



Selection and Measurement of Port Performance Indicators

Limassol, May 5th, 2011



European Sea Ports Organisation v.z.w. / a.s.b.l.



Why?

- Performance Measurement is common in other industries:



- For ports only limited information is available:
 - Tonnes of cargo handled
 - Number of passengers
- Measuring the performance of the port industry is relevant for interaction with policymakers and other stakeholders. It also can assist port development initiatives and contribute to the competitiveness of EU ports.

Objectives

'PPRISM aims to identify a key list of sustainable, relevant and feasible indicators to monitor the overall performance of the EU port system and assess its impact on the society, environment and the economy of the EU'

- **Sustainable:** quantification is possible in time series in the long term
- **Relevant:** measurement of the performance on EU level (not on a port level)
- **Feasible:** precisely defined and collected in a coherent manner for different seaports

Port Performance Dashboard

Port's Typology



Ships, their movements, their routes, their destinations and measurements

Type Collection 2010		
No. of Ports:	136	1.6% of European Ports
Total tonnes of cargo:	45 million	45% of all cargo
Total Passengers:	10 million	42% of all passengers

Functional Pro-Activeness

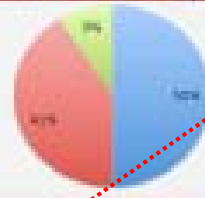
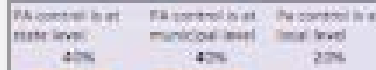
Compliance

PA actively uses self-audits or terminal agreements	67%
PA engages in urban real estate management	70%
PA engages in environmental land management	62%
PA sets own regulations that go beyond legal req.	58%

Beyond Port

PA has strategic partnerships with other ports	90%
PA has direct investments in other ports	82%
PA exports regulatory expertise to other ports	59%
PA provides operational services in other ports	55%
PA invests in hinterland networks outside its own port	50%
PA provides training / education outside its own port	40%

Control/Ownership of the PA

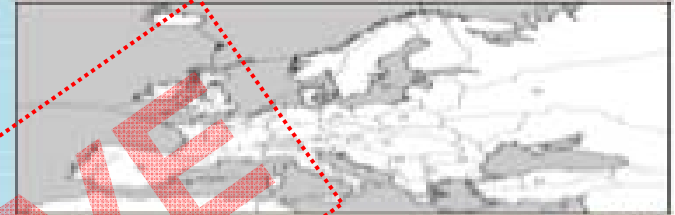


Countries/Ports

- BE 4
- BU 1
- CRD 4
- CT 1
- DNK 8
- ES 1
- ES 6
- ES 8
- GER 9
- GR 3
- ICL 1
- IRL 6
- ISL 1
- IT 1
- IT 8
- IT 1
- ITA 1
- LI 1
- NLD 1
- NO 1
- ROU 1
- SK 1
- SVK 9
- UK 11

Operational Profile of the PA

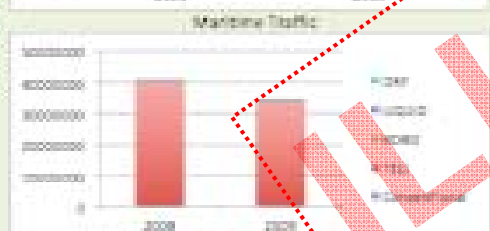
- PA provides technical/medical services
- PA provides auxiliary services
- PA provides cargo handling services
- PA provides passenger handling services
- PA provides transport services



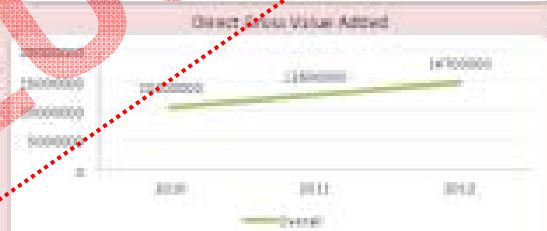
Financial Autonomy of the PA

- General port dues are commercial in nature
- General port dues are negotiable
- PA can cover subsidies between different income sources
- PA autonomously sets level of general port dues
- PA autonomously collects general port dues
- PA is final beneficiary of general port dues
- PA autonomously decides on port investments
- PA sets wages, terms and conditions of service of own personnel
- PA decides autonomously how to allocate annual financial result
- PA does not have to meet certain financial targets

Market Trends



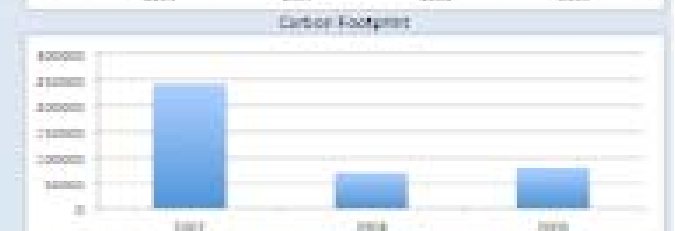
Socio-Economic Impact



Governance



Environmental Indicators



Logistics and Operational

- Flotage
- Tonnage
- Mixing
- Dredging
- Cargo handling on board ship
- Cargo handling ship shore
- Cargo handling shore to land transport
- Warehousing services
- Rail operation
- Island ferrying

ILLUSTRATIVE

Stakeholder relevance

- **For (EU) policy makers:** relevant information on the performance of the EU port system.
- **For stakeholders of the port industry:** indicators that respond to stakeholder concerns (e.g. Environmental performance, safety, employment).
- **For the port industry:** contribution to quality of port policies and societal acceptance of port activities.
- **For port authorities:** Next to the above mentioned effects, an opportunity to benchmark against EU average (taking into account port specificity, cf. typology indicator)

The PPRISM partners



UNIVERSITY
OF THE AEGEAN



ITMMA

INSTITUTE OF TRANSPORT AND
MARITIME MANAGEMENT ANTWERP

TU/e

Technische Universiteit
Eindhoven
University of Technology

Where innovation starts



Port Performance Indicators
Selection and Measurement

External
Stakeholders

ESPO's
Technical
Committees



Vrije
Universiteit
Brussel

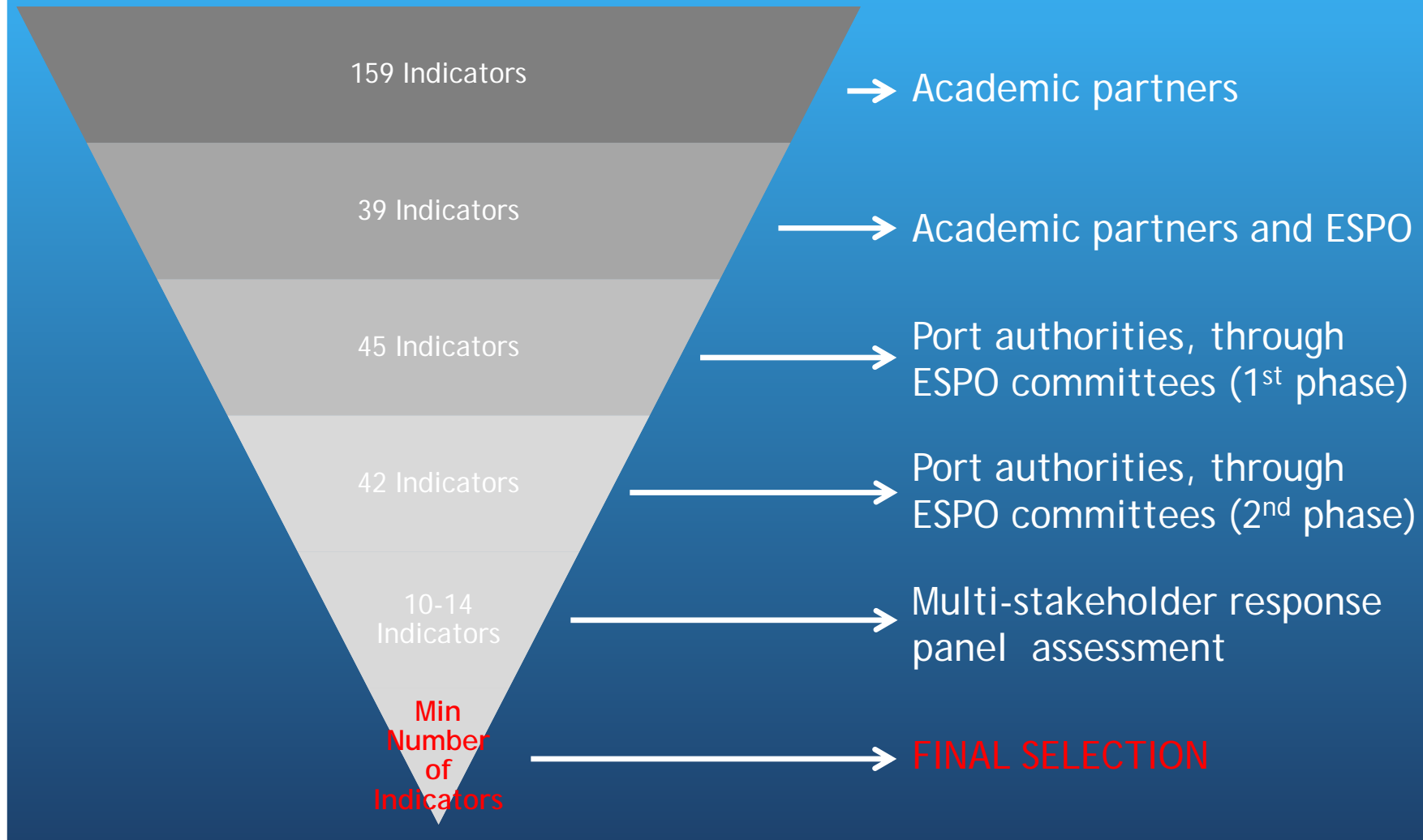
CARDIFF
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PRIFYSGOL
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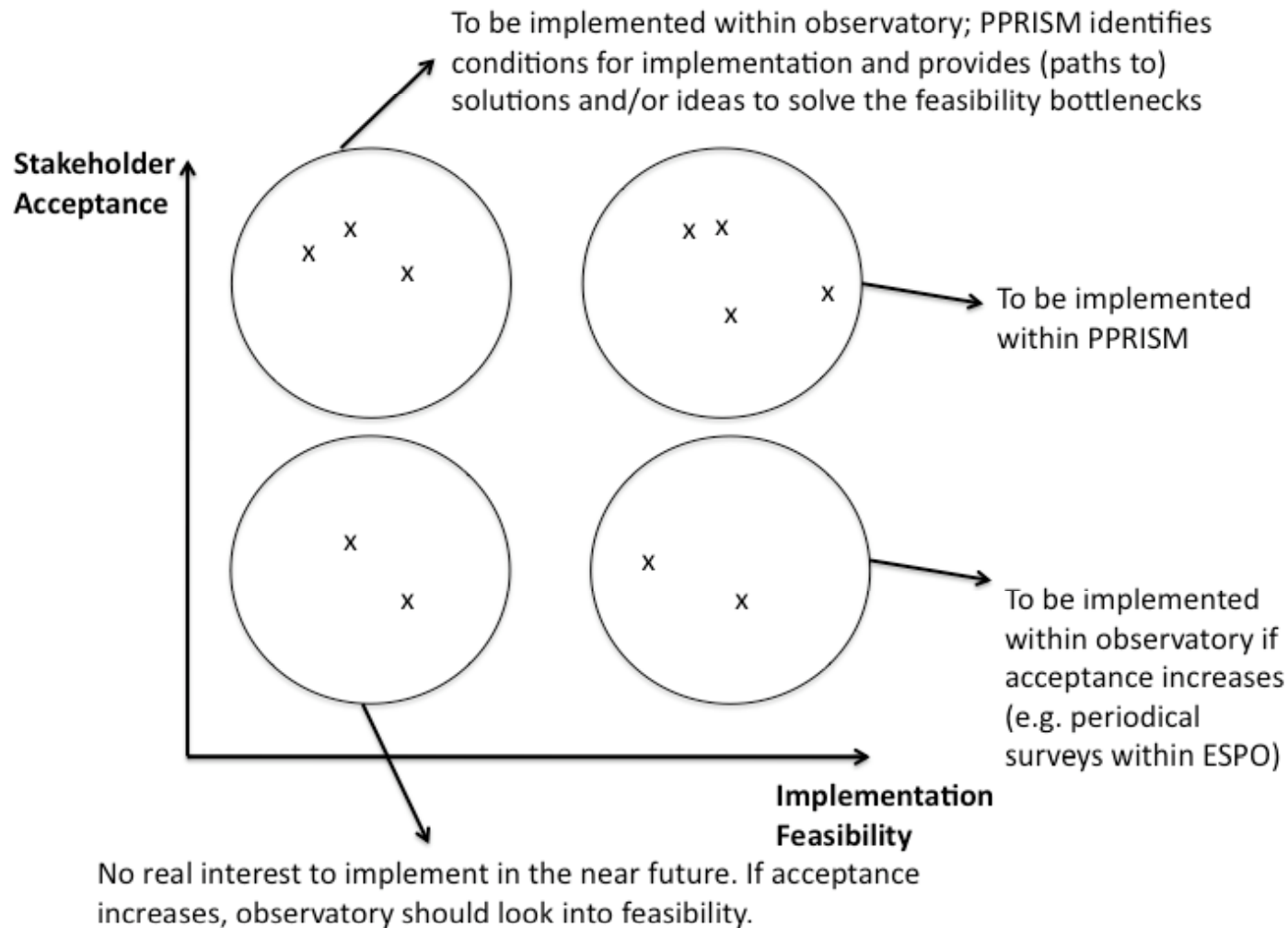
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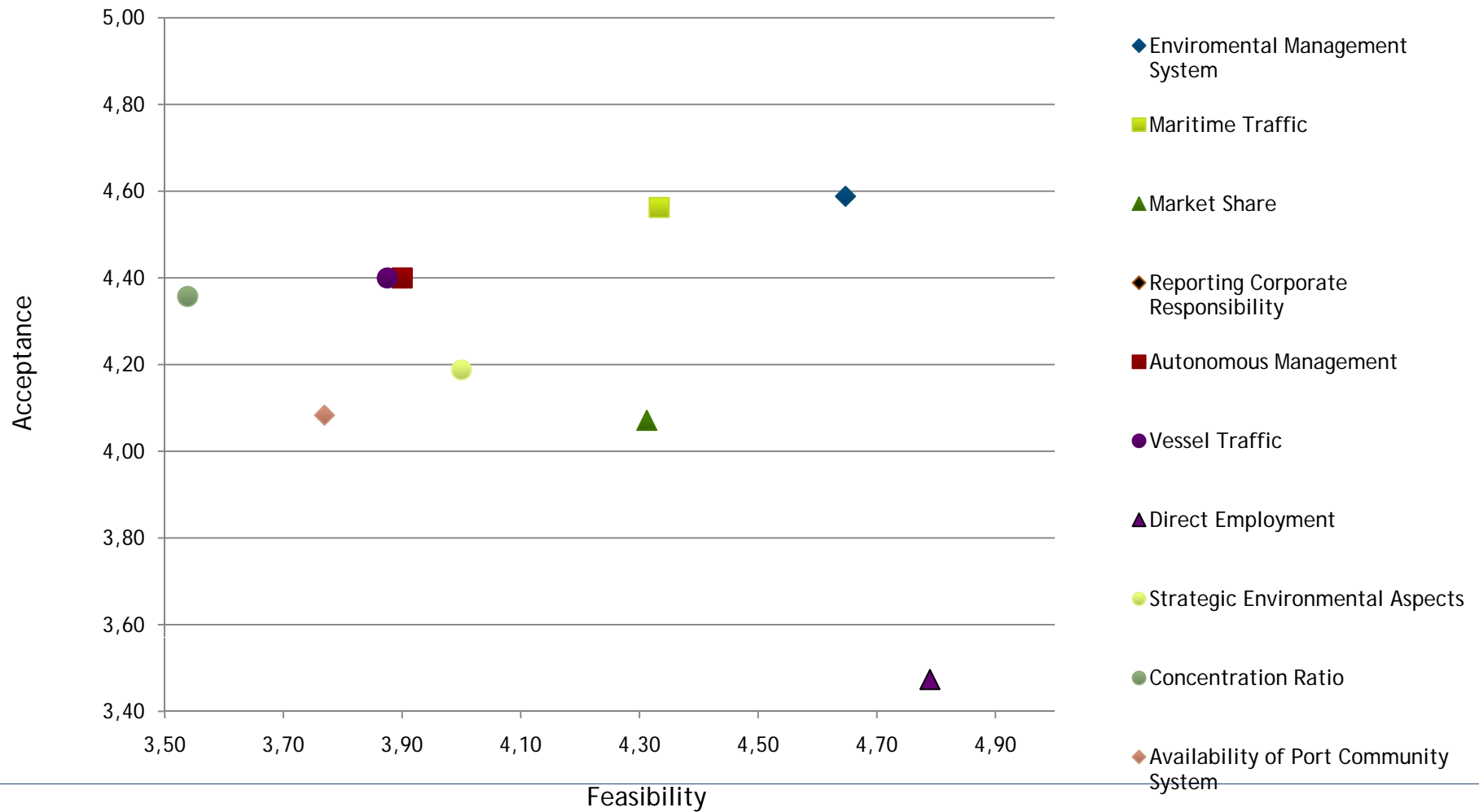
Inventory and selection process



Assessment methodology



Top-10 Indicators (1st Assessment)



Top-10 Indicators (3rd Assessment)



How can stakeholders contribute?

- Further evaluation of the indicators, (mostly on-line <http://www.surveymonkey.com/s/pprism>) with input from various stakeholders (closing date: 13 May 2011)
 - Port authorities
 - Port users (shippers, terminal operators, shipping lines, logistics service providers, transport firms, etc.)
 - Institutional stakeholders (government, NGOs, etc.)
- Next steps:
 - A pilot, to test data availability and the calculation method
 - Recommendations to European Commission on how to establish a working European port performance dashboard

Conclusive remark

- Short term:
 - Create a culture of performance measurement
 - Getting the indicators right (learning process with stakeholders)
 - Design the organizational structure behind the dashboard
- Medium to long term:
 - Analyse and understand port system performance indicators linkages with policy, socio-economic and technological development
 - Support tool for decision-making and evaluation in the EU port industry