%	77.0%	69.5%	76.7%	79.1%	86.2%	89.9%	67.4%	73.0%	73.9%	47.7%	56.8%	63.6%	Decreasing	129
Yang Ming	91.1%	83.6%	72.7%	77.6%	68.9%	77.4%	87.9%	64.2%	74.5%	73.1%	36.8%	46.7%	53.3%	Decreasing	60
PIL	91.1%	83.6%	72.7%	77.6%	68.9%	77.4%	87.9%	64.2%	74.5%	73.1%	36.8%	47.8%	52.1%	Decreasing	73
MOL	35.9%	21.8%	21.7%	21.3%	27.7%	58.0%	81.7%	76.4%	78.6%						
Alianca	85.7%	77.0%	69.5%	76.7%	79.1%	86.2%	89.9%	67.4%	73.0%						
NYK	85.7%	77.0%	69.5%	76.7%	79.1%	86.2%	89.9%	67.4%	73.0%						
UASC	81.8%	72.6%	67.4%	76.1%	86.2%										

Carriers	Service	# of arrivals	% on-time
CMA CGM / COSCO / Evergreen / Hamburg Süd / Hapag-Lloyd / HMM / ONE / ZIM	Asia South America East Coast 2 / ESA2 / ESA2 / NGX 2 / ASE 2 / NE 2 / NX2 / ASE	69	72.5%
CMA CGM / COSCO / Evergreen / Hamburg Süd / Hapag-Lloyd / ONE / PIL / Yang Ming	Asia South America East Coast 1 / ESA / ESA / ESA / ASE 1 / NX1 / SA2 / SA3	60	53.3%
Hamburg Süd / Maersk Line / MSC / ONE	ASAS / ASAS new Sling 1 / Loop 1 - Asia-ECSA - Ipanema / CSW	67	83.6%
PIL	SSA	13	46.2%

Performance by services for Jun 2018-Jul 2018

Asia - West Coast South America developments

June/July schedule reliability on the Asia-West Coast South America trade lane declined by 3.9 percentage points M/M, reaching 87.8%. The June/July on-time performance was 2.8 percentage points lower than the 90.6% recorded at the same point last year.

The average delay for LATE vessel arrivals dropped to 2.45 days in June/July, 0.12 days lower than May/June, and 0.80 days lower on a Y/Y level. The average delay for ALL vessel arrivals on the other hand, increased by 0.11 days M/M.

Yang Ming was the most reliable carrier on this trade lane with schedule reliability of 95.2%, followed closely by Hamburg Süd and Maersk Line with 95.1% each.

Average delay for ALL vessel arrivals
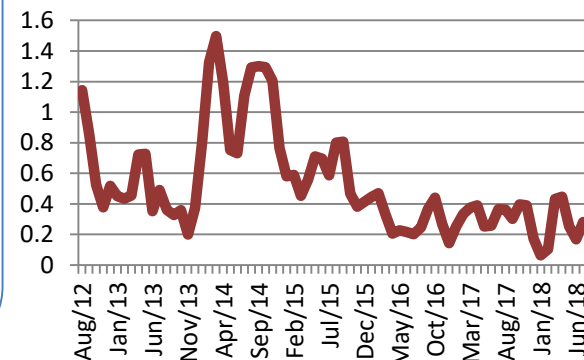
Asia - WCSA schedule reliability
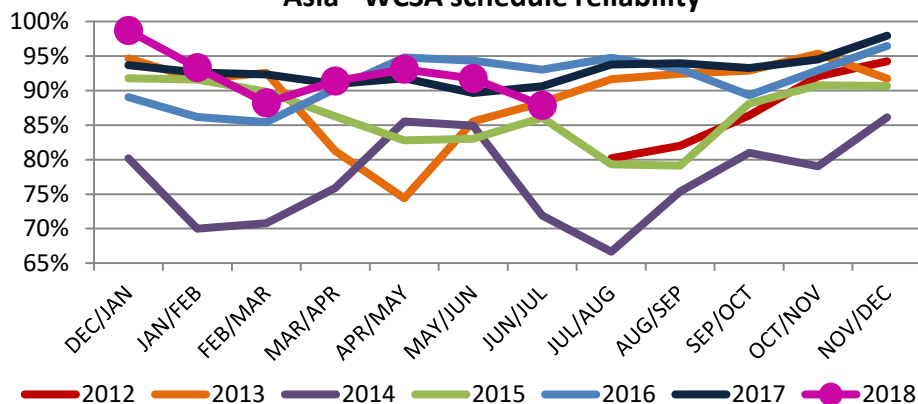
Asia - WCSA - Avg. delay for LATE vessel arrivals
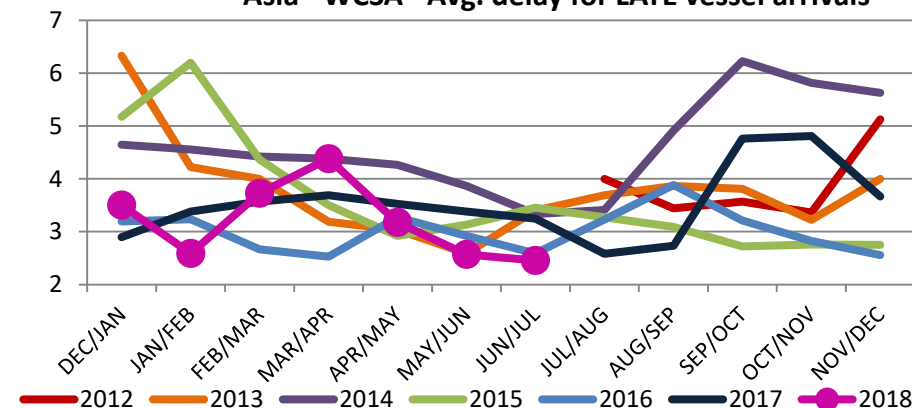
Legend: 2012, 2013, 2014, 2015, 2016, 2017, 2018

		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	93.7%	92.6%	92.3%	90.9%	91.8%	89.7%	90.6%	93.8%	94.0%	93.3%	94.5%	98.0%
	2018	98.7%	93.3%	88.2%	91.4%	93.1%	91.7%	87.8%					
	Change	**5.0%**	**0.7%**	**-4.1%**	**0.4%**	**1.3%**	**2.1%**	**-2.8%**					
Avg. delay of LATE vessels	2017	2.89	3.38	3.57	3.69	3.53	3.38	3.25	2.58	2.73	4.76	4.81	3.67
	2018	3.50	2.59	3.72	4.38	3.18	2.57	2.45					
	Change	**0.61**	**-0.79**	**0.15**	**0.69**	**-0.35**	**-0.81**	**-0.80**					

Asia – West Coast South America – Carrier Performance

Asia - WCSA	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Yang Ming	91.8%	96.8%	93.2%	78.2%	85.7%	100.0%	100.0%	93.1%	77.4%	82.0%	97.7%	97.4%	95.2%	Increasing	42
Hamburg Süd	87.7%	91.1%	92.4%	96.8%	97.3%	97.3%	98.0%	92.2%	90.2%	93.8%	92.8%	94.1%	95.1%	Increasing	61
Maersk Line	86.8%	91.9%	97.2%	98.7%	98.6%	100.0%	100.0%	100.0%	97.3%	93.2%	90.0%	93.5%	95.1%	Decreasing	61
HMM	88.7%	90.4%	89.4%	94.7%	95.3%	95.2%	97.3%	88.1%	86.1%	95.2%	96.4%	93.8%	86.6%	Increasing	134
MSC	89.2%	91.2%	90.4%	95.3%	95.8%	95.7%	96.8%	87.8%	85.8%	93.9%	95.2%	93.8%	86.6%	Increasing	134
Hapag-Lloyd	88.4%	91.0%	91.4%	95.8%	96.9%	97.4%	98.1%	92.5%	90.5%	94.0%	92.8%	93.8%	86.6%	Decreasing	134
ONE										97.0%	94.1%	91.8%	86.6%	Decreasing	134
PIL	91.8%	96.8%	93.2%	78.2%	85.7%	100.0%	100.0%	93.1%	77.4%	82.0%	97.7%	91.3%	86.4%	Increasing	81
Evergreen	91.8%	96.8%	93.2%	78.2%	85.7%	100.0%	100.0%	93.1%	77.4%	82.0%	97.7%	90.2%	84.6%	Increasing	91
Wan Hai	91.8%	96.8%	93.2%	78.2%	85.7%	100.0%	100.0%	93.1%	77.4%	82.0%	97.7%	90.2%	84.6%	Increasing	91
COSCO	89.8%	92.7%	90.7%	89.4%	92.0%	97.0%	98.3%	89.8%	83.2%	90.9%	96.9%	90.2%	84.6%	Increasing	91
APL	92.0%	93.5%	93.0%	96.1%	96.1%	97.0%	98.1%	92.3%	89.5%	93.9%	93.3%	87.9%	84.6%	Decreasing	91
CMA CGM	89.2%	91.2%	91.0%	95.8%	96.3%	96.8%	97.7%	91.0%	88.1%	93.6%	94.5%	86.7%	79.4%	Decreasing	68
MOL	100.0%	100.0%	100.0%	96.5%	95.0%	98.3%	100.0%	98.3%	93.8%						
K Line	93.9%	100.0%	100.0%	98.5%	97.2%	98.6%	98.6%	93.9%	93.1%						
NYK	95.1%	100.0%	100.0%	97.6%	96.6%	98.8%	98.9%	95.2%	93.1%						
CCNI	90.7%	88.8%	88.0%	94.1%	94.6%	94.6%									

Carriers	Service	# of arrivals	% on-time
APL / CMA CGM / COSCO / Evergreen / PIL / Wan Hai	CDX / ACSA1 / WSA4 / WSA4 / WS5 / WSA4	23	69.6%
APL / CMA CGM / COSCO / Evergreen / PIL / Wan Hai	FCX / ACSA2 / WSA3 / WSA3 / WS3 / WSA3	26	80.8%
APL / CMA CGM / COSCO / Evergreen / PIL / Wan Hai / Yang Ming	CRX / ACSA3 / WSA / WSA / WSA / WSA / SA4	19	89.5%
APL / COSCO / Evergreen / PIL / Wan Hai / Yang Ming	QEX / WSA 2 / WSA 2 / WS2 / ASA / SA6	23	100.0%
Hamburg Süd / Maersk Line	ASPA1 / AC1	13	100.0%
Hamburg Süd / Maersk Line	ASPA2 / AC2-AC3 Pendulum	48	93.8%
Hapag-Lloyd / HMM / MSC / ONE	AME1 / NW3 / Aztec / AX3/ALX3	27	88.9%
Hapag-Lloyd / HMM / MSC / ONE	AN1/ANDEX1 / NW1 / Inca / AX1/ALX1	43	83.7%
Hapag-Lloyd / HMM / MSC / ONE	AN2/ANDEX2 / NW2 / Andes / AX2/ALX2	64	87.5%

Performance by services for Jun 2018-Jul 2018

West Coast South America - Asia developments

June/July schedule reliability on the West Coast South America-Asia trade lane improved by 1.6 percentage points M/M, reaching 74.6%. On a Y/Y level, the June/July score was 15.3 percentage points below the 89.9% recorded last year.

The average delay for LATE vessel arrivals on the other hand decreased by 0.18 days M/M, while increasing by 0.14 days Y/Y, reaching 3.16 days in June/July. The average delay for ALL vessel arrivals increased by 0.31 days M/M and reached 0.91 days.

Yang Ming was the most reliable carrier on this trade lane in June/July with on-time performance of 88.6%, followed by PIL with schedule reliability of 82.6%.

Average delay for ALL vessel arrivals
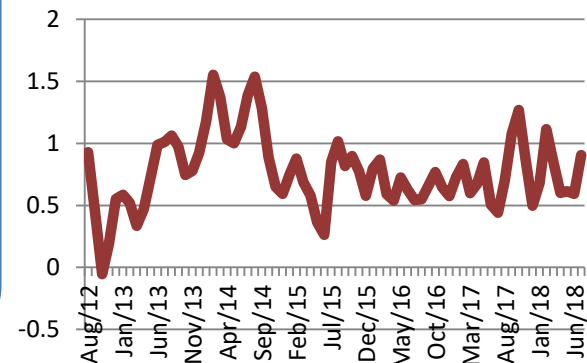
WCSA - Asia schedule reliability
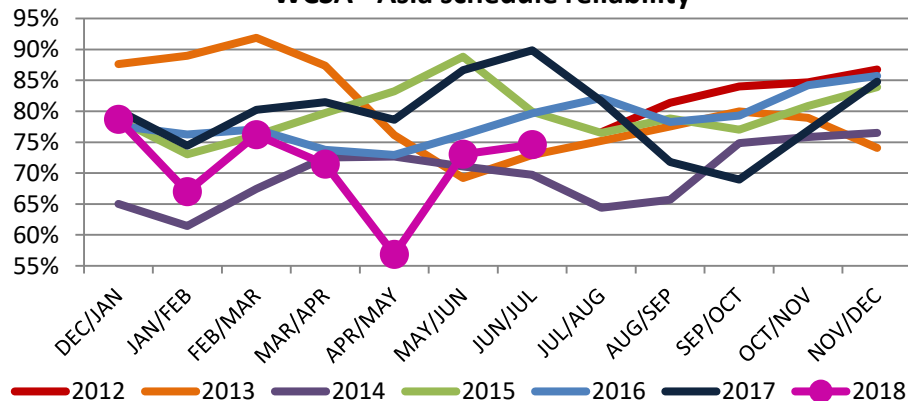
WCSA - Asia - Avg. delay for LATE vessel arrivals
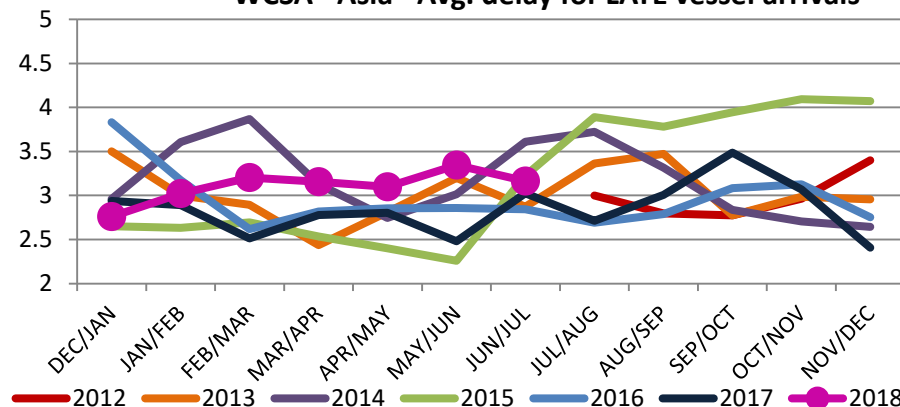
		DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	NOV/DEC
Schedule Reliability	2017	80.1%	74.5%	80.2%	81.5%	78.6%	86.7%	89.9%	81.6%	71.8%	69.0%	76.9%	84.8%
	2018	78.7%	67.0%	76.2%	71.4%	56.8%	73.0%	74.6%					
	Change	**-1.4%**	**-7.5%**	**-4.1%**	**-10.0%**	**-21.8%**	**-13.7%**	**-15.3%**					
Avg. delay of LATE vessels	2017	2.94	2.89	2.51	2.78	2.80	2.48	3.02	2.71	3.01	3.49	3.07	2.41
	2018	2.76	3.02	3.20	3.16	3.10	3.35	3.16					
	Change	**-0.18**	**0.13**	**0.69**	**0.38**	**0.29**	**0.86**	**0.14**					

West Coast South America – Asia – Carrier Performance

WCSA - Asia	2017 JUN/JUL	JUL/AUG	AUG/SEP	SEP/OCT	OCT/NOV	2018 NOV/DEC	DEC/JAN	JAN/FEB	FEB/MAR	MAR/APR	APR/MAY	MAY/JUN	JUN/JUL	6M trend	JUN/JUL Arrivals
Yang Ming	84.5%	75.3%	64.4%	57.6%	72.6%	92.1%	85.6%	78.6%	84.9%	76.5%	75.4%	88.2%	88.6%	Increasing	79
PIL	84.5%	75.3%	64.4%	57.6%	72.6%	92.1%	85.6%	78.6%	84.9%	76.5%	75.4%	88.2%	82.6%	Increasing	144
Evergreen	84.5%	75.3%	64.4%	57.6%	72.6%	92.1%	85.6%	78.6%	84.9%	76.5%	75.4%	88.2%	82.4%	Increasing	148
Wan Hai	84.5%	75.3%	64.4%	57.6%	72.6%	92.1%	85.6%	78.6%	84.9%	76.5%	75.4%	88.2%	82.4%	Increasing	148
COSCO	91.7%	82.8%	71.7%	65.9%	74.8%	86.3%	78.8%	63.0%	71.1%	67.9%	57.2%	79.8%	82.4%	Increasing	148
APL	91.6%	84.3%	70.4%	66.3%	73.6%	81.4%	73.5%	58.9%	70.1%	66.8%	55.6%	75.4%	82.4%	Increasing	148
CMA CGM	95.3%	86.5%	74.7%	71.0%	79.8%	85.7%	80.6%	65.4%	71.1%	67.0%	52.3%	76.9%	81.1%	Increasing	106
Hamburg Süd	93.7%	85.1%	78.9%	76.5%	78.9%	84.0%	78.7%	63.9%	70.9%	67.9%	54.3%	52.4%	75.6%	Decreasing	78
Maersk Line	90.1%	80.9%	75.6%	79.4%	85.2%	87.3%	85.7%	76.6%	83.3%	80.2%	72.7%		75.6%	Decreasing	78
ONE										58.5%	57.1%	66.7%	64.7%	Increasing	116
Hapag-Lloyd	94.4%	84.5%	72.4%	68.5%	76.5%	83.5%	77.1%	60.9%	69.9%	69.6%	54.7%	66.0%	64.7%	Decreasing	116
MSC	95.3%	86.5%	75.6%	70.6%	75.9%	83.6%	76.3%	57.5%	64.7%	62.7%	46.3%	66.0%	64.7%	Increasing	116
HMM	95.3%	86.5%	75.6%	70.6%	75.9%	83.3%	75.2%	55.8%	64.5%	62.7%	43.3%	66.0%	64.7%	Increasing	116
MOL	88.7%	80.5%	68.3%	68.8%	73.3%	78.5%	70.9%	64.1%	81.3%						
NYK	91.0%	85.3%	76.0%	73.0%	75.1%	78.4%	66.8%	57.9%	74.4%						
K Line	88.9%	86.9%	77.6%	70.6%	73.6%	75.8%	60.5%	51.3%	69.6%						
CCNI	94.6%	81.3%	66.7%	63.7%	74.0%	86.3%									

West Coast South America – Asia – service specifics

Carriers	Service	# of arrivals	% on-time
APL / CMA CGM / COSCO / Evergreen / PIL / Wan Hai	CDX / ACSA1 / WSA4 / WSA4 / WS5 / WSA4	42	83.3%
APL / CMA CGM / COSCO / Evergreen / PIL / Wan Hai	FCX / ACSA2 / WSA3 / WSA3 / WS3 / WSA3	27	63.0%
APL / CMA CGM / COSCO / Evergreen / PIL / Wan Hai / Yang Ming	CRX / ACSA3 / WSA / WSA / WSA / WSA / SA4	37	91.9%
APL / COSCO / Evergreen / PIL / Wan Hai / Yang Ming	QEX / WSA 2 / WSA 2 / WS2 / ASA / SA6	42	85.7%
Hamburg Süd / Maersk Line	ASPA1 / AC1	21	85.7%
Hamburg Süd / Maersk Line	ASPA2 / AC2-AC3 Pendulum	57	71.9%
Hapag-Lloyd / HMM / MSC / ONE	AME1 / NW3 / Aztec / AX3/ALX3	30	73.3%
Hapag-Lloyd / HMM / MSC / ONE	AN1/ANDEX1 / NW1 / Inca / AX1/ALX1	32	62.5%
Hapag-Lloyd / HMM / MSC / ONE	AN2/ANDEX2 / NW2 / Andes / AX2/ALX2	54	61.1%

Performance by services for Jun 2018-Jul 2018

Definition of Schedule Reliability and Average Delay

Schedule Reliability:
Schedule reliability is a measure of the actual on-time performance of individual vessel arrivals in ports around the world. Each month, Sea-Intelligence measures schedule reliability across more than 11,000 vessel arrivals on average, in more than 270 ports, which is the underlying data for the monthly global on-time performance, as well as the individual carrier, trade lane and service on-time performance. Please note, that trade lane and service schedule reliability is based on a two month rolling average. This means that the February trade lane on-time performance is based on the average on-time performance of vessel arrivals in both January and February.

The definition of "on time" has in accordance with the widely used calendar-day definition been settled as arrival within plus or minus 1 calendar day from the proforma schedule. While we would prefer to measure performance on a +/- 24-hour basis, this is not possible, as the majority of carriers only publish their schedules on a calendar day basis, and we are thus limited by the available data.

Average Delay for ALL vessels
From the September 2015 report we have introduced two new measures aimed at capturing the average delay of vessels. The first measure is the delay of ALL vessel arrivals within the given scope, and is calculated as a simple arithmetic mean of the delay of individual vessel arrivals. Importantly, as the majority of carriers only publish their schedules on a calendar day basis, the delay of individual vessel arrivals is calculated as the number of calendar days between the scheduled and actual vessel arrival. As the figure is averaged over all vessel arrivals in the given scope, the average delay of ALL vessels may be negative, meaning that on average the vessel arrival early.

Average Delay for LATE vessel
As the above metric, this is calculated as a simple arithmetic mean of the delay of individual vessel arrivals in a given scope, but ONLY for those vessels recorded as being late, i.e. those vessel arrivals with actual arrival occurring two or more calendar days after scheduled arrival. By definition, this figure cannot be less than 2, as any vessel arrival having a delay of less than two calendar days would not be defined as being late. If all vessel arrivals in a given scope are on time, the measure becomes "NULL" as division by zero is not possible.

For both delay measures, scope follows that of schedule reliability for trade lane and service level scores, so that the average delay for a given trade lane will be calculated over all arrivals in a two month rolling period.

General Methodology
In order to benchmark the container carriers on schedule reliability, we have established a quantifiable methodology for measuring the reliability performance of ocean carriers.

For users already familiar with our methodology, we can advise that no fundamental changes have been made to the overall methodology since the report issued on 15 June 2012, although with the March 2014 report, some technical changes have been made in the way trade lane performance is calculated. These changes, as detailed below, have not affected the Global carrier scores, and have only had limited impact on trade lane scores.

On-time measurement
The definition of "on time" has in accordance with the calendar-day definition been settled as arrival within plus or minus 1 calendar day from the proforma schedule.

We have from the beginning of November 2011 been recording both schedules and actual arrival times by the hour for carriers which provide this information. Additionally, we have added a fourth data source, namely information concerning actual arrival by the hour directly from some carriers.

We have been in dialogue with a number of carriers particularly on the topic of measuring on calendar day versus measuring arrivals down to the hour or minute. At Sea-Intelligence Maritime Analysis we are of the principal opinion that data should be as detailed as possible, but also that data must be comparable. As the vast majority of container carriers do not provide schedules beyond calendar days, we have chosen to maintain our existing methodology, focusing purely on calendar days in order to ensure comparability across carriers. As more carriers provide schedules by the hour, we may revise the methodology, or include specific analysis of by the hour performance.

Global Performance
*** UPDATED METHODOLOGY FROM MARCH 2014 REPORT
Global schedule reliability performance of the container carrier industry is measured on the basis of all vessel arrivals recorded in Sea-Intelligence's Global Liner Performance database, also arrivals not currently covered by a trade lane. Importantly, each vessel arrival is only counted once in the global performance, irrespective of the number of container carriers that may be onboard a given services.

As of the March 2014 Global Liner Performance report, a minor change has been implemented in the methodology for calculating the global container delivery performance. In the past, global container delivery performance was calculated as a running two-month average, in line with how trade lane performance is calculated, but as of the March 2014 report, we have changed the methodology so the global container delivery performance is only calculated for the month in question, so it is in line with the calculation of global schedule reliability performance. The effect of changing the calculation method has been minimal, with individual monthly performance changing less than 3% as a result.

Carrier Performance
*** UPDATED METHODOLOGY FROM FEBRUARY 2014 REPORT
As of the February 2014 Global Liner Performance report, a major technical update has been implemented in the methodology for how individual carrier performance is calculated, although the effect on the actual performance results is very minimal. Up to the February 2014 report, carrier performance has been calculated based entirely on whether a carrier was onboard a service or not, and if a carrier was onboard a service, their performance would be calculated based on all the port calls of the service, irrespective of whether the carrier in question was actually offering a product for the entire round trip.

As an example, Carrier A may offer a service consisting of a specific number of port pairs on competing Carrier B's string, usually through a slot purchase/charter agreement. In the past, both carriers would receive the same performance for those services, although carrier A only offers a product between a specified set of port-pairs of Carrier B's round trip service. This has now been changed, so each carrier are scored exclusively on the services/port pairs/regions they offer.

This is an improvement of the underlying database we have wanted to perform for a long time, but we have simply not been able to do it before, as it has been a major technical undertaking that has taken several months of parallel development, effectively requiring a complete redesign and restructure of the entire GLP database, which already is the World's most comprehensive database of carrier schedule performance. While it has been an absolutely immense technical challenge, the resulting change in performance scores has been absolutely minimal, with monthly global scores changing less than 0.1 percentage points as a result of the change in methodology.

While the effect on results has been minimal, we are very pleased with this comprehensive methodological update, as it is absolutely imperative for Sea-Intelligence that we always strive to provide the best and most correct data and analysis to our customers. If you have any questions or comments to this change in methodology, or any other questions about the GLP report or other Sea-Intelligence services, please do not hesitate to contact us. Contact details can be found on the last page.

Trade Lane Performance
*** UPDATED METHODOLOGY FROM AUGUST 2013 REPORT
In the original database design, we assigned each service to an overall trade, e.g. Asia-Europe or Transpacific, and then we would calculate trade lane performance by measuring the number of arrivals that were on-time into a given head haul region, so e.g. for Asia - North Europe we would calculate the number of arrivals on Asia-Europe services into North European ports, and then count the number of arrivals that where on-time.

While this worked fine in the beginning when only measuring a subset of the global network, it has become increasingly difficult to maintain, as some trade lanes require very special attention, e.g. Asia - Middle East, where we would include Asia - Europe services, but only on the westbound call into the Middle East.

The maintenance became even more cumbersome with the increasing service disruptions and restructuring, where a service may change scope for an extended time period. Further, some trades were notoriously difficult to measure, e.g. the Middle East - Europe trade, where we would include Asia - Europe services, but only if they had made a call in the Middle East, which meant that with increasing port omissions and service restructures, we essentially had to monitor each port call on many services, and then trace back all the previous calls, to see if they had called the planned regions. Adding to this were the challenges from butterfly and pendulum services, and an increasing number of services that could not be assigned to a specific trade, but had to be handled manually. With more than 10.000 vessel arrivals each month, this was becoming impossible to do.

New Trade Lane Methodology
As of the August 2013 report, we have instituted a new trade lane methodology, where we do not assign a given service to any specific trade. Instead we trace the previous region calls that each vessel has made, irrespective of the service it is on, and then assign trade lanes based on the rotation. So if a vessel calls a European port, we trace back in the rotation and see what regions it has been to, so if the vessel has called ports in e.g. Asia, ISC and Middle East regions, that European port call is automatically assigned to the Asia-Europe, ISC-Europe and Middle East-Europe trade lanes.

The algorithm that calculates this is very complex, and as of the August 2013 report, we have recorded more than 275.000 scheduled arrivals and more than 240.000 actual arrivals, and this massive size and complexity has required a completely new database system and front end management system to maintain the database.

The benefit of the new methodology and database structure is that we do not have to re-calculate all the trade lane performance scores manually, and we should be able to produce the report much faster going forward. Further, we have been able to include all ports in trade lane calculations, so the basis is now more than 270 ports.

Data Collection

Most of the carriers have schedules available on their website, which include port rotation (both head haul and backhaul), vessel names and day of arrival. However, some carriers do not have such accurate schedules available on their website. In these cases we have used the carrier's port to port search tool on their websites and composed the schedules through that tool.

The schedule data reflects proforma schedules 15 – 45 days into the future.

We are aware, that in a few instances there might be a discrepancy between some of the schedules a carrier places on their website and the schedules they provide through an EDI or XML feed. To ensure consistency in the measurement methodology, we have elected to focus on the schedule information provided through carrier websites. In cases where we have received data directly from the carriers, and we see a discrepancy between the website proforma and the carrier-submitted proforma, we have used the proforma information which matches the definition of a liner service – namely the regular arrival/departure.

The reason for making this choice is that the schedules on the website are a de-facto display of the carrier's product portfolio towards all potential and existing customers. Data transmitted through EDI or XML, on the other hand, constitute only a partial information flow, as it is designed to reach only a number of existing customers.

This choice of methodology also implies that a small part of the scheduled arrivals might not be part of our analysis, in the cases where they were not stated on carrier websites at all.

We use six different sources to identify the vessels' actual time of arrival: the carriers' own websites, information from ports, Track and Trace data submitted by Shippers, terrestrial AIS data, satellite AIS data, and data provided directly by carriers.

Our primary source to identify the vessels' actual arrival is the carriers' own websites. In those cases where the carriers do not update their websites with actual arrivals, we obtain arrival information from the individual ports, or from Track and Trace data submitted by Shippers with cargo onboard the vessel. If neither of those sources can identify the actual arrival of the vessel, we use AIS data, both terrestrial and satellite, to locate a vessel's geographical coordinates and to determine, when the vessel called the port.

When several carriers are cooperating on the same services through e.g. a vessel sharing agreement, alliance service or on slot charter, the actual schedule reliability will count for all the carriers involved in the relevant service. All carriers participating will be fully measured on the service performance. A more accurate measurement would entail weighting the reliability, in proportion to the share of the vessel assigned to each carrier. However, this information is rarely, if ever, announced by the carriers, hence the only methodologically consistent approach is to assign full value to each carrier using the service.

Coverage
The Global Liner Performance database covers the majority of the deep sea service identified from 60 different carriers.

Services:
Currently, the GLP database cover more than 295 active services and more than 165 inactive services, based on more than 430.000 individual vessel arrivals, across 33 major trade lanes.

We have elected to exclude very short services, as schedule reliability becomes difficult to calculate with very short round trips. As an example, a very short 7-day round trip would by definition be on-time if the vessel is one day late. If the vessel becomes late by 7 days, it could be argued that it is now back on time, as the rotation has just been shifted by a week. We may include shorter services in the future, as well as additional services

Ports
The GLP is based on actual arrivals in more than 270 different ports around the world.

Carriers
Currently, 60 different carriers are included in the schedule reliability measurement. The 60 carriers include all the Top20 carriers, as well as a range of smaller niche carriers.

Vessels
The schedule reliability report is based on the tracking of more than 3.000 different vessels, in more than 6.000 vessel / service combinations.

Data aggregation
When calculating performance by trade lane we are calculating on the basis of a 2-month rolling window. As an example "February" performance for a tradelane includes data from January and February, whereas "January" includes data from December and January. This methodology is chosen to ensure that measurements best possibly reflect genuine changes in performance, and are not prone to large statistical fluctuations which can be associated with covering only a short timespan. Further, when measuring performance over a two-month period, we ensure that enough data points are available on a service and trade lane level. We only include service and carriers on the trade lane level, if a minimum of five vessels arrivals have been recorded over a two-month period.

Services included per alliance
The table below lists the service includes for each Alliance in the respective trades, as of May 2018

Trade	Alliance	Carrier Service Names	Trade	Alliance	Carrier Service Names	Trade	Alliance	Carrier Service Names
Transpacific	2M	AE6,TP6/Lion,Perl/Nera3,Upas3/EU3,PS4	Transpacific	TA	EC3	Asia-Europe	Ocean	FX5/FAL5/AEU1/NE1/LL1
Transpacific	2M	TP1/EAGLE/Upas4	Transpacific	TA	EC4	Asia-Europe	Ocean	FX6/FAL6/AEU5/CEM/LL6
Transpacific	2M	TP10/Everglades/Asus1/AW3	Transpacific	TA	EC5	Asia-Europe	Ocean	FX7/FAL7/AEU7/NE7/LL3
Transpacific	2M	TP11/USEC-1/AW1	Transpacific	TA	PN1	Asia-Europe	Ocean	MX1/MEX1/AEM2/WM2
Transpacific	2M	TP12/EMPIRE/Asus2/AW2	Transpacific	TA	PN2	Asia-Europe	Ocean	MX2/MEX2/AEM1/MD2/WM1
Transpacific	2M	TP16/EMERALD/Asus3/AW4	Transpacific	TA	PN3	Asia-Europe	TA	FE1
Transpacific	2M	TP18/Lone Star	Transpacific	TA	PS1	Asia-Europe	TA	FE2
Transpacific	2M	TP2,AE12/ Jaguar,Phoenix/Upas2/PS3	Transpacific	TA	PS2	Asia-Europe	TA	FE3
Transpacific	2M	TP7/LOTUS/PS2	Transpacific	TA	PS3	Asia-Europe	TA	FE4
Transpacific	2M	TP8/ORIENT/Upas1	Transpacific	TA	PS4	Asia-Europe	TA	FE5
Transpacific	2M	TP9/Maple	Transpacific	TA	PS5	Asia-Europe	TA	MD1
Transpacific	Ocean	AW2/TWS/AWE4/AUE/ECC1	Transpacific	TA	PS6	Asia-Europe	TA	MD2
Transpacific	Ocean	AW4/Vespucci/AWE1/NUE/ECC2	Transpacific	TA	PS7	Asia-Europe	TA	MD3
Transpacific	Ocean	AW5/SAX/AWE3/SAX/ECX1	Transpacific	TA	PS8	Transatlantic	2M	TA1/NEUATL1
Transpacific	Ocean	CC2/Bohai/CEN/PCN1	Asia-Europe	2M	AE1/Shogun/Nera1/EU5	Transatlantic	2M	TA2/NEUATL2/Euna1
Transpacific	Ocean	CC4/HRX/AAC/PCC2	Asia-Europe	2M	AE10/Silk/EU2	Transatlantic	2M	TA3/NEUATL3/Neuna2
Transpacific	Ocean	CC5/HBB/AAC2/CPS	Asia-Europe	2M	AE11/Jade/Sera2/AM2	Transatlantic	2M	TA5/MEDUSEC
Transpacific	Ocean	CC9/HIX/AAC4/PCC1	Asia-Europe	2M	AE15/Tiger/ABS	Transatlantic	2M	TA6/MEDGULF
Transpacific	Ocean	GEX/AAS3/HTW	Asia-Europe	2M	AE2/Swan/Nera2/EU4	Transatlantic	2M	TP11/USEC-1/AW1
Transpacific	Ocean	GME/GMX	Asia-Europe	2M	AE20/Dragon/Sera1/AM1	Transatlantic	Ocean	AGX/Victory Bridge/EAG/EUG/ATG1
Transpacific	Ocean	NP1/Columbus PNW/MPNW/NP1/PNW2	Asia-Europe	2M	AE5/Albatross/Nera5/EU1	Transatlantic	Ocean	AXS/Liberty Bridge/TAE/ATE1
Transpacific	Ocean	NP3/NWZ/EPNW/TPN/PNW3	Asia-Europe	2M	AE6,TP6/Lion,Perl/Nera3,Upas3/EU3,PS4	Transatlantic	Ocean	Independence Bridge/TAX/ATE2/TAE2
Transpacific	Ocean	NP4/DAS/OPNW/PNW1	Asia-Europe	2M	AE7/CONDOR/Nera4	Transatlantic	Ocean	WMS/Amerigo/MENA/ATM1
Transpacific	Ocean	PE1,JAX/Columbus Suez,SEA2/AWE5/PE1/SEAP	Asia-Europe	2M	TP2,AE12/ Jaguar,Phoenix/Upas2/PS3	Transatlantic	TA	AL1
Transpacific	Ocean	PE2/TPX,Manhattan Bridge/CPNW,AWE2/PE2/CECP	Asia-Europe	Ocean	ADX/PHOEX/AEM6/BEX2/AAS	Transatlantic	TA	AL2
Transpacific	Ocean	PG6/PEX3/GME2/GCC1	Asia-Europe	Ocean	AEM3/BEX/EM1	Transatlantic	TA	AL3
Transpacific	Ocean	SC1/PRX/AAS2/PRX/PCS1	Asia-Europe	Ocean	AEM5/FEM/EM2	Transatlantic	TA	AL4
Transpacific	Ocean	SC6/SCS/AAS/PVCS	Asia-Europe	Ocean	FX1/FAL1/AEU2/FAL1/LL4	Transatlantic	TA	AL5
Transpacific	Ocean	SC8/JDX/AAS4/TPS	Asia-Europe	Ocean	FX2/FAL2/AEU3/NE3/LL2	Transatlantic	TA	AL6
Transpacific	TA	EC1	Asia-Europe	Ocean	FX3/FAL3/AEU6/LL5	Transatlantic	TA	AL7
Transpacific	TA	EC2						

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