

Schedule Reliability: Port Power Rankings

In issue 720 of the *Sunday Spotlight*, we analysed port performance in terms of schedule reliability, across the 202 deep-sea ports with the largest number of container vessel calls, by creating a sort of “power ranking”, based on almost 14 years of data.

While a straight average across monthly schedule reliability for each port across the 14-year time-period is one approach, it assigns an equal measure of importance to schedule reliability performance in 2012 as it does 2025. In our experience, recent results are more indicative of future performance. As such, to account for recency, we assigned a higher weight to schedule reliability performance in 2025 and lowered the weight as we went down to 2012.

We also need to account for port call volume. The more port calls in a month, the more chances there are for something to go wrong, which makes maintaining a higher reliability figure that much more difficult. Figure 1 shows the port-level schedule reliability “power ranking” when accounting for both recency and port call volume.

Fig. 1: Weighted Port Reliability Score (2012-2025) - By Recency and Volume

Port Name	Country	Region	Reliability
Santa Marta	Colombia	CAM/CAR	94.5%
Paita	Peru	WCSA	91.3%
Puerto Bolivar	Ecuador	WCSA	89.5%
Puerto Moin	Costa Rica	CAM/CAR	87.9%
Fort-de-France	Martinique	CAM/CAR	86.0%
Pointe-a-Pitre	Guadeloupe	CAM/CAR	85.3%
Vlissingen	Netherlands	NEUR	85.2%
Salalah	Oman	MEA	84.7%
Ashdod	Israel	MED	84.2%
Itaguaí (Sepetiba)	Brazil	ECSA	83.6%
Valparaiso	Chile	WCSA	82.9%
Guayaquil	Ecuador	WCSA	82.8%
Puerto Angamos	Chile	WCSA	82.7%
Port Qasim	Pakistan	ISC	82.7%
Tilbury	United Kingdom	NEUR	82.3%
Manzanillo (Panama)	Panama	CAM/CAR	81.5%
Cagliari	Italy	MED	81.2%
Dunkirk	France	NEUR	80.3%
Buenaventura	Colombia	WCSA	80.1%
Haifa	Israel	MED	79.8%

Santa Marta in Colombia comes out as the most reliable deep-sea port, with 94.5% schedule reliability.

If we look at geographies, 12 of the top-20 ports in the ranking are from Central and South America, while 6 are from Europe, and none from Asia. In fact, of the 20 most-called global ports, the average rank is 124th out of 202 of analysed ports, while the average reliability is 60.3%. The first port from Asia is 23rd in the ranking,

while the first port in North America is 51st on the list. Shanghai is 169th, Singapore is 145th, Los Angeles is 124th, Long Beach is 155th, and Rotterdam is 106th. Apart from Tanjung Pelepas at 46th, none of the top-20 most called ports even cracked the top 60 in the rankings.

This goes to show that the most well-connected ports within the global deep-sea trades are also some of the most unreliable. And while this is not entirely the fault of the port, as schedule reliability is largely dictated by the vessel, it is still a relevant metric of port performance.

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