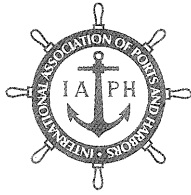
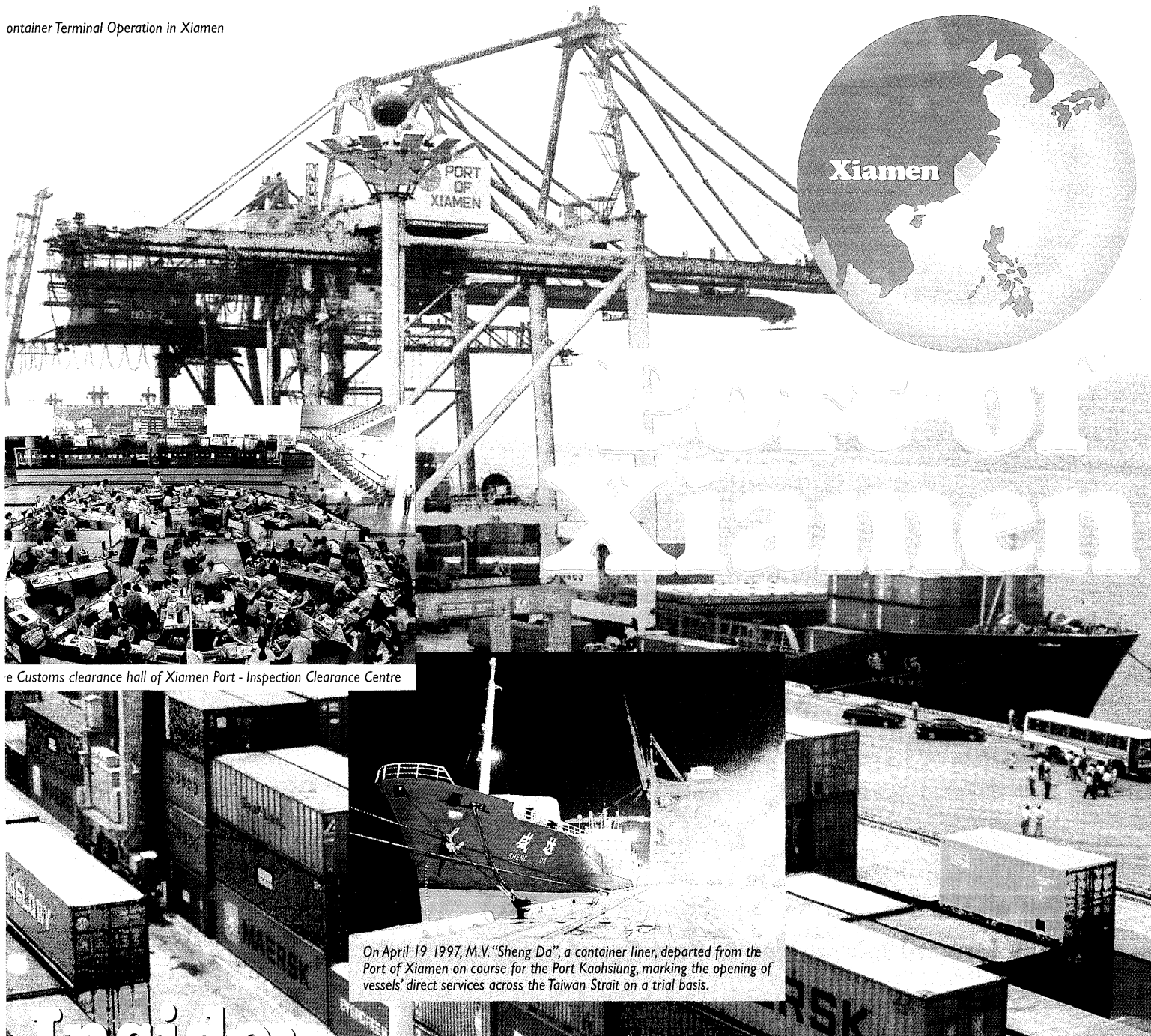


Ports & Harbors

May
1999 Vol.44 No.4



Container Terminal Operation in Xiamen



The Customs clearance hall of Xiamen Port - Inspection Clearance Centre

On April 19 1997, M.V. "Sheng Da", a container liner, departed from the Port of Xiamen on course for the Port Kaohsiung, marking the opening of vessels' direct services across the Taiwan Strait on a trial basis.

Inside:

- IMO Meeting on Y2K Problems for Knowledge Sharing, to Promote Contingency Planning
 - Tokyo MOU: Results of Inspection on ISM Code
 - China All Out to Build
 - Operations Started: Aden Container Terminal
- Compliance and Develop Its Ports

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Netherlands

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PORT of Xiamen: Situated in Jinmen Bay in the Taiwan Strait, the Port of Xiamen is an important sea port among the coastal ports of mainland China. In 1998 the port saw a throughput of 16.395 million tons and 654,000 TEUs for container traffic, ranking Xiamen in the top 10 coastal ports in mainland China. Related article on page 34.

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As Good as it Gets... The Port of Houston Authority



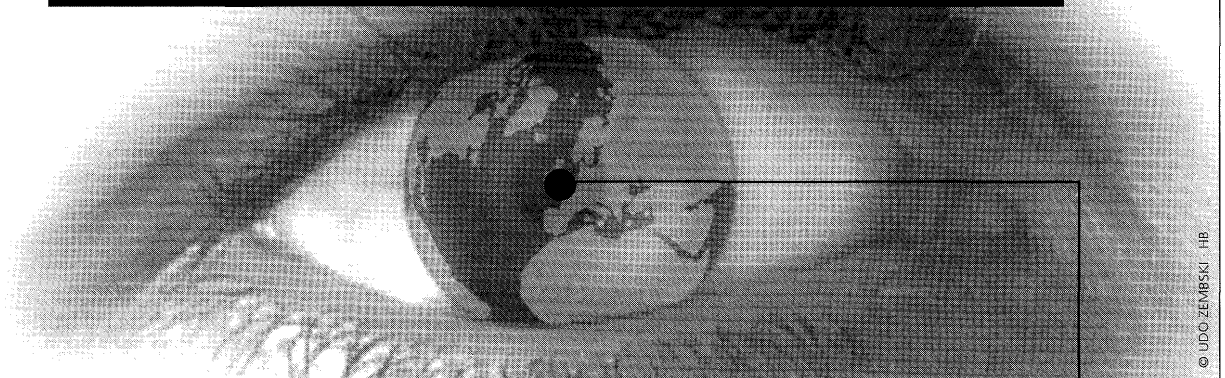
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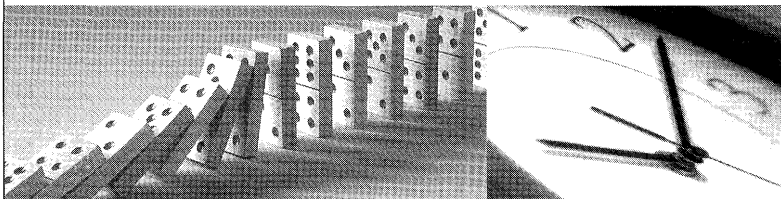
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IAPH ANNOUNCEMENTS AND NEWS

Malaysian Prime Minister Mahathir Keynote Speaker for IAPH Conference



ON 27 March, Datin O.C. Phang, Chairman of the 21st World Ports Conference of IAPH and General Manager/CEO, Port Klang Authority, faxed IAPH Officers informing them that the Hon. Prime Minister of Malaysia, Dr. Mahathir Mohamad, has confirmed his acceptance of our host's invitation to be the keynote speaker at the Opening Session of our Conference in Malaysia which is scheduled for the

morning of Monday 17 May 1999, and after that to declare the Exhibition open.

Secretary General Kusaka in his March 29 fax to Datin O.C. Phang expressed his deep gratitude for this development and the efforts made on the side of our

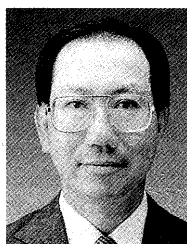


*The Hon. Prime Minister Dato
Seri Dr. Mahathir Mohamad*

Malaysian host to make the Prime Minister's presence a reality, as it will no doubt induce our Conference with prestige. "We all look forward to the opportunity of hearing the Prime Minister's keynote speech on the Opening Session in Malaysia", Mr. Kusaka commented.

Results of Essay Contest Announced; No Recipient of Akiyama Prize Chosen

MR. Goon Kok Loon (President-International Business Division, PSA Corporation) who chairs IAPH Human Resources Committee, in his letter of 22 March 1999 addressed to Mr. Kondoh of the Tokyo Head Office, announced the results of the 1998/1999 IAPH Essay Contest



The panel of judges comprised Mr. Goon Kok Loon as chair, Mr. Gustaaf De Monie, IPER, Le Havre, France and Mr. Jose Estrada Liaquet, Puertos del Estado, Spain.

Of the 10 entries received, nine were in English and one was in French. The panel of judges have evaluated and deliberated on the entries and decided that for this year only three Merit Prizes (US\$100 each) will be awarded to:

- (a) Ali M N Mkango, Tanzania Harbours Authority;
- (b) Teresita O Oblepas, Philippine Ports Authority; and
- (c) Amelia M Aquino, Philippine Ports Authority

A summary of these essays and the judges' comments is as follows:

Regrettably, the judges could not find any entries worthy of the top prizes. Generally they felt that the quality of the entries could have been better. To improve the quality of future entries, the

judges suggested that:-

(a) The award for the 1st prize be increased from US\$1,000 to US\$2,000 if the Akiyama Fund conditions allow this. This may attract more people to participate.

(b) The structure/outline of the essay be specified to guide the writers. It is hoped that this will improve the content.

(c) The title of the essay be modified to "My Suggestions For the Top Three Changes Required To Improve The Quality of Service in My Port" (from the current title, "How the Quality of Port Services of Your Port Could be Improved"). This will help the writers more focussed and to recommend proposals rather than write about historical changes, which are relevant to improving the writer's own port.

Summary of Winning Entries and Judges' Comments

MERITS PRIZE (3)

1. Ali M.N. Mkango

Tanzania Harbours Authority

This essay addresses how ship turnaround time in port can be improved, by improving both marine services and

cargo handling services. In addition, it suggests some general improvements to the procedures and means involved in cargo delivery and acceptance.

The author cites 2 targets - a) to improve ship and crane productivity from an average of 11 TEUs to 20 TEUs per hour, and b) to improve the efficiency

of import documentation process from an average of 9 to 3 days. The writer then identifies areas that need to be improved, namely:

- Pilotage, tug and navigational services
- Measures for monitoring and controlling operational performance
- Control over restricted areas
- Equipment maintenance management
- Documentation system/customs facilities

He then proposes the following:

- Additional tugs and pilot boats and adoption of a VTS
- Establish operational target setting, revision of ship performance reports and maintenance performance indicators
- Fencing in the terminal
- Adopt Inventory Planning and use of Equipment Life Cycle costing to maintain an optimal number of equipment
- Control of engineering supplies and spares by Engineering Dept
- Reform customs procedures
- Use a single document for customs clearance and centralise relevant agencies in the same complex for easier documentation processing.

Comments

Content: The writer recognises the components which need to be dealt with to improve quality of service; and the need to identify and deal with major bottlenecks hindering port performance. However, the essay could have been more focussed and pinpoint the main items that need to be dealt with. Although there are many broad recommendations, the ones which would leverage the greatest improvement and should be given priority in implementation should have been highlighted. While he lists the costs of some recommendations, the benefits are not quantified. More details of implementation should also have been provided.

Presentation/Organisation: Organised logically according to sub-topics. Essay is backed with facts and figures. Would have been better if it were more focussed and the less important/relevant portions were left out.

Language: Written in good clear English

2. Teresita S. Oblepias

Philippine Ports Authority

This essay focusses on developing the Port of Manila into a transshipment hub as this would spur it on towards improving the quality of its port services. After some account into the history of the port, the writer lists down the existing problems, both internal and external factors,

including:

- poor quality of coastal shipping services,
- complicated port tariff,
- conflicting port policies and regulations,
- absence of quality standards in cargo handling contract systems,
- lack of technical and managerial experts, and
- lack of port facilities and intermodal transport system.

The writer then assesses the potential of Manila as a transshipment port and suggests solutions to address the internal factors. She also proposes that the port should market and promote itself to its main line hauliers and offer more competitive prices to improve the port's competitiveness.

Comments

Contents: The thrust of the essay is on establishing a good transshipment port rather than improving the quality of service of the port. The writer shows good understanding of the elements that need to be looked at in establishing a transshipment port. She appears to have broad understanding of the port business. There is some attempt to quantify the benefits of transshipment to the port operator and Government. The writer proposes some directions and approaches to take to resolve the problems, but as the issues are major ones, they require to be treated in more details and depth eg long-term plans and strategies.

Presentation/Organization: Long preamble before listing the problems and the corresponding solutions.

Language: Written in good clear English

3. Amelia M. Aquino

Philippine Ports Authority

This essay traces how the Philippine Ports Authority (PPA) has successfully included privatisation in its ports development strategy. By highlighting the Manila International Container Terminal, the writer showed how privatisation had made major improvements in almost all facets of the terminal, ie physical facilities, equipment and support systems. Investments were made on cargo handling equipment and computerised support system which led to tremendous increase in port activities and hence increased the source of revenue to the PPA. Privatisation had also generated good will and enhanced the image of the Philippines as a viable place of destination of vessels.

Comments

Content: The essay is a historical account of improvement already made. It would have been much better and more in context to the essay topic if general principles and applications were drawn from this experience.

Presentation: Organization of essay is logical.

Language: Written in good clear English

Information Technology Award 1999

SINCE 1997, the IAPH Trade Facilitation Committee has organized the IAPH Information Technology Awards, with the purpose of demonstrating IAPH's commitment and leadership in promoting the use of information technology in ports and maritime transport by presenting the award for outstanding research and the application of information technology in ports and maritime transport, as decided by a panel of judges. Starting with the 1999 IT Award, the conditions for entries have been changed to include new criteria by changing the eligible entrants from IAPH members only to those interested parties from universities and research institutes. The original deadline was 31 December 1998, but it was extended until 28 February 1999.

According to the communication from the chair of the Trade Facilitation Committee Mr. Arbos of the Port of Barcelona, the following entries had been received by the deadline. The panel of judges will come up with the conclusion of this year's Awards Scheme for presentation of its results to the First Plenary Session of the 21st Conference to be held on the afternoon of Monday 17 May 1999 in Malaysia.

List of Applicants to The Information Technology Award 1999

First Category

1. "IMS - Integrated Maritime Information System"
Ports and Railways Authority, Israel
2. "Truckstation"
DAKOSY (Datenkommunikations system GmbH)
3. "Maher Terminals Logistic Systems,

Inc. - Automated Receiving and Delivery System"

Nominated by: The Port Authority of New York and New Jersey

Mrs. Lillian C. Borrone, Director,
Port Commerce Department

4. "The Port of Felixstowe on the Internet"

jointly submitted by The Port of Felixstowe and Maritime Cargo Processing PLC

5. "Realisation of the Integrated Information System in the Port of Tallinn"

Port of Tallinn, Estonia

6. "Free Commercial Zone - EDI System"
Port Klang Authority, Malaysia

7. "Harbor Vessel Traffic Management with Links to Logistics System Affecting Time in Algerian Ports"

A dissertation submitted to the World Maritime University (Malmo, Sweden) in partial fulfillment of the requirements for the award of the degree of Master of Science in Port Management by Kerma Azzeddine (Algeria)

Second Category

1. "European Marine Motorways (EMMA) Project"

Napier University of Edinburgh in cooperation with:

Stichting NEA

Transportonderzoek en-opleiding

Stena Line AB

Technicatome SA, and

Universidad de Barcelona

Mr. Alfred J. Baird, Director

Napier University Business School

Maritime Transport Research Unit

2. MERMAID (Marine Economic Resources and Marine and Intermodal Directory)

Center for Ports and Waterways

Texas Transportation Institute

The Texas A&M University

System

IPD Fund: Status Report

No progress in fund-raising campaign

WE regret we must report that there has been no progress in the fund-raising campaign since last announcement. To achieve the goal, we still need to raise a little over US\$39,000, or about 54% of the targeted amount of US\$70,000.

The Secretary General appeals to all IAPH member organizations and individuals to give their generous support to this project.

List of Contributors to the Special Port Development Technical Assistance Fund

ORGANIZATION	COUNTRY	(US\$)
Georgia Ports Authority	USA	1,500
Bintulu Port SDN BHD	Malaysia	1,000
Ports of Auckland Ltd.	New Zealand	500
Fremantle Port Authority	Australia	250
Port Services Corporation	Oman	985
Associated British Ports	UK	1,000
Nanaimo Harbour Commission	Canada	250
Japan Cargo Handling Mechanization Association	Japan	240
South Carolina State Ports Authority	USA	750
Mauritius Ports Authority	Mauritius	1,000
Overseas Coastal Area Development Institute of Japan	Japan	1,000
Port of Rotterdam	Netherlands	1,000
Port Authority of the Cayman Islands	Cayman Islands	500
Kuwait Oil Company (KSC)	Kuwait	750
Port of Copenhagen	Denmark	1,000
Saeki Kensetsu Kogyo Co. Ltd.	Japan	235
Marine Department, Hong Kong	China	500
Port of Montreal Authority	Canada	1,000
Port Authority of Thailand	Thailand	100
Tanzania Harbours Authority	Tanzania	1,000
Port of Kobe	Japan	3,000
Japan Academic Society for Port Affairs	Japan	237
Sydney Ports Corporation	Australia	500
World Cargo News	UK	100
Nagoya Port Authority	Japan	3,000
Administracao do Porto de Sines	Portugal	500
Maldives Ports Authority	Maldives	100
Port Autonome du Havre	France	1,000
Indonesia Port Corporation II	Indonesia	500
Fraser River Harbour Commission	Canada	250
Kobe Port Terminal Corporation	Japan	500
Canaveral Port Authority	USA	500
Sabah Ports Authority	Malaysia	261
Irish Ports Association	Ireland	500
Portnet	South Africa	1,000
Port of Amsterdam	Netherlands	500
Port Authority of New York & New Jersey	USA	1,000
Port of Kawasaki	Japan	983
Port of Houston Authority	USA	1,500
Empresa Nacional de Administracao dos Ports	Cabo Verde	250
Dr. Susumu Maeda	Japan	100

Total in US\$: 30,841

As of 31 March 1999

DTF Chair Geraldine Knatz Reports on LC72 Meeting

DR. Geraldine Knatz (Port of Long Beach), Chairperson of the IAPH Dredging Task Force and Mr. Joseph E. LeBranc, Jr., who is a New Orleans-based IAPH Legal Advisor, attended the 20th Meeting of Contracting Parties to the London Convention of the IMO held from 14 to 18 December 1998. Her report is later introduced for the benefit of all IAPH members and other parties interested.

Electronic Data Recognition and Y2K

MR Pieter Struijs, 3rd Vice President of IAPH (Rotterdam), IAPH Representative and also representing the world ports community, together with representatives from the other sectoral interests of the international maritime transport industry, attended a meeting held in the IMO Headquarters in UK on 3 and 4 March 1999.



The Secretary General's Office of IAPH circulated the documents from Mr. Struijs to all IAPH members urging them to give them their attention and at the same time to take appropriate action in accordance with the respective members' circumstances.

The documents circulated comprised:

IMO circular addressed to (1) IMO members and other Governments, (2) United Nations and specialized agencies, (3) Inter-Governmental organizations and (4) Non-Governmental organizations in consultative status (IMO Circular Letter No.2121, 5 March 1999, Ref: T1/3.01)

Annex 1 The Year 2000 Code of Good Practice

Appendix 1 Questionnaire 1 (From Port Authority/Terminal Operator to Ship Operating Company)

Appendix 2 Questionnaire 2 (From Port Authority/Terminal Operator to Ship)

Appendix 3 Questionnaire 3 (From Ship/Shipping Company to Port Authority/Terminal Operators)

Annex 2 Key Elements of Y2K Contingency Plans for Ships, Ports and Terminals

Appendix 1 Examples of possible critical systems for Ports and Terminals

Appendix 2 Examples of possible critical systems for Ships

(The full documents are reproduced later in this issue.)

Mr. Peter van der Kluit Attends Dredging Seminar in Ismailia

ON behalf of Mr. Pieter Struijs, 3rd Vice-President of IAPH from Rotterdam, Mr. van der Kluit, IAPH European Representative-designate, took part in the Dredging Seminar which was held in Ismailia, Egypt on 30 January 1999. Mr. van der Kluit spoke on "The role of ports in world society". Text of his speech is introduced in this issue in the OPEN FORUM column.

Membership Notes:

New Member Associate Member

World Maritime University [Class D] (Sweden)

Address: Citadellsvägen 29, 201 24 Malmö
Postal Address: P.O. Box 500, 201 24 Malmö
Mailing Addressee: Dr. Karl Laubstein, Rector
Tel: +46 40 35 63 00
Fax: +46 40 12 84 42
E-mail: karl.laubstein@wmu.se
Internet: http://www.wmu.se

Changes

Halifax Port Authority [Regular] (Canada)

(Halifax Port Corporation has been changed to the above mentioned name recently)

Montreal Port Authority [Regular] (Canada)

(Montreal Port Corporation has been changed to the above mentioned name recently)

Vancouver Port Authority [Regular] (Canada)

(Vancouver Port Corporation has been changed to the above mentioned name recently. The phone and fax numbers have also been changed.)

Address: 1900 Granville Square
200 Granville Street
Vancouver, B.C. V6C 2P9
Tel: 604 665 9000
Fax: 604 665 9007

Incheon Regional Maritime Affairs & Fisheries Office

[Regular] (Korea)

Address: 1-17, Hang-dong 7Ga, Choong-gu
Incheon, 400-037
Mailing Addressee: Mr. Kim, Sung Soo, Director General
Tel: 82-32-880-6114
Fax: 82-32-882-4642
E-mail: kslim@portincheon.momaf.go.kr
Internet: http://portincheon.momaf.go.kr

Ports of Auckland Limited [Regular] (New Zealand)

(Their office has been relocated from Prince Wharf to Sunderland Street. The phone, fax numbers and postal address have been unchanged.)

European Sea Ports Organisation (ESPO) [Class B] (Belgium)

E-mail: espo@hebel.net
Internet: http://www.espo.be
Chairman: Mr. Jean-Marcel Pietri
Secretary General: Mrs. Pamela Le Garrec

Hafen Hamburg Verkaufsförderung und Werbung e.V. [Class B] (Germany)

Their switchboard number has been changed recently.

Tel: +49 40/37709-0 (extention-100)
Fax: +49 40/37709109

OPEN FORUM

20th Meeting of Contracting Parties to the London Convention 1972

IMO Headquarters - London, England 14-18 December 1998

By Geraldine Knatz, Chairman, IAPH Dredging Task Force

THE Twentieth Meeting of Contracting Parties to the London Convention 1972 ("LC 1972" or "Convention") was held at the headquarters of the International Maritime Organization, 4 Albert Embankment, London SE1, England, on 14-18 December 1998. IAPH attended the LC 1972 Meeting as an observer and was represented by Geraldine Knatz, Chairman, IAPH Dredging Task Force, as Head of the IAPH delegation, and Joseph E. LeBlanc, Jr., as the IAPH Legal Advisor. The Twentieth Meeting was attended by delegations from 34 Contracting Parties to the LC 1972; representatives from one Associate Member of IMO; observers from 8 states that are not Contracting Parties to the LC 1972; a representative from the International Atomic Energy Agency (IAEA) and 4 United Nations organizations; an observer from the Organization for Economic Co-operation and Development/Nuclear Energy Agency (OECD/NEA); and observers from 8 non-governmental organizations (NGOs), including IAPH. This report will summarize the action of the Meeting on agenda items of concern to IAPH.

1. Status of the London Convention 1972 and the 1996 Protocol

The Twentieth Meeting noted the report by the Secretary-General that 77 Governments have ratified or acceded to the LC 1972. The Meeting was also informed that 18 States had signed the 1996 Protocol to the Convention ("Protocol") between 1 April 1997 and 31 March 1998, and, as of December 2, 1998, two States, Denmark and Germany, had ratified the instrument. The United Kingdom announced that its instrument of ratification was deposited on December 15, 1998.



Geraldine Knatz, Ph. D.



Joseph E. LeBlanc, Jr.

2. Agenda Item 4: Development of Compliance Arrangements

2.1 A discussion paper was submitted by Canada regarding the development of arrangements to promote compliance with the Convention in a manner consistent with the approaches adopted in the Protocol. A working group was established to address this subject.

2.2 The Working Group agreed that the issue of compliance should become a standing agenda item at the 21st Consultative Meeting next year and thereafter. It was also agreed that an ad hoc working group be established during the 21st Consultative Meeting to discuss compliance issues and to consider next steps for better insuring the effective application of the Convention and the Protocol. The working group proposed terms of reference for the ad hoc working group on compliance, which would include, inter alia, recommendations to the consultative meeting regarding procedures for compliance assessment and guidance on the mandate, composition, scope and powers of any new compliance body, as well as an assessment of non-compliance issues identified by the Scientific Group or by other parties.

2.3 The working group also consid-

ered development of a questionnaire on compliance patterned after the one used in the Basel Convention. It recommended that comments on a proposed questionnaire be submitted to the Secretariat by 30 May 1999 and that, based on the comments, the Secretariat prepare a draft questionnaire for consideration by the next Consultative Meeting.

2.4 The future work upon these compliance issues is something that IAPH must closely follow. This is especially true with respect to the role and powers of any new "compliance body" and the establishment of any "new standards" or "minimum requirements" for assessing compliance with the Convention.

3. Agenda Item 5: Administrative Arrangements for the 1996 Protocol

3.1 The United Kingdom presented a discussion paper addressing administrative issues arising from the differing treaty relations among States which are party to the Convention or to the Protocol, but not both. A working group was established to consider the parallel application of the two instruments.

3.2 Particular note was taken of the implications of there being no treaty relations between a State which is a party to the Protocol only and a State which is a party to the Convention only. This situation would arise if non-Convention parties accede to the Protocol, while other States remain parties to the Convention alone. This would also occur if, upon entry into force of the Protocol, a State party to the Protocol decides to withdraw from the Convention. The working group noted the difficulties that could be presented with no treaty relations under these circumstances and agreed that further

analysis was needed of the consequences of parties to the Protocol deciding to withdraw from the Convention.

3.3 The group also discussed the implications for domestic implementation of the parallel application of the Convention and the Protocol. This situation would arise when a State accedes to the Protocol, which would result in it having both treaty relations with other States acceding the Protocol and separate treaty relations with States that have not yet acceded to the Protocol but remain party to the Convention.

3.4 The question was raised whether States which are parties to both instruments will need, on entry into force of the Protocol, to maintain dual systems of domestic implementation. The working group was of the view this would not be necessary. Since the standards set by the Protocol are more stringent than those in the Convention, it followed that implementation of the provisions of the Protocol by a party to the Convention would fulfill that party's obligation under the Convention in full. The Meeting adopted this conclusion.

4. Agenda Item 6: Consideration of the Report by the Scientific Group

4.1 The Chairman of the Scientific Group presented a comprehensive review of the matters discussed at the Twenty-First Meeting of the Scientific Group on 6-9 April 1998 in Cape Town, South Africa.

4.2 The principal work undertaken by the Scientific Group was the development of waste-specific guidance which will be equally applicable to the Convention and to the Protocol. This has resulted in the completion of three sets of guidance and intersessional arrangements for the development of an additional four sets of guidance for wastes included on the "reverse list" of wastes that may be acceptable for dumping at sea.

4.3 In addition, it was agreed the United States will submit a reformatted draft of the Dredged Material Assessment Framework (DMAF) (side-by-side version) which was adopted at the Eighteenth Consultative Meeting in 1995 by Resolution LC.52(18). This reformatted draft will be considered at the Twenty-Third Meeting of the Scientific Group in the year 2000.

4.4 The Meeting endorsed the work of the Scientific Group in developing this guidance, and agreed to use the side-by-side presentation of generic guidelines and waste-specific guidance as a useful means to ensure internal consistency

between the proposed text. The Meeting was also of the view that rather than adopt the completed guidance on a provisional basis, the entire package of guidance will be forwarded to the Consultative Meeting with a recommendation (as a second step) to rework the specific guidance in a single column format for each of the waste categories.

4.5 The Meeting also noted that the Scientific Group has embarked on a review of its terms of reference in advance of the entry into force of the Protocol.

5. Agenda Item 7: Matters Related to the Sea Disposal of Radioactive Waste

5.1 At the Nineteenth Consultative Meeting, Contracting Parties had requested the IAEA to provide guidance for determining *de minimis* levels of radioactivity that would not be considered "radioactive" for purposes of the prohibitions in the Convention. The IAEA representative presented a paper entitled, "Application of Radiological Exclusion and Exemption Principles to Sea Disposal: The Concept of De Minimis for Radioactive Substance under the London Convention 1972", which presented such guidance. The IAEA paper stressed that the guidance had been developed from two distinct considerations: (i) unamenability to regulation or human control, and (ii) triviality of effect.

5.2 A number of delegations expressed the view that the document, in its present form, provided an inadequate basis for application of the *de minimis* concept under the Convention. Concern was expressed that the definition of *de minimis* developed by IAEA was based only on protection of human health and did not provide an adequate basis for the protection of the marine environment and non-human organisms. The IAEA representative acknowledged the limited attention to the effects of radionuclides on the environment and pointed out that IAEA was currently examining this area.

5.3 The IAEA representative requested written comments on its document prior to the end of December 1998 so that the report could be finalized in early January 1999. It was also noted by IAEA and agreed by the Meeting that the document was merely guidance whether or not in the form of an official IAEA document.

5.4 Despite the wide disparity of views on this issue, a working group was established to further examine the

development and application of a definition of *de minimis* levels of radioactivity for the purposes of implementing Annex 1, paragraph 9 of the Convention. The Working Group agreed that the application of the *de minimis* concept must not undermine or contravene the ban in the Convention on dumping of radioactive wastes and that this concept should only apply to waste not otherwise prohibited from dumping.

5.5 With respect to the definition of *de minimis*, it was recognized that a globally applicable numerical standard (e.g., concentration standard) would not be practicable. It was also unanimously agreed to propose a stepwise process whereby the revised IAEA document will be considered by an ad hoc group of experts for the definition and application of the *de minimis* concept under the Convention. This ad hoc group could report its findings either directly to the Consultative Meeting or to the Scientific Group.

5.6 The Meeting accepted these recommendations by the working group and agreed to schedule a meeting of the new ad hoc group of experts on the definition and application of the *de minimis* concept under the London Convention (London Convention De Minimis Group) in association with the Twenty-Second Meeting of the Scientific Group in 1999, with a report to be made to the next Consultative Meeting.

5.8 The development of *de minimis* guidance is a subject of continuing interest and concern to IAPH. All dredged material has some degree of radioactivity, whether from naturally occurring levels or, in some cases, from past inputs from anthropogenic sources. It is essential for IAPH to work to assure that any *de minimis* guidance includes appropriate recognition of such levels which are not amenable to control or are of only trivial consequence.

6. Agenda Item 11 – Future Work Programme and Date of Twenty-First Consultative Meeting

6.1 The Meeting agreed on substantive items to be included in the provisional agenda of its Twenty-First Consultative Meeting in 1999, including continued review of the work of the Scientific Group, administrative arrangements for the entry into force of the Protocol, enhanced compliance arrangements under the Convention, and matters relating to application of the *de minimis* concept to radionuclides.

6.2 The Meeting also adopted the

proposed work program for the Twenty-Second, Twenty-Third, and Twenty-Fourth meetings of the Scientific Group covering 1999 to 2001, as set out in Annex 8 to the Scientific Group report. This program includes a number of items that are of interest to IAPH, including experience with the practical implementation of the waste assessment guidance, as reflected in the Dredged Material Assessment Framework (DMAF); further examination of risk assessment procedures and biological assessment techniques; underlying principles for establishing and applying national action levels for determining what substances may be dumped at sea; alternatives to sea disposal; and new techniques for assessing the environmental impacts from disposal at sea. Each of these topics may effect IAPH ports since the sea disposal of dredged material accounts for more than 90% of all material disposed at sea.

6.5 The Meeting further agreed that (i) the Twenty-First Consultative Meeting of Contracting Parties to the Convention should be held from 4-8 October 1999; (ii) the Twenty-Second meeting of the Scientific Group should be held from 10-14 May 1999; and (iii) the first meeting of the LC 72 De Minimis Group should be convened from 17-21 May 1999 in conjunction with the Scientific Group meeting.

7. Conclusion

The Twentieth Consultative Meeting was the second meeting of Contracting Parties since adoption of the 1996 Protocol. Much of the focus of the Meeting was on clarifying the relationship between the London Convention 1972 and the 1996 Protocol and how actions of Contracting Parties in the future would implement both the terms of the new Protocol and the existing provisions of the LC 1972. With the guidance agreed upon at the Meeting, the work of Contracting Parties and the Scientific Group will go forward upon many agenda items of interest to IAPH. This will require IAPH's close attention as the concepts embraced in the 1996 Protocol – particularly the "precautionary approach" and the "polluter pays principle" – are increasingly applied to the actions of Contracting Parties under the Convention.

Geraldine Knatz
Managing Director of Development
The Port of Long Beach
Chairman
IAPH Dredging Task Force

Dredging Seminar Ismailia

The Role of Ports in World Society

By Peter van der Kluit

IAPH Representative in Europe (designate)

Saturday, 30 January 1999

Ladies and gentlemen,
First of all I wish to convey the sincere apologies of Mr Pieter Struijs, vice-president of IAPH and Executive Director Shipping of the Rotterdam Municipal Port Management, for being unable to address this conference. Circumstances beyond his control required him to stay in Rotterdam.

I have been asked to represent him here today. My name is Peter van der Kluit and until the first of January this year I was employed by the Rotterdam Municipal Port Management as senior policy advisor and executive secretary of the Directorate Shipping. I have been active in the IAPH organisation for the best part of twenty years. In the last few years as Chairman of the Committees on Port Safety and Environment and Marine Operations.

IAPH, as a world ports' organisation, sometimes affectionately referred to as the United Ports of the World, is a fascinating organisation, which has consultative status with, for example, the International Maritime Organisation of the United Nations. Together with the present IMO Liaison Officer, I have attended numerous IMO meetings representing the interests of the ports.

As I already mentioned, I left the port of Rotterdam organisation recently. Not because I disliked the work I was doing for the port of Rotterdam. No, I wanted to be able to fully concentrate on the work for IAPH, I will officially succeed the present IAPH Representative in Europe and Liaison Officer with IMO, Mr Alex Smith, on the first of July this year. The period up to that date will be used to familiarise myself with the activities associated with that position. A job such as this obviously requires an independent position and this was the reason for leaving the employment of the port of Rotterdam.

Now to the theme of my presentation:



"The Role of Ports in World Society".

I could be very brief here.

The role of ports in world society is a crucial one. Without ports there would be no shipping, little or no trade and a dredging seminar such as the one we are attending here today would be impossible.

I could leave it at that, thank you for your attention and we could all go out for a refreshing drink.

But serious now.

Ladies and gentlemen,

Egypt is an ideal country for talks on 'the role of ports in world society' and also of course about dredging. You only have to think of the Suez Canal for example. Of the excavation work for this project initiated by the French engineer Ferdinand de Lesseps. And also of the consequences of the construction of this canal. The opening of the Suez Canal in 1869 could have led to great wealth and economic independence in Egypt but ultimately resulted in the country coming under the 'The Dual Control' of France and England.

Shortly after its opening, the Khedive of Egypt sold his shares in the canal to the British for around four million pounds.

With this in mind, a better title for this presentation could be 'the role of world society in ports'.

Even today the Suez Canal plays an important role in international shipping and even regarding ports. Because despite all the developments in technology and international trade, it is still the breadth, the width of the Suez Canal which determines the width of internationally operating containerships. And that, of course, has consequences for the layout of ports.

I would like to take advantage of this occasion to talk to you about the following issues:

- recent developments in international shipping;
- the consequences of this for the ports and port authorities;
- trends associated with globalisation;
- European transport policy; and
- the role of IAPH.

Ladies and gentlemen,

The world has – in principle – become one single market. The growth in international trade results in cheaper products for the consumer and in growing goods flows. This leads to concentration of these flows, an increase in the scale of operations (formation of alliances of container liners), larger ships and shorter turn-around times.

Ports, be it Singapore, Rotterdam, Hong Kong or Antwerp, wish to be the focal point of logistic chains. This requires a pro-active approach.

The times during which a port management could quietly sit down and wait for the ships to arrive, these times are long gone. The pro-active approach not only relates to the actors in the port area itself, it also stretches beyond the physical borders of the port, in an international context. Ports have to face ever-increasing competition. This competition takes place at a number of different levels:

First there is the general climate for locating a business: in both national and international perspective this determines to what extent a port can compete with other ports and regions in and outside the country;

Then there is the port complex itself: what has it to offer, what are the strengths, weaknesses, opportunities and threats for companies engaged in logistics, industrial and distribution sectors;

Is sufficient space available to cater for port and industrial developments or can this space be made available in future?

Countries compete against each other by keeping internationally-oriented companies within their borders and by inducing large international companies to settle down. The existing climate for locating a business obviously plays an important role in the decision making process of such companies. The more attractive this climate in a country or region is, the more chance that the decision will be in favour of that particular country or region.

In this competitive struggle, it is not simply a question of the quality level of physical facilities or services such as accessibility, tug boat services etcetera,

also labour costs, availability of labour, the price of land, the image of the region and the living and social climates are elements in this competition.

In a port and industrial complex, three main sectors can be distinguished, each with its own level of competition.

These main sectors are: logistics, distribution and industry.

Logistics

This sector includes maritime and inland shipping, transshipment, road and rail transport, pipelines and combined transport. Logistic companies compete with companies in other countries or regions which service the same hinterland. The nature of this competition varies per sector. For example, transshipment companies in one port are in competition with companies in other ports on the basis of the capability of their cargo handling facilities to provide a high quality service in combination with a minimum turn-around time of the ship.

Distribution

In the distribution field other elements play a role in the competition.

Companies in one port are not only competing with colleagues in other ports but also with barge terminals and in-land distribution centres in a wide area around the port complex.

Industry

Looking at port related industry, a port is not only in competition with other ports, but also with industrial locations elsewhere in the world. As an example, the petrochemical companies have a close link with the transport of raw materials, refined products, semi- and finished products in both bulk and packaged form. The availability of low-cost energy, high quality water to support their processes and well developed knowledge infrastructure are important factors for this type of industry when choosing a location to settle down.

Globalisation of cargo flows not only has consequences for competition. Other trends in various other fields can be noticed as well.

Employment

One of the major cost factors is the cost of labour. There is a general trend towards more flexible employment in order to optimise the cost/benefit ratio of the number of people employed. People are trained to perform more than just one job. For example, crane drivers who can also drive forklift trucks.

More interdependency of organisations

Upscaling, cooperation and tighter planning (for example just-in-time deliveries) make organisations more dependent on each other on the operational level. When it concerns the development of major projects, the number of people and authorities involved tends to grow disproportionately. Consequently, the planning and construction phase has become more complex over the years. For example, decision-making between authorities, private enterprise, the general public and politicians.

The size and scale of these projects also require high investments, with huge financial risks that as a rule cannot be handled by one single party, leading to cooperation with other partners.

Sustainable development

As a result of progressive environmental legislation and often also the pressure of public opinion, new developments increasingly have to be environment-friendly and lead to sustainable development. This may pose limitations to the type of technology applied, to waste production or to energy consumption.

The least problems will occur if these criteria can be addressed in the design phase. Applying these criteria to existing installations usually results in excessive costs. In this day and age it is quite common that an environment impact assessment is required before the go-ahead is given.

Yet, in spite of carefully going through all stages of that process, public/political consent is more difficult to obtain because of the (still increasing) not-in-my-backyard attitude of the general public. This may cause considerable delays in new developments.

Informatisation

Worldwide logistic schemes and tighter schedules require excellent coordination between more organisations. It is quite obvious that exchange of information and data is a crucial element in that process. In that context, high quality communication networks to support that information and data exchange, can be seen as an integral part of the infrastructure of a port.

Effects on transport and logistics

These trends naturally have their effects on the transport and logistics sector: on cargo volumes, on the number of destinations, on sailing frequen-

cy, on the distances covered, on stock control, transport times and order times. Generally speaking, globalisation of transport and logistics leads to more cooperation, the formation of clusters and concentrations of power.

Where ports are concerned, some specific trends can be distinguished.

Producers either want to keep control of the complete logistic network or they want to concentrate on their core business.

Logistic operations are then farmed out to firms which can provide door-to-door services. This leads to a concentration of logistic operations in a limited number of places, from where a vast hinterland is served. This also means restrictions on the number of ports of call. As a result of these developments, container lines are cooperating and have set up large, powerful alliances.

Furthermore, due to the economies of scale, ships are becoming larger and larger. Major container companies have ships on order or already in operation with a capacity in excess of 5000 TEU. Ships that sail a very tight schedule between North America, Asia and Europe.

Mainports like Rotterdam must be able to offer this new generation of ships the facilities they need: first of all with regard to draught.

In Europe, only a few ports are able to accommodate these ships.

But even more important: it must be possible to transport the goods efficiently to the final destinations in the hinterland via all modes of transport. Not only by road, train and inland shipping, but also by short sea and feeder transport. Due to the trend towards concentration, ports will be judged more than ever on the quality of their hinterland connections.

State-of-the-art terminal facilities are required to efficiently load and unload these giant ships with their huge quantities of containers.

Terminal operators must invest vast amounts of money in these facilities.

In order to earn back at least some of these huge investments, it is attractive for them to capitalize on their know-how and experience by advising other less developed ports, or even by taking over terminals and equip them with these proven concepts.

Effects on dredging

Like Port Said, many ports owe their status as a port to dredging. In the Rotterdam area, the dredging of the New Waterway canal in 1872, created a direct link between Rotterdam and the

North Sea. This gave the steel industry in Germany a port of its own. Dredging is still of vital importance to the world's biggest port. Every year dredgers remove 20 million cubic metres of mud from the port. Dredging is not only necessary to maintain sufficient depth, but also as a result of the developments in shipping.

As a result of upscaling, the necessity for excellent hinterland connections and the just-in-time principle, the centre of gravity of the port of Rotterdam has shifted during the past 15 years from the city to the Maasvlakte on the North Sea coast, thirty kilometres away. This development is not unique. In ports such as Pusan, Shanghai and even Singapore, port activities are being relocated, away from the centres of these cities with their millions of inhabitants towards locations near the sea where deep water is available.

These developments naturally have an impact on dredging.

In order to protect the environment, measures are being taken throughout Europe to remove as much traffic as possible from the roads. Transport by rail and inland shipping as environmentally friendly modes of transport are being stimulated. Inland waterways are seen as an ideal link with the hinterland for freight transport. The same applies elsewhere in the world.

This is why Dutch dredgers are helping with the Yangtze River Basin Intermodal Transport Project in Shanghai.

They are deepening the delta of the Yangtze River so that better use can be made of the River for water borne transport.

Sustainable development also has a positive impact on dredging activities in general. Only a clean port has a future. That is not only the opinion of Rotterdam, but also of IAPH. It involves the structural removal of contaminated spoil. In Rotterdam several million cubic metres of polluted sludge are deposited in a specially designed depot each year.

Rotterdam has been lobbying the upstream industries and communities in the Netherlands and neighbouring countries for years in order to reduce the amount of polluted effluent which is discharged into the Rivers Rhine and Maas/Meuse. And with considerable success.

The water in the port today is considerably cleaner than some ten years ago as a result of a variety of environmental measures upstream as well as in the port area itself. This is also reflected in the amount of dredged material that, as

a result of contamination, may not be deposited at sea or on land. Ten years ago, this amount was approximately 10 million cubic metres per year. Today, it is less than 5 million. A considerable achievement taking account of the fact that during that period environmental legislation even became stricter. The improved quality of the dredged material means that the depot's life has been extended by at least another 8 years.

The developments I have outlined have an enormous impact on the way in which ports are being run. Let us to take a brief look at the different types of port we generally encounter:

Types of ports

Ports may vary greatly in size and the type of facilities and services they provide. Hence there is a great variation in the type and size of port authorities, which range from the small private company to the giant conglomerates.

Generally speaking, most port authorities consist of a single port embracing a complex of dock systems. An exception can be found in the UK, where the Associated British Ports (a public limited company) controls some nineteen ports.

Port Authorities may be part of a state or local municipal authority like Rotterdam which is a municipal port, Singapore and Bombay are state owned. The port can be a public trust which is the case in London, or a public limited company as is the case in the port of Felixstowe. In France a number of ports are owned and operated on a government agency basis.

Ports also differ with regard to the activities they deploy. They can be categorised as follows.

Service port

In a service port, the Port Authority develops, provides, operates and maintains the infrastructure and superstructure and also employs the port labour. Madras (India) is an example of a service port. Until a few years ago, the port of Singapore could be classified as a service port.

Tool port

In a Tool port, the Port Authority develops, provides, operates and maintains both the infrastructure and superstructure, whereas the labour is provided by private companies. Le Havre (France) is an example of a tool port.

Lease port

In a lease port, the Authority only develops the plans. All activities,

including construction of infrastructure, are carried out by private companies on the basis of contracts issued by the Authority.

In addition, all port operations are in the hands of private enterprise. Hong Kong is a typical example of a lease port.

Landlord port

In a landlord port, the Port Authority only develops, provides, operates and maintains the port infrastructure. The superstructure and labour are provided by private companies. The port of Rotterdam is an example of a landlord port.

Both the type of port and the constitutional form of its port authority greatly influence the role of the port authority in managing a port.

European transport policy

Ladies and gentlemen,

We in IAPH are not only closely monitoring the international environmental policy developments but also the transport policy, notably the European transport policy.

This is of course primarily the work of the European Sea Ports Organisation, ESPO, but in view of the close relations which are maintained between IAPH and ESPO, IAPH takes an active interest in these matters as well.

The European Council of Transport ministers and the European Parliament established guidelines for the further development of the trans-European transport networks. Around the year 2010 this should be materialised in the shape of a comprehensive network for road, sea and air transportation. To that end a number of projects need to be developed.

These vary from building the Malpensa airport near Milan to the Betuwe railway which will connect the port of Rotterdam with the German rail network.

In this context, the North European ports have raised their eyebrows and their voice. They feel that the Trans European Networks should not lead to distortion of competition between ports.

A growing economy means growing transport flows.

Building up a good infrastructure is therefore of prime importance. Seaports need to get a firm place in the European Network, is the message of the North European ports. They feel that the mere existence of Trans European networks should not lead to unlimited or unjustified subsidies to ports. The market should dictate how goods flows run.

In this context you will probably know that not everybody supports that opinion.

According to the countries in the Mediterranean region, there is an imbalance, an improper division between the goods flows between north and south.

They wish goods flows originating in South-East Asia to come directly to the Mediterranean ports. And for that they would like to receive subsidies from Europe.

They also plead for the true liberalisation of European trans-border transport through the elimination of tariff and physical problems.

An aspect where European involvement is not recommended at all, according to the majority of the members of ESPO, is European interference in the routing of specific goods flows.

For example, if the European Commission would decide that oil should be landed in Rotterdam, fruit in Antwerp and containers in Hamburg. Policy of this nature is pointless.

The Dutch government pursued a similar policy with regard to Eemshaven in the northern part of the country. A great deal of government money was pumped into a banana terminal in Eemshaven-Delfzijl, even though there was no market demand, never had been and never will be. The concept behind this policy was to spread cargo flows so as to reduce congestion on the existing infrastructure. It was also supposed to lead to a fairer distribution of employment throughout Europe.

These are non-arguments: it simply means relocating problems. At the location from where the cargo is taken away a problem of unemployment is created and the level of utilization of the infrastructure declines, while expensive new infrastructure is built elsewhere. This is a form of destruction of capital, leading to higher transport costs.

A concept which has failed to succeed at a national level should not be tried again at a European level. Furthermore, on the grounds of articles 85 and 86 of the EU treaty, no policy may be pursued which leads to the restriction or disruption of competition.

Yet, I anticipate that the role of the European Union in European transport is likely to increase even further. You only have to think of the EURO. Now that the European Monetary Union has got off the ground, it will serve as a boost for the proponents of integrated European transport.

The EMU will considerably accelerate

the development of multinational alliances in road, water and rail transport. The EURO will act as a catalyst in this respect. The increase of the transparency in pricing will make it more difficult for national operators to charge their customers all kinds of local taxes.

IAPH

As I already said, the International Association of Ports and Harbors is closely following these developments. The IAPH is an association of ports and harbours representing 85 countries with some 240 Regular Member ports.

It is a non-profit making and non-governmental organisation with its headquarters in Tokyo, Japan.

One of the main objectives of the IAPH is to promote and increase the efficiency of ports and harbours by exchanging information concerning new techniques or technologies on port development, organisation, administration and management. These developments - based on commercial motives - must not be allowed to affect safety and order in ports. It is really very simple. If a port is not safe, shipping lines will soon give it the cold shoulder.

I already mentioned earlier that IAPH has consultative status with a number of international organisations, such as IMO.

We want the voice of the ports to be heard in these important international bodies, that is another main objective. This necessitates the Association taking an active approach and to be constantly aware of developments in these international organisations. This requires time, time of active port people who already have enough on their plate.

As a consequence of that and the general tendency of increasing workloads it seems to become increasingly difficult to find people who are in a position to actively contribute to this important work. In the same period, the importance of the work of IAPH Committees has grown with regard to these international organisations in which a growing number of issues of importance to ports are being dealt with. This requires us in IAPH to draw up policy guidelines, to establish views on issues, to participate in working or correspondence groups, to attend meetings etcetera. In other words, it demands expertise, manpower and time.

In principle, expertise on a wide variety of port related matters is present in abundance in our port community. However, manpower and time are more

difficult to obtain and consequently the existing expertise does not become available. As I have mentioned, the number of people who are in a position to make themselves available for this important work is limited and under pressure. This makes it more difficult for the few activists to cope with the workload.

Recently, important improvements have been achieved by inviting friendly international organisations to participate in Committee meetings.

In my own Committee on Port Safety, Environment and Marine Operations, I have frequently had the pleasure of welcoming experts from IHMA, IMPA, IALA and ICHCA. From their specific fields of interest, they have made important contributions to the work of the Committee.

However, expert input from ports remains a very important element. This is all the more true because in many cases there is no such thing as one point of view which applies to all ports.

Due to the widely varying differences between ports, views on particular issues may vary accordingly. It is very important that these views are known and can be incorporated in the input of the IAPH in international processes.

And there is another encouraging development. There appears to be a growing trend by ports in specific regions towards establishing regional

associations, aimed at addressing issues of mutual interest. Participation means value for money because it enables effective representation of these mutual interests. This will generally result in members being very dedicated to the objectives of their association.

I am therefore pleased with the approach in which IAPH seeks to cooperate with these regional port associations. They can distribute our questions among their members, collect their views and opinions and report back. One contact person could thereby have access to the know-how and expertise of a large number of ports. There is already an example of this. The Association of Australian Ports and Marine Authorities is represented in my committee. The contribution of this representative to our work is often based on the results of his consultations with his members.

In fact, his Committee membership ensures that all the members of his association can participate in and contribute to our work. We have a similar arrangement with ESPO. This is very efficient and cost effective and I hope that this way of dipping into the expertise of regional ports association can be expanded to include many more.

This way of cooperation will avoid duplication of work; it not only benefits IAPH in that policies and views will

acquire a wider basis, but also in that regional port associations will profit by gaining access to the global decision-making process through IAPH. Committee meetings could get a regional touch in that they may also be used to discuss issues which are of particular concern to that region.

I am absolutely convinced that this may prove to be the only way in which we can safeguard our interests in the international arena in which the stakes are high and professional representation is essential. It will certainly help to deal with the increasing number of issues which require our attention and action. IAPH is the only recognised global organisation which has an authoritative voice on matters related to ports.

We should not allow this position to weaken; on the contrary, by cooperating with regional associations we will even be able to strengthen our position and improve the quality of input in international discussions.

Ladies and gentlemen, I am coming back to the theme of my presentation: The role of ports in world society.

I used some 12 pages of text to come to the same conclusion as at the beginning of my presentation. Their role is a crucial one.

Without ports no shipping, no dredging, no trade and no prosperity.

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WORLD PORT NEWS

IMO Circular Letter No. 2121

To: IMO Members and other Governments, United Nations and specialized agencies, Intergovernmental organizations, Non-governmental organizations in consultative status

Subject: Meeting on year 2000 (Y2K) problems

UPON the initiative of the United States Coast Guard and the United Kingdom Maritime and Coastguard Agency, a meeting was held at the Headquarters of the Organization on 3 and 4 March 1999 to consider issues relating to the year 2000 (Y2K) problem, promote international awareness and knowledge sharing, identify and refine preparedness actions and promote contingency planning.

Invited to the meeting were representatives of non-governmental industry organizations. Their selection was based upon their particular awareness of the critical Y2K challenges facing the maritime community and also because of their special ability to effectively communicate, through their membership, with ships and ports around the world.

As a result of its deliberations, the meeting unanimously agreed to:

1. The Year 2000 Code of Good Practice (annex 1); and
2. Key elements of Y2K contingency plans for ships, ports and terminals (annex 2).

Member Governments are invited to bring the contents of this circular to the attention of shipowners, ship operators, shipping companies, seafarers, customs, port authorities, port and offshore terminals, vessel traffic service operators, maritime pilots, hydrographers, classification societies, maritime communication authorities, shippers, charterers, insurance organizations and all other parties concerned, for information and action as appropriate.

ANNEX 1

THE YEAR 2000 CODE OF GOOD PRACTICE

Introduction

1. The Year 2000 problem, sometimes referred to simply as Y2K, is the term used to describe the potential electronic date recognition (EDR) failure of information technology systems prior to, on or after 1 January 2000. The potential exists because of the widespread practice of using two digits, not four, to represent the year in computer databases, software applications and hardware chips. For example, difficulty will arise in the year 2000 when machines may be unable to differentiate it from the year 1900. As a result, microchip-based systems may function incorrectly, or not at all.

2. The equipment involved may be as simple as a clock as sophisticated as the monitoring and control system for the main engine plant; or as complex as a port's vessel traffic system. All affected parties must assess the extent of the problem in their operations, prioritize potentially non-complaint units/systems and decide on the correct action. Depending on the system, equipment or software involved the correct action may be to repair it, replace it, or use alternative systems or manual operations.

3. Awareness of the nature and extent of the problem is critical in correcting it. The problem does not reside merely in mainframe or personal computer systems. It also affects programmes embedded in any microchip based system. One of the first steps in addressing the problem is to conduct an inventory of equipment that may be affected in order to establish whether or not software and hardware are Year 2000 compliant. Failure to identify and correct systems that could be affected by the Year 2000 problem could result in serious safety problems, such as unexpected shutdown of the main engines and ships' navigation systems or a breakdown in communications, or loss of shore utility services.

4. This Code of Good Practice recognises that the risk of unforeseen Year 2000-related failures cannot be totally discounted, notwithstanding that all proper steps to rectify possible Year 2000 problems may have been taken. It is vital, therefore, that ship operators, port authority and terminal operators identify and put in place operational contingency plans to ensure that safety is not compro-

mised in the event of an unforeseen Year 2000 equipment or system malfunction. The Code acknowledges the need to exchange information and assurances relating to the measures and precautions taken by shipping companies and ports, respectively, if navigation and port operations are to continue during Year 2000 critical periods.

Elements of the Code of Good Practice

5. The Code recommends measures whereby those responsible for ship, port and terminal operations can reduce the risks associated with the possible malfunction of equipment incorporating "embedded systems", as well as computer equipment, which may be dependent on electronic date recognition. It stresses the importance of:

- the shipmaster's freedom to use his professional judgement in accordance with SOLAS regulation V/10-1
- the shipowner's master's, port authority's and terminal operator's respective responsibilities for safety and the environment;
- compliance with rules and recommendations covering such matters as passage planning, maintaining appropriate margins of safety in case of breakdown, and prompt reporting when so required;
- the exchange of information between involved parties so as to ensure that all concerned are fully informed and that the measures that have been taken as appropriate to the circumstances; and
- the provision of suitable additional training, where appropriate.

6. The Code is not intended to preclude the adoption of other measures by individual shipping companies, port authorities and terminal operators, nor does it relieve those responsible of their duty to use their discretion in light of the many factors which contribute to safety and pollution prevention.

7. It is recommended that, for the duration of any period when there may be date induced uncertainty as to the performance or functionality of computer systems, electronic and electro-mechanical or similar equipment, the following precautions should be adopted:

INTERNATIONAL MARITIME INFORMATION

- 1 Sufficient competent personnel should be available on ships and within ports and terminals to monitor and maintain extra vigilance on critical systems and operations, and respond immediately to equipment failures during the Year 2000 critical periods. Furthermore, if it is planned to introduce operational contingency plans in excess of normal practice, it is important that staff are fully trained and exercised in the implementation of such plans.
- 2 Prior to entering confined or congested waters and areas where hazards to navigation exist, the master, taking into account the prevailing circumstances and any advice or instructions received, should decide on the appropriate action to be taken to ensure the continued safety of his ship, crew, passengers and cargo, bearing in mind that not only the ship, but other ships in the vicinity, could lose power, steering or the use of electronic navigation equipment. If the master deems that the safety of the ship is at risk, the master should consider measures to minimize the risk by such means as reducing speed, delaying entry to the port or steering an alternative course.
- 3 The port or terminal may obtain information in advance from ship operators in accordance with the questionnaire in Appendix 1. Prior to arrival in or departure from a port or terminal, or before entering port limits, information from authorized personnel should be exchanged by appropriate means between the ship and the port or

terminal, as provided for in the questionnaires in Appendices 2 and 3.

- 4 Prior to a ship entering or navigating within a port, the port authority or terminal operator should advise the ship of any additional conditions or constraints on navigation or cargo handling that the port authority or terminal operator has decided are necessary in order to minimize the risks associated with any Year 2000 equipment malfunctions. Such measures might include minimum separation between ships, speed constraints, the use of tugs, loading/discharge restrictions, etc.
- 5 If, after exchanging information, and prior to commencing cargo handling or bunkering operations, there is doubt whether the planned operation can be conducted safely, and without hazard to the environment, property or personnel, the master, port authority or terminal operator should within their respective scope of responsibility, postpone or suspend the operation until the risk of Year 2000 equipment malfunction has passed.
- 6 Following a Year 2000 critical period, all equipment not used during that period, and potentially affected by electronic date recognition problems, should be tested to ensure that its performance has not been adversely affected.

APPENDIX 1 YEAR 2000 QUESTIONNAIRE 1

From: (Port Authority/
Terminal Operator)

Name: _____ Position: _____

To: (Name of Ship Operating Company) _____

Please answer the following question if your company anticipates that a ship or ships operated by the company is expected to arrive at, operate in, or depart the above port during a period when there might be date induced uncertainty as to the performance or functionality of computer systems, electronic and electro-mechanical or similar equipment.

Person responsible for
Year 2000 Policy, Name: _____

Position: _____

Contact Address: _____

Ship Name(s)/IMO No(s):

1. _____
2. _____
3. _____

Ship Type(s):

1. _____
2. _____
3. _____

	Delete as appropriate	
1) Does your company have a documented Year 2000 policy in place?	YES	NO
2) Have inventory checks for each ship been carried out to identify and categorize potentially non-compliant equipment?	YES	NO
3) Has equipment critical to the operational safety of the ship(s) been investigated, and have appropriate remedial actions been carried out with regard to:		
– Navigational Systems?	YES	NO
– Propulsion and Power Generation Systems?	YES	NO
– Cargo Handling Equipment?	YES	NO
– Other Safety Equipment?	YES	NO
4) Are records of Year 2000 compliance, and/or the results of equipment tests/investigations, documented and available for inspection by the Port Authority/Terminal Operator?	YES	NO
5) Does each ship have a documented Year 2000 specific contingency plan?	YES	NO
6) Has each ship's Year 2000 contingency plan been tested and reviewed to confirm effectiveness?	YES	NO

Signature (on behalf of the ship operating company): _____

Date: _____

INTERNATIONAL MARITIME INFORMATION

APPENDIX 2 YEAR 2000 QUESTIONNAIRE 2

From: (Port Authority/Terminal Operator)

Company:

To: (Name of Ships)

Ship's IMO Number:

Flag:

Tonnage (gross):

Ship Type (e.g. ro-ro, cargo):

Date/time of expected arrival/departure:

Please answer the following as fully as you can. Your response to this questionnaire will assist the Port Authority/Terminal Operator in deciding whether due care has been exercised in avoiding possible equipment failure caused by Year 2000 electronic date recognition problems, and in putting in place contingency plans to cope with unforeseen failures.

	Delete as appropriate	
1) Does your company have a documented Year 2000 policy in place?	YES	NO
2) Has an inventory check to identify and categorize potentially non-compliant equipment been carried out?	YES	NO
3) Has equipment critical to the operational safety of the ship(s) been investigated, and have appropriate remedial actions been carried out with regard to:		
– Navigational Systems?	YES	NO
– Propulsion and Power Generation Systems?	YES	NO
– Cargo Handling Equipment?	YES	NO
– Other Safety Equipment?	YES	NO
4) Are records of Year 2000 compliance, and/or the results of equipment tests/investigations, documented?	YES	NO
5) Are the above documents available onboard the ship for inspection by the port authority/terminal operator?	YES	NO
6) Does the ship have a documented Year 2000 specific contingency plan, including competent personnel to implement it?	YES	NO
7) Has the ship's Year 2000 contingency plan been tested and reviewed to confirm its effectiveness?	YES	NO
8) Has the ship's equipment not currently in use, but critical to safe operation of the ship, been checked to establish that its functionality has not been affected?	YES	NO
9) Has all necessary information been exchanged and agreed with the above named port/terminal on any additional Year 2000 specific requirements applicable to ship operations in the port?	YES	NO

Name of the Master:

Signature of the Master:

Date:

APPENDIX 3 YEAR 2000 QUESTIONNAIRE 3

From: (Ship/Shipping Company) _____

To: (Port Authority/Terminal Operator) _____

Date/time of expected arrival/departure: _____

It is anticipated that the above ship will/may require to navigate or handle cargo within your port on or around the above dates. Please complete the following questions concerning the Year 2000 preparations made by the Port Authority/Terminal Operator.

	Delete as appropriate	
1) Does the Port Authority/Terminal Operator have a documented Year 2000 policy in place?	YES	NO
2) Has an inventory check to identify and categorize non-compliant equipment been carried out?	YES	NO
3) Has all equipment critical to the safety of navigation/cargo handling been assessed for Year 2000 compliance?	YES	NO
4) Has the Port Authority/Terminal Operator investigated potential problems and solutions?	YES	NO
5) Where non-compliant equipment has not been replaced or upgraded have alternative systems or manual operations been established?	YES	NO
6) Has the Port Authority/Terminal Operator sought to establish whether its critical suppliers, utilities and external services are Year 2000 compliant?	YES	NO
7) Is there serious doubt as to the availability of any supply, utility or service which is critical to safety?	YES	NO
8) Does the Port Authority/Terminal Operator have operational contingency plans in place to cope with unforeseen Year 2000 equipment malfunctions?	YES	NO
9) Have these contingency plans been tested and reviewed to confirm their effectiveness?	YES	NO
10) Has all necessary information been exchanged and agreed with the ship/shipping company on any additional Year 2000 specific requirements applicable to port/terminal operations?	YES	NO

Name: _____

Signature: _____

Position: _____

Date: _____

Contact Address: _____

ANNEX 2 KEY ELEMENTS OF Y2K CONTINGENCY PLANS FOR SHIPS, PORTS AND TERMINALS

1. Specific Y2K contingency plans for ships, ports and terminals are necessary, as the chance of successfully finding and fixing all "Year 2000" problems is small. Furthermore, others within the transportation infrastructure could let you down.

2. This is a short guide aimed at assisting those in the marine transportation industry to understand the elements of Year 2000 Contingency Planning which may supplement/complement existing emergency response plans.

3. The following are examples of some specific Year 2000 factors that could be taken into account when drawing up Year

2000 contingency plans:

- Year 2000 failures may result in multiple/simultaneous failures of ships and port systems;
- Year 2000 specific training should be integrated into existing incident training structures;
- familiarization with and check of all manual control operations should increase; and
- all user operations/instruction manuals should be available and up to date.

4. The above are in addition to more general points that need to be considered when addressing contingency plans such as:

- **Identification of equipment.** Identify equipment, systems and systems integration which could be critically affected by Y2K (examples are attached in Appendices 1 and 2). The lists contained in the Appendices are not exhaustive and consideration should be given to the individual requirements of the specific ship, port or terminal.
- **Description of "failure scenarios".** For each critical system, a "failure scenario" should be described. "Failure scenarios" should include when a failure is most likely to occur and the duration of the possible failure period.
- **An evaluation of risk.** Within risk one should cover the PROBABILITY an event will occur and the IMPACT, in terms of safety and business continuity, it may have on the port/terminal or vessel. At a minimum, IMPACT should be delineated into three categories. Example definitions follow:
 - **High Risk** – failure of a high-risk item could cause loss of

life, loss of ship, a collision or grounding, a major pollution incident, closure of port facilities or a serious threat to company survival.

- **Medium Risk** – Failure of a medium risk item could cause delays to operations, commercial penalties or fines.
- **Low Risk** – Failure of a low risk item could cause extra work and inconvenience.
- **A listing of mitigation options.** These are preventive actions that can be taken well in advance of the onset of a failure trigger date to offset or mitigate the effects of the failure. The chosen mitigation option should include the accepted risk that remains after it has been implemented.
- **A listing of contingency options.** Contingency options are strategies for responding to failure scenarios. It is anticipated that recovery procedures will already be in place for equipment, systems and system integration to address operational recovery from minor process failures up to complete critical system failure. However, these procedures should be reviewed and supplemented as required in light of the Year 2000 problem.

APPENDIX 1 EXAMPLES OF POSSIBLE CRITICAL SYSTEMS FOR PORTS AND TERMINALS

Cargo Management

- Loading/Unloading
- Inspection
- Cargo Storage
- Customs and Other Agencies
- Tracking
- Warehouses

Passenger and Crew Services

- People Embarkation/Disembarkation
- Vehicle Embarkation/Disembarkation
- Immigration Controls
- Ferry Services

Customs

Waste Disposal

Ship Repairs

Waterway and Port Management

- Aids to Navigation
- Pilotage and Tug Service
- Port Management
- Waterways Management
- Bridges
- VTS

Leisure

- Retail
- Marinas

Power Supply and Generation

- Supply
- Production
- Maintenance and Repair

Security

Health and Safety

- Fire Protection
- Pest Control/Quarantine
- Clean Water

Environment

- Pollution Prevention
- Bunkering

Site Access

- Rail
- Road
- Air
- Foot

Business Activities and Processes

- Office Functions

Asset Management

- Buildings
- Vehicles and Handling Equipment
- Maintenance

Financial Systems

Communications Systems

- External

APPENDIX 2

EXAMPLES OF POSSIBLE CRITICAL SYSTEMS FOR SHIPS

<ul style="list-style-type: none"> • Internal 	<ul style="list-style-type: none"> • Monitoring
Navigation	Maintenance and Repair
<ul style="list-style-type: none"> • Position • Steering • Manoeuvring 	Communications
	<ul style="list-style-type: none"> • External • Internal
Propulsion and Utilities	Environment
<ul style="list-style-type: none"> • Engine Control and Monitoring • Electrical Power Generation • Emergency Power Generation 	<ul style="list-style-type: none"> • Pollution Prevention • Bunkering
Safety	Crew and Passenger Services
<ul style="list-style-type: none"> • Fire Protection • Gas Detection • Flooding Control • Position Warning • Lifesaving Appliances 	<ul style="list-style-type: none"> • Catering • Domestic • Leisure • Hygiene • Environment • Medical • Passenger Lifts • Security
Cargo Management	Business Services
<ul style="list-style-type: none"> • Load/Unload 	<ul style="list-style-type: none"> • Office Services • Stores

UNCTAD: World Seaborne Trade Slowed Down in 1998

WORLD seaborne trade slowed down in 1998, growing at only 2.2 per cent, its lowest rate since 1987, according to preliminary estimates from UNCTAD. The decline from the 4.1 per cent growth rate recorded the previous year was largely due to sluggish trade in liquid bulk cargoes.

Despite the slowdown, the volume of world trade carried by sea hit a new record of over five billion tons (5,064 million tons), UNCTAD reports in its annual Review of Maritime Transport (143 pp).

Despite trade contraction in several Asian countries and the fluctuating performance of African economies, the latest data from UNCTAD indicates that the overall share of developing countries in world seaborne trade remained virtually unchanged in 1998. As a share of goods loaded, developing countries recorded 51.0 per cent, compared with 51.2 per cent in 1997; and 27.7 per cent of goods unloaded, the same as in 1997.

The goods loaded figure reflects the heavy preponderance of oil exports in the statistics.

The 1998 Review focuses in particular on the trade and transport of East and South-East Asia, suffering from the effects of the current economic slowdown and recent financial crisis. The publication, thirtieth in the series, examines overall trends in seaborne trade and transport, analysing the comparative performance of different regions from a developmental perspective.

The UNCTAD statistics indicate that the share of Asian developing countries as a whole in goods loaded and unloaded decreased marginally last year, to 26.2 per cent and 18.7 per cent respectively. In Africa, seaborne exports declined from 10.6 per cent in 1997 to 10.1 per cent, while imports remained unchanged at 4.0 per cent. As for the developing Americas, its relatively good economic performance in 1998 was reflected in a modest increase in goods loaded, from 13.9 to 14.3 per cent.

Looking in detail at 1997 trends in seaborne trade, the Review reports

that, pushed by a substantial 6.0 per cent increase in main dry bulk commodities, the overall volume of dry cargo shipments recorded a 5.7 per cent growth rate – the highest since 1988. Iron ore and grain, shipments of which rose by 8.2 per cent and 5.2 per cent respectively, were the major bulk commodities contributing to this strong performance.

Increased volumes of containerized manufactured goods – up 7.7 per cent over 1996 – were another driving force behind the 1997 seaborne trade's results. Tanker trades represented 44 per cent of the total, increasing by 2.1 per cent to 2.17 billion tons.

Reviewing the decade, the Review reports that between 1990 and 1998 world seaborne trade grew at an average annual rate of 3.3 per cent, which is more than four times the rate recorded for the 1980s.

The substantial economic slowdown since the final quarter of 1995 and subsequent financial crises in Asia since 1997 have greatly affected East-West trade and transport services. In liner trades especially, Asian overall imports

in both trans-Pacific trade and European trade in 1998 have declined from the level of the previous year. On the other hand, their exports to Europe and North America will continue to expand, reflecting sustainable competitiveness, largely due to the devaluation of the currencies of the major exporting countries. The imbalance of cargo movements between the eastbound and the westbound trade routes will exercise considerable additional cost pressure on all carriers active in the Asian trades.

(UNCTAD Press Release)

UNCTAD Summary of Transport Info Networks

THERE are numerous port community systems which exist and allow the various actors involved in the movement of goods to exchange information electronically. The advantage of such systems is that all authorized partners have access to the same information which can be updated before the goods arrive and then as they move through the port area. However to speed the movement of goods, it is essential that these systems can communicate with one another, particularly for goods that move internationally. The UNCTAD Monograph on Electronic Data Interchange Concerning Ports provides valuable material on data interchanges for transport operations.

The following is a brief summary of a number of port community systems with their associated Internet website.

DAKOSY (Data Communication System – Hamburg)

The function of DAKOSY is to act as a "data junction" linking together all the companies and institutions involved in the handling processes, by means of EDI. Standardized interfaces ensure that each company needs to set up its EDI interface only once, and then can reach all subscribers. All transport documents can be exchanged via DAKOSY which currently has 480 subscribers. (www.dakosy.de)

PORTNET (Port of Singapore Corporation – Singapore)

PORTNET provides a single user-friendly interface by which information regarding port documentation, planning, operations and finances can be

obtained and sent by the local and overseas maritime community. PORTNET on Windows is a new version moving from an intranet-based to an internet-based electronic commerce framework. The new system will be windows-based, graphical, point and click environment to allow shipping lines to improve their business processes with PSA and among themselves. (www.psa.com.sg/portnet)

SEAGHA (Antwerp)

Seagha is the electronic commerce services provider for transport within the Antwerp logistic community, providing EDI, Email and Internet services and supporting the complete logistic chain from producers to end-consumers on a worldwide scale. Seagha offers multimodal electronic commerce services and supports all standard UN/EDIFACT messages. There are 341 companies directly connected to the Seagha network. (www.seagha.com)

INTIS (International Transport Information System – Rotterdam)

INTIS was established in 1985 to develop an electronic data network for the Rotterdam trading community. The company was a result of the Strategic Automation of Rotterdam project which called for the development of data communication infrastructure which would be an open system. Thus the objective was to provide data interchange amongst companies rather than a port system. The approach adopted was to use the PC as the interface and make use of the Dutch PTT mailbox system using standard EDI messages and free text. (www.pcr-info.nl/en/home/main.htm)

PACE (Port Automated Cargo Environment – Port of London)

London's community information system is a secure computer network for its port users. The reason for PACE is to provide a system that makes it easy and cheap for users to access and deal with the commercial and statutory information flows in a uniform and integrated way, using electronic transfers to the greatest possible extent. A cargo information database, containing an inventory of manifest records forms the hub of the system. Customs clearance is one of many functions provided. Interfaces with terminal operators systems have eliminated paper documents and the associated clerical effort. The present aim is to move towards an open systems environment. (www.portoflondon.co.uk)

ORION (Port of Charleston)

ORION is a one-stop-shop for document clearing and processing systems and a host of EDI services. It provides access to U.S. Customs' Automated Commercial System (ACS), Automated Manifest System (AMS) and Automated Broker Interface (ABI). Charleston is perhaps the most automated port in the U.S. and its computer system allows accurate information exchange and control of freight movements while speeding cargo flows. All brokers and all steamship lines use ABI and AMS respectively. There are currently more than 380 subscribers to the system, including brokers and forwarders, steamship agents and lines, warehouses, non-vessel operating common carriers and motor carriers. ORION went into service in 1982. U.S. Customs chose Charleston as the pilot location for their Automated Export System (AES). (www.port-of-charleston.com/orion.htm)

Tradegate ECA (Sydney, Australia)

Tradegate ECA is a non-profit, non-governmental user funded organization headquartered in Sydney. Its foremost role is to facilitate the use of electronic commerce techniques for the exchange of information between customers and their suppliers. Tradegate ECA acts as a User Service Facilitator for the international trade and transport community by allowing them to connect via the user service with their trading partners using telex, fax, electronic mail, EDI or EFT (Electronic File Transfer). As well as managing the user service facilitation arrangements with technology suppliers, Tradegate ECA provides information, education and training services. Tradegate put in place a service contract with AT&T Easylink Services which covered the supply of a generic set of technology services to the trade and transport community. Also Tradegate has the exclusive distribution and marketing rights to all the electronic commerce services offered by Australian Customs. Over 600 organizations use the Tradegate ECA User Service to deal with the Australian Customs Service for importing and exporting procedures and for commercial messaging. (www.tradegate.org.au)

ADEMAR+ (Automated Customs Clearance of Goods – Le Havre, France)

The ADEMAR+ system was designed and implemented as a global information systems for the large number of operations concerning the passage of goods and containers through

the port. The system is connected to the French customs administration system SOFI, consignees, shipping agents, shipping companies, ship brokers, forwarding agents, stores managers and container terminal operators. The main functions of the system are to allow the flow and processing of information needed in the commercial and customs chain for import and export containers. ADEMAR+ is evolving from a centralized system to an open network that will ensure information exchanges and ensure interconnection of users to the various systems of the port community. (www.hps.tm.fr)

PORTIS/ESCALE 2 (Port of Marseilles Authority, France)

The two systems are networks which provide confidential and secure data exchanges between port authorities and users. Protis is a value-added telecommunication system which allows port professionals, the Port of Marseilles Authority and Customs to exchange data and messages. Accessed via computer terminals or minitels, it covers cargo tracking, administration and customs documentation which ensures export procedures completed with maximum reliability while reducing transit times. Escale manages vessel calls and links agents, refineries, support services, Customs, pilots, tug operators, fire service and the port's operations, administrative and commercial departments. Via an Email system, Escale informs clients in real time of ships' status within the port and oversees arrivals. Billing for services and statistics are also integrated into the system. (www.marseille-port.fr/presentation/presentation/antic.htm)

From the description of these port community systems we see that there is a clear trend to make these systems more open to facilitate the exchange of information with those outside the local port community. Closely related to the port community systems are systems that provide communication facilities amongst the various organizations involved in maritime transportation.

BOLERO (TT Club and SWIFT)

Paperless trading is moving only very slowly into the trade environment as key pieces are missing including a global operational capability, a secure legal framework, harmonized standards, comprehensive data security and the potential for value added services. BOLERO, a commercial organization, seeks to provide a service structure that will facilitate the development of the

electronic trade documentation market. As such, Bolero will provide guaranteed and secure delivery, in electronic form, of trade documentation, globally, based on a binding legal environment and common procedures. It will also provide a platform for provision of neutral cross-industry services. Bolero is thus a communication and document management service with a corresponding legal framework, security and support services. (www.bolero-project.com)

Maris Cargo Document Exchange

In August 1998, General Electric (GE) Information Services and OceanWide Marine Network offered an Internet EDI solution that allows ocean transport companies to exchange cargo documents electronically over the Internet. This is the first product to provide Internet EDI capabilities to smaller companies. Ocean carriers and their trading partners can exchange bill of lading instructions, freight invoices, container status messages, trucker carrier shipment instructions and other

documents.

Maris Cargo Document Exchange is based on GE TradeWeb technology, tailored to meet the needs of the ocean shipping community. Small and medium-sized companies can begin using the system almost immediately by registering on the OceanWide Website. The new service will enable shippers, freight forwarders and suppliers to electronically exchange cargo documents with ocean carriers by simply using a personal computer, an Internet web browser and the tools accessed via the OceanWide website. Carriers can use their existing GE Information Services mailbox and EDI*EXPRESS(TM) to exchange messages with their trading partners. The Exchange seeks to give small and medium-sized companies the power of EDI without expensive set-up or extensive training. For the pilot phase, there will be three forms available: Shipping instructions, Motor carrier shipment information and Motor carrier freight details and invoice. (www.oceanwide.com/edi.htm)

Singapore Accedes To OPRC Convention

SINGAPORE has become a party to the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1980 (OPRC Convention). The Instrument of Accession to the OPRC Convention was deposited with the International Maritime Organisation (IMO), which is the depository for the Convention, on 10 March 1999. The OPRC Convention will enter into force for Singapore on 10 June 1999.

Following the *Exxon Valdez* incident which occurred in 1989, the IMO adopted the OPRC Convention in 1990 in recognition of the serious threat posed to the marine environment by oil pollution incidents involving ships, seaports and oil handling facilities. The Convention came into force internationally on 13 May 1995. Currently, 42 countries comprising 44% of the world's merchant shipping tonnage have accepted the Convention.

The Convention is designed to facilitate international cooperation and mutual assistance in preparing for and responding to a major oil pollution incident and to encourage States to develop and maintain an adequate capability to deal with oil pollution emergencies.

It requires Governments to establish

a national system for responding promptly and effectively to oil pollution incidents. This includes, as a basic minimum, the creation of a national contingency plan. In addition, seaports and oil handling facilities have to maintain Oil Pollution Emergency Plans (OPEPs) if there exists risks of oil pollution. Masters of ships have to report any observed event involving a discharge of oil at sea or the presence of oil in the sea.

Singapore is a major oil refining centre and the world's top bunkering port. We therefore have a responsibility to be prepared at all times to deal with pollution incidents that may arise.

The Maritime and Port Authority of Singapore (MPA) has revised its Marine Emergency Action Procedure (MEAP) to incorporate the provisions of the OPRC Convention. In the process, we had consulted various government departments and corporations who had responsibilities in the MEAP, as well as the private terminal operators, which provide oil-handling facilities. This is to ensure that all parties concerned are ready to accept the responsibilities required of them under the revised MEAP. Terminal operators have now developed the OPEPs in anticipation of Singapore's accession to the OPRC Convention. Masters of Singapore ships have been advised through circular to

report any observed event involving a discharge of oil at sea or the presence of oil in the sea to MPA if the ship is in Singapore or to the nearest coastal State if the ship is elsewhere.

As a party to the OPRC Convention, Singapore has obligation to give effect to the provisions of the Convention in its laws. The Prevention of Pollution of the Sea (Amendment) Act 1999 which was passed by Parliament on 11 Feb 99 and subsidiary legislation made under the Act which prescribe the precautionary measures and contain the essential provisions to give effect to the OPRC Convention will be brought into force on the same day, the OPRC Convention comes into force for Singapore, i.e. 10 June 1999.

By acceding to the OPRC Convention, Singapore has reaffirmed its position of responsibility in ensuring that it has the capability and the resources to respond promptly and effectively to oil pollution incidents in order to minimize damage that may result from such incidents. Accession also demonstrates Singapore's commitment to cooperate with and to render assistance to other parties to the Convention that request for help to deal with pollution incidents and vice versa.

Port of Dunkirk Seminar On Policy of Terminals

FOR many years now, the Port of Dunkirk Authority organises under the auspices of Trainmar France, international seminars (in French/ English) for economic and business circles, public authorities, local and regional authorities concerned by port operation, stevedoring, inland transport and international trade.

The theme of this year's seminar is "Towards a new policy of ports terminals in Europe."

The schedule of the seminar is as follows:

Thursday, September 23 Morning

The European Union Policy, Ferment of Evolution of Ports Terminals in Europe with the participation of speakers representing:

- ESPO (European Sea Ports Organisation)
- The European Commission - Directorate VII

- FEPORT (Federation of European Private Port Operators)
- Ports Authorities and Municipalities of Nordinc Ports
- The municipality of Dunkirk and the Regional Council of Nord/Pas-de-Calais
- The Trainmar network of UNCTAD, Geneva

They will speak on the following issues:

- Landscape of the organisation of ports in Europe and role of the terminals
- The port policy of the European Union relating to financing, states's subsidies, tenders and concessions, competition, R & D applied to port terminals
- The role of port authorities and municipalities in the development of terminals: shareholders or arbiters

Afternoon

Why and How to Integrate the New Role of Terminals in the French Port Policy with the participation of speakers representing:

- The French Ministry of Transports
- Ports Authorities
- Shipping Companies
- Shippers
- Terminal Operators

They will cover the following issues:

- The French port policy: from concrete to organisation
- The expectations of Clients as regards integration of functions
- The demands of private stevedoring operators to involve themselves into port terminals

Friday, September 24 Morning

The Organisation of a Port Terminal: All Sorts of Requirements with the participation of eminent specialists:

- Professors of Law
- Lawyers
- Consultants
- Terminal managers

They will speak on the following issues:

- The legal structure: what place for the public service, how avoid monopolies?
- Quality: A management drive, a demand of clients
- Case studies: presentation of the organisation of a few terminals

Afternoon

Technical Visits of Norvrac and NFT-I Sites: Questions and Answers with the participation of operation, finance and commercial managers of both terminals. (NB: The provisional programme is, at this stage, subject to confirmation of the speakers sought.)

Registration fees:

For the first registration in the same company: 1,800 FF if before 23.08.1999, 2,200 FF after 23.08.1999.

For the following ones: 900 FF per participant

This price includes:

- The attendance to the two days seminar
- The technical visits
- The Acts of the seminar
- 2 lunches and a reception
- An evening party
- The participation, free of charge, of an accompanying person to the touristic and cultural programme specially prepared for that occasion, as well as to the evening party.

It does not include hotel expenses (booking to be made to the Tourism Office of Dunkirk 03.28.26.27.27 Fax: 03.28.26.27.80)

For any further information and to receive the detailed programme of the seminar or the registration form, don't hesitate to contact:

- Sophie Nury
Tel (33) 03.28.29.70.06
Fax (33) 03.28.29.72.96
- Jacques Braems
Tel (33) 03.28.29.72.51
Fax (33) 03.28.29.72.96
- Pierre Buchez
Tel (33) 03.28.29.74.76
Fax (33) 03.28.29.72.96

3 Le Havre Seminars In May, June, July

INSTITUT Portuaire du Havre will hold three seminars in association with UNCTAD. The seminars will be "Privatisation and Strategic Port Management", Le Havre 10 - 21 May 1999; "Port Finance", Le Havre 25 May - 4 June 1999; "Port Planning and Operations", Le Havre 7 - 18 June 1999.

Participation fee: 11,300 FF for the registration to 1 Seminar, 22,000 FF for

the registration to 2 Seminars, 33,000 FF for the registration to 3 Seminars.

This fee covers registration, documentation, lunches during lecturing days.

The listed activities are all part of the vocational training programme organized by IPER and the Port of Le Havre.

For further information, please contact: IPER, 30 rue de Richelieu 76087 LE HAVRE CEDEX FRANCE

Tel: (33) 02 32 92 59 92

Fax: (33) 02 35 41 25 79

E-mail: IPER@esc-normandie.fr

Seminar on Tanker Safety In Tokyo on May 26

THE Directors of The International Tanker Owners Pollution Federation Limited (ITOPF) and Oil Companies International Marine Forum (OCIMF) will be meeting in Tokyo during the week commencing 24 May 1999. This will bring together some of the most senior people in the world's oil tanker and shipping insurance industries. We are therefore taking the opportunity to organise a one-day Seminar on Wednesday, 26 May at the Hotel Okura, Tokyo, in association with the Petroleum Industry Marine Association of Japan.

For further information, please contact Mr T Tsueki at PIMA (Tel: + 81 3-3438-0975; fax: + 81 3-3438-2683).

Congress and Exhibition In June in Southampton

INTERNATIONAL Congress and Exhibition "Ports Congress: The Global Change?" will be held on 14 and 15 June 1999 in Southampton, UK.

The event will be organised by Thomas Telford Conferences on behalf of the Maritime Board of the Institution of Civil Engineers, and Co-sponsored by International Association of Ports and Harbors and International Navigation Association (PIANC).

For further information, please contact: Liane Otten, Thomas Telford Conferences, One Great George Street, London SW1P 3AA. Fax: +44 (0) 171 233 1743.

TOC 99, 1-3 June 1999: Genoa International Fair

TOC, the terminal operations conference and exhibition, is now in its 23rd year, and is regarded as the world's premier event for suppliers of port and terminal equipment and services.

Year on year the show has consistently attracted senior delegates and visitors, with significant purchasing power from the world's leading ports and terminal.

The TOC conference programme will see leading industry experts addressing issues selected by the TOC99 steering committee relating to container port development and shipping; port and intermodal policy; and operations and technology. Also for the 4th year the Fruit Handling and Logistics Conference will be running, the theme for discussion will be maximising fruit distribution and transportation efficiency.

TransAsia, 25-27 August, For All of Asian Markets

TRANSASIA is a launch show, which will provide companies with solutions for gaining the export edge. It is the only trade, transportation and logistics event dedicated to servicing all of the Asian markets.

The event sees organiser IIR Exhibitions pooling its expertise with the Georgia Freight Bureau (GFB) and the International Association of North America to adapt the concept of the widely respected and hugely successful Atlanta International Intermodal Expo for the Asian markets. TransAsia is being supported by the Hong Kong Trade Development Council and the Ministry of Foreign Trade and Economic Cooperation of the People's Republic of China.

TransAsia 99 exhibition offers the ideal marketing opportunity for ocean carriers, railroads, ports, airports, terminals, freight forwarders, air cargo carriers, financial service providers, IT system suppliers, intermodal equipment and service suppliers. The show will attract senior level decision makers from the following sectors: national and international purchasers, local, regional, and international shippers, manufacturers, 3rd party logistics providers, government officials, trade delegations, trade facilitators, banks and logistics consultants.

The three-day conference, to be held at the Hong Kong Convention & Exhibition Centre, promises to bring together experts in sea, air and land transportation from around Asia and the world. High on the agenda for discussion will be the latest developments in supply-chain management, associated EDI applications, and customer/service provider relationships. Solutions for exports to the USA, Europe and intra-Asia will hold centre stage.

Intermodal 99: 8-10 Dec. At Earls Court, London, UK

NOW in its 12th year Intermodal, regarded as THE established world leading combined transport and container event, takes place at Earls Court, London. It is the show which enables you to reach high level representatives, with significant purchasing power in logistics, freight, containers, and intermodal transportation.

The added value of the Intermodal Conference, regarded as The Voice of the European Transport Industry provides exhibitors with the benefit of meeting senior level delegates attending the conference. Intermodal 99 will offer dedicated conference tracks devoted to key industry sectors. Tracks will include Intermodal Operations, Containers, Reefers, Global Logistics, Chemical Logistics and Intermodal Policy and Opportunities.

New for Intermodal 99 will be the dedicated Russian and Baltic States Pavilion, which will feature exhibitors from these countries. PLUS the European Intermodal Association Workshop, which will be presenting the conclusion of the Intermodal Quality Project - the aim of which is to lay the foundations for the strong development of intermodal transport in Europe.

World VTS Guide On World Wide Web

THE World VTS Guide is now available on the World Wide Web and is easily and freely available for downloading for your use, or for the use of any ship in any location, at a moment's notice. The address is: www.worldvtsguide.org

This major initiative has been decided by the joint IAPH, IMPA and IALA

Committee, at no expense to you, in the interests of Safety at Sea, and as advised in IMO Assembly Resolution A 857 (20).

You are invited and requested to examine the information and diagrams which appear for your VTS, on the Web, these being identical to those which have been published. We request that you supply us with any corrections whatsoever which are necessary to bring the materials completely up to date and that you will continue to give us updates in the future so that the Web may also contain the most valid information.

The maintenance of the World VTS Guide Web Site will remain free of charge to you until the year 2000, when we will need to request 300 £ per year from you towards the maintenance of the site.

Charges of your pages will have to be charged individually, in each case the price will be between 0 to 175 £ per page dependent on the extent of graphic work involved. New sites will be negotiated at a price approx. 200 £ per page.

We at IALA believe that placing the Guide on the Web is a most significant step. It ensures that the Guide will carry the very latest information, which is constantly updated, and is available to any ship with standard IBM (PC type) or Apple computers and satellite equipment. This, we believe, will overcome the dual problems of supply and updating which have sometimes affected the Guide.

Tokyo MOU: Results of Inspection On ISM Code Compliance

AT the sixth meeting of the Asia-Pacific region Port State Control Committee, it was agreed that a Concentrated Inspection Campaign would be conducted targeting ships to which the International Safety Management Code (ISM Code) was applicable. The campaign was held concurrently with a similar one run by the Paris MOU and covered the period from 1 July to 30 September 1998.

The campaign required that all port State control inspections carried out by member Authorities of the Tokyo MOU would include a standard check on key areas of ship's safety management system. Port State Control Officers used a standard checklist to check for compli-

ance with the requirements of the ISM Code.

During the campaign period, a total of 1,820 inspections were carried out on ships to which the ISM Code was applicable. Almost 70 percent of the ships inspected were bulk carriers. The second largest category of ship inspected was oil tankers with 267 inspections, equivalent to about 15 percent.

A total of 63 detentions involving 61 ships were recorded where either there was no proper ISM Code certification on major non-conformities in ship's safety management system were noted. This represents an average detention percentage of 3.5%.

While bulk carriers were the largest category of ship inspected, passenger ships were found to have the highest detention percentage. With 53 applicable inspections four passenger ships were detained giving a 7.5% detention rate. Two of the four ships were detained for not having appropriate ISM Code certification on board.

The second highest detention percentage was chemical tankers with six detentions out of 138 inspections (4.3%). This was followed by bulk carriers with 45 detentions from 1,272 inspections (3.5%). Seven oil tankers and one gas carrier were also detained for ISM Code non-compliance.

The number of ISM applicable inspections and ISM related detentions per flag States were:

Flag	No. of Inspections ISM applicable	No. of ISM detentions
Antigua and Barbuda	3	1
Bahamas	52	1
Belize	9	4
Cyprus	81	5
Greece	62	1
Hong Kong, China	62	1
India	27	1
Indonesia	7	1
Japan	46	2
Korea, Democratic People's Republic of	1	1
Korea, Republic of	61	2
Liberia	191	3
Malta	54	5
Marshall Islands	18	1
Panama	648	19
Philippines	76	2
Poland	2	1
Singapore	78	3
St. Vincent & Grenadines	33	6
Thailand	8	2
Turkey	21	1
Other flags	280	0

Among the 61 detained ships, it was found that 28 of them were audited by classification societies and 22 were audited by the flag States. The auditing bodies for the remaining 11 ships could not be identified as they were without proper ISM certification.

The majority of major non-conformi-

ties were found in the following areas of the safety management system.

Senior officers not able to identify "designated person"	16.7%
Master not able to provide documented proof of responsibility and authority, which must include the overriding authority	14.6%
Programmes for drills and exercises to prepare for emergency actions not available on board	13.7%
Certificates and particulars not in order	12.5%
No maintenance routine and records available	11.4%

While it may be still too early to assess the successfulness of the ISM Code through this campaign, it is a positive sign that there was not a large number of ships detained for ISM Code non-compliance.

The real test will be whether the implementation of safety management systems on ships are being maintained in the long term. Future port State control inspections will include a check to ensure that the ship is satisfactorily implementing its safety management system.

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TBT-based Antifouling Paints Hurt Environment

SCIENTISTS from Italy, Portugal, Spain and The Netherlands met in February with policymakers to initiate a programme to stimulate EU environmental follow-up action in respect of safe antifouling protection for sea-going ships. Over a period of two years the results of existing and new research will be presented to policymakers and the public. The implications of these results and the measures needed to phase out the use of harmful sub-

stances in antifouling paints will be debated within the programme framework, with the aim of defining future policies.

The Marine Environmental Protection Committee of the International Maritime Organization has already agreed to develop a legally binding instrument for global prohibition of the use of organotins as biocides in ship antifouling paints. This should ensure prohibition of the application of such paints on all ships by 2003 and prohibition of the presence of compounds containing organotin by 2008.

Despite an existing prohibition of the use of organotin compounds (principally tributyltin, or TBT) on small vessels within the EU, there is evidence of a lack of consistency in implementing and monitoring of this legislation.

At the meeting, it was agreed that action is urgently needed so that the problem is more widely understood and addressed at national and regional levels. Targets for effective communication between scientists, policymakers and the general public were identified at the meeting and news on progress will be released on a regular basis in the professional and the general press. A newsletter will be posted on the worldwide web (<http://www.nioz.nl>), and feed back from interested readers will

be welcomed.

The project 'Action to demonstrate the harmful impact of TBT, effective communication strategies between policymakers and scientists in support of policy development' is supported by the 'LIFE' Programme of the EU. More information can be obtained from the project partners, as follows.

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able. The new edition is thoroughly revised, updated and improved by experts of the institute's Transport Department. The insider information of the *ISL Shipping Statistics Yearbook* has become indispensable for shipowners, shipbuilders and the port and transport-related industry. Moreover, the market data and analytical information are relevant for banks, consultants and researchers as well as to any organisation involved in international transport.

The statistical publications of the institute, which include the *ISL Shipping Statistics and Market Review* focussing on special features, contain latest and in-depth information concerning maritime markets. ISL distributes this reliable information in more than 60 countries worldwide. Especially the yearbook with its extensive coverage on developments and trends in shipping, seaborne trade, commodity markets, freight rates, shipbuilding and port traffic information is an invaluable source for market analysis. Major development trends are summarised in an introductory comment on shipping, shipbuilding and ports.

The *Yearbook* and the *ISL Shipping Statistics and Market Review* can be ordered directly from ISL. An order form is also available via Internet.

500 pages, ISSN 0721-3220, Price: DM350.- plus postage and packing, in case of inland sales plus VAT (MWSt.)

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New Publications

Review of Maritime Transport, 1998

THE *Review of Maritime Transport, 1998* (Sales No. E.98.II.D.12) may be obtained at the price of US\$50 from the United Nations Sales and Marketing Section, Palais des Nations, CH - 1211 GENEVA 10, Switzerland; Telephone: +41 22 917 26 14/06; Fax: +41 22 917 0027, e-mail: unpubli@unog.ch, or from United Nations Publications/Sales Section, Room DC2-0853, United Nations Secretariat, New York, N.Y. 10018, United States, Telephone: +1 212 963 8302 or +1 800 253 9646, Fax: +1 212 963 3489, e-mail: publications@un.org, Internet home page: <http://www.un.org/Pubs/sales.htm>

World Port Privatization

WORLD Port Privatization - Finance, Funding and Ownership. By Sidney Cass. London: Cargo Systems, 1999. 258 pages. Foreword. Annex.

Order from: Cargo Systems, IIR Publications Ltd., 5th Floor, 29 Bressenden Place, London SW1E 5DR, United Kingdom.

TEL: 44-171-976-4001.

Fax: 44-171-931-0516.

E-mail: mail@cargosystemsmag.com.

<http://www.containershipping.com>.

Price: £1,052/US\$1,737.

ISL Shipping Statistics Yearbook 1998

THE *Shipping Statistics Yearbook 1998* (Editors: Prof. Dr. Manfred Zachcial, Christel Heideloff) published by the Institute of Shipping Economics Logistics (ISL) is now avail-

Recent Development in Information Technology for Container Terminals

RECENT Development in Information Technology for Container Terminals includes numerous case studies including over 20 different ports' systems and information about IT suppliers.

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North European Container Ports: A "\$2 billion plus" industry adapts to change

AFTER many years with a relatively static structure, the North European container port market has acquired a new fluidity which is borne out by ownership and operational changes on a scale never before seen. As a result, the number of deals – and hence opportunities – is increasing, something of relevance to the financial sector as well as the shipping world. A major new report from Drewry Shipping Consultants examines this port market – an industry with an estimated turnover of more than \$2 billion per annum in stevedoring alone.

Key recent events include:

- The purchase of Thamesport by Hutchison Ports, plus the intended purchase of a 50% share in ECT.
- The merger of Eurokai and BLG's container operations.
- The provision of a dedicated terminal at ECT for Maersk.
- The BLG/Sea-Land/Maersk deal at Bremerhaven.

Major North European Container Terminal Stevedores, 1998

Company	Location of Activities	Estimated Deep Sea Capacity (million teu p.a.)	Percentage share
ECT *	Rotterdam	4.70	18.2%
Eurokai/BLG	Hamburg Bremerhaven	3.40	13.2%
Hutchison Ports *	Felixstowe Thamesport	3.10	12.0%
HHLA	Hamburg	2.90	11.2%
Hessenatie	Antwerp Zeebrugge	2.00	7.6%
ABP/P&O	Southampton Tilbury **	1.45	5.6%
Noord Natie	Antwerp	1.25	4.8%
Katoen Natie/Seapor Terminals	Antwerp Zeebrugge	1.10	4.3%
Other deep sea capacity	Various	5.95	23.1%
Total Deep Sea Capacity		25.80	100%

* Hutchison Ports expected to acquire a significant (50%) shareholding in ECT.

** Forth Ports plc now a one-third joint shareholder in Tilbury Container Services.

Source: Drewry Shipping Consultants Ltd

There are presently 8 members of the "million teu capacity plus" club of deep sea terminal operating companies. If Hutchison Ports is successful in its bid to acquire a substantial stake in current

North European Container Port Market by Traffic Type

Port Market Sector	Estimated share of port handling moves (%)
Deep sea traffic (non-transshipment)	37%
Deep sea transshipment traffic (at hub port) *	25%
Short sea feeder traffic (at spoke port) **	11%
Short sea intra-regional traffic	27%
	100%

* Includes two moves, i.e. main line and connecting vessel.

** Excludes traffic moving to/from spoke ports outside North Europe.

Source: Drewry Shipping Consultants Ltd

market leader ECT, it will command a formidable 30% share of current deep sea capacity. However, almost a quarter of deep sea capacity remains in the hands of smaller stevedores and could become "up for grabs" if the trend for consolidation continues. Even the independence of the major players cannot be taken for granted given the ECT experience, and some sort of rationalisation of the Antwerp based stevedores seems inevitable.

In terms of demand, when short sea and feeder traffic is added to deep sea cargo, around 28 million teu is expected to be handled in the region's ports in

top 12 deep sea ports is pulling away from the rest of the pack, leaving smaller ports behind to fight for a successful niche instead.

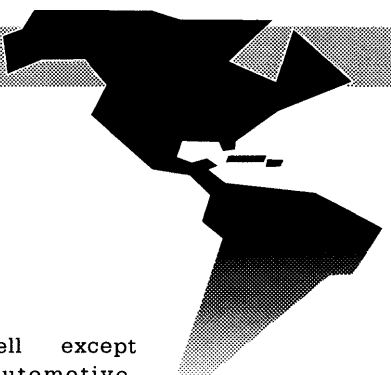
Even though Northern Europe is a relatively mature port market, it continues to generate consistent growth in container traffic (over 6% per annum on average in the 1990s) and it is in the expectation that this will continue that 7 million teu of confirmed capacity expansion is already underway up to 2005. However, the market is characterised by uncertainty over the timing of many other major investments such as the further development of the Maasvlakte at Rotterdam, the remainder of the Doel project at Antwerp and Dibden Bay at Southampton. All industry participants – carriers, stevedores, port authorities, financiers, rail operators and others – have a major interest in how many of these projects (or their equivalent), will also need to go ahead to handle traffic growth up to and beyond 2005. This Report considers the vital "where, when and how much" questions.

North European Container Ports: A \$2 billion plus industry adapts to change, 208pp, is published by Drewry Shipping Consultants Ltd. Individual copies of the Report are priced at UK£450 post-paid to anywhere in the world. For further information regarding *North European Container Ports: A "\$2 billion plus" industry adapts to change*, or any enquiries regarding the Report, please contact Alex Ferrari at the address below.

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1999, much of it at state-of-the-art terminals serving the most demanding of customers. Almost two thirds of the region's throughput is deep sea traffic and a "premier league" comprising the

The Americas



Int'l Merchandise Trade Balance of Canada Rises

DUE to a significant increase in exports and a sharp decline in imports in January, Canada's merchandise trade balance rose from a revised C\$1.6 billion in December to C\$2.7 billion, the highest level since February 1997, according to data reported by Statistics Canada.

Exports grew in January after remaining stable for two months. Although most sectors showed gains, the increase was chiefly in the machinery and equipment sector.

The recent weakness in imports continued in January. After reaching a record high of nearly C\$27 billion in October, imports were relatively stable in November and December before dropping 2.2% in January. All sectors

fell except automotive products and special transactions trade.

EXPORTS

- Exports to the United States continued to climb rapidly in January, in the context of a robust American economy, low interest rates and the lowest unemployment rate in 28 years.
- Machinery and equipment rose sharply, mainly due to strong shipments of new aircraft and helicopters to Europe and the United States from

the numerous international contracts awarded to Canadian manufacturers. Also buoying this sector were increased television and telecommunications equipment sales to the United States and a recovery for computers and other equipment and tools.

- Energy products recovered in January, after declining for four consecutive months. Crude oil exports rose slightly due to an increase in prices. These had dropped in recent months, driving the entire sector downward. However, the January increase was chiefly due to a 16.2% rise in natural gas exports compared with December. The gain was volume driven, given that prices remained relatively stable.
- Automotive products rose in January after slowing in December. The strong recovery in exports of trucks, and to a lesser extent cars, more than offset the slight drop in parts exports.
- Forestry exports continued to rebound in January but remained 3.2% below the September 1995 peak. Stimulated by the increase in U.S. construction starts, lumber exports, mainly to the United States, dominated this sector.
- The sharp drop in newsprint exports was almost completely volume driven, with prices remaining virtually unchanged.

IMPORTS

- After a strong increase in December, machinery and equipment imports fell 4.0% in January, back to the October 1998 level. This was caused mainly by the sharp decline in used aircraft imports following last month's record levels. A decline in imports of metal-working equipment also contributed.
- Mineral imports fell 26.0% in January after three months of steep increases, mainly due to a drop in iron ore imports. On the metal side, there was a sharp decline in imports of steel bars and sheet metal, particularly from Russia.
- Strong parts imports drove up automotive product imports in January. This increase was moderated by passenger car imports, which fell for the third consecutive month.
- Imports from the European Union dropped sharply in January, mainly due to lower imports of used aircraft and pharmaceutical products. However, these imports remained 11.7% higher than in January 1998.

(AAPA Advisory)

MERCHANDISE TRADE OF CANADA Millions of Canadian Dollars

TRADING PARTNER	January 1999	December 1998	January 1998
EXPORTS			
United States	C\$24,752	C\$24,145	C\$21,009
Japan	C\$850	C\$831	C\$774
European Union	C\$1,416	C\$1,461	C\$1,542
Other OECD Countries	C\$557	C\$623	C\$601
All Others	C\$1,358	C\$1,279	C\$1,747
Total	C\$28,933	C\$28,339	C\$25,673
IMPORTS			
United States	C\$20,435	C\$20,876	C\$18,800
Japan	C\$781	C\$765	C\$789
European Union	C\$2,059	C\$2,277	C\$1,844
Other OECD Countries	C\$953	C\$956	C\$905
All Others	C\$1,974	C\$1,914	C\$1,851
Total	C\$26,202	C\$26,788	C\$24,189
BALANCE			
United States	C\$4,316	C\$3,269	C\$2,209
Japan	C\$69	C\$66	(C\$15)
European Union	(C\$643)	(C\$816)	(C\$302)
Other OECD Countries	(C\$396)	(C\$333)	(C\$304)
All Others	(C\$616)	(C\$635)	(C\$104)
Total	C\$2,731	C\$1,551	C\$1,484

Source: Statistics Canada <http://www.statcan.ca>

Halifax Port Corporation Now Port Authority

THIS is to advise that the Canada Marine Act passed by the House of Commons on December 9, 1997 will come into force on March 1, 1999. On that date the Halifax Port Corporation will be continued as the Halifax Port Authority.

The intent of the new Act is to make Canada's system of ports more competitive, efficient and commercially oriented. This is to be achieved in large measure by providing ports such as Halifax with greater local autonomy in the management of its business affairs.

On the coming into force of the new Act, the corporate name of the Authority is substituted for that of the former Corporation in every contract, collective agreement, lease, licence, permit or other document entered into by the former Corporation. Under the Canada Ports Corporation Act, the former Corporation was a federal Crown Corporation and as such was an agent of the Crown. Under the new Act, the Authority is not a federal Crown Corporation and is an agent of the Crown only for those activities specified in its Letters Patent. The Letters Patent is a public document and is available for viewing at the administrative offices of the Authority at 1215 Marginal Road in Halifax.

We welcome the increased autonomy granted to the Authority under the new Act and look forward to working with our customers and other stakeholders to ensure the Port of Halifax achieves its full potential.

Halifax: Dredging Project At 3 Sites in Narrows

THE Halifax Port Authority (formerly Halifax Port Corporation) announced on March 10 that it is undertaking a small scale dredging project at three sites in the "Narrows" area of the approach to Bedford Basin. The dredging will remove three high spots in the "Narrows" to allow container vessels efficient transit into Bedford Basin.

Work on this project is expected to take approximately four months to complete. The drilling and blasting portion of the project will commence on or about March 15, 1999, to be completed on or about July 15, 1999.

The dredging work is regulated by

Federal, Provincial, and Municipal jurisdictions to ensure that the blast pattern, delay interval, and amount of explosives used loosens the necessary materials without endangering fish habitat and nearby structures, and interfering with the operation of nearby equipment.

A contract for the dredging project has been awarded to Beaver Marine Limited, a local dredging and marine civil contractor. The work will involve drilling and blasting the sea bottom to loosen the very dense tills and rock. The loosened materials will be removed with clamshell buckets and/or shovel to a depth of 16.5 metres below chart datum low water.

Prince Rupert Corporation To Become CPA in May

MAY 1, 1999 has been set as the date for the Prince Rupert Port Corporation to become a Canadian Port Authority. The new Canada Marine Act will formalize the port's entrepreneurial mandate and provide additional freedom to chart its own course and function as a more commercial-like enterprise.

As a Canadian Port Authority, full control of the port will be administered through a local board of directors.

The new legislation will provide greater autonomy and allow the port's board of directors and management to respond more quickly and effectively to business opportunities.

Prince Rupert: Sulphur Terminal Agreements

SULPHUR Corporation of Canada Ltd., Ridley Terminals Inc. and the Prince Rupert Port Corporation have completed agreements necessary to facilitate the development of a sulphur export terminal at Prince Rupert's Ridley Island.

The signing of documents and the completion of the environmental approval process lay the groundwork for commencement of the development and construction phase of the project.

The project will see the Sulphur Corporation of Canada Ltd. design and build a state-of-the-art sulphur export facility in Prince Rupert. The facility will utilize the existing berthing structure and high-speed shiploaders at Ridley Terminals Inc. for vessel loading.

The \$20 million facility will feature a rail receiving area, molten sulphur storage, pelletization plant, fully enclosed pellet storage, and transfer facilities to the dock.

Grand Alliance Picks Savannah as South Hub

THE Grand Alliance has selected the Port of Savannah as its primary U.S. South Atlantic hub, consolidating the AEX and PAX services. Grand Alliance partners included Hapag-Lloyd, NYK, OOCL and P&O/Nedlloyd.

Commencing May 13, the AEX Service (Asia - East Coast North America Express Service), linking the Far East to the East Coast of North America via the Suez Canal, will join the PAX Service (Pacific - Atlantic Express Service), at the Port of Savannah's Garden City Terminal Containerport Facility. The PAX Service, a fixed-day container service linking Asia to the East Coast of North America via the Panama Canal, presently calls the Garden City Terminal Containerport Facility.

The Grand Alliance's consolidation of both services at the Port of Savannah will result in Alliance members providing fixed-day service with three vessel calls each week. The Grand Alliance currently deploys 15 vessels in the AEX Service with per vessel TEU capacities up to 3,607, while the PAX Service deploys 13 vessels with per vessel TEU capacities up to 3,430.

"The decision of the Grand Alliance to consolidate the AEX and PAX Services at the Port of Savannah is very welcome news. This business fits perfectly with our long-term strategic goals," stated Georgia Ports Authority Executive Director Doug J. Marchand. "The Alliance members looked favorably upon a number of factors unique to our operations. These included the efficiencies of our single-terminal design; our proven ability to expand, as seen with the recent completion of Container Berth 7; and, our long-term growth strategies, which include an eighth container berth, an on-terminal "Intermodal Container Transfer Facility" and channel improvements. Overall, we are extremely pleased with their decision and we look forward to assisting each Alliance member in facilitating productive business activities via Savannah by whatever means at our disposal."

The rotation of the AEX service is as follows: Kaohsiung, Hong Kong, Laem

Chabang, Singapore, Colombo, Suez Canal, Malta, Halifax, New York, Savannah, Norfolk, New York, Halifax, Malta, Suez Canal, Jeddah, Colombo, Singapore, Laem Chabang, Yantian, Hong Kong and Kaoshiung.

The rotation of the PAX service is as follows: Kaohsiung, Hong Kong, Kobe, Nagoya, Seattle, Oakland, Panama, Savannah, Norfolk, New York, Halifax, New York, Norfolk, Savannah, Panama, Los Angeles, Oakland, Yokohama, Kobe and Kaohsiung.

The consolidation of the Grand Alliance's AEX and PAX Services further strengthens containerized service at the Port of Savannah to/from Asia. Twenty-two of the port's 45-plus carriers provide regularly scheduled container, reefer and general cargo services between Savannah and the Far East. During Calendar Year 1998, a total of 4,037,516 metric tons of cargo moved between Savannah and Far Eastern markets.

The Port of Savannah's Garden City Terminal Containerport Facility features seven container berths, providing 7,726 linear feet (2,356 linear meters) of contiguous berthing space. In addition,

Garden City Terminal maintains 13 high-speed container cranes, 11 of which are post-panamax capacity, as well as a wide array of container handling equipment to serve its worldwide base of customers.

Future planned expansion at the Garden City Terminal includes the construction of an eighth container berth with 85 acres of additional storage capacity and the construction of an on-terminal Intermodal Container Transfer Facility (ICTF) for expedited rail service to/from the U.S. Midwest and Gulf. In addition to landside improvements, the Georgia Ports Authority is pursuing the deepening of the Savannah River Navigation Channel from its current depth of 42 feet (12.8 meters) up to 48 feet (124.6 meters) at mean low water.

With the consolidation of the two services, the Georgia Ports Authority projects a 10% increase in annual TEU's during the first year of combined service operation. During Fiscal Year 1998 (ending June 30, 1998), 734,866 TEU's transited the Port of Savannah. At present, the Port of Savannah ranks 9th among North American ports in the movement of containerized cargo.

Savannah Implements Co-Op Chassis Pool

THE Georgia Ports Authority (GPA), in cooperation with port customers, will implement a Cooperatives Steamship Line Chassis Pool at the Port of Savannah's Garden City Terminal Containerport Facility. Start-up is targeted for mid-March 1999.

The new Co-Op Chassis Pool will ultimately result in the significant reduction of time and costs associated with fleet operations while improving upon trucker's turn time at the 838-acre (339-hectare) Garden City Terminal Containerport Facility.

"We are extremely pleased that the tireless efforts of all parties involved will culminate in yet another value-added service to improve productivity at the Port of Savannah," stated Georgia Ports Authority Executive Director Doug J. Marchand. "In addition to operational efficiency enhancements, the chassis pool will allow us to recapture additional wheeled space, increase field production and improve upon trucking operations via the terminal."

Two Co-Op Chassis Pool locations, together encompassing approximately

29.6 acres (12 hectares), have been strategically positioned in the eastern and western sections of the port complex to effectively serve the needs of the trucking community and steamship operators. Together the two sites are capable of easily handling an inventory of more than 1,500 quality, roadworthy chassis.

Zim Completes Move to Pier C at Long Beach

WITH its first ship call, Zim-American Israeli Shipping Co. Inc. has completed the move of its operations to Stevedoring Services of America's new 59-acre PCT Pier C facility – the Port of Long Beach's eighth container terminal. The occasion was commemorated on March 30 with the arrival of the container ship, *Zim China*.

Zim's vessels had previously called at SSofA's Pacific Container Terminal on Pier J, sharing the 110-acre facility with China Ocean Shipping Co.

"This move is a major enhancement for our customers," said Zim-American

Vice President Capt. Karsten Lemke. "It gives us the opportunity to introduce a new string of ships."

Beginning in May, Zim is launching a second weekly trans-Pacific service. Called the Zim Pacific Service, the service will deploy six 2,200-TEU vessels that will call in Long Beach each Thursday. The ships will depart Long Beach and call in Oakland, Seattle, Busan, Shekou (China), Hong Kong, Shanghai, Busan, Vancouver and then return to Long Beach. With the new ships, Zim will be operating 21 vessels in its trans-Pacific services.

The Pier C facility – once the site of a Procter & Gamble soap plant – was formerly a terminal for Hanjin Shipping Co., Ltd. Hanjin moved to a new 177-acre terminal on Pier A in late-1997.

Long Beach Promotes 2 To Managing Directorship

THE Long Beach Board of Harbor Commissioners voted Monday, March 15, to promote Planning Director Geraldine Knatz and Trade and Maritime Services Director Don Wylie to the newly created positions of managing director. Knatz was named managing director of development. The port's engineering, properties and planning directors will report to her. Wylie was named managing director of maritime services. The communications, security and trade and maritime services directors will report to him.

As managing directors, Knatz and Wylie rank only behind Executive Director Richard D. Steinke and Assistant Executive Director Paul E. Brown on the port management team.

"This is an opportune time to reorganize the department in a way that will respond to issues facing the port today and in the foreseeable future," said Steinke, who recommended the promotions to the commission.

"The port will continue to be in a development mode for the next several years, and we will be challenged to manage our growth properly while providing exemplary customer service during this dynamic period of time. I believe that by supplementing the executive staff, the port can best meet these challenges."

Long Beach, the nation's busiest container port, is seeing tremendous growth in its cargo volumes. The port handled the equivalent of 4.1 million 20-foot-long containers in 1998. Anticipating continued growth, the port is build-

ing new shipping terminals at the former Long Beach Naval Station and Naval Shipyard complex, and expanding its other facilities.

Knatz has led the port's re-use planning process for the naval complex. The planning director since 1989, Knatz has directed the port's master planning, transportation and environmental planning and market research functions. She helped to negotiate right-of-way acquisition and joint operating agreements for the Alameda Corridor railroad expressway project. She is chairwoman of the American Association of Port Authorities' Harbors and Navigation Committee, and represents the International Association of Ports & Harbor on an International Treaty Body dealing with dredging. A native of New Jersey, Knatz received a Ph.D. in biological sciences from the University of Southern California, where she currently teaches in the civil engineering department.

Wylie has headed the port's customer service efforts as trade and maritime services director since 1991. He and his staff act as liaisons to tenants and users of the port. They act as the port's marketing arm, and they track industry trends. Wylie has more than 20 years of experience in the maritime trade industry, in both the private and public sector. A native of Tennessee, he attended Union University in Jackson, Tenn., where he majored in psychology. He worked for more than 15 years with Cooper Stevedoring Co., managing shipping terminals. He is a past president of the International Business Association of Southern California, and a past chairman of the Long Beach Area Chamber of Commerce.

Seattle's 1999 Starts With Rise in Exports

IN another sign that the outlook is getting better for Northwest businesses selling to Asia, the Port of Seattle said on March 4 its exports to the region showed a double-digit increase during the first month of 1999 compared to the same period last year.

The number of full cargo containers exported to Asia through the Port rose 13 percent to 35,071 TEUs from 30,960 in January of 1998. Imports from Asia fell 1 percent to 45,914 full TEUs from last year's 46,506 TEUs. Total container volume through the Port climbed to 128,873 TEUs, a 7 percent increase from 120,861 TEUs a year ago.

Steve Sewell, managing director of the Port's Marine Division, said the strong export performance in January continued a pattern that began during the last three months of 1998. In the fourth quarter, exports declined by only 3.2 percent, a much smaller drop than the one recorded for the first quarter of 1998 when exports fell 25 percent.

"It's encouraging to see the first indications that our region's trade with Asia may be stabilizing," Sewell said. "It bodes well for our exporters who struggled through most of last year. We hope 1999 will be a better year for them."

Sewell said year-end Port of Seattle figures show 1998 was tough for many export-oriented industries. Forest products exports handled through the Port declined 51 percent, while overseas fruit sales fell 37 percent and fish exports decreased 15 percent. Midwest grains shipped through the Port were down 52 percent from 1997.

In reviewing the Port's performance in January, Sewell pointed out that the Asian economic crisis now is more than a year old, producing more favorable year-to-year comparisons. Despite that, January's healthy rise in exports is a good sign for the Northwest economy, he said. "It means our trade balance is getting better. We hope our exporters are seeing a light at the end of the tunnel."

Seattle: New Maritime Industrial Center Opens

PORT of Seattle officials and representatives from the maritime industry celebrated the opening of the Maritime Industrial Center, a former U.S. Coast Guard Facility on the Ship Canal that has been turned into a hub of economic activity supporting the region's fishing and maritime industries.

The center was acquired and renovated by the Port of Seattle for \$6.42 million. The investment included a \$1.2 million grant from the federal Economic Development Administration. In 1995, the federal agency's Central Puget Sound Economic Development District identified the Maritime Industrial Center as its highest priority because of the center's valuable contribution to the regional maritime industry.

"It's been a top priority of the Port to provide the facilities and services the industry needs to stay strong," said Patricia Davis, President of the Port of

Seattle Commission. "The Maritime Industrial Center will help us retain marine-related companies and the jobs they create."

Lise Kenworthy, President of the Seattle Marine Business Coalition, a 150-member industry group, agreed. "The Maritime Industrial Center is a great opportunity to bring dollars across the docks for the communities and people the Port was created to serve."

To illustrate the economic benefits of the tenants that use the Maritime Industrial Center, Kenworthy said just one factory trawler, *Starbound*, spent \$2.5 million at businesses in the Seattle area last year when the ship was not harvesting distant waters in Alaska. The money goes to businesses doing maintenance, repairs, or simply to buy groceries or fuel.

"That's just one vessel, one year," she said. "Having the center here means those kinds of vessels will not move to Anacortes or Olympia or Bellingham. Instead, they will spend their money here."

The Maritime Industrial Center, which is operated by the Port as part of its Fishermen's Terminal line of business, has 52,800 square feet of space for warehousing to light industrial use. It has attracted seven permanent tenants employing 152 skilled workers. They range from fishing companies to a sheet metal manufacturer. The Port is negotiating with two additional tenants to fill the center. They would bring the center's total work force to a total of 175.

Growth Forecast Supports Seattle Investment Policy

THE long-term growth in waterborne trade forecast in a new study supports the Port of Seattle's strategy to invest in large, modern container terminals and regional freight mobility projects.

The Washington Public Ports Association and the Washington State Department of Transportation released the results of a new study that indicates international trade through the state's public ports will grow an average of 4 percent to 5 percent per year during the next two decades. The 1999 Marine Cargo Forecast was conducted by The Columbus Group of Arlington, Va.

Puget Sound container traffic is projected to more than double from 2.6 mil-

lion TEUs in 1997 to 6 million TEUs by 2020. Total waterborne tonnage through Puget Sound ports is expected to rise by 42 percent to nearly 122 million tons during the next twenty years, WPPA Executive Director Pat Jones said.

Port of Seattle Executive Director Mic Dinsmore said the Port is preparing for its share of the region's growth in trade by modernizing and expanding its container terminals to keep King County on the cutting edge in the highly competitive international shipping industry.

Last year, the Port completed its \$275 million investment in Terminal 5, one of the largest and most efficient container-handling facilities on the West Coast. This year, the Port will break ground for the expansion of Terminal 18, a two-year \$300 million project that will double the terminal's size and boost its on-dock rail capacity.

"The new forecast confirms our long-term outlook for this region's trade with Asia and supports the Port Commission's goal of making major capital investments to keep the citizens of this community at the forefront of the global economy," Dinsmore said.

According to the association, Puget Sound ports are projected to process 315,000 full rail cars with about \$103 billion worth of cargo by 2020. That compares with about 212,000 full rail cars with \$41 billion worth of freight in 1997. Truck traffic from Puget Sound ports will grow 41.6 percent to 1.7 mil-

lion loaded trucks on Interstate 5 by 2020 from 1.2 million in 1997.

"The growth in truck and train traffic means this region is wise to invest in freight mobility under the FAST Corridor program, an effort to unplug major transportation bottlenecks between Tacoma and Seattle," Dinsmore said. "It's one thing to get imported cargo into port; it's another to move from the dock to its destination. The reverse is true for exports."

Together with the state's Department of Transportation and many local governments, the ports of Seattle and Tacoma have committed millions of dollars to implement the FAST Corridor program that now awaits funding from the state legislature. The first phase of the project, estimated to cost \$355 million, will relieve congestion at a dozen points in the region's transportation system where rail tracks cross major corridors for truck and car traffic.

The 1999 Marine Cargo Forecast predicts that after a slump in 1998, U.S. exports will rebound in 1999 and growth in international trade will exceed real growth in the nation's gross domestic product during the next two decades. In the near term, Japan will experience slower economic growth. After an estimated decline of 4.1 percent in 1998, real GDP growth in other Pacific Basin countries is projected to rise 1.1 percent in 1999, increasing to 4.2 percent in 2000.

nents. Asia accounts for 31%. After Europe comes Africa with 14%.

Antwerp to Move Swiftly On Container Capacity

THE Antwerp Port Authority has decided to lease the third riverside container terminal – the first to be constructed at its left bank facilities – to a joint venture of Swiss Mediterranean Shipping Company (MSC) and local operator Hessenatie. The fourth Scheldt container terminal, the construction of which is planned to run almost simultaneously with the third terminal, will go to a local operator to handle the consolidated CP Ships services. MSC has chosen Antwerp as its main hub in the highly competitive container handling market of West Europe; CP Ships has decided to relocate the services of its Cast subsidiary to Antwerp, which it also serves with subsidiaries Canada Maritime, Lykes Lines and Contship.

The third Scheldt container terminal will cover 56 ha and makes up the first phase of a giant tidal container dock which will feature four large terminals along 5 km of deepwater quays. Upon completion the lock-free dock will boost the port's handling capacity by 3.2 million TEU.

Of the four candidates, APA decided in favour of the MSC/Hessenatie combination for a number of reasons. The most obvious one being that MSC is the port's premier customer, accumulating 25 per cent of its overall container traffic. MSC looks set to cross the one million TEU mark in Antwerp early in the next century.

Hessenatie is the port's number one container handling company, accounting for 61 per cent of the overall volume. In 1990 the company started operations at the first Scheldt container terminal (at the right bank of the river) and is now operating this terminal at full capacity.

This third riverside container terminal is scheduled to be in operation by late 2001 or early 2002.

However, to cope with expected growth in the next five years, the Port Authority has already worked out plans for a fourth Scheldt container terminal. This is due to the fact that current growth rates of container traffic largely bypass forecasts. Last year, Antwerp again noted an all time record container volume with 3.3 million TEU.

Africa/Europe

Port of Antwerp: Maritime Trade Distributed Evenly

THAT Antwerp's 119.8 million tonnes of trade makes it the fourth largest port in the world is now general knowledge.

Intra-European trade represents one third of all maritime goods traffic in Antwerp. When the trade with the non-European countries of the Mediterranean basin is included, short-sea traffic comes to about 44% of the total. The Americas are the next most important continent.

All together the Americas account for 31% of the total, while North and Central America account for a good fifth. Roughly a sixth of all goods traffic

comes from or is bound for Asia, while a seventh of the trade is with Africa.

The container trade is largely inter-continental. Roughly 18% of the trade is intra-European and about 30% can be regarded as short-sea traffic. The rapidly growing importance of these trades is indicative of Antwerp's increasing role as a European mainport. The Americas (36%) generate more container traffic in Antwerp than other conti-



Originally, when plans for the giant tidal container dock were drawn up a few years ago, the port was expected to reach this figure halfway the next decade.

APA says it now expects the government of Flanders to approve of the construction of a fourth terminal. When the government clears this project, which constitutes phase II of the new tidal container dock, construction works are expected to immediately follow those for the third terminal.

The fourth terminal will cover 51 ha and is scheduled to become operational late in 2002. It is to become a terminal, for a.o. CP Ships which as a group is the port's second customer with 570,000 TEU per year. APA is now enquiring after candidates for operating the lease of this fourth riverside terminal.

Record Year for Passenger Traffic in Port of Helsinki

UNITIZED general cargo and passenger traffic are the cornerstones of Port of Helsinki operations. Passenger traffic reached another all-time high of 8.6 million passengers. Of this, 5.8 million passengers travelled the Tallinn lines, an increase of nine per cent. 2.6 million passengers travelled the Stockholm lines, an increase of two per cent. Helsinki also has passenger connections to Riga, Visby, Lübeck, and Travemünde. In addition, about 160 international cruises visited Helsinki during the summer.

General cargo traffic nearly matched the record volume of the previous year, amounting to 8.2 million evenly divided between imports and exports. Not counting transit traffic, import volumes increased by over two per cent but, due to a drop in transit volumes to Russia last autumn, total general cargo imports for the year were down slightly, by just under one per cent. Transit volumes amounted to 0.4 million tons (-21%). Mostly due to the fact that forest industry shipping was concentrated in several Finnish ports, export volumes decreased by two per cent in comparison to the previous year. The Port of Helsinki remains a major port for exports, its greatest advantage consisting of its superior network of dense and fast sea connections to various market areas.

(INFO Port of Helsinki)

Le Havre Pricing Policy: Focus on Competitiveness

THE general tariff of port dues and charges for the use of equipment has been frozen, in pursuance of a policy inaugurated three years ago.

In addition, in the course of this period of time, specific measures leading to a cut have been adopted, especially for container ships:

- alteration of the reductions granted for large container shipping lines calling many times in Le Havre throughout the whole year, which is partly made up for by the alteration of the reductions granted for small calls; this leads to levelling out the difference in the costs per call all over the year;
- a 50% cut in port dues on cargo for incoming containers: this works out as a reduction of 32 francs for a 20 container and 57 francs for a 40. Let's remind that outgoing containers are exempt from port dues.

In other respects, in order to foster container transshipment through Le Havre, incentives have also been introduced.

As the natural change in maritime transport is turned towards globalisation, which brings about the use of larger and larger vessels whose calls in Europe tend to be less and less numerous and serve as interconnections between the shipping routes served, whatever north-south or east-west routes.

This situation results in a significant increase in the demand expressed by shipowners in terms of transshipment and this is not limited only to feedering which concerns what could be called the terminal service.

This transshipment market generates a number of moves which can reach several hundreds of thousand, for a single shipowner and in a single port. Therefore, Le Havre cannot stay apart from such a market which not only represents a business generating receipts and jobs, but also an excellent means of traffic consolidation and, consequently, of reduction of the unit costs of port transit, which is an absolutely necessary policy at a time when freight rates are at the lowest and when the customers, the shipowners, are obliged to look for always more competitive production costs.

Considering this, the high quality of the nautical accessways in Le Havre and its facilities as well as its geographic location give it all chances of succeeding in its search for new market shares in a very strong competition owing to the multiplier effect of transshipment operations on the business of a port.

Hamburg: Asian Container Traffic Grows Unabated

THE growth in Asian container traffic continued in 1999. In January the Port of Hamburg handled 7.5% more containers than in December 1998 and over half the Port of Hamburg's total container throughput was accounted for by Asian traffic. The overall growth in Hamburg's container throughput in January this year was 4.3%.

The Port of Hamburg has traditionally enjoyed good connections to Asia. Four ships a day leave Hamburg on liner services to this region, where the Port has representative offices in Hong Kong, Seoul, Singapore and Tokyo.

In order to inform Asian exports and transport companies about the latest developments in the Port of Hamburg, two workshops were staged in Taipei and Hong Kong at the beginning of March by Port of Hamburg Marketing and Public Relations (HHVW). In the second half of the year, additional workshops are planned in Seoul, Shanghai and Singapore.

Port of London on Right Track, Says Chairman

MAJOR opportunities for continued growth lie ahead for the Port of London at the start of the new Millennium, the London Port community has been told.

"Initially seen as a damaging blow, the announcement of the closure of the Shell Haven refinery on the Thames provides London with tremendous opportunities for alternative port development," Sir Brian Shaw, Chairman of the Port of London Authority (PLA), said tonight (Wednesday, 3 March).

Speaking at the launch of the 1999 Port of London Handbook, Sir Brian continued: "Great interest has been shown in the Shell Haven site and we are encouraged at the number of organisations making enquiries about it.

"We are working closely with Shell to ensure as much as possible of the 900 acre, deep water site remains in port use and that it is redeveloped at the earliest opportunity," he added.

Tough decisions have been taken by the PLA following the Shell announcement which coincided with the loss of sludge traffic. Pilotage charges have been increased for the first time in seven years, with increases in conser-

vancy charges for the first time in four years to ensure the PLA could continue providing services to the Port.

Explaining that such measures were not easy to take in such a competitive market, Sir Brian said that the PLA is also playing its part to reduce costs, including a review of staff structure. It had also taken the unpalatable decision not to make a cost of living pay award to employees this year.

"Action taken now, while unwelcome, should set us fair for the longer term," said Sir Brian.

He paid tribute to the Port's terminal operators, who increased trade by 2.5 million tonnes, to 56.3 million tonnes during 1998. Particularly significant was a gain of 1.6 million tonnes in non-oil trade.

The operators have continued to invest millions of pounds in new facilities.

The Port of Tilbury spend £20 million on a purpose-built facility for Finnish paper products, Purfleet Thames Terminal and Thames Europort both invested in handling increasing ro/ro traffic and Tate & Lyle continued its £200 million investment at its Silvertown refinery and riverside site. Other operators have also continued to improve and develop their cargo handling facilities.

Supporting such investment, the PLA installed a new £675,000 Vessel Traffic System, developed by French company Sofrelog, at the Port Control Centre at Gravesend, with a similar system scheduled for the Thames Barrier Navigation Control Centre at Woolwich this year. New radars have also been installed, which will enable even better monitoring of shipping within the port.

The PLA, which will be involved in a series of spectacular events on the River Thames on Millennium night, is confident that all its systems will be year 2000 compliant and that safe navigation will not be compromised, said Sir Brian.

To support the operators' trade initiatives the PLA has continued to market the Port world-wide – visiting South America, South Africa, Sweden, Russia, Holland and Germany in an attempt to develop new business for London's terminals.

Finally, Sir Brian explained that this year would see another important change as the Chief Executive, David Jeffery, is to retire in the summer. Sir Brian paid tribute to Mr. Jeffery's achievements over the past 13 years and said the process had begun to find a successor.

Asia/Oceania

More Shipping Lines Using EDI at Brisbane

TWO more shipping lines are cutting a swathe through the red tape jungle by using Electronic Data Interchange (EDI) when calling at Brisbane.

Contship and American President Lines (APL) successfully completed their first EDI transactions with the Port of Brisbane Corporation recently, joining long-time EDI customer ANL Ltd.

ANL has been using the system since April 1998.

EDI is now an established process at the Corporation, providing an efficient and accurate means of transferring information relating to cargo exchange.

The Corporation has recorded several overwhelming advantages of using the EDI system.

These include the reduction of human error associated with the recording of manifested cargo, as well as reductions in associated paperwork. The consequent improvement in staff productivity means that customers using the system are now benefiting from improved, proactive service.

All import and export manifests received from participating lines are electronically transferred through EDI, and the Corporation welcomes the cooperation it has received to date from lines and agents using the technology.

With continuing improvements and some fine-tuning, the industry has become more proficient at using EDI. This, in turn, is leading to more emphasis on the use and compilation of data for the benefit of Port of Brisbane customers.

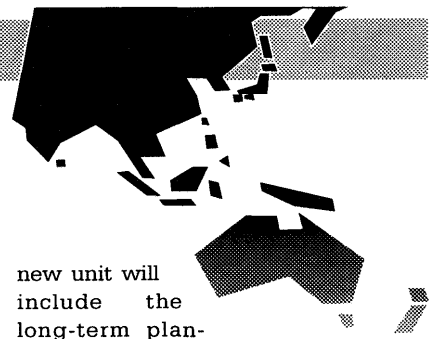
(Brisbane Portrait)

Sydney Ports Restructured To Meet Customer Needs

SYDNEY Ports Corporation today (March 26) released details of a restructure which will more closely align the functions of the Corporation with services to different customer groups.

The main change is the formation of a new Property and Planning Unit, bringing together all property services under the one general manager.

To be headed by John Hayes, the



new unit will include the long-term planning function, property management, engineering, construction management and maintenance functions. It will also include that part of the Survey Section dealing with property survey.

In announcing the restructure, Chief Executive Officer of Sydney Ports Corporation, Greg Martin, said the new unit will ensure greater co-ordination of all matters relating to property, and draws together into one unit expertise that had previously been split between three different areas.

"The restructure will apply a greater focus to our landlord, property management and development functions. It is like a vertical integration of property services, so that lessees will need to deal with only one unit for everything from maintenance and leasing to planning approvals and construction," Mr. Martin said.

A new unit called Navigation and Environment, will concentrate on services to shipping customers. To be led by General Manager Murray Fox, the unit will be responsible for navigation control, the Central Booking System, environment and port safety and hydrographic survey. This unit will also have the important task of coordinating risk management within the Corporation.

The previously named Marine Services Unit will now become the Port Services Unit, headed by General Manager, Chris Alsop, and will continue to supply emergency response and dangerous goods auditing. This unit will also provide on-site services to lessees and operational support for common-user facilities.

The former Commercial unit, which previously incorporated some property and business development functions, will be replaced by a Trade and Logistics unit with a sharper focus on trade growth and the external business links necessary to promote that growth.

A new position of General Manager, Trade and Logistics, is being advertised nationally. The new General Manager will be responsible for business devel-

opment and marketing, corporate communications and public affairs, logistics and business analysis and planning.

"We believe this will be a pivotal position within the organisation, presenting the right person with exciting challenges in the formulation and implementation of strategy for the ongoing growth of the port. We have therefore appointed an executive search organisation Heidrick and Struggles to locate the best possible person for this important role.

"I believe these changes will provide a clearer focus to the four major business activities within the Corporation – property, navigation, port services and business development and hence better serve our customer base," Mr. Martin said.

The changes come into effect from April 6, and will be introduced smoothly via an implementation plan over the coming weeks.

China All Out to Build, Develop Its Ports

By China Ports & Harbors Association, Shanghai

SINCE the adoption of the reform and opening up policy in 1978, China has been attaching great importance to the development and construction of its ports. In order to build new ports or reconstruction old ones, the Chinese government has adopted every means to attract investment from governmental organizations and non-governmental economic institutions or to absorb loans from overseas consortia. Over the past two decades, the Chinese mainland has seen the con-

struction of 363 deep-water berths which are able to accommodate ships of 10,000 dwt or above. As a result, by the end of 1997 there were 496 deep-water berths in the Chinese mainland, which are all able to accommodate ships of 10,000 dwt or above. Thus, the number of 10,000 million-ton class ports increased from nine in 1978 to thirty in 1997, with an overall yearly throughput of 1.31 billion tons and the annual accommodation of foreign ships of up to 347,000 vessel-times in these major ports.

Along with plans to build new berths, attention has been paid to developing berths that meet the principle of specialization and usability. For example, some modern dedicated coal berths have been built at coastal ports in Northern China, which are able to accommodate ships varying from 35,000 dwt to 100,000 dwt, with loading rates from 1,500 tph to 3,000 tph and a total loading capacity of 200 million tons. In addition, some inland dedicated coal berths have been built in ports along both banks of the Yangze River and the Beijing-Hangzhou Grand Canal. Meanwhile, in ports such as Dalian, Qinhuangdao, Qingdao and Zhanjiang, crude oil berths varying from 50,000 dwt to 200,000 dwt have been established as well.

Furthermore, large dedicated bulk grain berths have been constructed in the ports of Dalian, Tianjin, Lianyungang, Shanghai and Guangzhou, while 100,000-ton class dedicated metal ore berths have been set up in the ports of Qingdao, Ningbo and Shanghai. In the ports of Yantai, Shanghai, Xiamen and Shenzhen, dedicated chemical berths had been built and special bagging equipment installed. Up to now, there have been

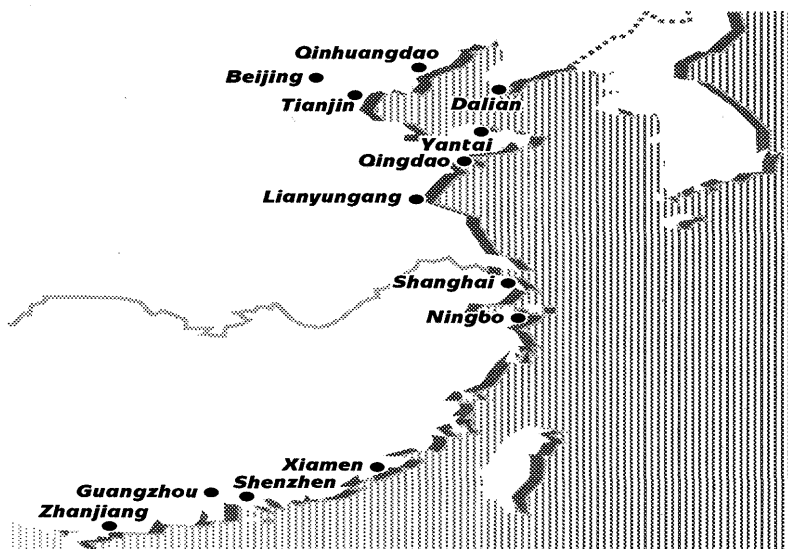
thirty ports operating international container businesses in the Chinese mainland, with an overall annual handling capacity of 10 million TEUs. To meet the requirements of container handling operations, 65 dedicated container berths have been newly built and 400 large gantry quay cranes newly installed. At present, 120 international regular lines servicing from ports of the Chinese mainland, with around 2,249 voyages per month directly to ports worldwide. At the same time, over 20 ports have opened inland feeder services for international container businesses, with more than 800 voyages per month. So far, apart from domestic shipping companies such as the China Ocean Shipping (Group) Company, the China Shipping Group and the China National Foreign Trade Transportation Corp., most of the foreign shipping companies ranking among the world's top 20 have established maritime trade relations with ports of the Chinese mainland. Since 1978, international container traffic in the ports of the Chinese mainland has been increasing at an average yearly growth rate of over 25%.

Port of Xiamen, New IAPH Member, in Brief

SITUATED in Jinmen Bay in the Taiwan Strait, the Port of Xiamen is an important sea port among the coastal ports of mainland China. It became a new member of IAPH in 1998.

Since construction began in the Dong Du deep water-water port area in 1976, the port has enjoyed continuous growth in its operations. Now out of a total of 81 berths, 16 berths have a deep-water capacity of over 10,000 dwt, which the maximum berthing capacity being for vessels of 50,000 dwt. 1998 saw a throughput of 16.395 million tons and 654,000 TEUs for container traffic, ranking Xiamen in the top 10 coastal ports in mainland China. Currently, the port has marine transport relations over 60 ports in more than 40 countries and regions, and the container line services cover countries and areas such as Hong Kong and coastal ports in Japan, Singapore, Korea, America and the Mediterranean.

Across the sea from Taiwan, Xiamen Port is designated by the Ministry of Communications as one of the Chinese ports being called at by vessels sailing directly across the Taiwan Strait. Since





the maiden voyage of SS *Sheng Da* of the Xiamen Shipping Company of Kaohsiung Port in April 1997, 12 container shipping companies lines services from 10 shipping firms have to come to ply across the Taiwan Strait, with yearly traffic of 235,100 TEUs. The ten shipping companies are: COSCON, Xiamen Shipping Company, Fujian Foreign Trade Center Shipping Co., Fujian Shipping Corporation, Unigrory Shipping, Yang Ming Line, Kien Hung Lines, Wan Hai Lines, Nan Tai Line Co., Ltd., and OOCL. A projection showed

that the cargo volume by direct cross-strait sailing will increase, as will the number of vessels participating. The forward-moving Port of Xiamen will continue its rapid port construction program. By the end of the century, 23 deep-water berths and the cross-ocean bridge "Hai Chang" will be completed, with an estimated handling capacity of 3.5 million tons and 1 million TEUs containers. There are also plans to build another 32 deep-water berths and special railway lines at Hai Chang up to the year 2005 to form eight functional port areas with the western area as the main focal point for the development. In the meantime, the development of the EDI information system will help Xiamen become an international hub port.

Pusan: Efficiency for Transit Vessels Improved

THE Port of Pusan is extending exemption from Port Dues and Anchorage Charges for ocean-going vessels which call at the Port for the receipt of bunkers, repairs, crew changes and the suchlike, and not for the purpose of loading and unloading cargoes. As the Port of Pusan is strategically situated to serve as an ideal trading centre between the Pacific and Asian regions, it offers enormous opportunities and environmental bene-

fits and can provide transit vessels with cost-savings with its operational efficiency in bunkering, repairing and other marine-related services.

In order to furnish transit vessels with the most convenient facilities for anchorage and in line with its aim to offer first-class free port service, it has expanded its anchorage areas as shown below. It has also allocated Anchorage A & M to allow transit vessels to sail in and out of the Port of Pusan in all weather conditions. The following are the newly-extended anchorage:

Anchorage Area	Location	Depth (M)	Anchorage Capacity	Remarks
N-1	Southern Port	6-10	40 ship (below 1,000 DWT)	
N-2		7-20	10 ships (1,000-3,000 DWT)	
N-3		15-25	20 ships (3,000-10,000 DWT)	
N-4		12-40	10 ships (above 10,000 DWT)	
N-5		40-60	20 ships (3,000-10,000 DWT)	
A-2	Northern Port	14	1 ship (above 10,000 DWT)	
A-6		8.5-9.3		available in any weather conditions
A-7		7-7.3	1 ship (above 10,000 DWT)	
A-8		9-10	1 ship (above 10,000 DWT)	
M-9		10-11		

MPA Introduces Phase 3 Of Tug Liberalisation

THE Maritime and Port Authority of Singapore (MPA) will be introducing Phase 3 of the tug liberalisation programme on 1 Mar 99 instead of 1 Jul 99. Under Phase 3, tug operators with public licences will be allowed to service all sectors within the port waters including ships that call at the conventional, container and cruise passenger terminals of PSA Corporation Ltd. The new areas are in addition to shipyards, oil terminals and Jurong Port.

As the Phase 3 tug market constitutes about 70% of the total tug orders in the Singapore port, its earlier implementation is expected to allow more port users to enjoy better service levels and more competitive rates. This would in turn further enhance the competitiveness of the Port of Singapore during the current economic downturn.

The MPA introduced Phase 1 of the liberalisation plan on 1 Sep 97. The port authority lifted restrictions on the purchase of new tugs for replacement purposes. It also removed the requirement for towage service providers to charter or time-share new tugs to PSA Corporation. Phase 2, which allows tug operators with public licences to service vessels at shipyards, oil terminals and Jurong Port, was implemented in March 1998. To date, there are a total of six towage public licensees: PSA Corporation, Sembawang Marine and Logistics Ltd (SML), Keppel Smit Towage Pte Ltd, Jurong Marine Services Pte Ltd, Marina Offshore Pte Ltd and Maju Maritime Pte Ltd.

Since the introduction of the liberalisation measures, the overall service level of tugs has improved. Between Jan and Aug 98, the service level of tugs improved with 97.9% of the tug orders serviced within 15 minutes of the service-required time, up from 96.3% for the same period in 1997. Service levels to certain sectors such as the oil terminals that previously received lower priority have also improved from 94.6% to 97.3% during the period under review.

To support the liberalisation programme, the MPA has also introduced the Marine Services System in Jul 98 to assist port users in ordering tugs from alternative tug providers.

The complete liberalisation of tug services by the MPA will encourage competitive rates and promote service levels as all approved tug operators will be required to maintain a high standard of safety with modern and well-equipped,

and well-trained tug masters and crews.

Fuzhou Qingzhou Terminal Records 17% Growth

PSA Corporation's 2nd major seaport investment venture in China, the Fuzhou Qingzhou Container Terminal (FQCT), recorded a throughput volume of 178,000 TEUs in 1998, a 17.3% growth over 1997 in its first year of operations. This was attribute to the positive economic situation in Southern China, support from the Chinese Authorities, and vast improvements in the terminal operations made possible by PSA which have begun managing and operating the terminal since 1 May 98.

In view of Southern China experiencing robust growth in container and cargo traffic, and strong investment growth over the years, FQCT expects to achieve a higher growth rate for 1999. It also has plans to develop a deepwater container terminal to better position FQCT for more direct shipping and cross-Straits trade between China and Taiwan.

The good result in FQCT is a testimony of shipping lines' confidence in the terminal's quality service and operations, and the close partnership between PSA and its shipping customers. Dr Yeo Ning Hong, Chairman, PSA Corporation Limited, said "Fuzhou Qingzhou Container Terminal's positive growth is a strong encouragement to our partners and PSA. We are even more committed to better serve our customers with reliable and productive services at FQCT. We are confident that with the close cooperation and support of the JV companies, Fujian government agencies and our customers, Fuzhou port will be transformed into an advanced and efficient container port to serve the rapid economic and industrial growth in South and Central China".

To work out more ways to better serve its customers calling at its terminals overseas, PSA is meeting the top leaders of international container shipping lines for their 2nd International Advisory Council (IAC) meeting in Singapore from 24 to 26 Feb 99. The Council will deliberate on issues such as how to remain competitive through productivity gains, operational efficiency, and cost-effective services, and issues strategic to the shipping and port industry.

Operations Start at Aden Container Terminal

OPERATIONS at Aden Container Terminal (ACT), PSA Corporation's pioneer project in the Middle East, commenced operations for the first time on 19 Mar 99 with the arrival of its first vessels: *Dragon Sumbawa* from APL and *Kota Waris* from PIL. A simple celebration, held at the administration building of ACT to mark the milestone, was officiated by His Excellency Abdul Malek Al-Sayani, Minister of Transport, Republic of Yemen. Mr Khoo Teng Chye, Group President, PSA Corporation, and Mr Ahmed Saleh bin Fareed, Representative from Yemen Holdings Ltd, were also present at the function.

The function set the stage for the Official Opening Ceremony of ACT, which is expected to be held later this year.

"Our vision is to develop Aden into the premier port of the Middle East. Aden Container Terminal is the cornerstone of that vision and we are pleased that it is starting operations on schedule today. The People and the Government of the Republic of Yemen is committed to ensuring the success of ACT and we will work closely with PSA Corporation and Yeminvest to achieve that goal," said His Excellency Abdul Malek Al-Sayani, Minister of Transport, Republic of Yemen.

"I would like to congratulate ACT and its staff on the successful start of operations. Indeed, this is testimony of the tremendous amount of effort that has been put in by all the parties involved. APL is proud to be able to play a part in this historic moment. For APL ships plying the Europe-Far East route, Aden Container Terminal will serve as the natural choice for transshipment operations in the Middle East," said Mr Lim How Teck, Group Deputy President, NOL Limited/Chief Executive Officer, APL Co Pte Ltd.

"Yeminvest will work with all the parties involved to deliver value-added services at ACT and the Aden Industrial and Warehousing Estate. PSA's involvement in the operations, management and marketing of the terminal means that shipping lines will enjoy a level of service that is comparable to that which they enjoy at PSA's terminals in Singapore. We believe that more international shipping lines will locate their businesses and transshipment activities for the Middle East in Aden," said Mr Goon Kok Loon, Chairman, Yeminvest.

Phase I of ACT will have 700 metres of quay berth with a draught of 16 metres. The new terminal is equipped to service the world's largest container ships. ACT's four post-panamax quay cranes are capable of handling vessels of 18 container rows across and provide customers with high levels of service and efficiency.

2 International Awards Given to Singapore

THE Singapore Cruise Centre (SCC), owned and managed by PSA Corporation, has been voted the "Best Turnaround Port" and "Most Improved Port Facilities" for 1998 in a recent survey conducted by *Dream World Cruise Destinations*, a periodical based in the UK.

This is the second consecutive year that Singapore has won the "Best Turnaround Port" Award, in recognition of its good facilities and highly efficient management of services. "Singapore has consistently scored highly in the annual awards for each of the past three years, winning awards each year, and scoring well across the different categories," said Mr Chris Ashcroft, publisher, *Dream World Cruise Destinations*.

Mr Ashcroft added that the "Best Turnaround Port" category is a more demanding award to win as it takes into consideration port facilities, management of services, all aspects of logistics, stevedoring, storing, and co-operation with operators of the airport and ground handling facilities.

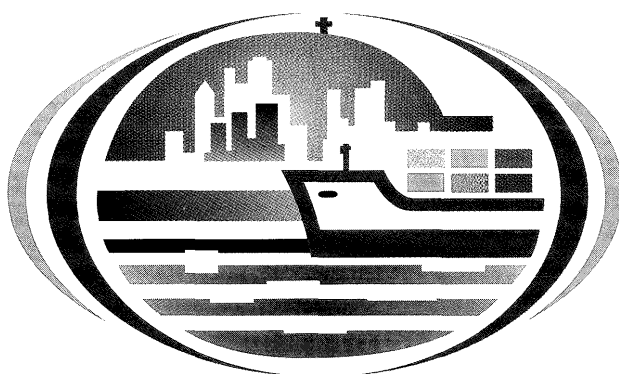
The "Most Improved Port Facilities" Award has been won by Singapore for its far-sighted investment in its cruise facilities, terminal operations and infrastructure. The Singapore Cruise Centre (SCC) was recently upgraded, at a cost of \$23 million, to enable it to handle larger passenger volumes and to provide even better customer service.

Mr Khoo Teng Chye, Group President, PSA Corporation, said, "We are happy that our continuing efforts to improve the facilities and the level of service at the Singapore Cruise Centre have been recognised by our customers. We will continue to focus on delivering to our cruise customers a world-class level of service and experience."

We've started counting the days to May 19, 2001!

Best wishes
of success to
Kuala Lumpur

That's when the
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will have
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and pleasure
to play host
to the
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World Ports
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from **May 19–26, 2001.**

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to greet you in Montreal,
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Montreal is a major
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Discover... The Journey Of The Senses

21st World Ports Conference of The
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Journey into the world of magical Malaysia... treat yourself to a culinary experience, with exquisite dishes reminiscent of the Malay Sultanate, soups brewed from rejuvenating herbs by Chinese herbalists and bud-tingling curries from age old recipes of the Indian Raj. Experience a taste of Malaysia - a truly multi-cultural gastronomical experience of the senses.

We take pride in serving you these exotic dishes, dishes that tell a tale of traditions passed down from generation to generation. Much like our service to you, our global partners - which carry a tradition of dedication and honour. Our goal is to serve in the best way we know how...the Malaysian way.

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