










THE PERFORMANCE OF PORT TRANSIT OF CONTAINERIZED GOODS 1st half of 2015

The performance on our terminals are stable or improving in a context of increased "volumes" (+ 6%) being handled: we maintain a high level of service in the reception of ships and also in respect of the cargo that is handled.

The use of rail and river modes increased by 2 points related to the increase in the number of services offered (+30% in the number of TEUs transported by rail, +3% in the number of TEUs transported by barge), while maintaining a smooth port passage: improving river passage (8 points) with satisfactory results in the reception of trucks (32 min) despite a temporary increase in waiting time (traffic peaks during the 1st quarter in particular).

A sharp increase in the use of the administrative simplification procedure for imports (+ 22 points) must be emphasized, confirming the performance observed in the 2nd half of 2014.

Finally, your indicators change according to professionals who accompany you: the customs-related indicator now consists in measuring the declarations that are released in less than 5 minutes. This indicator is European-wide, so you can compare our results to those of our competitors.

	Results of the 1 st half of 2015	Evolution Compared to 2014
MARITIME PERFORMANCE		
Average massification per vessel call <i>Number of TEUs handled / number of call.</i>	776 teus	
Average volume handled per day <i>Number of TEUs handled per day.</i>	3 359 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>	[28;45]	
TRANSPORT PERFORMANCE		
Use of mass transports from/to the port <i>Proportion of rail and river modes (less transshipment)</i>	18%	
Smooth flow of road / port throughput <i>Average truck waiting time on the terminal before the container is delivered by the stevedore to the haulier.</i>	32 min [+7min]	
Smooth flow of river / port throughput <i>Proportion of barges accessing a berth without waiting.</i>	87%	
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 [+2 hours]	
New Declaration released in less than 5 minutes <i>Proportion of declarations released in less than 5 minutes.</i>	90%	
Simplified administrative procedure <i>Use of rail and river maritime procedures for mass transport on imports * River results – basis of comparison similar to 2014.</i>	39%	