

Schedule Reliability continues to improve, but is still significantly below last year's performance

Global schedule reliability increased for the second consecutive month, as the global performance improved by 1.5 percentage points to 73.6% in April, while data from INTTRA shows that global container delivery also increased for the second month, from 54.8% in March to 56.2% in April. It is however worth noting that schedule reliability is 8.5 percentage points down compared to April 2013; will container delivery is down 9.6 percentage points.

Looking at the global performance, Maersk Line and Hamburg Süd remained the two best performing carriers, with Maersk Line improving its global performance with 3.2 percentage points to 85.5%, while Hamburg Süd kept the improvement at 2 percentage points to 82.8%. The third most reliable carrier on a global level was CSAV, with 80.2%, a position held by UASC.

The improvement in global schedule reliability is also visible in the major east-west trade lanes which improved rapidly from March to April, by 10, 11, 11 and 15 percentage points on Asia-Mediterranean Transpacific EB, Transatlantic WB and Asia-North Europe trade lanes, respectively. SeaIntel's report shows that of the major east-west trade lanes, only Asia-Mediterranean is performing higher than last year.

Overall, 17 trade lanes are down by two-digit percentage points compared to last year. It is questionable whether the carriers will be able to reach the same performance level as last year, as the majority of the carriers are or will be reshuffling their services on the major east-west trade lanes in the coming months. So far we have seen a significant number of service changes this year, and these changes cannot avoid impacting the carriers' schedule reliability, as vessels need to be phased in and out of services.

COO and Partner in SeaIntel, Mr. Alan Murphy, said: "Even though global schedule reliability is showing a long-needed improvement, shippers should be aware of the performance in their trade lanes, as we large variations in regional performance, as well as highly variable performance across carriers in different trade lanes".

---000---