

ID	Category	Industry benchmark KPI	Calculation metric (description and/or formula)	Unit of measurement	notes
1	operational efficiency	traffic density per m ³ of concession area	annual traffic volume (TEU-tonnes-passengers) per m2 of concession area: (Q / S)	TEU/m ² ; Tonnes/m ² ; Pax/m ²	
2	operational efficiency	traffic density per lm of quay	annual traffic volume (TEU-tonnes-passengers) per lm of quay under concession: (Q / B)	TEU/m; Tonnes/m; Pax/m	
3	operational efficiency	average yard dwell time	average dwell time of cargo unit	days	
4	operational efficiency	unused terminal capacity (spare capacity)	percentage share of unused capacity	%	
5	operational efficiency	vessel calls per month	average number of vessel calls per month (12-month average)	vessels/month	
6	service effectiveness and quality	annual growth rate of the concessionaire's throughput (%)	difference in handled traffic compared to the previous year: (Q(n) - Q(n-1)) / Q(n-1)	%	
7	service effectiveness and quality	quay performance	loading/unloading efficiency expressed as cargo units handled per crane per hour	TEU/crane/hour; Tonnes/crane/hour	
8	service effectiveness and quality	ship turnaround time	average vessel berthing time at the quay	hours per call	
9	service effectiveness and quality	truck turnaround time	average truck dwell time within the terminal	minutes per truck entry	
10	operational sustainability	increase in employment levels	change in the number of employees compared to the previous year: (LI(n) + LE(n) - LI(n-1) - LE(n-1)) / (LI(n-1) + LE(n-1))	%	
11	operational sustainability	modal shift share of freight to rail	share of gateway traffic moved inland by rail / total gateway traffic	%	
12	operational sustainability	terminal energy sustainability	share of electricity consumption generated from renewable sources	%	
13	operational sustainability	energy efficiency	amount of energy consumption per unit of cargo handled	Kwh/tonnes; Kwh/TEU	
14	operational sustainability	share of electric vehicles on the quay	share of electric vehicles over the total vehicles used for cargo handling on the quay	%	

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For the purpose of enabling the monitoring of the above indicators and the development of the related benchmarks, pursuant to Measure 15, the following information shall, inter alia, be provided

ID	Type	Data and indicators to be provided in the data room	description	Unit of measurement	notes
i)	GENERAL DATA (to be provided on a one-off basis and in the event of updates)	concession area (m ²)	total concession area (S)	m ²	
ii)		quay length under concession (lm)	length of quay(s) under concession (metres) (B)	linear meters	
iii)		amount of the concession fee	amount of the actual annual concession fee (C)	EUR	
iv)		duration of the concession	total duration of the concession (years)	years	
v)		investments	total investments borne by the concessionaire	€ million	
vi)		permitted use	prevailing traffic type*	-	
vii)		concession law and type of granting act	art.18 l.84/1994 or art. 36 Navigation Code; concession act, addendum, substitutive agreement	-	
viii)	PERFORMANCE DATA (year n) (to be provided on an annual basis)	handled traffic volume	traffic volume (TEU-Tonnes-Pax) handled in the year (Q)	TEU; Ton; Pax	
ix)		average yard dwell time	average dwell time of cargo unit	days	
x)		unused terminal capacity (spare capacity)	percentage share of unused capacity	%	
xi)		vessel calls per month	average number of vessel calls per month (12-month average)	hours per call	
xii)		quay performance	loading/unloading efficiency expressed as cargo units handled per crane per hour	TEU/crane/hour; Tonnes/crane/hour	
xiii)		ship turnaround time	average vessel berthing time at the quay	hours per call	
xiv)		truck turnaround time	average truck dwell time within the terminal	minutes per truck entry	
xv)		internal employment level	in-house staff expressed in terms of Full Time Equivalent (LI)	number of employees	
xvi)		external employment level	external staff (e.g. ex art. 17 l.84/94) expressed in terms of Full Time Equivalent (LE)	number of employees	
xvii)		modal shift share of freight to rail	share of gateway traffic moved inland by rail / total gateway traffic	%	
xviii)		terminal energy sustainability	share of electricity consumption generated from renewable sources	%	
xix)		energy efficiency	energy consumption per unit of cargo handled	Kwh/Ton; Kwh/TEU	

(*) List of permitted uses

- 1 containerized cargo traffic
- 2 conventional cargo traffic (general cargo, project cargo, etc.)
- 3 rolling stock traffic (car carrier, etc.)
- 4 liquid bulk
- 5 solid bulk
- 6 transport of gas
- 7 passenger traffic (cruise, ferry, local services)