S&P Global
Market Intelligence

Port Performance Program

Elevate your analysis of global container port and terminal performance

For organizations that want to measure and improve performance at container ports and terminals, S&P Global Market Intelligence's Port Performance Program enables granular benchmarking with objective, empirical data.

This unique dataset combines monthly port call data from operators of 80% of global container fleet capacity with world class S&P Global Market Intelligence maritime datasets for richer insights and more meaningful analysis.

- Objectively measure and compare container port and terminal performance with empirical data
- Accurately identify regional and global competitive position of container port and terminal assets
- Compare performance at specific facilities with competitor; comparator and best-in-class ports, for operational KPIs and elevated analysis around port and terminal asset use and investment
- Present data-based evidence of performance in marketing to drive sales and support contract negotiation
- Spot opportunities to improve efficiency, optimize asset use, improve schedule reliability, and save costs
- Develop a more data-driven, scientific process to assess port gateways in supply chain operations
- Assess port/terminal delay risks; conduct trend analysis on gateway performance, and investigate performance of alternative gateway options for shipments
- Leverage data for maritime industry decarbonization programs such as Port Call Optimization and better ESG scoring for port and terminal operations

For Port and Terminal Operators/Owners	– Compare performance with competitors, comparators, and best-in-class operations – Apply in programs to improve cargo velocity, provide excellent customer service, and evaluate physical and digital infrastructure needs – Supports maritime industry decarbonization programs such as Port Call Optimization and better ESG scoring for port and terminal operations – Present objective, data-based evidence of performance to drive sales and support contract negotiation – Allows for more centralized control of operations with objective data to support discussions with regional teams – Supports higher levels of asset utilization and better berth schedule planning
For Institutional Funds & Investment Managers in Terminal Assets	– Assess Port Performance as a key input to ESG scoring of ports and terminals – Develop performance benchmarking as an input to determine asset competitiveness – Data-based assessment of utilization levels and scope to increase productivity to attract additional demand – Unit revenue optimization: assess how much more speed is realistic – Assess efficiency levels and capacity to increase crane productivity to reduce costs
For Cargo Owners and Logistics Managers	– Develop a more data-driven, scientific process to assess port gateways in supply chain operations – Assess port / terminal delay risks; trend analysis on gateway performance; investigate alternative gateway options for shipments – Apply data in risk ranking for transport tenders including reliability of ports and trade lanes – Reference data in discussions with FOB suppliers and logistics partners
For Government Agencies and Port Authorities	– Accurately identify regional and global competitive position of port and terminal assets – Inform asset investment strategies; strengthen export competitiveness; investigate supply chain bottlenecks for trade stakeholders – Leverage data for maritime sector decarbonization programs including Port Call Optimization – Benchmark performance on a range of core performance metrics to spot opportunities to reduce delays and congestion; improve efficiency; save costs and reduce emissions

Unique dataset is updated monthly and covers:

180,000
port calls per year

240
million moves per year

Five years of high-quality data for unrivalled benchmarking covering more than:

1000
container terminals

500
container ports around the world

Metrics tracked include: Total Port Hours; Vessel Waiting and Cargo Unloading Times; Berth Productivity; Call Size and Vessel Size Development; Gross Crane Moves Per Hour; Crane Intensity, and many more

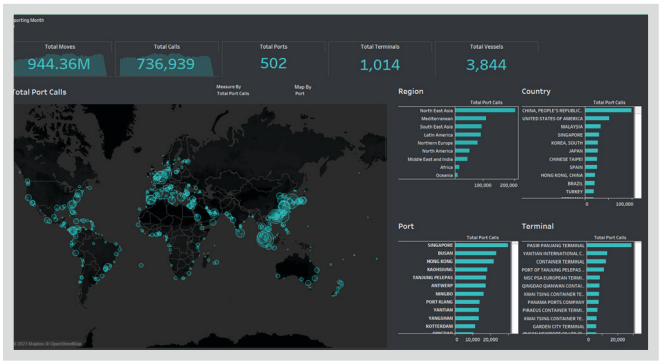
Highly developed analysis concepts include possibility to compare performance on multiple metrics with multiple filters

Fully validated against S&P Global Market Intelligence's geo-data sets and matched with proprietary historical AIS port timestamps and vessel characteristics data

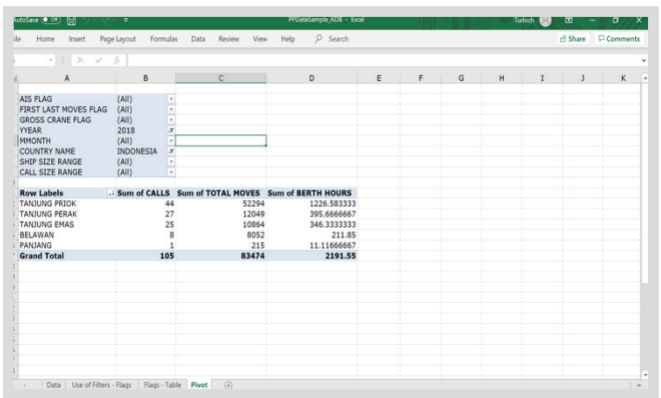
Highly developed data quality processing

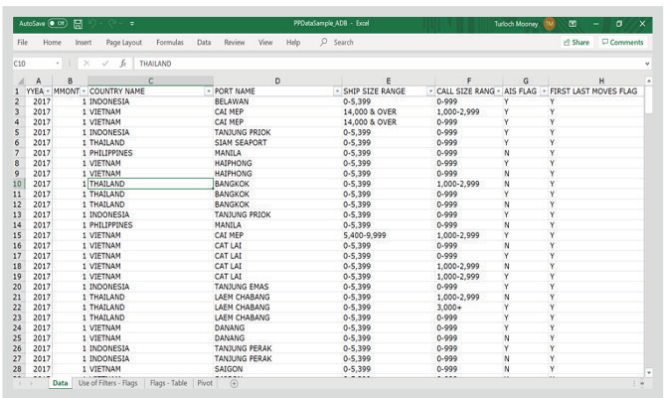
Definitions and timestamps fully standardized and aligned with industry Port Call Optimization standards

State-of-the-Art Port Performance Program analytics dashboard



Excel Formats





Expert Insights with direct access to subject matter experts, workshops, reports, etc.

CEO Port Time Performance Report 2020H1

Year-on-Year port time development – All Operators

The numbers in the below table represent the difference in total port time (hours) consumed per port call year-on-year, for all operators.

"Total Port Time" is the combination of: waiting, arrival and on-berth time.

Call Size Range	<250	251-500	501-1000	1001-1500	1501-2000	2001-2500	2501-3000	3001-4000	4001-6000	>6000	TOTAL
Total Hours Difference	1,423	2,224	2,382	1,023	3,555	1,830	854	2,275	1,834	(2,551)	14,850
Current Period Calls	3,002	7,847	13,107	8,476	5,664	3,697	2,445	3,097	2,192	751	50,278
Hours Difference per Call	0.5	0.3	0.2	0.1	0.6	0.5	0.3	0.7	0.8	(3.4)	0.3
Previous Hours per Call	10.5	13.8	17.8	22.3	25.5	28.3	31.2	35.7	45.2	73.6	22.5
Difference as %	4.5%	2.0%	1.0%	0.5%	2.5%	1.7%	1.1%	2.1%	1.9%	-4.6%	1.3%
Cost of an Hour	750	1,000	1,000	1,500	1,800	2,600	5,000	5,000	6,500	6,500	
Cost Difference (USD'm)	1.07	2.22	2.38	1.53	6.40	4.76	4.27	11.38	11.92	(16.58)	29.35

We awaited these numbers eagerly because we are in unprecedented times. We expected a reduction in ship calls and overall volumes might result in additional intensity of terminal operations and reduced waiting times and therefore enhanced efficiency. This would be offset by capacity challenges on the landside and higher yard densities resulting from an absence of trucks and inability of DCs to receive goods. Having reviewed the data, it seems that the up and down sides largely cancelled each other out, as the result that we see is a minimal change in port efficiency performance over the first half of 2020 when compared with the corresponding period in 2019.

For the very largest calls, more than 6,000 moves per call, some efficiency gains are observed, but in all other call size bands, additional ship in-port time was incurred (compared to 2019H1). The overall outcome being an average increase in port call hours of +0.3, which represents a 1.3% increase over 2019H1.

The top three improving port clusters were: San Pedro Bay (Los Angeles and Long Beach), Chinese Taipei (Kaohsiung, Keelung, Taichung and Taipei) and New York-New Jersey.

The three port clusters which suffered the greatest regression were: Oceania's main ports (Brisbane, Botany, Melbourne, Auckland and Tauranga), UAE (Jebel Ali and Khalifa) and Shenzhen (Yantian, Chiwan, Shekou, Mawan and Da Chan Bay).

We refer to a "category" as an individual call size range within a port cluster, of which there are a maximum of 440 (44 x 10). There were 102 categories (27% of the 373 which were comparable) where more than a one-hour average reduction was achieved, but 128 (34%) more than 1 hour of additional port time was consumed.

About S&P Global Market Intelligence

S&P Global Market Intelligence integrates financial and industry data, research, and news into tools that help track performance, generate alpha, identify investment ideas, understand competitive and industry dynamics, perform valuation, and assess risk.

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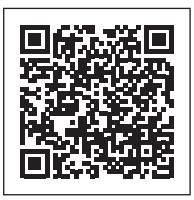

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