

THE PERFORMANCE OF PORT TRANSIT OF CONTAINERS 2nd half of 2016

The increase of traffic, +2% of the average number of TEUs per call and +5% of the average number of TEUs handled per day (compared to the second half of 2015), did not alter the maritime performance related to the management of these flows: the fluidity of calls indicator has improved by 1pt and the productivity of handling operations remained high (29 movements per hour on average).










These flows are mainly pre and post carried by road and rail modes.

The offer of railway services linked to the operational capacities of the port infrastructures has made it possible to maintain optimum fluidity on the network and to deal with a growing volume of TEUs (+ 17% compared to the same half-year 2015)

The influx of road volumes linked with organizational changes on the terminals led to deterioration in the waiting time, while remaining at a good level of service (34min).

The 2016 Annual Report is now available on the port of Marseille Fos website:

<http://www.marseille-port.fr/en/Page/Figures%20&%20KPI/13045>

	Results of the 2 nd half of 2016	Evolution Compared to 2015
MARITIME PERFORMANCE		
Average massification per vessel call <i>Number of TEUs handled / number of call.</i>	767 teus	
Average volume handled per day <i>Number of TEUs handled per day.</i>	3 378 teus	
Fluidity of calls <i>Ship accessing a berth without waiting.</i>	91%	
Vertical handling productivity <i>Hourly performance of vertical handling operations under usual operating conditions. [average net productivity / maximum productivity of the most efficient gantries]</i>	[29;45]	
INLAND TRANSPORT PERFORMANCE		
Use of mass transports from/to the port <i>Proportion of rail and river modes (less transshipment)</i>	18%	 [-1pt]
Smooth flow of road / port throughput <i>Average waiting time for trucks on the terminal before the container is delivered by the stevedore to the haulier.</i>	34 min	 [+8min]
Smooth flow of river / port throughput <i>Proportion of barges accessing a berth without waiting.</i>	90%	
Smooth flow of rail / port throughput <i>Proportion of trains accessing the terminals without waiting.</i>	100%	
CARGO PERFORMANCE		
Average storage period by a container at import <i>Average time between the official reception of a container on the terminal and the actual date it leaves the terminal.</i>	4 days	
Declaration released in less than 5 minutes <i>Proportion of declarations released in less than 5 minutes</i>	92%	
Simplified administrative procedure <i>Use of river maritime procedures for mass transport on imports</i>	24%	