Inside the European Port Industry

Aernoud Willeumier (chairman Economic Analysis & Statistics Committee of ESPO)

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1. Introduction

Economic Analysis & Statistics Committee of ESPO:

- Exchanging views on general market trends and developments in maritime shipping and port industry;

- Improving data availability and quality for own statistical research and market analyses by port managers / authorities;

- Searching for new data sources providing additional / more detailed data on market developments in relation to the port industry.

2. "Setting the scene" in the European port industry

Rapid Exchange System (RES):

- Most ports exchange data on throughput volumes per quarter (after having been published);

- Exchange of basic data in excel form ➔ changing to uploading in Portopia platform in the cloud;

- Most ports are operating in a competitive market environment ➔ restrictions on which data can be shared (other than what is being published);

- Some port managers / authorities have their own market analysis & research department, others don't;

- "Predictive analytics" is becoming essential for future port development, making use of "big data" sources and modern data analytics tools ➔ "digitalisation"

		YEAR TIME PERIOD GOING FROM	2015 JANUARY to DECEMBER		
			IN	OUT	TOTAL
A1		TOTAL THROUGHPUT	22.924.196	10.145.244	33.069.440
		Indicate units used:			
		Tonnes or thousand of tonnes			
A2		LIQUID BULK	8.343.390	3.894.926	12.238.316
		Of which:			
	A21	Crude oil	0	0	0
	A22	Refined (petroleum) products	4.344.719	1.942.228	6.286.947
	A23	Gaseous hydrocarbons, liquid or compressed	2.791.861	103.309	2.895.170
	A24	Other liquid bulk (non-petroleum)	1.206.810	1.849.389	3.056.199
A3		DRY BULK	6.883.613	3.215.228	10.098.841
		Of which:			
	A31	Cereals	212.436	28.692	241.128
	A32	Fodder/Oil seeds	13.800	9.420	23.220
	A33	Coal	3.649.568	396.393	4.045.961
	A34	Ores	334.907	232.115	567.022
	A35	Fertilizer	734.885	2.261.752	2.996.637
	A36	Other dry bulk (scrap, etc.)	1.938.017	286.856	2.224.873
A4		GENERAL CARGO	7.697.193	3.035.090	10.732.283
		Of which:			
	A41	Containers	185.839	190.901	376.740
	A42	Ro-Ro	243.210	417.116	660.326

Environmental profile:

- Static assessment of data on environmental profile of a port (questionaire of 250 questions) done by the ports themselves (Self Diagnosis Method – SDM), ESPO and reseachers ➔ highly labour-intensive process;

- Need for dynamic assessment against EU averages and evolution of environmental priorities over time.

Port governance:

- Survey of 160 questions on port governance aspects filled in by ports every 5 years ➔ aggregated data published by ESPO in "Trends in EU port governance 2016" report;

- Change to digital survey to be uploaded in Portopia platform, allowing for:
  - overview of individual port governance profile (confidential)
  - Automated data analysis
  - Insight in benchmark and trends at EU level.

1) European port managers / authorities:

  ➢ Benchmark data for own performance monitoring

  ➢ Efficiency gains in data exchange process

  ➢ Direct access for stakeholders (differentiation in access rights)

2) European Commission:

  ➢ Access to port performance data on agreed subjects, to serve as basis for policy making and support programs

3) Academic world:

  ➢ Data availability for academic research programmes on economics analyses and improving port operations

4) (Commercial) research institutes etc.:

 ➢ Data availability for commercial projects and own research.

4. "Gains & Pains" of creating the Portopia platform

- The Portopia platform has been well developed in a modular set-up, using open-source software and allowing for further expansion and enhancements of the system.

- Ports (authorities or associations) appear to be more open for data sharing on specific port performance issues.

- The Portopia platform is a good starting point for further developing a more comprehensive and useful benchmark tool on relevant port performance indicators

- Limited availability of data for certain indicators. The value of the platform is much lower when it only contains a limited set of data which is insufficient to draw proper conclusions from.

- Concern about who is going to use the port performance data from the platform and for which purpose.

- Restrictions on availability of commercially sensitive data (to be set by port managers / authorities as owner of port performance data).

There are no gains without pains.

~ Benjamin Franklin

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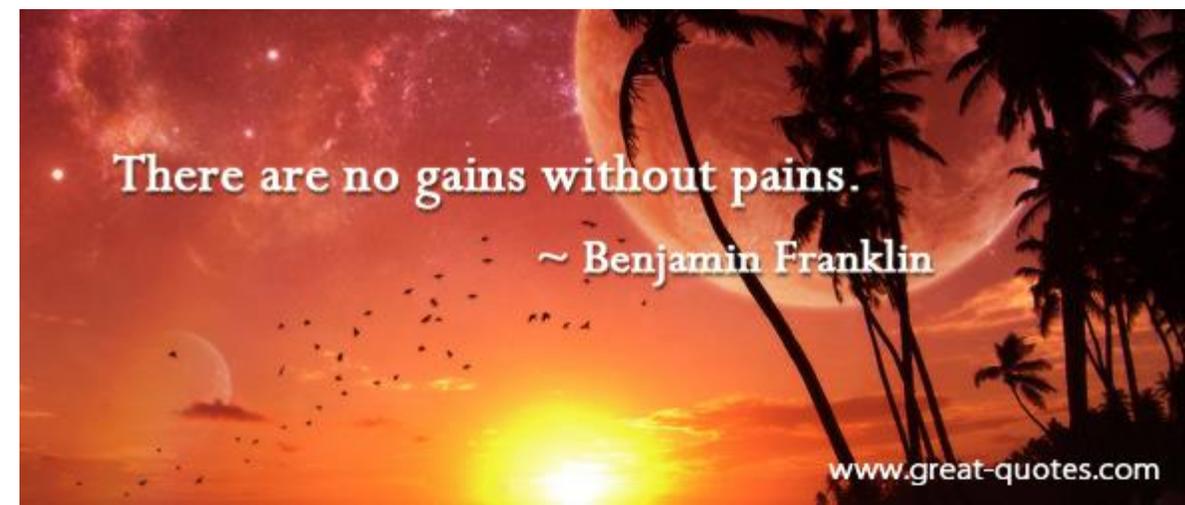
5. Way ahead

- Gain experience with using the system by an ever broader group of ports and associations ➔ new idea's for further enhancements and expansions of the platform will emerge.

- Address the "Pains" in order to increase the effectiveness of the platform.

- Ensure continuation of IT support in maintaining, improving and further developing the platform.

- Remain critical on the feasibility and purpose to be served when considering new performance indicators for development.