

# KBSP Performance Third Quarter Report (Year 2013)

*MOVING BAHRAIN FORWARD*

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### Khalifa Bin Salman Port

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## Introduction

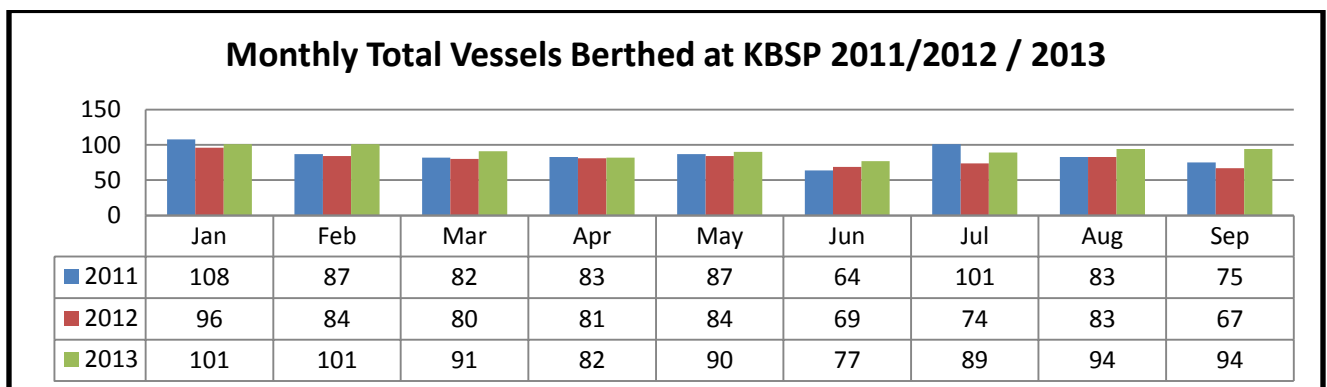
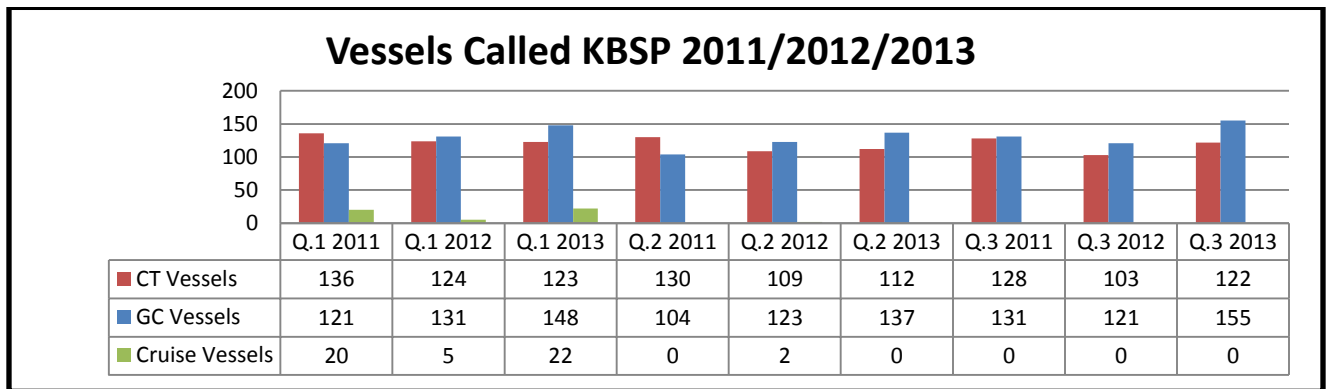
The Directorate of Commercial Affairs is the responsible department within the PMA to monitor the performance of the port operating company APM Terminal Bahrain at Khalifa Bin Salman Port; this quarterly performance report evaluates the operational performance at KBSP supported by statistics and graphs analysis. This report illustrates the Semi-Annual results of 2013 in comparison to the years 2012 and 2011.

## 1. Commercial Figures (KBSP):

### 1.1. Vessel Movement

The number of container vessels in the third quarter of 2013 had increased by 9% in comparison to the second quarter of 2013. The number of general cargo vessels in the third quarter had increased as well by 13% with 155 vessels calling KBSP when comparing with the second quarter of 2013. The cruise vessels calling KBSP during the third quarter of 2013 recorded nil vessels.

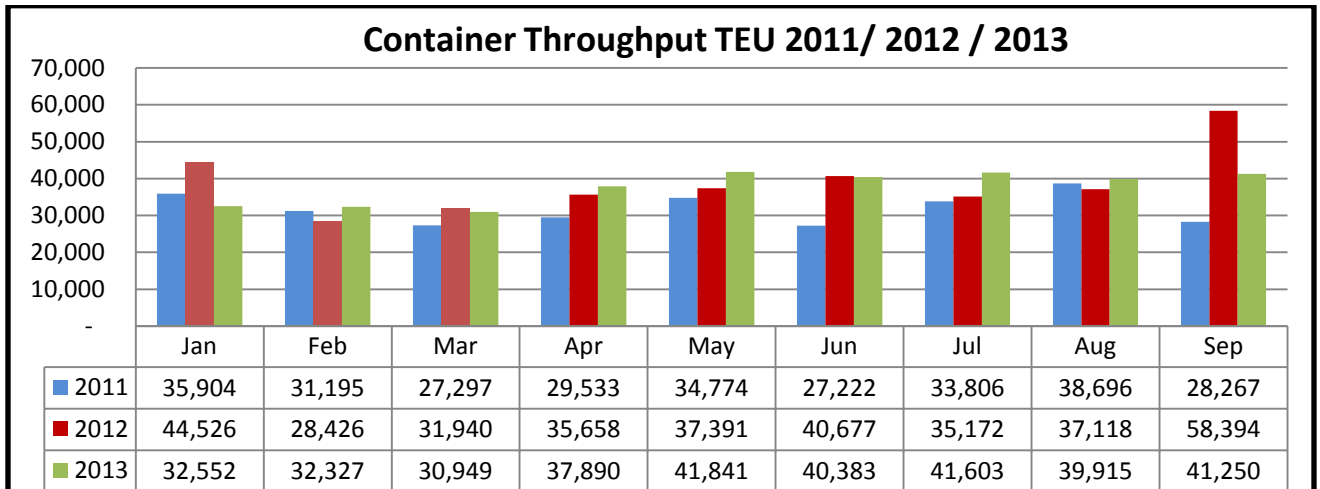
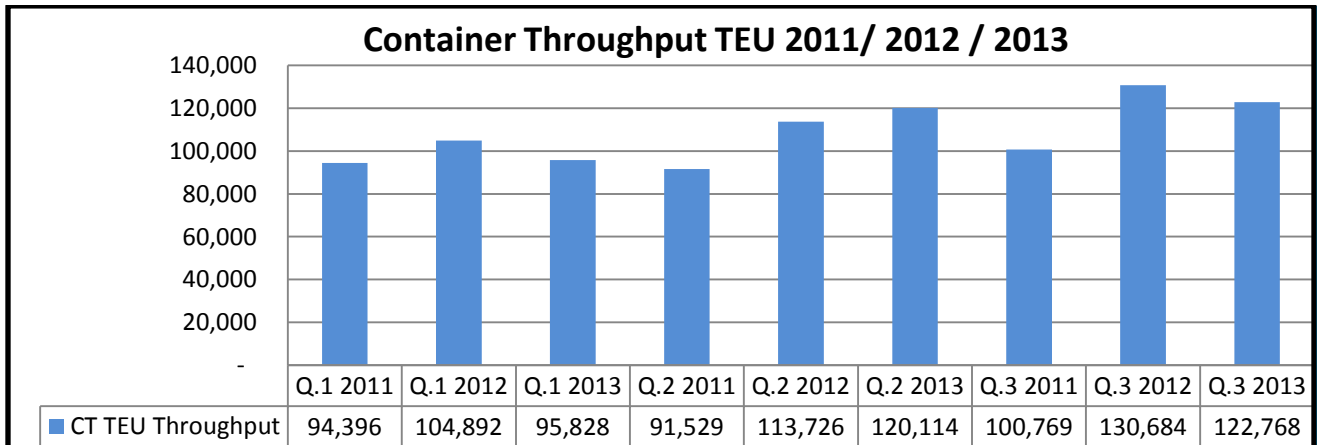
A sustained increase in the total number of vessels calling KBSP had been noticed with 94 vessels for the month of Aug and Sep 2013.



## 1.2. Container Throughput:

The increase in the number of container vessels berthing at KBSP in the third quarter of 2013 had impacted on the container throughput TEU, an increase of 2% was noted during the third quarter of 2013 on the container throughput compared to the second quarter of 2013. Whereas, quarter three 2012 recorded the highest numbers of TEU's in comparison to the years 2011 and 2013.

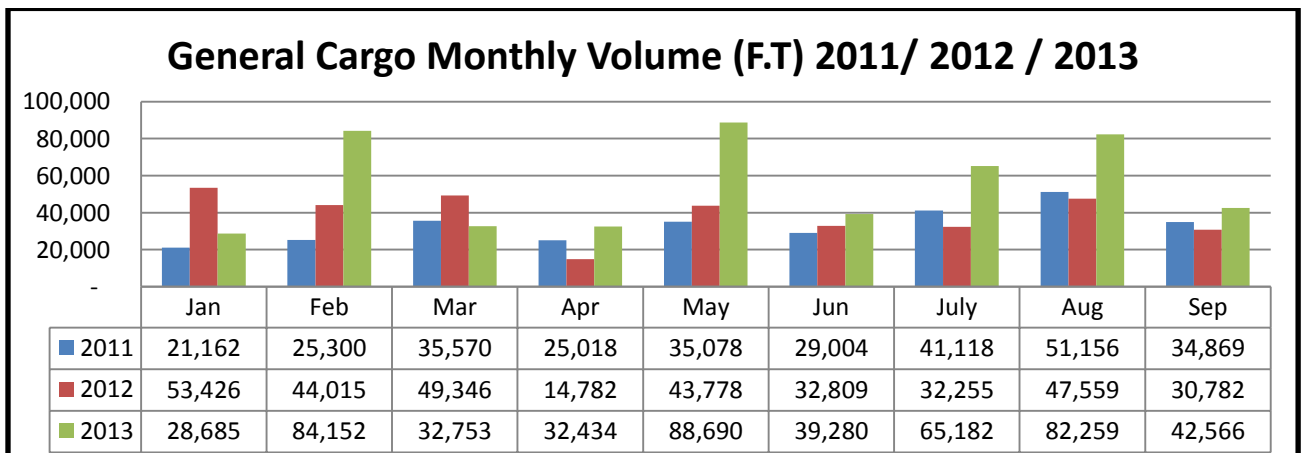
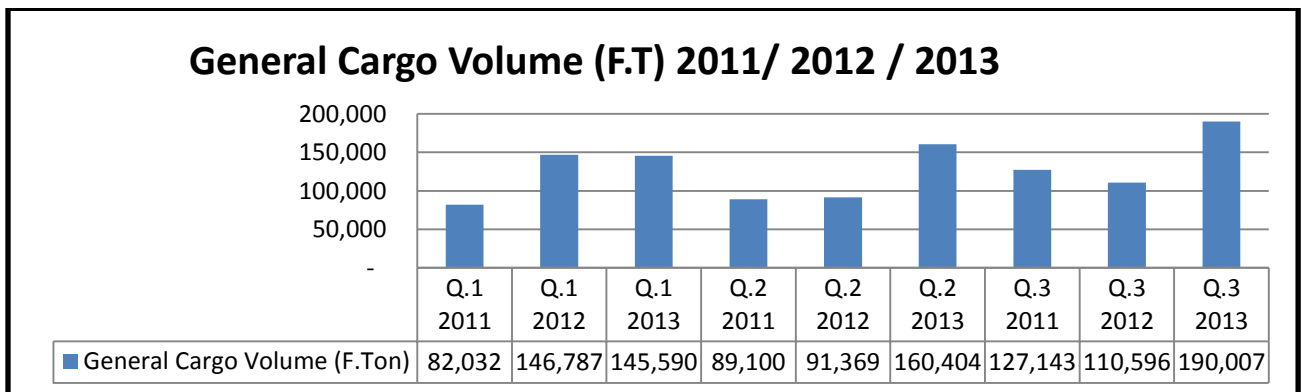
The total number of container throughput was fluctuating recording a increase of 3% for the month of Sep 2013 in comparison to Aug of the same year and in comparison to of Jul 2013 it had decreased to 1%.



### 1.3. General Cargo Throughput:

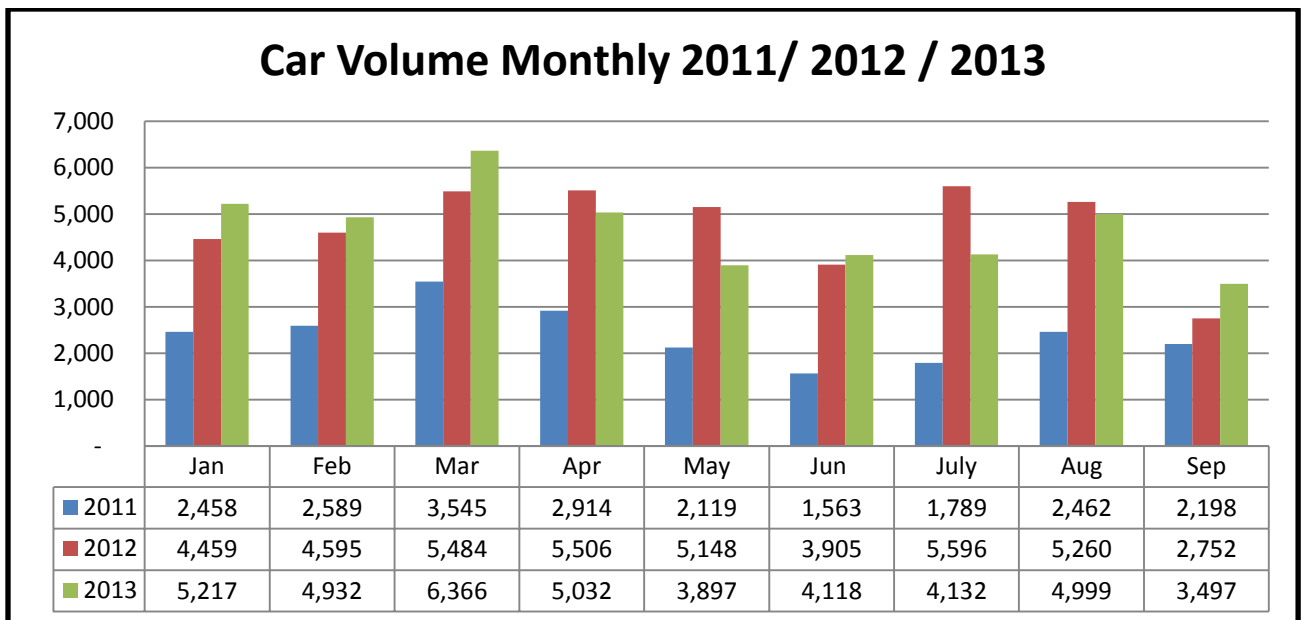
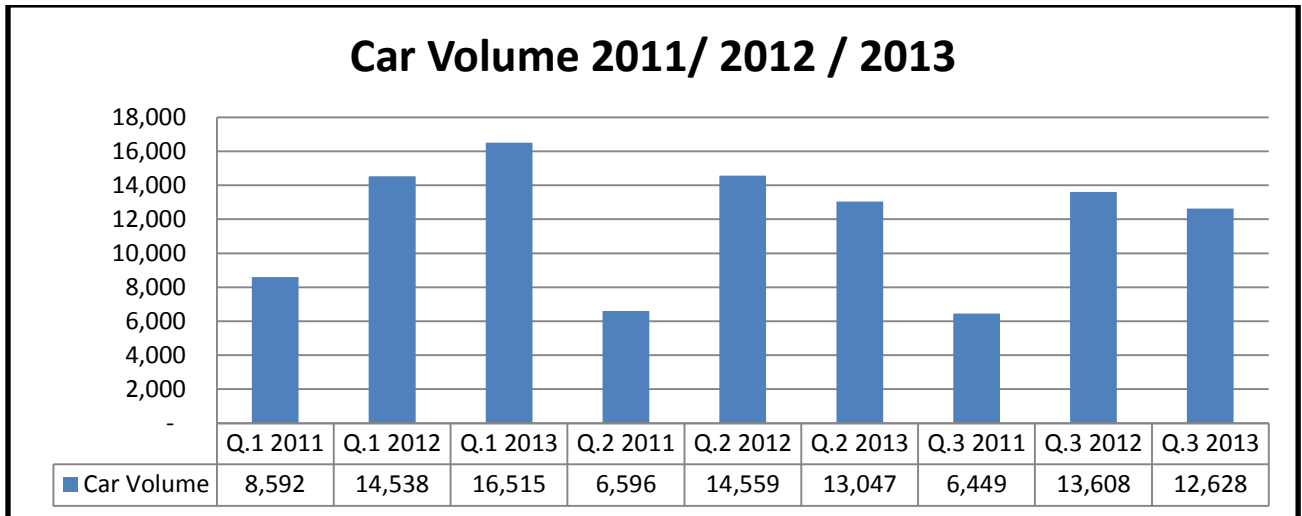
Though there was a 13% increase in the third quarter of 2013 general cargo vessels calling KBSP, general cargo throughput in the third quarter 2013 had increased by 18% in comparison with the second quarter 2013. While comparing between 2011, 2012 and 2013 for the third quarter the general cargo throughput in 2013 was the highest with 190,007 FT.

During Q.3 2013, the general cargo freight tons fluctuated. Aug records were the highest at 82,259 FT, which is a 48% increase in comparison to Sep of the same year. In Sep, the general cargo freight ton was 42,566 FT.



## 1.4. Vehicles

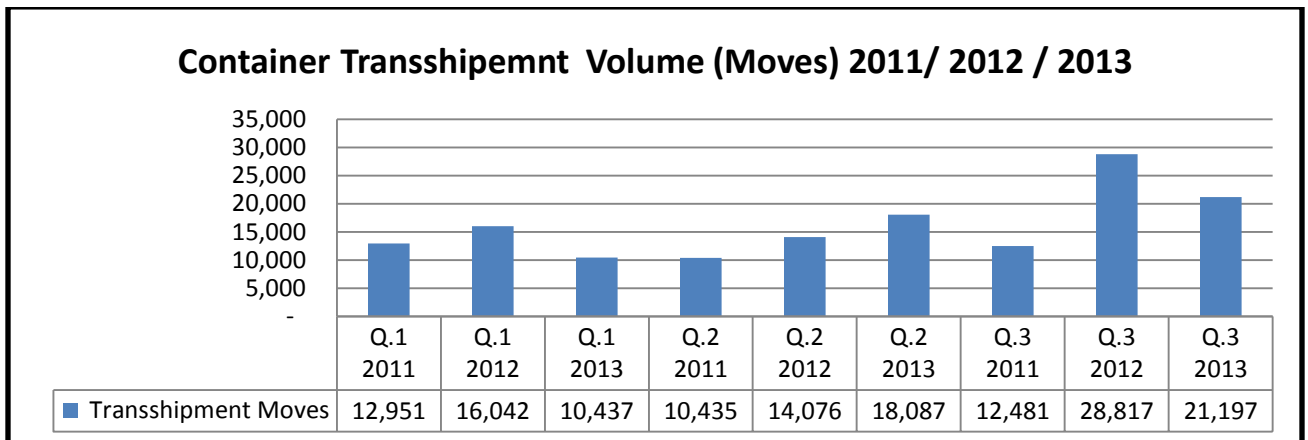
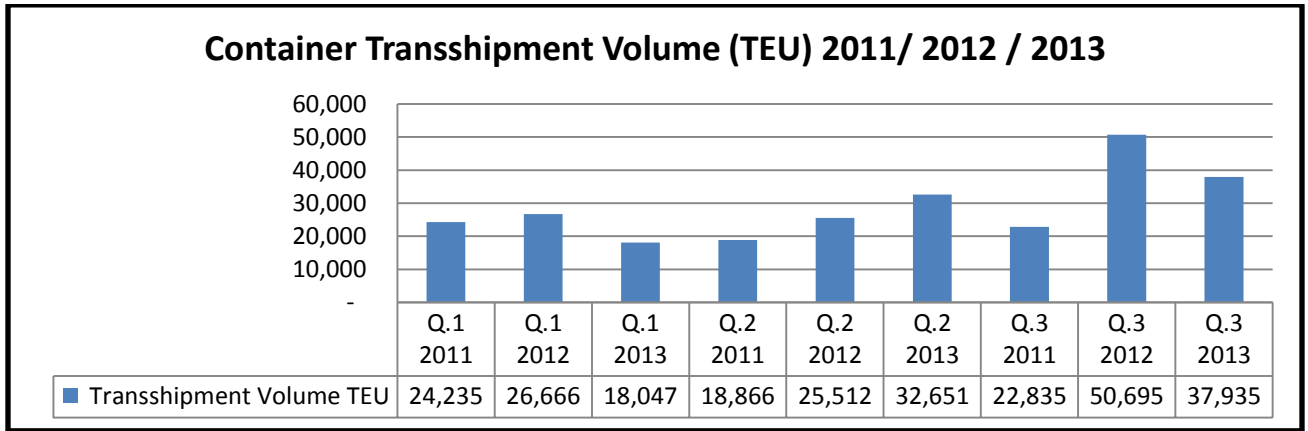
Number of cars imported to Bahrain via sea decreased during Q.3 2013, in comparison to 2012. A total of 12,628 vehicles were imported via KBSP during Q.3 of 2013, which are a 7% decrease in comparison to the same quarter during 2012 and a 96% increase in comparison to Q.3 2011.



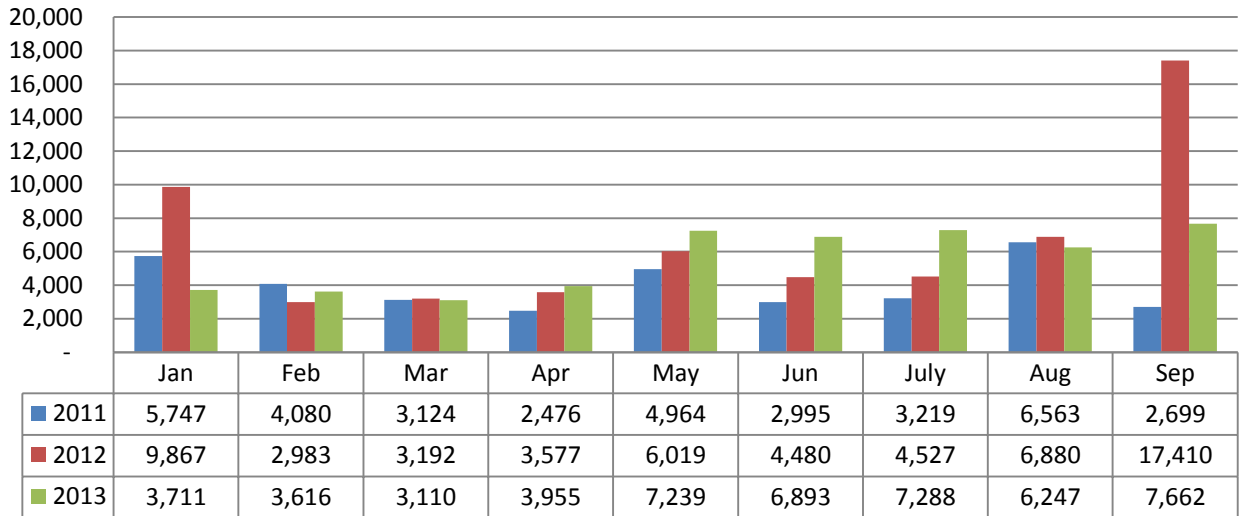
### 1.5. Transshipment:

The transshipment volume recorded 37,935 TEU in the third quarter of the year 2013 which is a 16% increase than the second quarter of 2013. The figures were fluctuating for this period, however with this rate APMT will be able to fulfill the transshipment KPIs stated in the concession agreement for the year 2013 which is 389,009 TEUs which means an approximate of 32,417 TEUs per month.

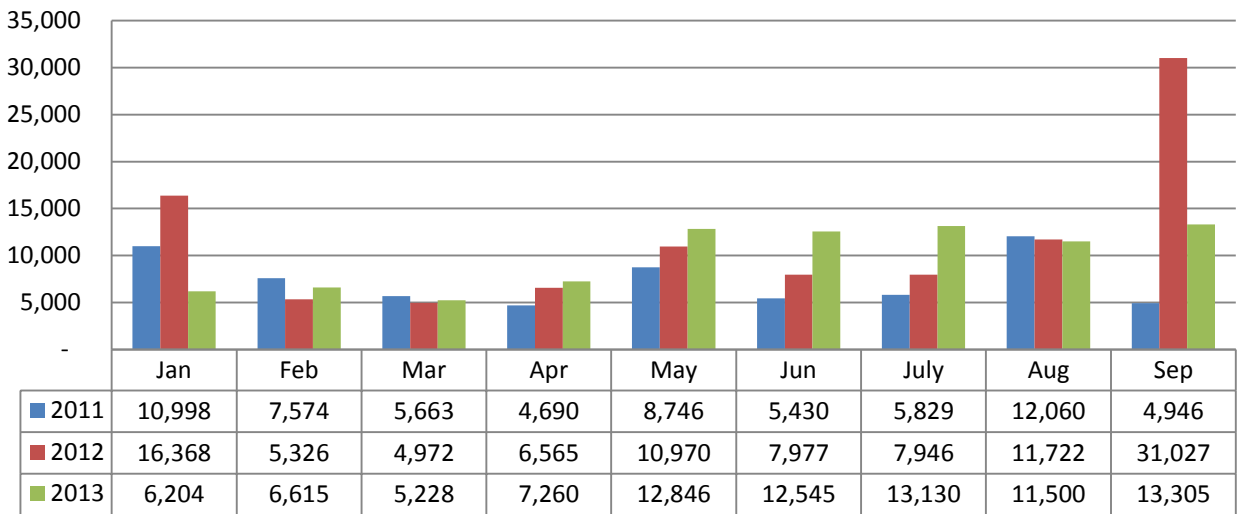
September 2013 recorded transshipment number of 13,305 TEU which is a 16% increase in comparison to the months of Aug.



### Container Transshipment Monthly Volume (Moves) 2011/ 2012 / 2013



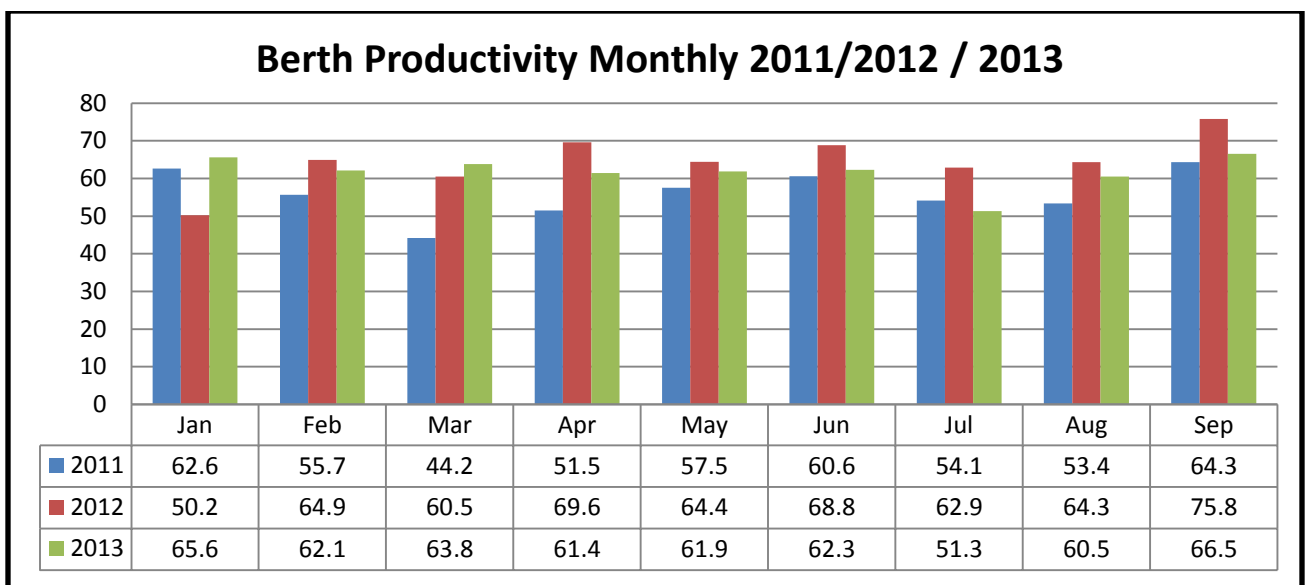
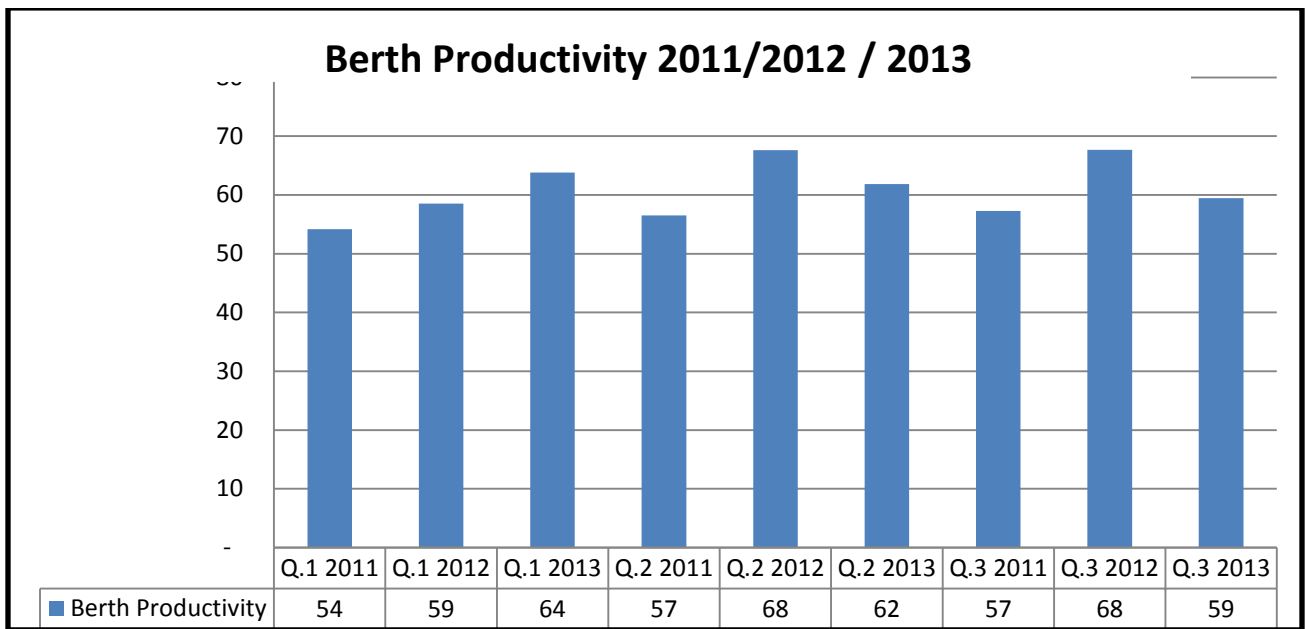
### Container Transshipment Monthly Volume (TEU) 2011/ 2012 / 2013





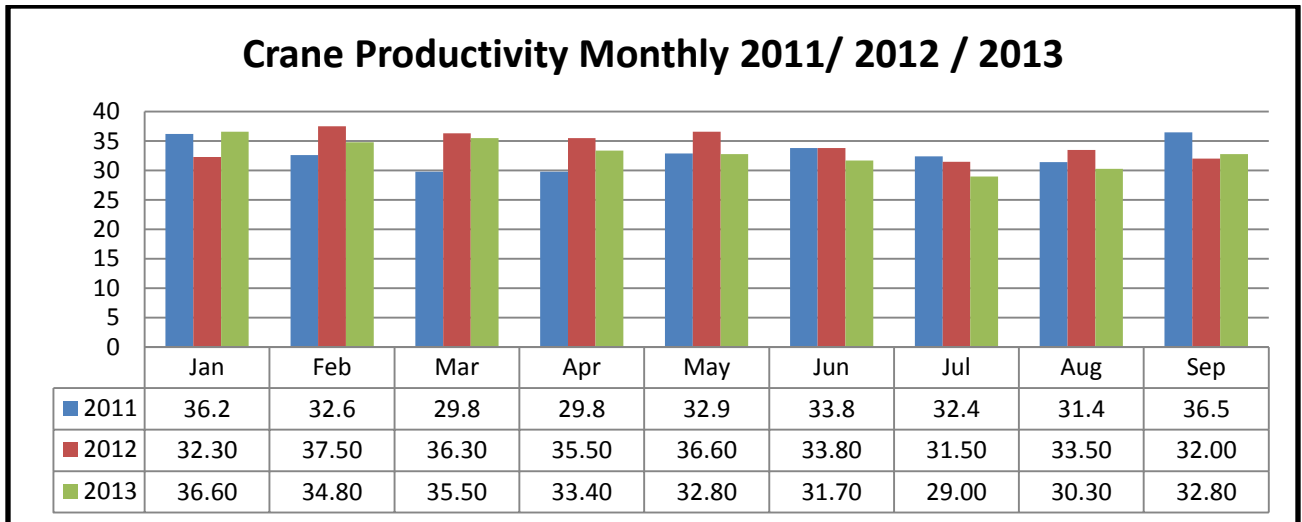
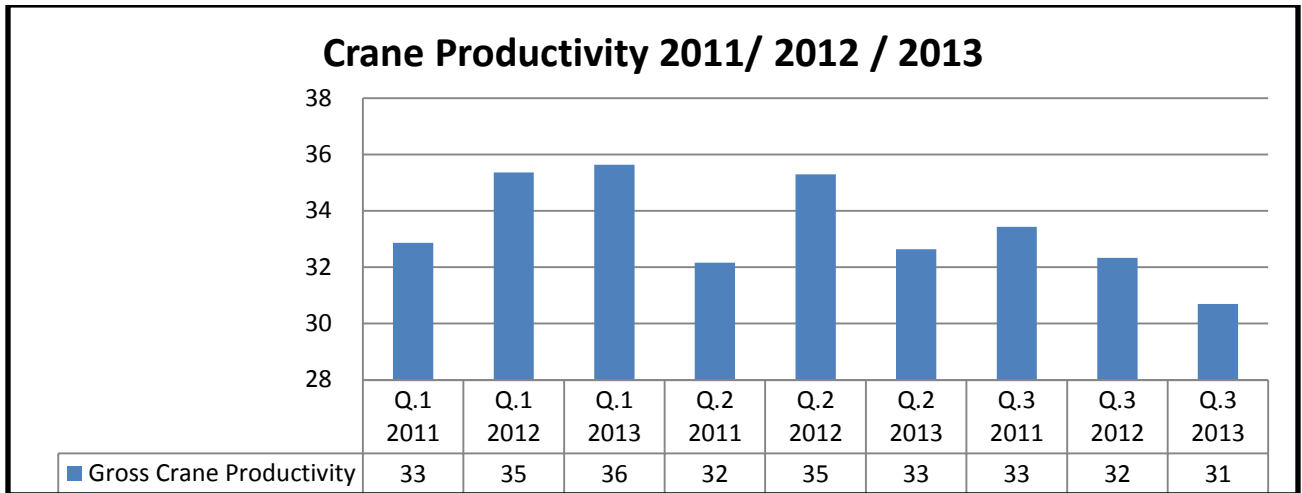
### 1.6. Berth Productivity (BP):

Comparing third quarter of 2013, with the berth productivity for the same period of 2012, it decreased reaching an average of 59 moves/hour which is a decrease of 5%. Also, there was a 4% increase comparing the same period of 2011 with 2013.



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

Comparing with the third quarter of 2012, the gross crane productivity in the third quarter 2013 had decreased by 6% to an average of 31 moves per crane. Comparing GCP for third quarter 2011 with same period in 2013 there was a decrease of 14%.



### 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 2013 the gate turn time reached an average of 41 minutes.

