

Questionnaire Information gathering for statistical purposes

Presentation of the results

ESPO-Statistics Committee Meeting
10 september 2004
Antwerp

Contributions (15 Ports)

Amsterdam (www.portnet.nl)
Rotterdam (www.portinfolink.com)
Antwerp (pcsp@haven.antwerpen.be)
Bremen
Aarhus
Gothenburg
Finland (www.portnet.fi)
Authority
Gent

Oslo
London
BPA (UK)
Lisboa
Bilbao
Pireaus
Cyprus Port

Objectives

- Learn from other ports
- More insight in the process of gathering (statistical) information.
 - Parties which the information is obtained from
 - Documents and messages used at current and in future
 - For which purposes is the obtained information used for
- Image of EDI-developments in ports
 - Documents and messages exchanged electronically
 - Initiators of (community) plans for electronic exchange
 - Progress in handling electronic messages
- The relationship between the NIS and the actors in the ports in delivery the statistical data
- View on statistical needs of ports not covered by MD 95/64/ED by priority.

Present sources of statistical information to the Port Authority (1)

- | | |
|----------------------|-----|
| • Ship agents | 94% |
| • Port Authority | 80% |
| • Terminal operators | 43% |
| • Customs | 27% |
| • NIS | 13% |
| • Private companies | 7% |

Present sources for statistical provision to the Port Authority (2)

In combination with one or more sources:

• Terminal operators/ship agents/port authority	36%
• Ship agents/port authority	27%
• Ship agents/customs/port authority	13%
• Terminal operators	7%
• Ship agents	7%
• Ship agents/customs	7%
• All the 4 sources	7%

Conclusion: Apparently ship agents hold much information and therefore play an important role in the statistical information flow process

Which documents/messages are obtained from those sources :

• Pre-arrival/berth request	73%
• List of (dis)charging	67%
• IMO FAL 2 (cargo manifest)	60%
• IMO FAL 7 (dangerous goods)	53%
• IMO FAL 1 (general declaration)	40%
• Harbour dues form	40%
• IMO FAL 5/6 (passenger/crew)	40%
• Otherwise	27%

Conclusion: The most ports are using 3 or more of those documents in combination.

Striking is that 7 ports have IMO FAL 2 as message for statistical purposes, while on this documents are commercial data reported. How can be arranged to get the non-commercial data.

Which percentage of the used documents/messages are electronic :

• Pre-arrival/berth request	40%
• IMO FAL 2 (cargo manifest)	30%
• IMO FAL 7 (dangerous goods)	29%
• IMO FAL 1 (general declaration)	21%
• List of (dis)charging	14%
• Harbour dues form	13%
• IMO FAL 5/6 (passenger/crew)	0%
• Otherwise	7%

Progress in handling with electronic messages:

Finland, Cyprus, Spain, Antwerp, R'dam	on ahead
Amsterdam, Bremen, Aarhus, Gothenburg	partly developed
Other ports	initial stage

In the short term the most ports try to obtain a higher percentage level of electronic messages.

Documents/messages which will be (more intensively) used in the short term

• IMO FAL 2 (cargo manifest)	3 ports
• List of (dis)charging	4 ports
• Harbour dues form inland vessel	1 port

Possible reasons:

- More insight /statistical figures about modality of transport;
- Kind of control on the statistical figures respectively more detailed information of the transshipment;

Institutes responsible for maritime statistics of the port

• National Institutes of Statistics (NIS)	33%
• Port authority by law	27%
• Port authority on voluntary base	27%
• Regional Institutes of Statistics	7%
• Department of Transport	7%
• Port or Maritime Organisation	27%
– SCB (Ports of Sweden)	
– Finnish Maritime Administration	
– Maritime Statistics Collection Agency (London)	
– Ente Publico Puertos del Estado (Spain)	

Conclusion: In most ports Port Authorities are responsible for providing maritime statistics

The initiators for port (community) plans for mutual electronic exchange

• Port authority	60%
• Port authority/Government	8%
• Port authority/terminal operators	8%
• Port authority/Government/customs	8%
• Port authority/terminals/ship agents	8%
• Port authority/customs/ship agents	8%
• 2 ports haven't those plans, one doesn't fill in.	

Conclusion: In most ports the Port Authority is the leading party

Uses of obtained information

• Planning purposes	100%
• Statistical purposes	100%
• Operational purposes	80%
• Marketing purposes	80%
• Efficiency purposes	67%
• Process control	60%

Information stored in databases for statistical purposes

• Non-commercial cargo information	53%
• Non-commercial ship and travel info	47%
• Non-commercial dangerous goods	47%
• Transhipment figures on list of discharge	40%
• Info of crew and passengers	27%
• Others (containerised cargo)	7%

Statistical needs in ports next to the statistics following the Maritime Directive 95/64/EC

• Sea-borne trade figures	67%
• Containerised cargo	67%
• Hinterland statistics	60%
• Port employment statistics	60%
• Port production statistics (value added)	47%
• Investment statistics	33%
• Value of the handled commodities	20%
• Others	13%
– Infrastructure and equipment	
– Land use	

The statistical information flow in the ports to the NIS (what and how):

- **At present:**
 - Port authority 64,3%
 - Port authority/ship agents 14,3%
 - Port authority/ship agents/customs 14,3%
 - Port authority/ship agents/terminals 7,1%
- **Near future:**
 - Port authority 78,6%
 - Port authority/ship agents 7,1%
 - Port authority/customs 7,1%
 - Port authority/ship agents/terminals 7,1%
- **See also some flow diagrams**

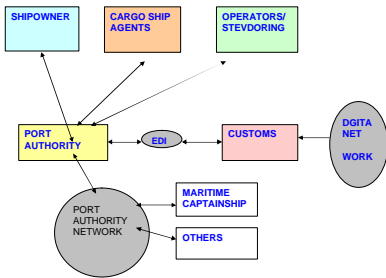
Conclusions

- There is great variety in gathering information for statistical purposes. But in most ports ship agents play an important role in the information process
- Some ports are far ahead in the process of handling electronic messages while other ports are still on initial stage. In many ports the Port Authorities are leading party for community systems
- The purposes of the electronic messages are various and certainly not just for statistics
- The statistical information flow from ports to the NIS will be in increasingly provided by the port authorities.
- There is statistical need for figures on containerised cargo, hinterland statistics and employment figures.
- There is also need for more insight in the developing stages of the various plans or platforms for mutual electronic exchange.

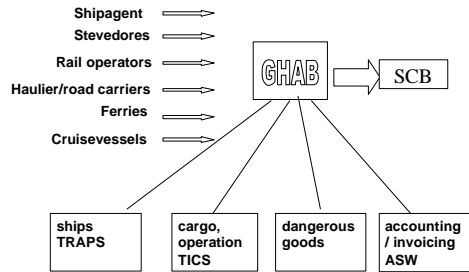
Proposals for actions

- How we can get more information on containerised cargo, which messages can or have to be used and so on
- Which documents and other information flows can be helpful for getting hinterland statistics.
- Priority was also getting employment statistics; which definitions, methods have to be made for getting comparable employment figures.
- Periodical updates on the stage of the EDI-projects and plans in the various ports in the EC.

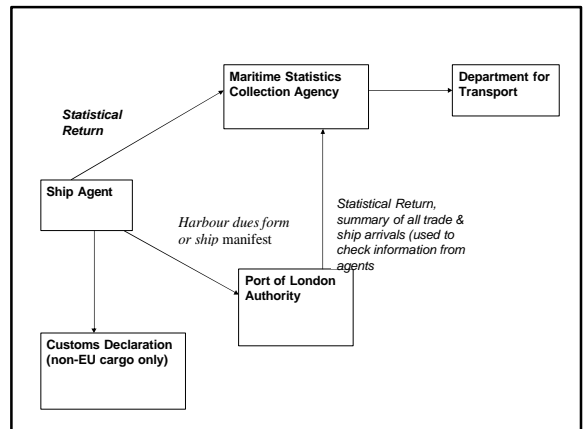
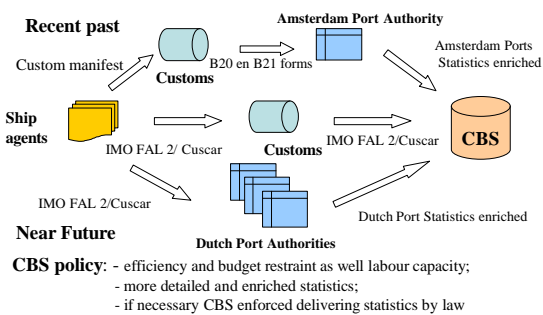
MARITIME STATISTICAL FLOW FOR NEAR FUTURE LISBOA



The maritime statistical flow to SCB: GHAB is the Port of Göteborg AB



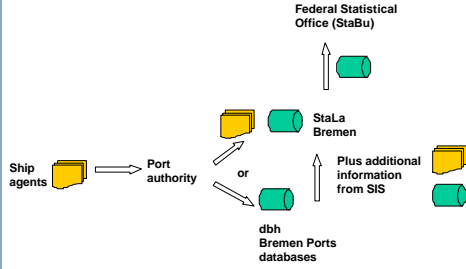
Maritime statistical flow to CBS (NIS)



Wirtschaftsstandort Bremen

www.wirtschaftsstandort-bremen.de

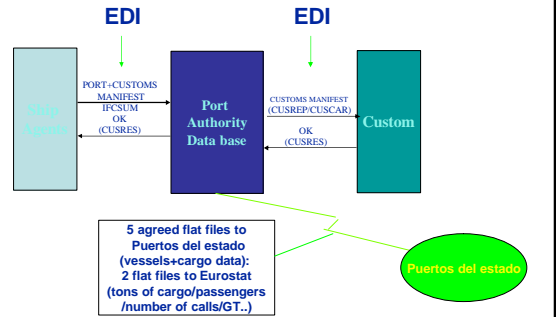
Maritime statistical flow to StaLa (Statistisches Landesamt Bremen, statistics agency State of Bremen)



© Senator für Wirtschaft und Häfen / Ministry for Economic Affairs and Ports

Der Senator für Wirtschaft und Häfen | Freie Hansestadt Bremen

Collection of statistics



Handout 2011