Late Start / Early Finish — what our own reports already record

"Late Start / Early Finish (Hrs)" is a standing column in all four of our productivity report templates — Break-Bulk, Bulk, RoRo and Rev.04 — filled in shift by shift at the quay. These are the totals it has been carrying.

1,658
crane-hours lost
Equivalent to 207 full eight-hour crane shifts. Total across 2024–2026.

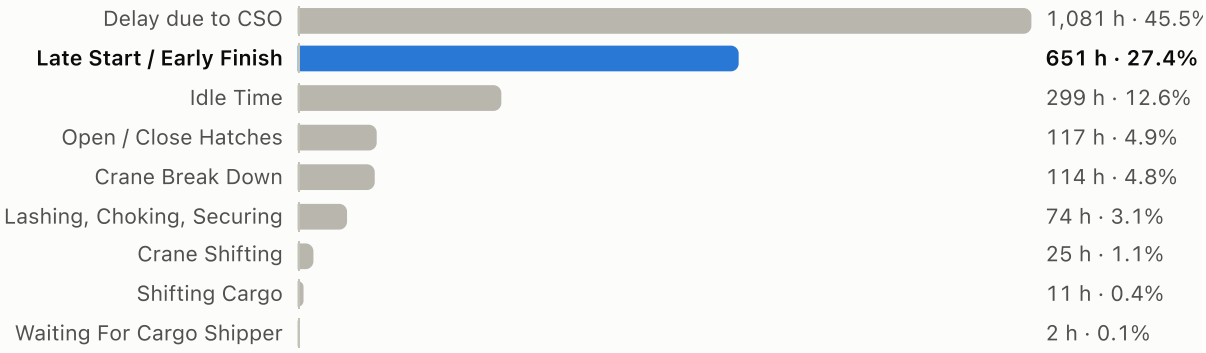
54.9%
of all vessel-shifts carry a late start or early finish

12.1%
of all recorded delay time, of 13,687 h logged

16,460
crane-shift records behind these figures, from 1,267 reports

Break bulk — where the delay hours go

Hours lost per cause, 2024–2026, of 2,373 h total delays. Late start / early finish is the second largest cause — and the largest one that needs no counterparty to fix.



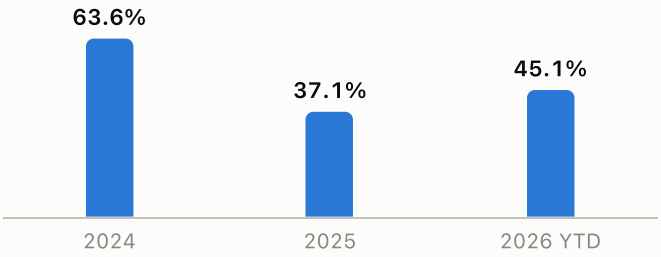
Worst on RoRo and break bulk

Late start / early finish as a share of that cargo type's total delay hours.



Improved in 2025, rising again in 2026

Share of crane-shift records carrying a late start or early finish.



This is not one crew. The pattern is flat across all three shifts — day 48.0%, afternoon 45.3%, night 50.3% — which points at handover and gang allocation rather than at any single team.

What these figures do and do not prove

- The column merges **late start with early finish**. This data cannot separate the two — the new recording will.
- 1,658 h is a **floor, not a ceiling**. It depends on being written down, and the same culture that lets a late start pass also under-records it.
- Hours are **crane-hours**. A late start holding four cranes counts four times — correctly, but it is not four hours of vessel delay.
- **"Delay due to CSO" is larger overall** in three of four templates. Late start is the biggest cause sitting entirely within our own control.
- Records with corrupt dates outside **2024–2026** were excluded; 2026 is year-to-date.
- The figures show **where and how much**, not **why**. That is precisely the gap the new recording closes.

Source: 1,267 vessel productivity reports (Break-Bulk, Bulk, RoRo, Rev.04), 2024–2026, as held in the productivity dashboard dataset. Delay-category labels read directly from the source workbooks. Prepared 28 September 2026.