

# KBSP Performance Fourth Quarter Report (Year 2015)

*MOVING BAHRAIN FORWARD*

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### Khalifa Bin Salman Port

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## **Introduction**

The Ports and Maritime Affairs is the responsible Directorate within the Ministry of Transportation and Telecommunications to regulate, develop and promote the kingdom maritime and logistics Zones by applying international standards and optimizing all opportunities for our clients, in order to be a catalyst for economic development by positioning Bahrain as a global maritime and logistics center, providing world class ports facility and related services.

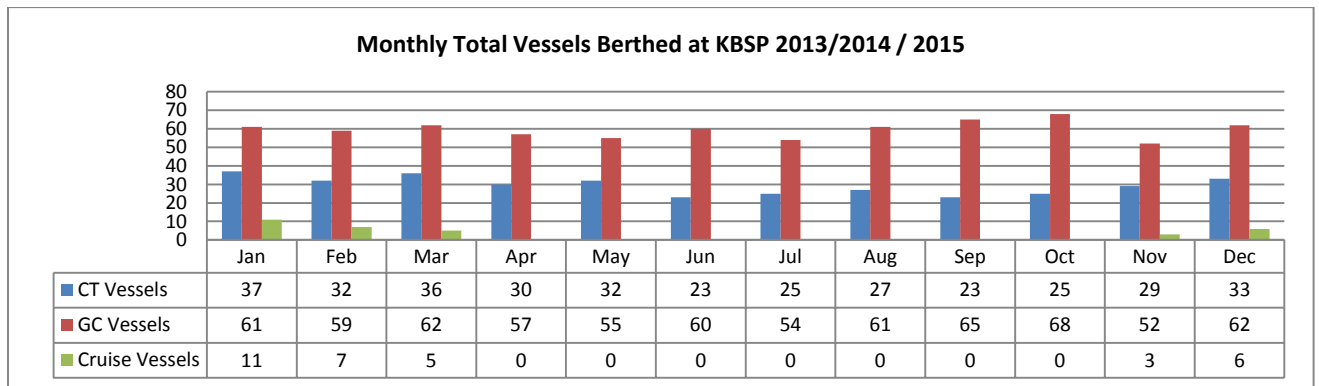
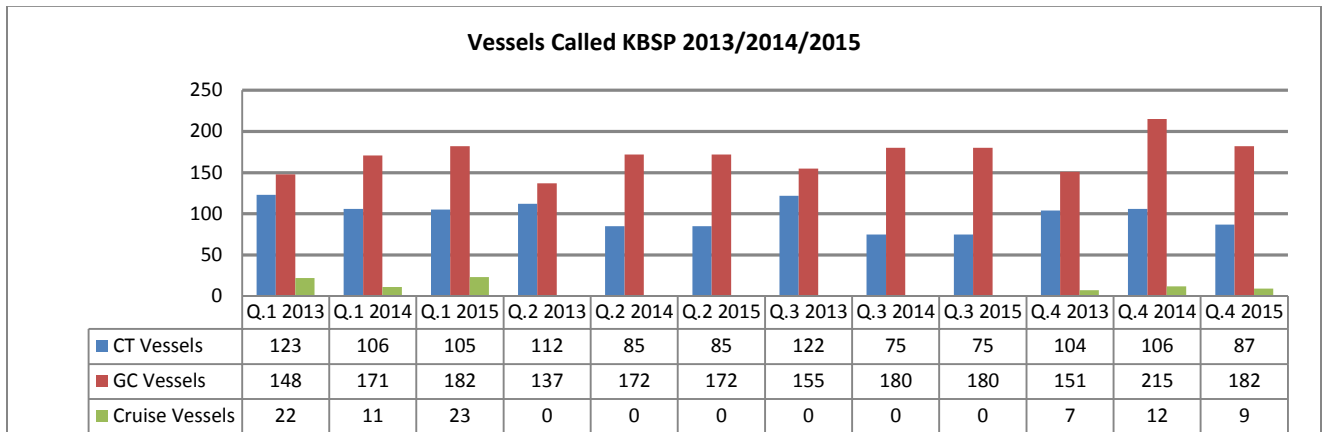
The Directorate of Commercial Affairs is the responsible department within the Ports and Maritime Affairs to monitor the performance of the port operating company APM Terminal at Bahrain at Khalifa Bin Salman Port (KBSP) through analyzing operations statistics, statistical data is received on a periodic basis the directorate of commercial affairs implemented a performance monitoring mechanism to gauge activity of port operator, this quarterly performance report evaluates the operational performance at KBSP supported by graphs analysis. This report illustrates the Annual results of 2015 in comparison to the years 2014 and 2013.

Khalifa Bin Salman Port (KBSP) is a new state of the art facility, Located on 110 hectares (ha) of reclaimed land, the port has a 1,800m quay which includes a 900m<sup>2</sup> container terminal, as well as general cargo, RO-RO and passenger facilities. With advanced handling equipment technology and automated system a four 61m post-Panamax cranes delivers a steady increase in operational efficiencies.

# 1. Khalifa Bin Salman Port Performance Commercial Figures (KBSP):

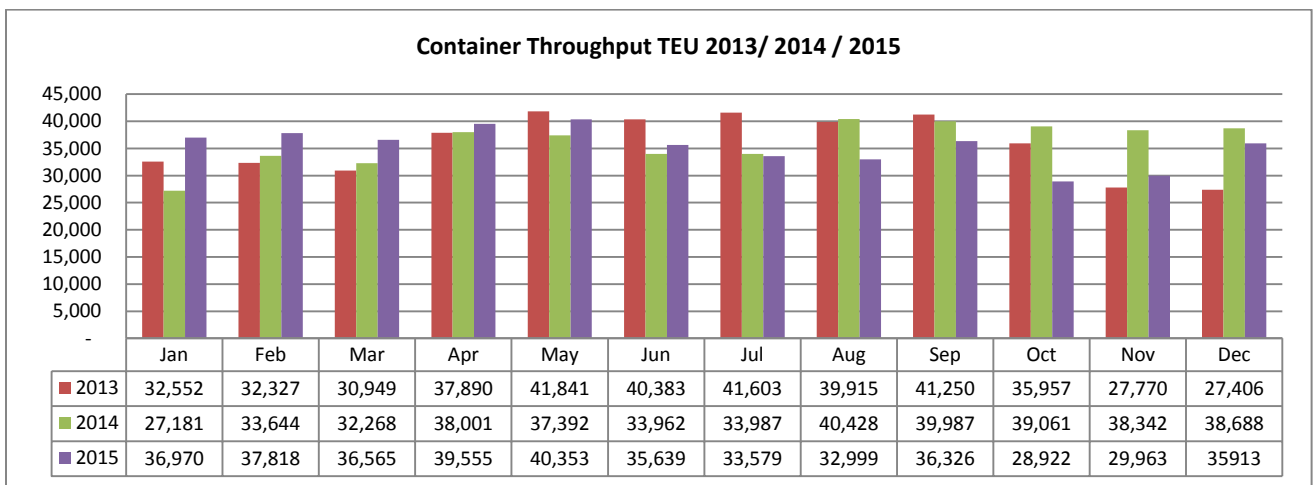
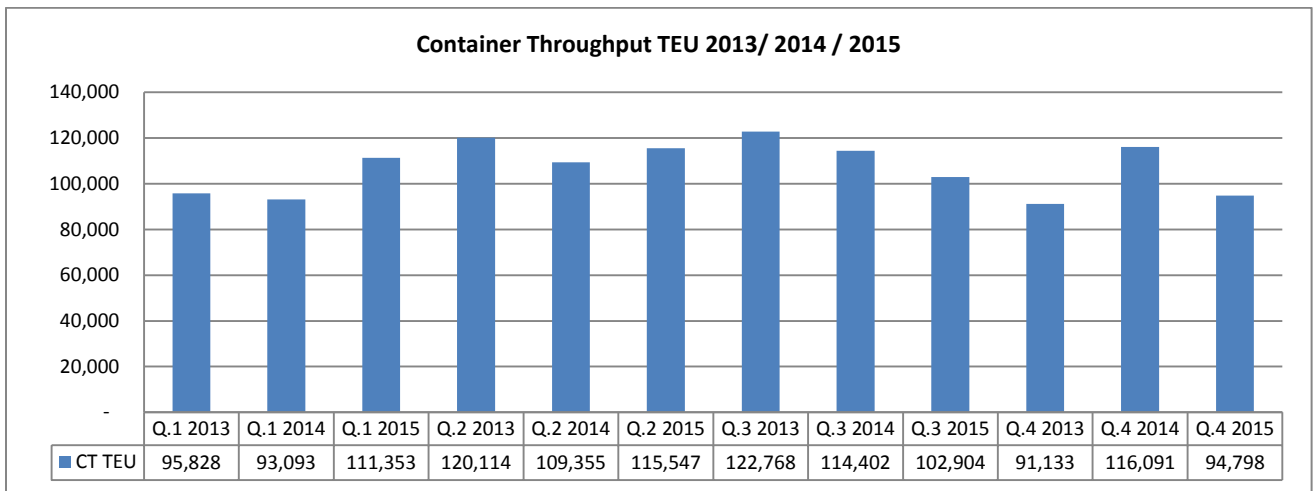
## 1.1. Vessel Movement (Total Arrivals)

Total number of vessels berthing at Khalifa Bin Salman Port for the fourth quarter of 2015 had recorded an 23% increase in total number of vessels calling KBSP when comparing with the third quarter of the year 2015; the increase in total number of vessels calling KBSP was a consequence of the increase of 16% in the number of Container vessels calling KBSP as a well as the total number of Cruise vessel calling KBSP which had recorded Nil in the third quarter of 2015.



## 1.2. Container Throughput:

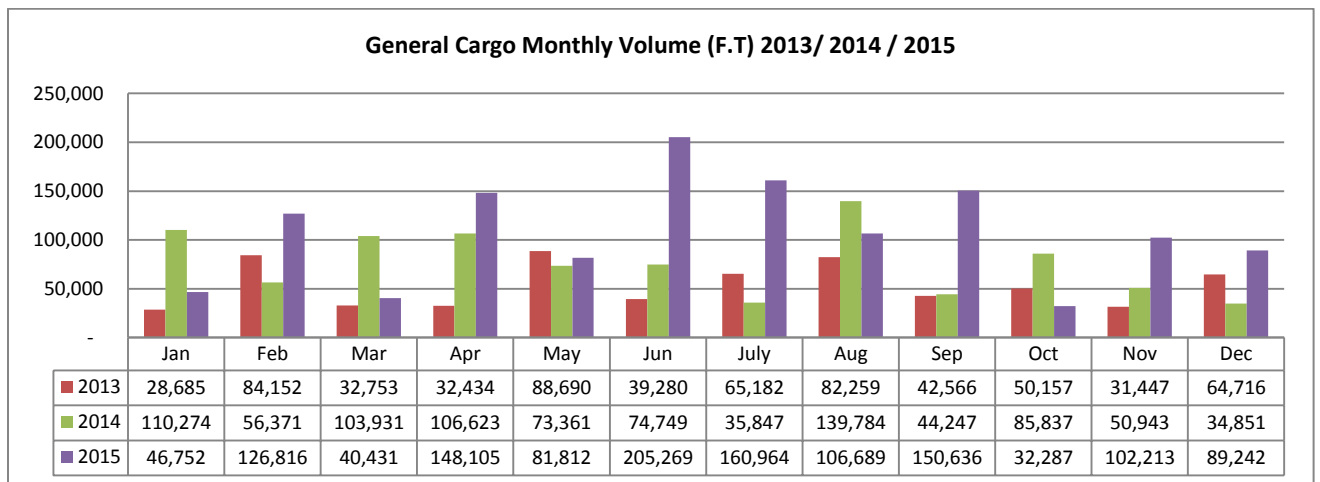
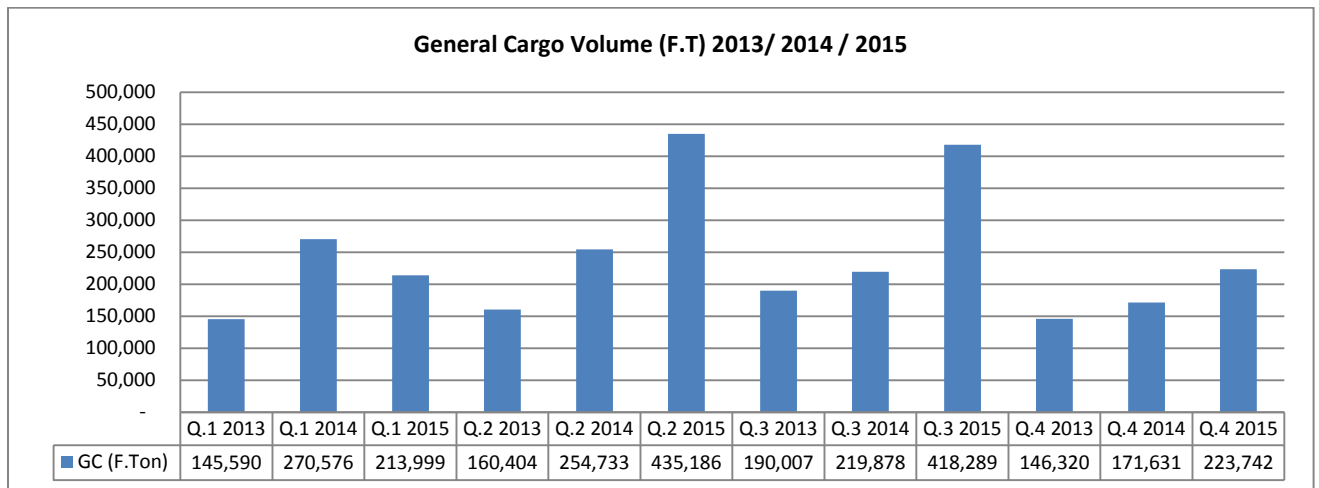
Container throughput TEU (Twenty foot equivalent units) had been fluctuating during the year a decrease of 8% was noted during the fourth quarter of 2015 on the container throughput compared to the third quarter of 2015, an increase was notable throughout the three months in the fourth quarter, the container throughput reached 28,922 TEU in the month of Oct recording the lowest number of TEU in the year 2015.



### 1.3. General Cargo Throughput:

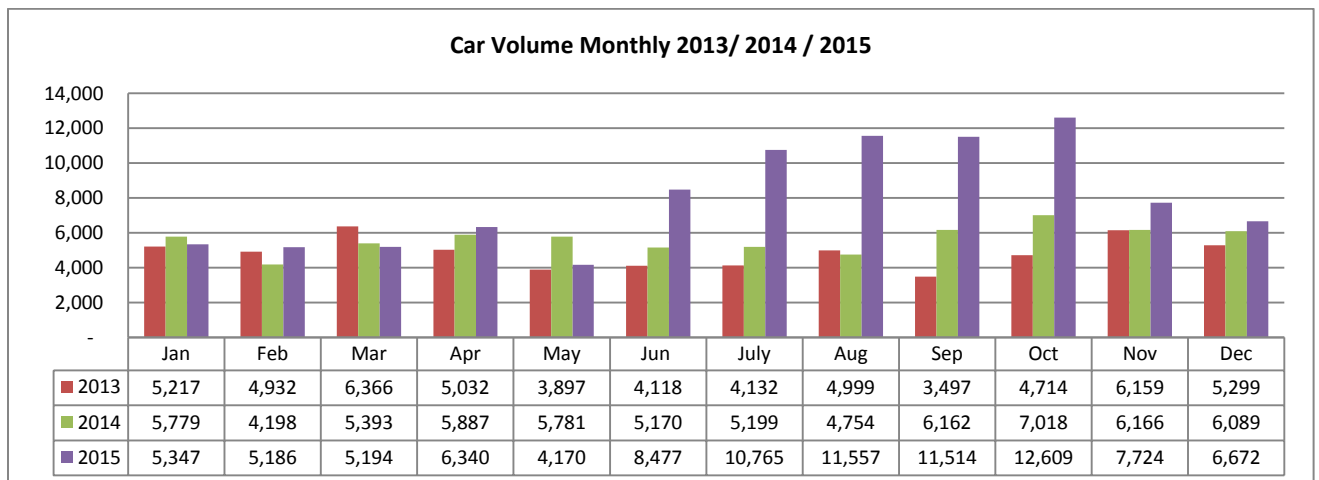
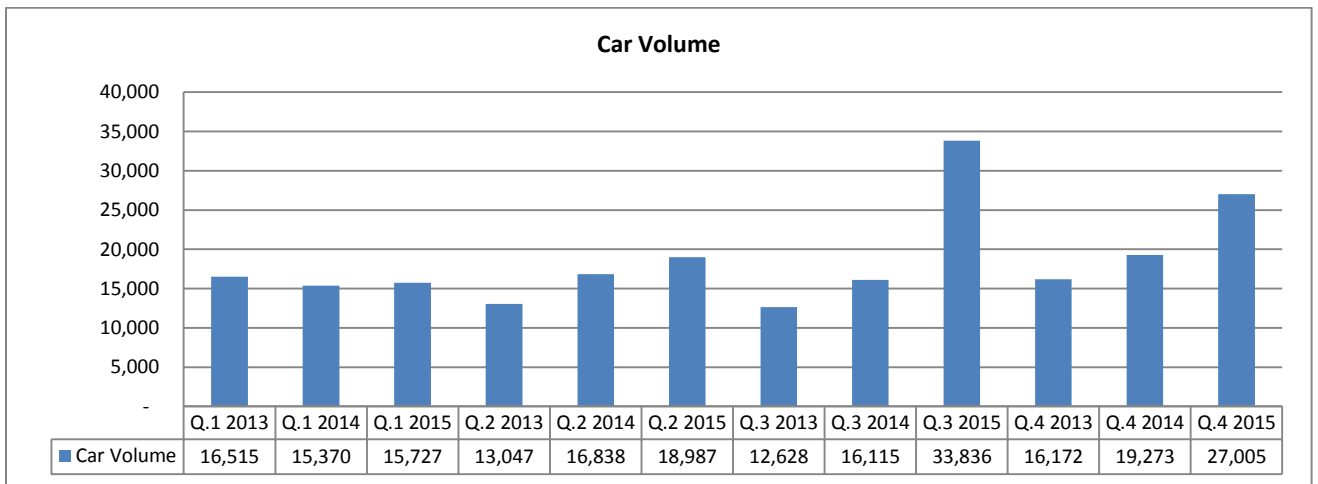
A decrease of 47% in general cargo throughput had been recorded in the fourth quarter of 2015 in comparison with the third quarter 2015.

The general cargo freight tons fluctuated. June records were the highest at 205,269 FT the highest number of freight tones ever recorded during the past few years.



## 1.4. Vehicles

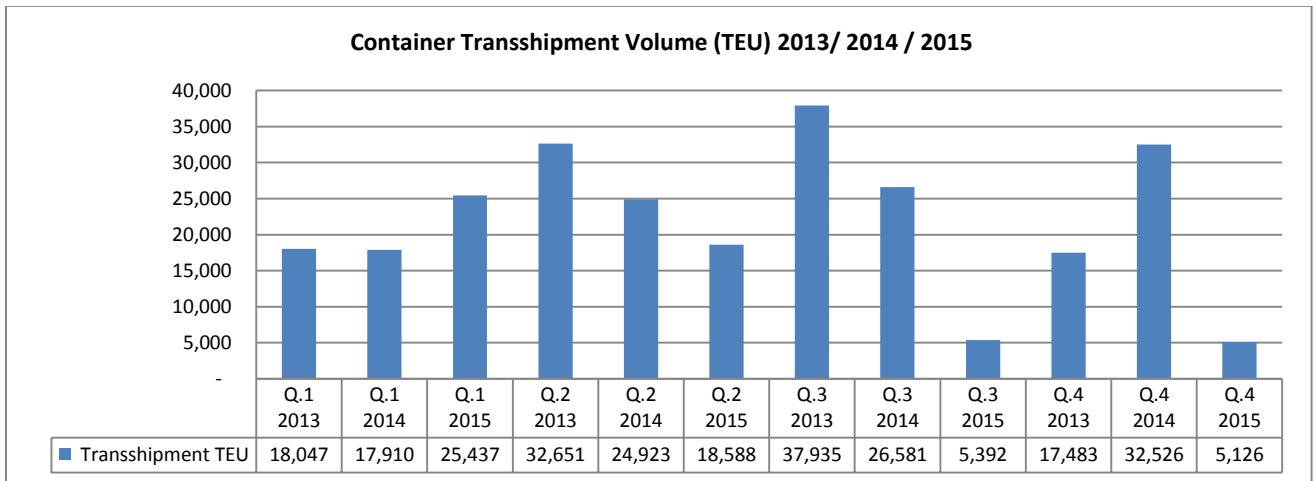
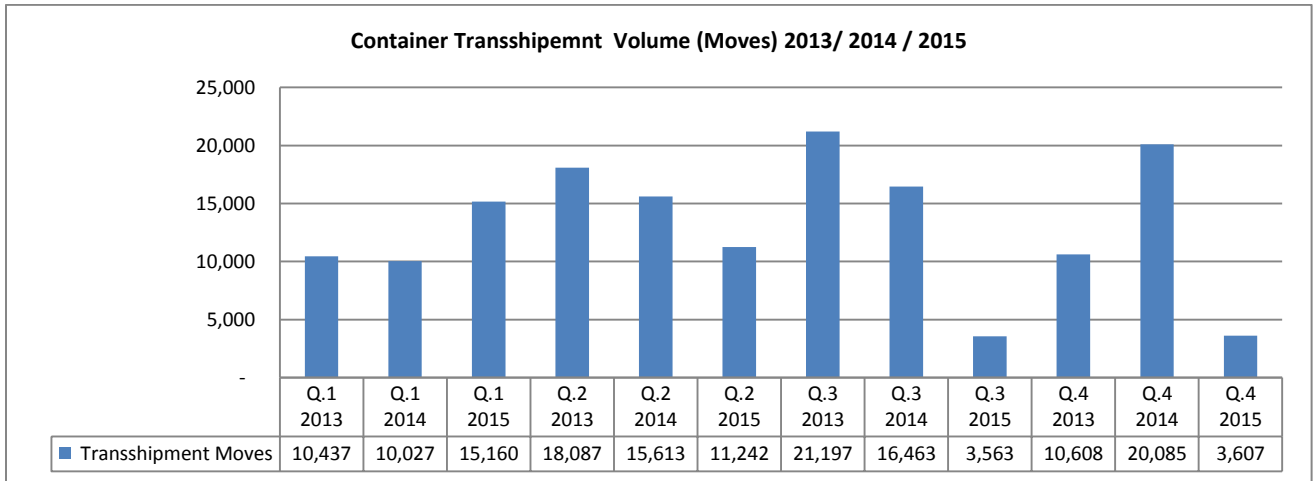
Number of cars imported to Bahrain via sea decreased during the fourth quarter 2015, in comparison to the third quarter of 2015. A total of 27,005 vehicles were imported via KBSP during the fourth quarter 2015.



### 1.5. Transshipment:

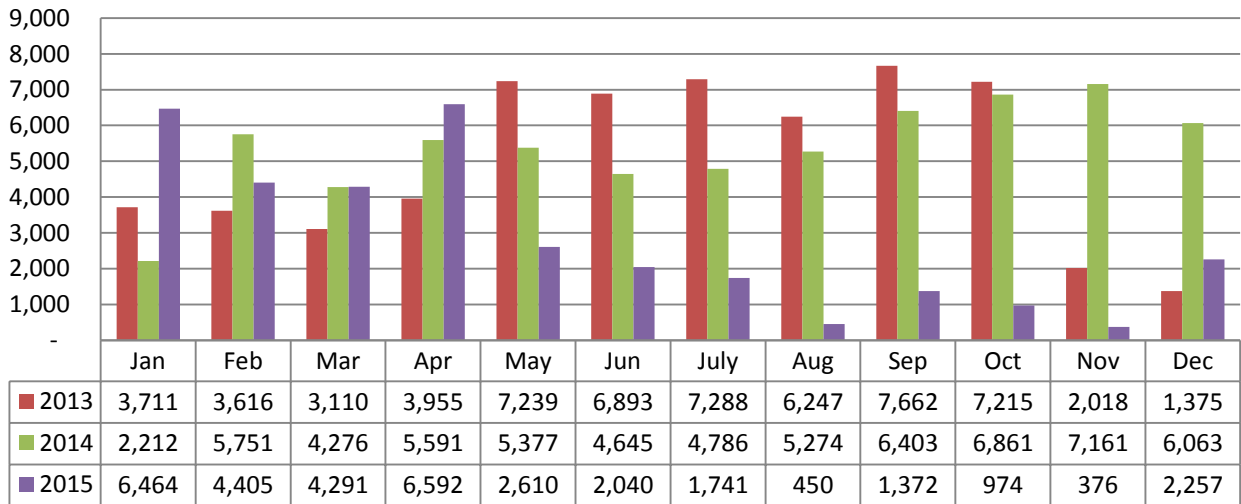
The transshipment continues to drop in volume recorded 3,607 TEU in the fourth quarter of the year 2015 which is an 82% decrease when comparing with the same period for the year 2014. However with this rate APMT will be able to fulfill the transshipment KPIs stated in the concession agreement for the year 2015 which is 389,009 TEUs which means an approximate of 32,417 TEUs per month.

November 2015 recorded transshipment number of 428 TEU which is the lowest in the year 2015.

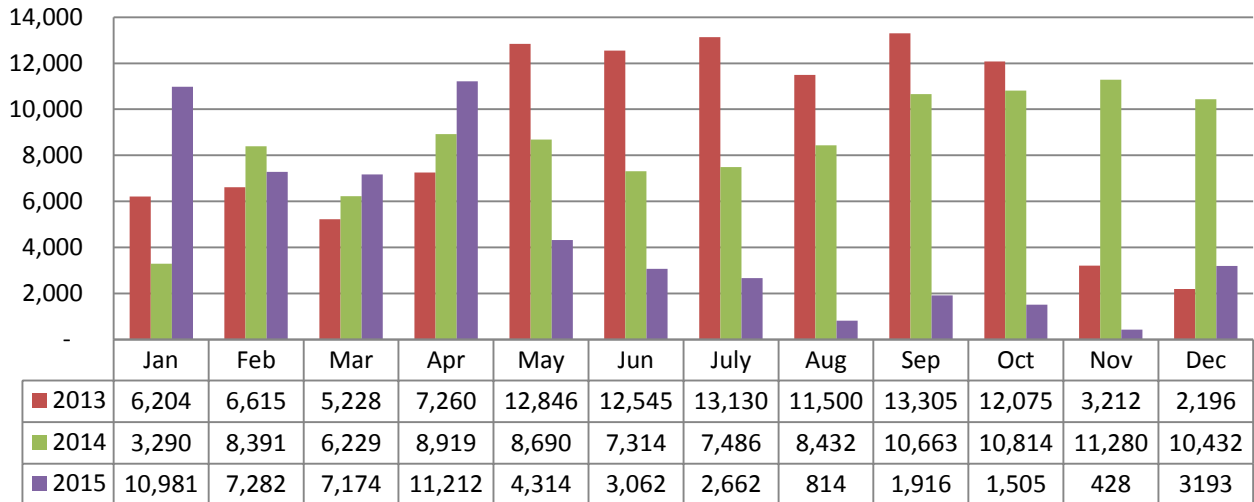




## Container Transshipment Monthly Volume (Moves) 2013/ 2014 / 2015

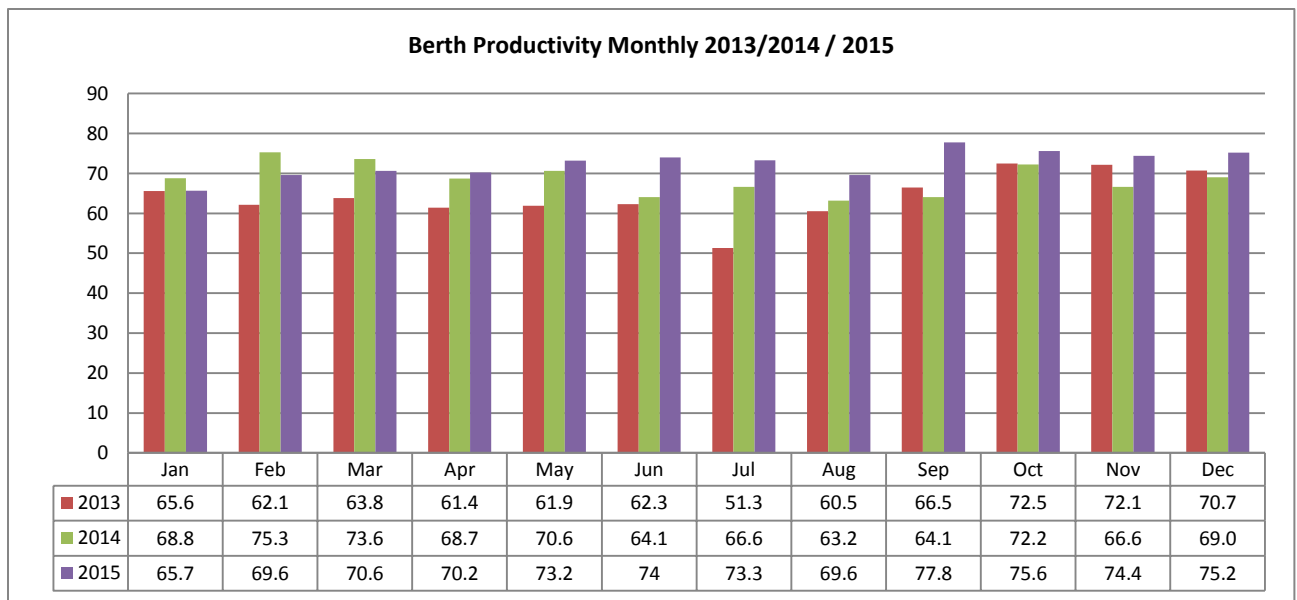
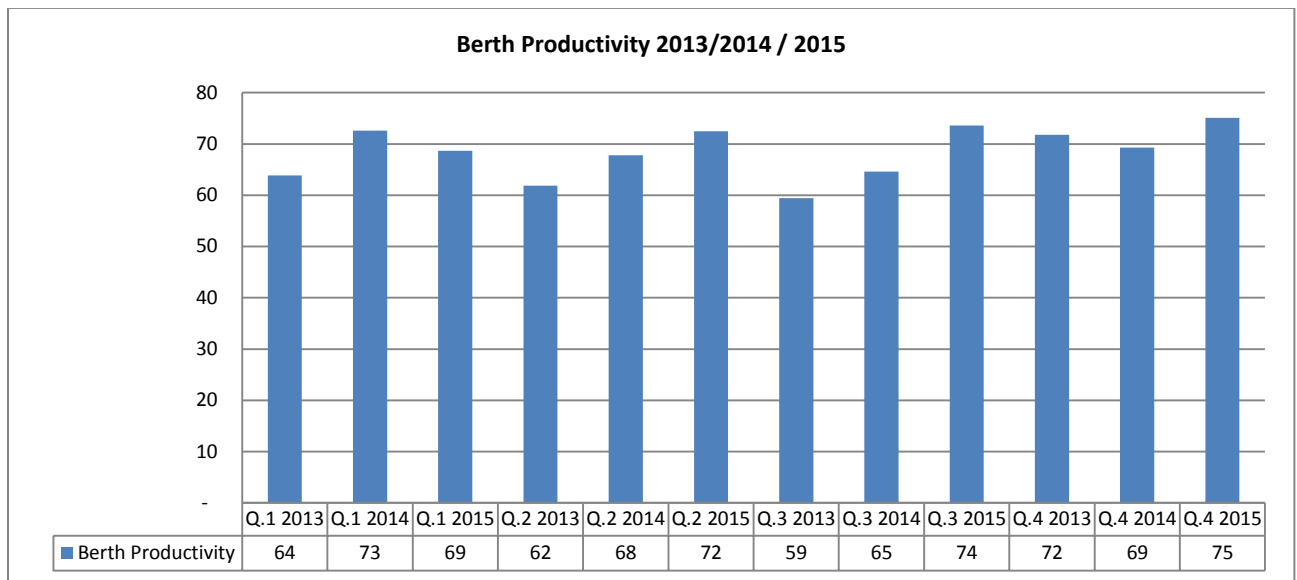


## Container Transshipment Monthly Volume (TEU) 2013/ 2014 / 2015



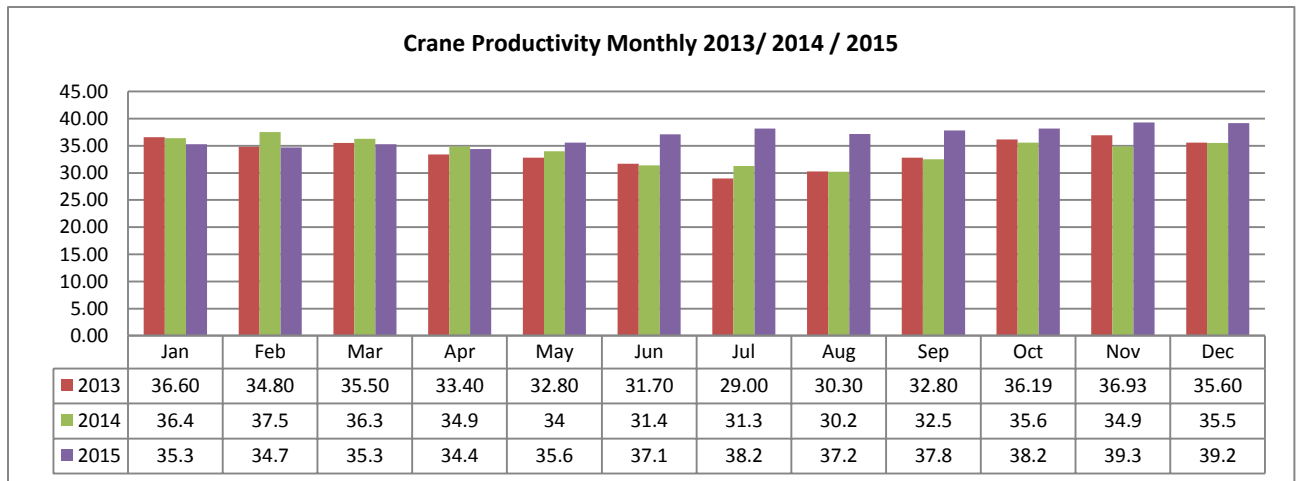
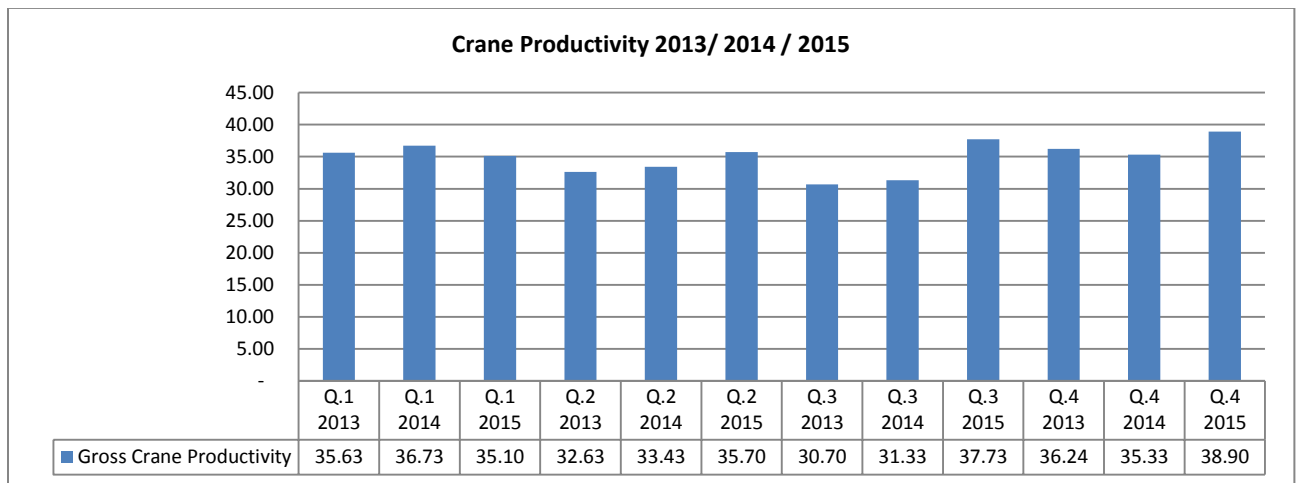
### 1.6. Berth Productivity (BP):

Berthed productivity is measured by moves per hour Comparing fourth quarter of 2015, with the berth productivity for the third quarter of 2015, it increased reaching an average of 75 moves/hour which is a decrease of 1%.



### 1.7. Gross Crane Productivity (GCP):

Gross crane productivity is measured by moves per crane hour comparing with the third quarter of 2015; the gross crane productivity in the fourth quarter 2015 had increased by 3% to an average of 38.9 moves per crane.



### 1.8. Gate Turn Time (GTT):

The gate turn time is the truck turnaround time that is calculated starting from the time the truck enters the container terminal through the gate booth, going to the terminal yard and turning back to exit the port through the out gate booth.

The gate turn time is fluctuating and has been maintained within the range of 28-40 minutes. However, during the third quarter of 2015 the gate turn time reached an average of 26 minutes.

