

#### PORT HINTERLAND CONNECTIONS - ROAD

1. Are there clearly marked routes for accessing the terminal and leaving the terminal in order to reach the highway network?
2. Is the connection between the terminal and highway network at a satisfactory safety level?
3. What is the level of technical characteristics of the road that access terminal?
4. Is the connection passing through the urban and inhabited area?
5. Is there a direct access to the highway network?

#### PORT HINTERLAND CONNECTIONS - RAIL

6. Is the signalization on a satisfactory level?
7. Are the crossings satisfactory marked?
8. Is the railway line in full operational level?
9. Is the current capacity of railway infrastructure satisfying?
10. What is the status of the railway infrastructure to the terminal with the road network?
11. Is there a road and pedestrian crossing on the railway?
12. Is it possible to dispatch the maximum allowed quantities of the train at once?
13. Is there a ramp for the loading/unloading of the trucks on the railway?

#### PORT HINTERLAND CONNECTIONS - INLAND WATERWAY

14. Is the safety level of the port access satisfactory?
15. Is the area of the port basin sufficient?
16. Is the capacity of the access to the terminal sufficient so the barges shouldn't be separated?
17. Is there a RO-RO ramp on the terminal?

#### LAND-SIDE TERMINAL AND QUAY - ROADS WITH PORT AREA

18. Is the number of lanes on terminal roads sufficient and is their width satisfactory?
19. Are the terminal roads adequately marked with traffic signalization?
20. Are the terminal roads satisfactorily illuminated during night time?
21. Are the terminal roads satisfactorily maintained?
22. Clear identification of roads from parking area

#### LAND-SIDE TERMINAL AND QUAY - MoS TERMINAL AND QUAY CHARACTERISTICS

23. Availability of computerized management system in the port (system that enables electronic exchange of documents between the drivers and terminal)
24. Existing of an auxiliary services area close to the vehicles
25. Parking spaces are adequately signposted for identification
26. Is the capacity of a parking lot sufficient?
27. Could the parking space accept all possible vehicle dimensions?
28. Adequately arranged, with different areas for waiting and pre-embarkation and the interior traffic areas

#### LAND-SIDE TERMINAL AND QUAY - LOADING/UNLOADING ACTIVITIES AND STEVEDORING

29. Guaranteed flexibility in the composition of stevedoring crews and handling equipment to absorb demand peaks in loading / unloading services

- 30. Possibility for Port Authority to license more than one cargo handling operators within the port
- 31. Guaranteed stevedoring service 24 hours / day - 365 days / year

#### LAND-SIDE TERMINAL AND QUAY - FAST ACCESS TO THE MOORING QUAY

- 32. Terminal adjacent to, or close to the mooring quay

#### LAND-SIDE TERMINAL AND QUAY - TERMINAL/QUAY SECURITY

- 33. Are there specific security measures related to MoS operation in accordance with ISPS Code?

#### LAND-SIDE TERMINAL AND QUAY - SAFE VEHICLE EMBARKATION / DISEMBARKATION

- 34. Certified RO-RO ramp service provider

#### LAND-SIDE TERMINAL AND QUAY - FAST SAFETY AND SECURITY INSPECTIONS

- 35. Data bases of vehicles / drivers created in parallel with application of a risk management system

#### SEA-SIDE TERMINAL AND QUAY - FAST, SAFE AND QUARANTED SEA ACCESS OF THE TERMINAL / QUAY BY MOS VESSEL

- 36. Does VTMS exist and is it in the function?
- 37. Is the sea depth of the access to the terminal and at the terminal sufficient for the biggest MoS ships?
- 38. How much time a year is the terminal out of function for bad weather?

#### SEA-SIDE TERMINAL AND QUAY - MINIMISE WAITING TIME FOR SERVICES PROVISION TO MOS VESSELS WITHIN PORT (MOORING, TUGGING, PILOTAGE, WASTE COLLECTION)

- 39. Is there a liability exemption for the pilots on ships that regularly access the port?
- 40. Is the MoS service marked and treated as a priority in the port/terminal?
- 41. Is there an exemption of tug usage for ships that regularly access the port?
- 42. PILOT - Time required: from the request to reaction?
- 43. Needed hours for inspection authorities (veterinary, phytosanitary, etc.)
- 44. How would you assess the cooperation between the terminal and an agent?
- 45. How would you assess the cooperation between the terminal and a ship?

#### SHIPPING OPERATIONS - REGULAR, RELIABLE AND CONTINUOUS SHIPPING SERVICES

- 46. Are the frequencies and a capacity satisfactory?
- 47. Are the arrival/departure tables announced?
- 48. Are there deviations from the tables?

#### SHIPPING OPERATIONS - RELIABLE SHIPPING VESSELS

- 49. What is the number of detention of ships regarding PSC inspection in the period of last year?
- 50. Do the ships have adequate bow-thrusters?

#### SHIPPING OPERATIONS - SAFETY OF PERSONNEL AND CARGO IN SHIPPING

- 51. Is there lack of compliance with safety regulations observed?

#### INFORMATION EXCHANGE AND DOCUMENTATION - MoS SERVICES

- 52. Is the documentation exchanged electronically?
- 53. Is there an exchange of documents between starting points and destination?
- 54. How do you assess electronic exchange of documents?
- 55. Is there a priority for MoS services?

#### INFORMATION EXCHANGE AND DOCUMENTATION - FAST CLEARING OF MOS SUBJECTS (TRANSPORT MEANS, CARGO AND PASSENGERS) FROM DOCUMENT AND PHYSICAL INSPECTION

- 56. Is there a regulation for acceleration and simplification of regular MoS procedures?
- 57. How do you assess the level of this service?

#### INFORMATION EXCHANGE AND DOCUMENTATION - STREAMLINED DOCUMENT AND PHYSICAL INSPECTIONS BY CUSTOMS

- 58. Is there a regulation for acceleration and simplification of regular MoS procedures?
- 59. How do you assess the level of this service?
- 60. Do you find it useful?
- 61. Is there a special infrastructure (road, parking space, inspection point, etc.) for MoS services?

#### INFORMATION EXCHANGE AND DOCUMENTATION - COORDINATED CUSTOMS AND SAFETY INSPECTIONS

- 62. Is there coordination between all inspection services in order to accelerate necessary inspections?
- 63. Is it at a satisfactory level?

#### MoS SERVICE PROMOTION AND IMPLEMENTATION FROM ORIGIN TO DESTINATION - PROMOTIONAL ACTIVITIES

- 64. Is the promotion conducted by the operators or the regional body?
- 65. Is there a national/ regional body in charge of promotion? (IPC, SPC)
- 66. How do you assess the level of promotion?
- 67. How do you assess this system?
- 68. How do you assess the importance of promotion for insurance of successful services?
- 69. Is the promotion conducted individually in the countries or for the complete route/service?

#### MoS SERVICE PROMOTION AND IMPLEMENTATION FROM ORIGIN TO DESTINATION - SUSTAINABLE AND SYSTEMATIC BOTTLENECK MANAGEMAN

- 70. Are all responsible bodies in the countries that use the service included? (Ministry, port authorities, police, customs...)
- 71. Is there a systematic identification of bottlenecks?
- 72. Are all subjects in the transport chain called for the identification?
- 73. How do you assess the success of this model?

#### MoS SERVICE PROMOTION AND IMPLEMENTATION FROM ORIGIN TO DESTINATION - ICT SUPPORT

- 74. Is the update of the base satisfactory?
- 75. Is there a service database on the whole route?
- 76. How do you assess usefulness of this tool?
- 77. Is the exchange of documents on the whole route/service including the road assured?
- 78. How do you assess usefulness of this service?

#### MoS SERVICE PROMOTION AND IMPLEMENTATION FROM ORIGIN TO DESTINATION - QUALITY MANAGEMENT

- 79. Is there a system for assessment of the level of service quality from the starting point to destination?

#### ECOLOGICAL ASPECTS - GENERAL

- 80. Are there complaints for environmental pollution related to MoS services?
- 81. Is the functioning of MoS service resulting in significant environmental pollution (air, sea, land)?

#### ECOLOGICAL ASPECTS - WASTE MANAGEMENT

- 82. Is there a system for waste, sewage and bilge disposal in the harbour?