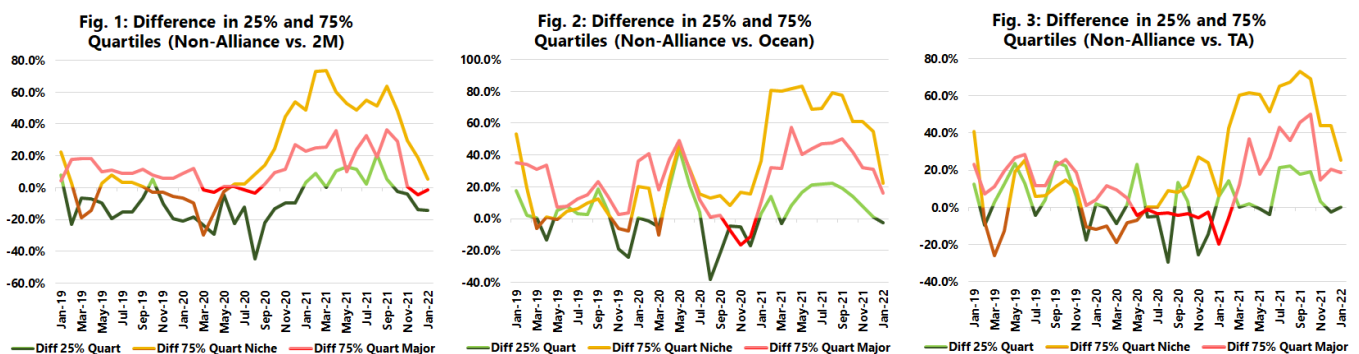


## Atlantic reliability: alliance vs non-alliance

Given that schedule reliability has been poor all around, it is much for important for shippers to find those marginal gains that would potentially net them a relatively more reliable product. To that end, in issue 557 of the *Sunday Spotlight*, we looked at the difference in schedule reliability between alliance and non-alliance carriers on the Transatlantic trade, to see if there was an advantage to shipping outside of the three carrier alliances.

To do this, and to mitigate as much deviation as possible especially with the non-alliance services, we took the schedule reliability performance for the 25% (level where 25% of the lowest performing services are at or below) and 75% (where the 25% of the highest performing services are at or above) quartiles. Figures 1-3 show the difference between the alliance and non-alliance services for both these quartiles, with the non-alliance services segmented into those operated by niche carriers and those operated by major carriers.



We can see that here that in the past few months, for 2M, their least reliable services are considerably more reliable than the non-alliance services, while their most reliable services are only marginally below the most reliable non-alliance services. This makes 2M more likely to offer a more reliable product than non-alliance services, all things considered. For Ocean Alliance and THE Alliance, their least reliable services are on par with the least reliable non-alliance services, whereas the most reliable non-alliance services are considerably more reliable than the most reliable services of these two alliances. This means that in the case of Ocean Alliance and THE Alliance, the non-alliance services are more likely to net a higher schedule reliability on the Transatlantic Westbound trade.

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