

# Gemini Cooperation holds early lead on ocean service reliability: analysts



*The shuttle network of Maersk and Hapag-Lloyd's Gemini alliance was operating at or near 100% in February. Photo credit: Zigmunds Dizgalvis / Shutterstock.com.*

**Greg Knowler, Senior Editor Europe | Apr 10, 2025, 10:24 AM EDT**

The Gemini Cooperation of Maersk and Hapag-Lloyd is close to delivering on its public promise of 90%-plus schedule reliability since launching Feb. 1, eclipsing the on-time performance of rival alliances and standalone Mediterranean Shipping Co., analysts say.

While ocean visibility provider eeSea and Sea-Intelligence Maritime Analysis both emphasized that a full evaluation of schedule reliability will not be possible until July once a full rotation of deep-sea services has been completed, the data for February and March has Gemini firmly in front.

“Both Maersk and Hapag-Lloyd have been cautioning that it will take several months before the network is fully in place, but they’re off to a good start at 86% for Q1,” eeSea CEO Simon Sundboell said in a market update this week.

“You would expect as much, though, as the network starts off with a blank slate and all vessel positions at zero as they start out on their respective new services,” he added.

The field for second-best is crowded, according to eeSea data.

Premier Alliance, renamed from THE Alliance after Hapag-Lloyd’s departure and launched in February, recorded on-time performance in the first quarter of 31%, while Ocean Alliance, the only unchanged carrier grouping, was at 25%.

MSC, which left the 2M Alliance to operate as a standalone carrier in February, recorded on-time performance of 22%. Non-alliance services are at 30% schedule reliability on east-west services, including the Middle East trades, according to eeSea.

Gemini’s network is structured around a hub-and-spoke approach compared with the direct port-to-port services that MSC and the other alliances offer. When fully rolled out, there will be 28 shuttle services operating under the Gemini model, a factor that has raised concerns among shippers that have a historic dislike of transshipment.

But the initial data is encouraging.

## **Almost all shuttle services hitting 100%**

Sea-Intelligence analyzed the performance of the 15 Gemini shuttle services that had arrivals for February, with 10 deployed in Asia, two in Europe and three in the Indian subcontinent/Middle East. The overall schedule reliability for the services was 98.4% in February and all except two services in Asia had 100% schedule reliability.

“While we do not yet have a complete rollout of shuttle services, we do have a substantial number of vessel arrivals covered, which is why we can say that these scores are somewhat representative of the general schedule reliability performance of the Gemini shuttle services,” Sea-Intelligence noted in its latest Sunday Spotlight newsletter.

That the Gemini services were performing with such high reliability was not unexpected, according to Lars Mikael Jensen, head of hubs at Maersk-owned APM Terminals.

“This is not something that we worked out around the coffee machine on a Friday afternoon,” Jensen told customers during a recent briefing on the new services. “This

has been ongoing work for five years and in the prototypes, we could see that this would work.”

Jensen said fewer port calls meant fewer delays, with the hubs in Gemini’s modular network serving as junction points and the shuttles providing the spokes to destination ports.

“Essentially, the shuttles are ferries that go back and forth between hubs and destinations and by covering those ports we don’t call direct anymore with the shuttles, we can isolate any problems when they appear and not impact the rest of the service,” he said.

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