



PORT PERFORMANCE BENCHMARKING

LINKING PERFORMANCE INDICATORS WITH STRATEGIC OBJECTIVES

Valencia Conference

The recent conference held in Valencia, Spain was the first time all four language groupings of the Port Management Training programme came together to build on their network strength and to develop mechanisms for knowledge sharing. The primary focus was to continue to grow the capacity for benchmarking performance indicators for Port Entities (Authorities). The project objectives endorsed by the network members are:

- To deliver an annual set of benchmarks for member ports
- To add value by adopting measures of relevance to master and strategic planning projects, with minimal input cost.
- To adopt as core values the concepts of collaboration and mutual support.



Did you know.....

The average throughput volume in tonnes of cargo is 11.6M tonnes with the smallest at just above 1M tonnes; and the largest at 92M tonnes.

The average growth rates for the period is 6% in volume terms.

Only one port did not have a formal Environmental Management system in place in 2015.

55% of ports have two or more competing suppliers of cargo handling services and 36% of all ports directly provide cargo handling services.

82% of ports require public sector approval for changes to port dues pricing with the same proportion receiving funding for infrastructure from the public purse.

82% of ports are organised as corporate bodies with 52% in the year 2015 reporting Landlord status. 22% report a Full Service model with Tool (17%) and Mixed (9%) models making up the balance.

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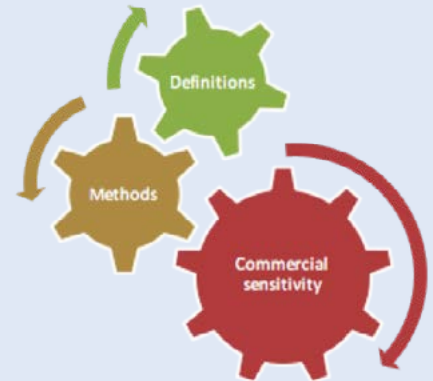
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We are now commencing data collection for the benchmark 2016 that will lead to the preparations for PPS 4 Conference (2nd semester).

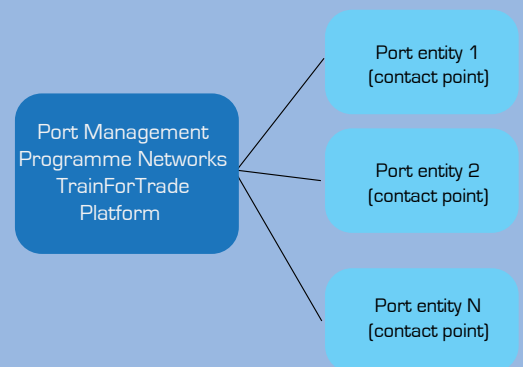
The tasks to be completed in preparation for this event are:

- Revised surveys are available on registration for the new cycle with Aylwin Zabula at alywin.zabula@unctad.org. This earlier start date for the collection of 2016 data means there will be an earlier closing date of August 31 2017.
- New surveys include enhancements to capture data on how Port Entities are financed including human resource profiles by work category.
- Registered contact points for the PPS project now have live access to their own Scorecards.
- The supporting documents from the past workshops that provide definitions and guidance for data collection are under review to construct a single point of online reference.
- The Valencia Conference identified special topics of interest including Cruise Trade indicators, Environmental indicators, Tariff structures, Social and Employee indicators, Health and Safety indicators, and Security incidents.

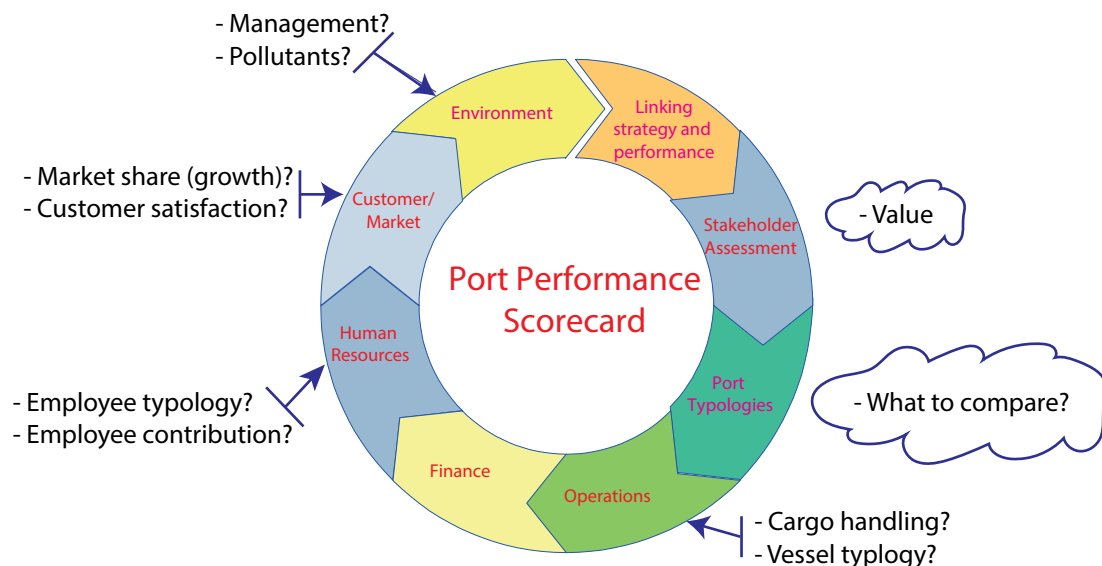
Data Collection based on Validation and Integrity



Port Performance Scorecard network



WORK PROGRAMME 2017



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AVERAGE VESSEL OPERATIONS



- 7 Metres draft
- 6, 662 Tonnes of Cargo
- 15, 742 Gross Tonnage
- 135 Metres Length Over All (LOA)

AVERAGE PORT COMPANY FINANCE



- Operating profits are 45% of revenue
- Wage Costs are 24% of revenue
- Training costs are at 1.3% of payroll
- Port dues make up 49% of revenue

Key indicators

- The ratio of labour costs to total revenue has ranged from 20% to 25% across the years in the sample with the current Scorecard benchmark reporting 24%.
- Training investment remains low at 1.3% of total payroll costs, where industry benchmarks expect a 3% to 4% range.
- The average cargo volume per vessel arrival is 6,662 tonnes up from 4,739 tonnes reported for the period to 2014. The average GT of vessel arrivals records a rise of 8%.
- The average dwell time for a TEU rises from 7 to 8 days in 2015. One cause of longer dwell times reported at the Valencia Conference is custom procedures.
- The proportion of females remains just below 20%.

Port Management Programme

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