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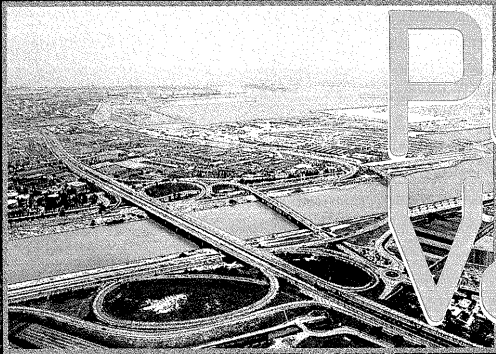
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Ports & Harbors



Port of Valencia



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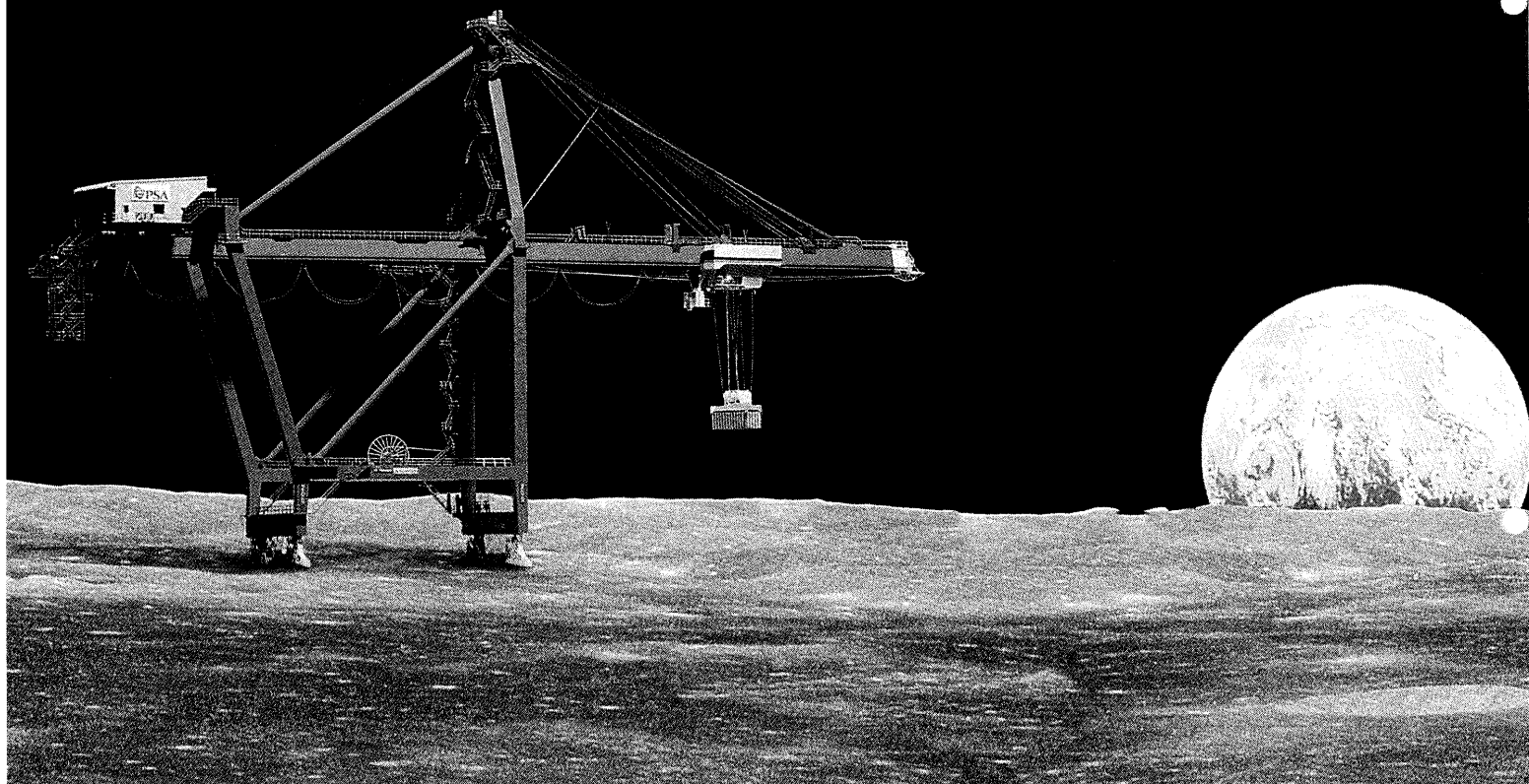
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IAPH ANNOUNCEMENTS AND NEWS

Secretary General Kusaka Announces Retirement; Board to Appoint Successor in Malaysia

I was in October last year that Mr. Kusaka first indicated his intention to retire as Secretary General of IAPH after the Conference in Malaysia, when he met President Smagghe and the other officers in Japan. Early in March 1999, he officially confirmed to President Smagghe in writing his intention to step down as Secretary General, at the same time recommending a candidate as his successor for consideration by the President.

President Smagghe endorsed Mr. Kusaka's submission to retire as the Secretary General after the 21st Conference in Malaysia and wrote to Mr. Kusaka expressing appreciation for his long-standing service to IAPH. On 16 March President Smagghe wrote a letter to the Vice-Presidents and the Board and Executive Committee members endorsing Mr. Kusaka's proposed retirement and agreeing that his successor, the fifth Secretary General, should be appointed by the Board. In his letter addressed to Mr. Kusaka, President Smagghe expressed his deep gratitude to Mr. Kusaka for the devoted service which he had consistently afforded to the growth of IAPH.

Mr. Kusaka joined IAPH in 1977 after retiring as the Director General of the 4th District Construction Bureau, Ministry of Transport, Japan. First he served as Deputy Secretary General under the late Dr. Hajime Sato, who served as Secretary General. Mr. Kusaka was made Secretary General in Seoul, being appointed by the Board of Directors at a meeting held there in 1987. Since then Mr. Kusaka has



worked diligently to head the Tokyo Head Office for the past 12 years. As a top official of the Head Office, he worked hard without seeking any compensation from IAPH, like his predecessors, Mr. Gaku Matsumoto (1955 - 1967), Mr. Toru Akiyama (1967-1973), who is known as the donor of the Funds for

the Akiyama Prize (the top prize in the biennial IAPH essay contest) and Dr. Hajime Sato (1973-1987).

Mr. Kusaka has proposed a candidate from Japan for the consideration and appointment by the Board in Malaysia.



Conference in Malaysia to be featured in the July-August issue

BECAUSE the Conference will be held from 15 to 21 May, the Head Office staff left Tokyo on 12 May so that they, together with the Malaysian staff, could complete the final preparations for the Conference. Therefore it will be in the July-August issue of *Ports and Harbors* that we will feature the Malaysian Conference.

Head Office Produces Reports for Presentation in Malaysia

IN the run-up to the 21st World Ports Conference of IAPH, the Tokyo Head Office staff have been extremely busy collecting and producing various reports which were prepared by the respective Committees, the Liaison Officers and the Head Office Secretariat for distribution to all the delegates upon their registration in Malaysia. In addition, the report will be sent from Tokyo to the IAPH members who were unable to join the Conference and the relevant international organizations after the event. The reports include:

- 1) Secretary General's Report (The Head Office Secretariat)
- 2) Reports from the Technical Committees
 - a. Port Affairs Group
 - Port Planning & Construction
 - Dredging Task Force

- Port Safety & Environment
- Marine Operations
- Cargo Operations

b. Trade Affairs Group

- Trade Policy
- Ship Trends
- Trade Facilitation
- Combined Transport & Distribution

c. Human & External Affairs Group

- Human Resources (liaison with WCO)
- Legal Protection
- Port Communities

3) Reports on international liaison activities

- on IAPH/IMO interface group activities
- on the IAPH/BPA Agreement
- on liaison with UNECOSOC

The Secretary General's Report to the Malaysian Conference is reproduced

here for the benefit of IAPH members, especially those who cannot attend the Conference.

Secretary General's Report

Tribute to the Host

I would like to begin this report by expressing the deep appreciation of IAPH to all the officials and staff at the Port Klang Authority for the excellent arrangements they have made for hosting this year's World Ports Conference of IAPH in Kuala Lumpur, Malaysia. This is the first time for IAPH to meet in this fascinating country, which is rapidly modernizing without losing its traditional values. At the moment, there are 12 Regular Members from Malaysia with us, including the ports of Bintulu, Johor, Kemaman, Kuantan, Kuching, Penang, Port Klang and Sabah. The IAPH members from Malaysia have quietly but consistently backed IAPH's various activities from the early days of our Association's formation four decades ago. I offer my heartfelt thanks to all the members from Malaysia for their strong support and the contribution they have afforded us in the past. I trust that their valuable efforts will continue in the future.

This Conference in Malaysia is highly significant because it is here that our Association will make some very important decisions based on the recommendations to be made by the Special Task Force IAPH 2000, which was established two years ago in London. The work of the Task Force has involved not only the Task Force members themselves, but also the President, the Vice Presidents, Members of the Executive Committee, and the Head Office staff, as well as the outside expert whom IAPH hired to facilitate the work of the Task Force. At the Conference this matter will be fully discussed by the Board and Exco Members and, at a Plenary Session, by all the delegates.

Membership

As outlined in this Report, a total of 225 Regular Members with 749 units subscribed and 109 Associate Members (110 units) were with us as of 15 April 1999. Affected by the financial difficulties now being faced by the Asian countries, some members have informed us of their decision not to renew their IAPH memberships. On the other hand, an increasing number of inquiries have been received from potential new members who have seen the IAPH homepage on

the Internet. I am very pleased to be able to report that some of them have joined IAPH, mostly as Associate Members. Based on the recommendations to be made by the Special Task Force IAPH 2000, our membership recruitment drive will continue as this has always been indispensable for the sustenance of our organization.

IAPH Activities

As for the details of the Association's activities during the months following the London Conference in 1997, we have kept our members informed of all developments through announcements in "Ports and Harbors" and by other forms of communication. To give you a picture of the numerous tasks and activities of our organization and its committees, the major events are listed later in this Report.

Since the London Conference, ably led by President Smagghe, all our officers and committee members have been extremely active in pressing on with the work programs in accordance with the new terms of reference (TOR). In particular, the Technical Committees and the IAPH/IMO Interface Group have been working hard to further benefit the members of our Association. I wish to thank all these hard-working activists for their selfless efforts and for the support of the individual port organizations they represent.

As regards the work carried out by the Special Task Force IAPH 2000, as I indicated above, the final recommendations by Mr. Dominic Taddeo, chairman of the Task Force, will be made both at the pre-Conference joint meeting of the Board and Exco and at the First Plenary Session, followed by Q&A sessions on both occasions. I believe the final recommendations will point our future course in a realistic and effective direction.

The numerous achievements we have been able to report to IAPH's worldwide membership have been due to the dedicated service given by the chairmen and members of the Internal and Technical Committees, ably led by the President and Vice Presidents acting as coordinators. I must emphasize that the active participation of the members on the respective committees and Exco has been consistently backed up by the port organizations they represent, for which I would like to express my deep appreciation.

I would also like to thank the British Ports Association and our European Representative in London as well as those who have served in their capacities as IAPH representatives for their

sterling performance in representing our Association at the various meetings of UN agencies or at other international maritime fora. Those officials have all contributed greatly to increasing the world's understanding of ports and their role and to achieving yet closer ties of communications with them.

Finance

As for the state of the Association's finances, our office has constantly reported to the Chairman of the Finance Committee and the other officers on a quarterly basis. While the actual financial performance and future directions will be outlined by the Chairman of the Finance Committee, I would like to highlight some items which our office is proposing to the Finance Committee, Exco and the Board. These include more budgets to be secured for allowing the Officers to represent IAPH at meetings of importance, if necessary, by using a modest portion of the reserve fund, which includes 40% of the Association's entire annual revenues, so as to cope with urgent requirement as flexibly and promptly as possible. Our efforts have been entirely aimed at increasing the level of service to the membership.

International Cooperation

IAPH members have long been supporting the programs for assisting their friends from less developed ports towards the goal of increasing the capabilities of their ports. The Human Resources Committee has been at the forefront of IAPH's efforts in our cooperation programs, which include financial assistance to selected trainees under the IAPH Bursary Scheme or the Award Scheme (an essay contest). The fees for these programs are covered by funds which have been raised by voluntary contributions from many member organizations and individuals. In the ongoing campaign which started in June 1997, a little over US\$30,000 has been donated against the targeted amount of US\$70,000. I would like to invite all members' continued support of the project.

IAPH has co-sponsored, along with PMAWCA and PMAESA, the first African Ports Seminar, which was held in Mombasa in January 1998, hosted by the Kenya Ports Authority and supported by IMO. Subsequently, the first IAPH Seminar on Electronic Commerce, organized by the Trade Facilitation Committee, was held at the World Trade Center in Barcelona in November 1998, attended by some 130 delegates. On the initiative of Mr. Pieter Struijs, 3rd Vice President of IAPH and Vice

Chairman/Executive Director, the Port of Rotterdam, IAPH African/European Seminar was organized by the Port jointly with MarineSafety Rotterdam (MRS) in January 1999 in Rotterdam, with Mr. C. Bert Kruk, Director, TEMPO (International Training and Consultancy Department) of the Port acting as session chairman.

Furthermore, IAPH committees have met in various cities on the initiative of the chairmen or other activists supported by the organizations they represent. I would like to express my deep gratitude to the generous hosts of those meetings.

Ports and Harbors

"Ports and Harbors", IAPH's official journal, is regularly published by the Head Office and distributed to all members and various other people and organizations in the maritime transport scene throughout the world. It is our belief that the journal will be able to serve our members by functioning as the glue that holds the Association's members and its friends from other international organizations together and by providing them with the opportunity for the free exchange of views and information on the various issues of the day.

It is open to any IAPH or non-IAPH members to contribute articles or just send news releases to the Tokyo Head Office, which always welcomes such materials for use in the journal. The front cover page of the journal is devoted to the introduction of recent photographs which we receive from our member ports, free of charge. I urge all members to use the space available in the journal as actively and frequently as possible, and also seek our members' positive support of our advertising business.

The 21st Conference in Kuala Lumpur, Malaysia

We are excited about the news that Malaysia's Prime Minister The Hon. Dato Seri Dr. Mahathir has accepted the role of the keynote speaker for the Opening Session. The preparations for the 1999 Conference in Malaysia are well under way, directed by Datin O C Phang, our Conference Chairman, from the host, Port Klang Authority. I am grateful for the efforts and enthusiasm exhibited by our host in Malaysia in making the necessary preparations for the event. I am confident that the delegates will be able to participate in valuable and stimulating deliberations at the Conference, while enjoying meeting old friends and making new ones, and that the event will meet the expectations of our members.

Personally, this will be the last report

to the Conference that I will make as Secretary General of your Association, as I am planning to step down from the post after completing 12 years of service since I was appointed at the Seoul Conference in 1987. My successor is to be appointed by the Board at the forthcoming Conference. The Tokyo Secretariat members, with the newly-appointed Secretary General, will be constantly striving to expand the Association's services to meet the requirements of IAPH and other ports throughout the world as

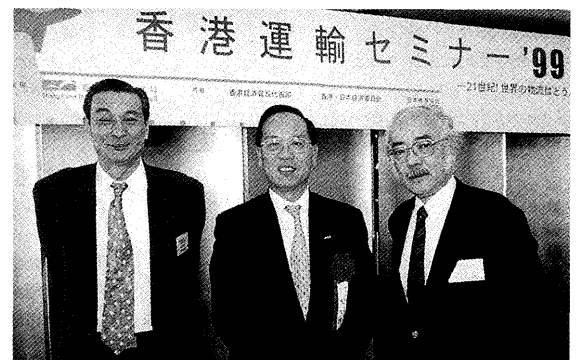
well as preparing to face the challenges of the 21st century. Your continued guidance and support will be highly appreciated.

Hiroshi Kusaka
Secretary General
(21 April 1999)

(Note: The production cost of this Report has been partly sponsored by the Nagoya Port Authority, for which we express our deep appreciation.)

Hong Kong Transportation Conference Held in Osaka, Tokyo

THE Hong Kong Trade Development Council, whose Executive Director is Mr. Michael C.C. Sze, former Director of Marine, Hong Kong and former Exco member of IAPH, organized a Transportation Conference in Osaka on 9 March and in Tokyo on 10 March respectively. From IAPH Mr. R. Kondoh participated in the Conference on behalf of Secretary General Kusaka. On that occasion, Mr. Kondoh was able to exchange views with Mr. Sze on the current situation of Hong Kong and on the recent developments in IAPH. The photo shows, from left, Mr. Yamada, JAMRI, Mr. Sze and



Mr. Kondoh.

At the Conference, the keynote speech was delivered by Mr. Stephen Ip, Secretary for Economic Services, the Government of the Hong Kong Special Administration Region, which we introduce later in this issue.

IAPH Information Technology Award 1999 Winners Announced

FOLLOWING the announcement of the applicants to the 1999 IT Award in the previous issue, the Tokyo Head Office received news of the prize winners in both the First Category (applicants from Ports) and Second Category (Academic Institutions) from Mr. Santiago Milá, assistant to Mr. Emili Arbos, Chairman of the IAPH Trade Facilitation Committee of the Port of Barcelona, by e-mail dated 21 April 1999. We are pleased to announce here the prize winners as follows.

First Category

- The Gold Award:
Port Klang Authority, Malaysia
- The Silver Award:
Ports and Railways Authority, Israel
- The Bronze Award:
Port of Tallinn, Estonia

Second Category

- The Gold Award:
Texas Transportation Institute
- The Silver Award:
Napier University of Edinburgh, UK
- The Bronze Award:
World Maritime University of Malmö, Sweden

At the First Plenary Session of the 21st Conference which is scheduled for the afternoon of Monday, 17 May 1999 in Malaysia, it is planned that under the item of the agenda for recommendations by the Chair of the Trade Facilitation Committee, the gold, silver and bronze plaques will be presented

to the delegates who represent the recipients' port organizations and that the delegates from the academic institutions will receive the prizes (specially commissioned plaques) from the President of IAPH following the report from the Trade Facilitation Committee.

Rotterdam know-how and expertise to other ports in the world.

As consultant: Advice and support

A major task of TEMPO is to advice and support other ports in their process of development towards a well arranged and economically feasible port.

In our approach three main topics play an important role: the infrastructure, the operational know-how and the management structure of the port.

Directly within the Rotterdam Municipal Port Management (RMPM) extensive knowledge and expertise in these fields are available. In addition, TEMPO operates an extensive network of indirect contacts, such as port and transport related companies, private consultancy firms, training centres, universities and research institutes. The perfect combination of advice, experience, knowledge and training through one single channel.

Some projects in the field of consultancy executed in 1998 are:

- China: SWOT analysis for location of a CFS in Wuhan
- Egypt: Improvement of Transport and Logistics in North East Egypt/Port Development Port Said East
- India: Improvement of management and operations in the Port of Kandla

As trainer: learn from our experience

The adequate management of an organisation is the most important condition for success. After all, it is the staff and the workers that have to fulfill the job. TEMPO organises and arranges tailor-made training for management and staff in practically all port and transport related fields. A training programme can either be executed in

Mr. Kruk, Former IAPH CIPD Chair, Active in Rotterdam

AS many of our members will remember, Mr. Burt Kruk from the Port of Rotterdam was an IAPH activist in the mid-'80s, chairing the Committee on International Port Development (CIPD now renamed the Committee on Human Resources). Although he is not directly involved in the work of IAPH, Mr. Kruk has since been very active as Director of TEMPO (International Training and Consultancy Department) of the Rotterdam Municipal Port Management.



We learned from Mr. Peter van der Kluit, the IAPH European Representative-designate, that it was Mr. Kruk who had spent several days preparing for the African/European Port Seminar which was held in Rotterdam in January, following the regional officers' meeting there. Moreover, as seminar chairman, Mr. Kruk handled the event very professionally and efficient-

ly. To our regret, we failed to acknowledge this fact in our report which appeared in the March issue of "Ports and Harbors".

We are pleased to introduce in this issue an article which Mr. Kruk contributed to our journal introducing the mission of TEMPO, Rotterdam.

TEMPO Provides Rotterdam Know-how to Other Ports

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Some projects in the field of training executed in 1998 are:

- Port management for managers from various ports in Argentina, held in Rotterdam
- Logistics course for Egyptian managers, held in Rotterdam
- Container terminal management and operations for staff of the Port Authorities and lectures of the Vietnam Maritime University, held in Ho Chi Minh City and Haiphong, Vietnam

Apart from this, TEMPO also takes part in meetings and conferences either as speaker/lecture or as chairman, a.o. during the IAPH meetings in Rotterdam in March 1999 and in Mombasa in January 1998 through Mr. C. Bert Kruk, Director of TEMPO.

In case additional information is required, please contact Mr. C. Bert Kruk,

fax No. 31-10-2521924,

E-mail: bert.kruk@port.rotterdam.nl

Diplomatic Conference on Arrest of Ships

Geneva, 1-12 March 1999

THE Diplomatic Conference on Arrest of Ships was organised jointly by IMO and UNCTAD and was held in the Palais des Nations in Geneva, Switzerland from 1-12 March 1999. The aim of the Conference was to adopt a Convention on the Arrest of Ships as replacement of the Convention of 1952 which covers the same subject. A new Convention was felt necessary as a consequence of the Convention on Maritime Liens and Mortgages of 1993. The existing Joint International Group of Experts on Maritime Liens and Mortgages prepared the draft text for the Convention on the Arrest of Ships.

On behalf of IAPH the Conference was attended by Mr. F.J.W. van Zoelen, Head of the Legal Department of the Rotterdam Municipal Port Management and member of the IAPH Committee on Legal Protection and Mr. P. Chr. van der Kluit, IAPH Representative in Europe (designate).

Prior to the Conference IAPH had submitted two papers for consideration by the participants:

1. A position paper, outlining the peculiar involvement of ports in the process of arresting ships, being the unwilling hosts of such ships, and outlining the necessity of safeguarding the possibility of national legislation to mitigate the negative consequences for ports by mentioning this in the preamble.
2. A follow-up to the first submission, providing detailed draft text proposals

Both papers were presented and elucidated in the plenary meeting of the Main Conference Committee.

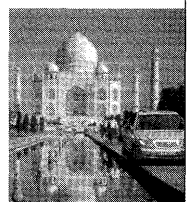
The essence of the IAPH message met with considerable approval and support from the participating national delegations. However, most if not all these delegations had to work within the confined borders of a brief by their national gov-

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ernments. Consequently, they were not free to negotiate the IAPH proposals. Nevertheless, the final text leads to the interpretation that national legislation is still the instrument to cope with the ports' problems arising out from the arrest of ships.

In this context Mr. van Zoelen will be pleased to advise ports on how possible negative consequences may be mitigated as much as possible.

Ports in general are advised to urge their respective governments to draw up national legislation providing the required legal protection of ports' interests in this matter.

Ports are also advised to use their own legislative powers (Port Bye Laws) to allocate locations or berths where arrests may be executed, thus ensuring that

other locations remain available for normal port activities and reducing the negative economic consequences to an acceptable level.

Closing remark: Once again it proved that a diplomatic conference works within strict confinement of briefs of the national delegations, briefs that are based on political commitment in the member countries. Under these circumstances there is hardly any room for the successful introduction of issues that are not included in the draft texts which are the basis for the discussions, or, which are not included in the briefs of a majority of the delegations..

April 1999
F.J.W. van Zoelen
P. Chr. van der Kluit

Meeting by Correspondence to Vote for Nominating Committee

In accordance with the requirements of the By-Laws, the Secretary General, upon authorization by President Smagghe, has circulated a letter calling a meeting of the Board of Directors by correspondence, to consider the election of the membership of the Nominating Committee. The following individuals, whose registrations for the Malaysian Conference have been confirmed, have been suggested by the President for official appointment by the Board.

Of the five conference committees, the members of the Nominating Committee (which will prepare the nominations for the offices of President, First Vice President, Second Vice President and Third Vice President for the next two-year term, and will present them to the Board) are to be appointed by the Board, while those of the other four committees – the Credentials, Budget, Resolutions & Bills and Honorary Committee Membership Committees – are to be appointed by the President.

(The meeting of the **Nominating Committee Members for the 21st World Ports Conference** is to be held from 11:30 to 12:00 on Saturday 15 May 1999 in the 'Conference VI' room in the Palace of Golden Horses, the Conference Hotel in Kuala Lumpur,

Malaysia).

African/European Region:

Mr. R.W. Childs
Portnet, South Africa
Mr. Patrick J. Keenan
Port of Cork, Ireland
Mr. Jean Smagghe
UPACCIM, France (as Chairman)

American Region:

***Mr. Richard C. Pearce**
Fraser River Port Authority
Canada
***Ms. Lillian C. Borrone**
The Port Authority of NY/NJ, USA
Mr. Alexander Krygsman
Port of Stockton, USA

Asian Region

Mr. Yuan Fuxiu
Port of Dalian, China
Dr. Satoshi Inoue
MOT, Japan
Dato' Michael Chen
Port Klang Authority, Malaysia

**Note: It is likely that, as Mr. Pearce and Ms. Borrone will be unable to arrive in time for the Nominating Committee, their substitutes will be appointed by the President in accordance with the provision of By-Laws. This will also apply to other individuals in this situation.*

The 79th Session of the Legal Committee (LEG 79)

By A.J. Smith
IAPH European Representative

LEG 79, which was held at IMO from 19 to 23 April 1999, under the chairmanship of Mr A H E Popp, QC (Canada), was attended by delegates from 63 Member States, 1 Associate Member and observers from 24 inter-governmental and non-governmental organisations, including IAPH.

From the outset, LEG 79 was made aware that concentrated effort to reduce much of the work outstanding on the three principal issues on the agenda was essential if they were to be presented for formal adoption at a Diplomatic Conference during the biennium 2000/2001. The three issues are:

- Development of a Protocol to the Athens Convention
- A draft Convention on Wreck Removal
- Pollution from Ships' Bunkers

While LEG 79 was in fact able to make substantial progress on these, it became evident that much remained to be done on the draft Wreck Removal Convention. Progress on the others, however, was such that LEG 79 felt able to request the Council and Assembly to make provision for a Diplomatic Conference as soon as possible. To facilitate matters, LEG 79 decided to re-arrange future priorities. LEG 80 will concentrate on completing a draft Protocol dealing with the provision of financial security for passenger claims. If circumstances permit, LEG 80 will then concentrate on the completion of a draft free-standing instrument on pollution from ships' bunkers with continuation work at LEG 81 if needed. Work on a draft Wreck Removal Convention will continue by Correspondence Group which would report on progress to LEG 80 and subsequent meetings.

IAPH's primary concern is to give all possible support to the development of a Bunkers Convention. Added impetus was given to the urgency of that work by reports of bunker pollution incidents in New Zealand and the USA.

An updated text of a draft Convention was provided by a group of countries led by Australia, for LEG 79 consideration. It had already been agreed that there would be a free-standing convention

covering only pollution damage and based on strict liability. Remaining substantive issues were the channelling of liability and the threshold for compulsory insurance. Options for these had been provided.

LEG 79 was generally agreed with a definition of "Shipowner" which would enable the responsible party to be identified. In establishing the threshold from which the obligation to maintain insurance or other financial security would take effect, LEG 70 looked at gross tonnage, length, and bunker capacity. LEG 79 agreed by a good majority to adopt gross tonnage, leaving the precise

amounts to be decided by the Diplomatic Conference. The object of a compulsory insurance requirement is to guarantee the payment of claims up to a defined liability limit. That will be the requirement of the Bunkers Convention when it materialises; it will also be the case in the Protocol to the Athens Convention dealing with Passenger Claims. The basis of that latter liability will be regulated by the Athens Convention provisions.

On Technical Cooperation issues, and in particular LEG 70 Sub-Programme for Maritime Legislation, the delegations from Nigeria and Ghana expressed their

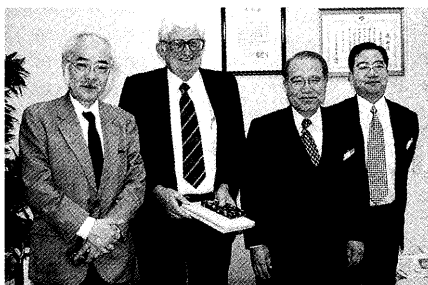
countries' pleasure with help given by IMO. Further work will similarly be carried out in other countries. It must also be reported that LEG 79 was generally agreed on the need for more focussed work on the implementation of the HNS Convention. Though not contemplating a re-write of the recently concluded Treaty, LEG 79 did feel that some thought should be given to finding solutions to perceived legal and technical problems. Terms of reference for a Correspondence Group to do that are being prepared.

The next meeting, LEG 80 will be held from 11 to 15 October 1999.

Visitors

ON 17 April, **Mr. Murray Dennis**, Construction/Maintenance Manager, **Ports of Auckland Limited**, visited the construction site of the Ohi Container

Terminals complex, where the deepening to 15 meters and reinforcement for the earth-quake resistance work were being conducted. He was received by Mr. K. Koya, Chief, Construction Division, Tokyo Port Terminal Corporation. He later called on Mr. Keiichi Takami, Chief Engineer and Deputy Director General, Bureau of Port & Harbor, Tokyo Metropolitan Government and exchanged views and information on the construction works. Mr. Dennis was visiting Tokyo to observe the construction.



Mr. Murray Dennis (second from left), Construction/Maintenance Manager, Ports of Auckland Ltd. and Mr. Kenichi Takami (third from left), Deputy Director General/Chief Engineer, Bureau of Port & Harbor, Tokyo Metropolitan Government, together with Mr. R. Kondoh (left) of IAPH and Mr. Takami's staff (right) are pictured together in Mr. Takami's office

On 16 April **Mr. Michel Audigé**, Senior Port Operations Specialist, Transport, Central & Western Africa, Africa Region, **The World Bank**, Washington, D.C., visited the ports of Tokyo and Yokohama. At the Port of Yokohama, he was received by Mr. Tadahiko Kanachika, Director General, Bureau of Port & Harbour Bureau, City of Yokohama, and exchanged views and information with him on various aspects concerning financing and management systems of ports.

On 27 April, **Mr. Geoff Vazey** (pictured, seated right), Chief Executive, **Ports of Auckland Limited**, visited the Head Office and met Secretary General Kusaka and his staff. He was visiting Tokyo for trade development with Japan.



Membership Notes:

New Members

Regular Member

Sept-Iles Port Authority [Regular] (Canada)

Address: 1 quai Mgr. Blanche, Sept-Iles
QC G4R 5P3
Mailing Addressee: Mr. Denis Blouin, General Manager
Tel: (418) 961-1223
Fax: (418) 962-4445
E-mail: dblouin@portsi.com
Internet: <http://www.portsi.com>

Associate Member

American Science & Engineering, Inc. [Class A-2-1] (U.S.A.)

Address: 829 Middlesex Turnpike, Billerica, MA 01821
Mailing Addressee: Mr. David D. Waters, Director, Applications Engineering, Cargo
Tel: (978) 262-8700
Fax: (978) 262-8803
E-mail: dwaters@as-e.com
Internet: <http://www.as-e.com>

Changes

Port Autonome d'Abidjan [Regular] (Cote d'Ivoire)

Address: B.P. V-85, Abidjan
Mailing Addressee: Mr. A.S. Allah, Managing Director
Tel: (225) 23 80 00
Fax: (225) 23 80 80

Karachi Port Trust [Regular] (Pakistan)

Tel: 921 4311
Fax: 921 4330, 921 4329

Steinberg & Associates [Class A-3-2] (U.S.A.)

(On page 5 of the April 1999 issue of this journal in its "Membership Notes" column, the above member was introduced as a new associate member with an inadvertent mistake. We apologize to the above member for our erroneous record, which should read as follows:)

Address: 1432 Lady Bird Drive, McLean VA 22101
Mailing Addressee: Ms. Naomi Kogon-Steinberg, Partner
Tel: (703) 821-0906
Fax: (703) 821-9170
E-mail: nkogon@aol.com

Hong Kong The Region's Link with the World

Ladies and Gentlemen,

INTRODUCTION

I always find it a pleasure to visit Japan. The Japanese cities are models of modern metropolises. Visitors never stop marveling at their excellent and efficient transport networks. Indeed, Japan sets an example how a modern, first class transport infrastructure is vital to economic growth and success. The same can be said about international trade.

We always talk about liberalisation of market and the removal of trade barrier as being vital to the growth of trade. But we must not forget that we cannot trade without the physical means and logistics to move the goods around the world. We have learned a lot about this in Hong Kong.

AN Entrepot for China Trade

Some 160 years ago traders were seeking a natural harbour to facilitate trade between southern China and the rest of the world. The deep and sheltered harbour in Hong Kong permitted the safe transfer of cargo from overseas carriers to coastal and river craft. Hong Kong was thus established as the entrepot for south China trade and has since been the link between the East and the West.

From these early days to the 1950s, the level of activity in the Hong Kong harbour was primarily dependent on the trading situation between the world and south China, with only 5% of cargoes arising from domestic trade. This pattern reversed as Hong Kong started to develop its own manufacturing industries in the 1960s. By 1970, 81% of cargoes were of domestic origin.

IMPACT of China's Open Door Policy

However, the opening up of China's economy to the outside world in 1978 presented Hong Kong with a new chal-



Speech by Mr. Stephen Ip

Secretary for Economic Services
Government of the Hong Kong
Special Administration Region
at the Transportation Conference
in Osaka and Tokyo

"Hong Kong and Japan:
Linking Asia with the World"
9-10 March 1999

lenge and a new opportunity. The Special Economic Zones established in the Pearl River Delta attracted huge investment from overseas in joint ventures with mainland manufacturers.

Apart from playing the role of channeling investments and managerial skills into the economic zones of southern China, Hong Kong, with its comprehensive link with the outside world, provides the main conduit for the move-

ment of raw materials into and finished products out of the numerous factories and manufacturing plants in Southern China. This has led to the rapid expansion of the Hong Kong container port and services.

In 1978, Hong Kong handled just over 1.2 million TEUs of containers. In ten years time, the volume jumped by three times to 4 million TEUs in 1988. The number again increased three times in the next ten years to 14.7 million TEUs in 1998, marking the Hong Kong one of the largest and busiest container ports in the world. The same happened on the air traffic side. Air passenger volume grew from 5.6 million by five times to 27.2 million, and air cargo by eight times from 0.2 million tonnes to 1.6 tonnes between 1978 and 1998.

Today 90% of Southern China's cargoes are handled through Hong Kong. In 1998, Hong Kong handled over 9 million TEUs Mainland related container i.e. Mainland containers shipped via the Hong Kong port. The number is similar to the combined volume of ocean-going containers handled by all the ports in the Mainland in the same year. These figures show not only the significance of the economic activities and manufacturing capacity of the Pearl River Delta, but also the important role Hong Kong is playing as the link between the Mainland of China and the world.

HONG Kong as the Hub Port for Southern China

As a major transportation hub, Hong Kong offers the following three advantages:-

First, an international trade centre. Hong Kong is the eight-largest trading entity in the world. We are also the world's fifth-largest banking centre, and the seventh-largest foreign exchange market. Our stock market is Asia's second-largest after Tokyo.

Second, linking with the world. Hong Kong has ships providing services to

over 170 ports in 60 countries worldwide. In Asia alone, we have regular services to more than 80 ports, 14 of them in Japan. On the air side, our airport is one of the busiest in the world. There are 63 international airlines providing over 3,000 scheduled flights each week between Hong Kong and 120 destinations worldwide. In Asia, we have direct scheduled passenger and all cargo services connecting 83 cities.

Third, linking with the Mainland of China. Hong Kong has shipping services to all the major mainland ports and extensive river trade services connecting to the numerous river ports in the Pearl River Delta. More than 20,000 container trucks move across the busy boundary points between Hong Kong and the Mainland everyday. With these comprehensive and efficient links, cargo unloaded in Hong Kong can be forwarded by road or river trade to anywhere in the Pearl River Delta within the same day. In addition, we have air links with over 40 Mainland cities, providing 360 flights every week.

The development of new airports and container ports in Southern China is going to further strengthen Hong Kong's position as a hub port for the region. The expansion of economic activities into the northern part of the Pearl River Delta means that more cargoes will be generated and transported over longer distance. More local ports will be needed to handle these cargoes. But due to their small size and natural constraints such as shallow draft, few of these ports can attract direct call from the main haul vessels and they must rely on Hong Kong for linking with the major linking with the major markets in Asia, North America and Europe. For example, of the two million TEUs of containers handled in 1998 by the Shenzhen ports (the two largest container ports in southern China), over one-third of them were transhipped via Hong Kong to North America, Europe and Asia. The same is true in airport development.

BUILDING for the Future

Despite the current economic problem in Asia, the Mainland's economy is forecast to grow at 7% in the next 2 years. This trend is going to continue. With this rate of growth, the Mainland's economy will become of the largest in the world within the next two decades.

The rapid growth of the Mainland's economy, together with its increasing integration with the world, will create a huge demand for the transportation of

goods, service and people. To cope with the forecast demand, we have just brought into operation the new airport in Hong Kong. At the moment, it is capable of handling 35 million passengers and 3 million tonnes of cargo a year, and can be expanded to handle 87 million passengers and 9 million tonnes of cargo each year upon full development in the longer term.

On the sea transport side, we are building a new river trade terminal to cater for the 10% and more annual growth in river trade traffic between Hong Kong and the Pearl River Delta. In addition, we have just granted the site for the development of a new container terminal 9, by a private sector consortium. The first berth will come into operation in mid-2002 and when fully completed in 2005 the new terminal will provide an additional 2.6 million TEUs handling capacity to our container port.

A Logistic Centre

Shippers and manufacturers today look for more than an efficient transport service but someone who can take over the hassle of arranging shipments, looking after the stocks and inventories and save money for them in the mean time, i. e. a total logistic service. Hong Kong, with its huge cargo base, comprehensive and efficient links with the Mainland and the outside world, and excellent support services, is ideally located to organize the logistics for the numerous manufacturing plants and factories in the Pearl River Delta and the region. We invite you to explore this opportunity, and I would like to take this opportunity to extend a warm welcome to Mitsui OSK which has recently set up its Asia headquarters in Hong Kong to manage the logistics of its container movement in Asia.

SHIPPING and Air Transport

One of the main advantages we have as a logistic centre is that we are already a major shipping and civil aviation centre in the world. There are over 1,000 shipping and shipping-related companies in Hong Kong, controlling over 31 million tonnes of the international fleet. We are ranked the sixth-largest maritime centre in the world after Greece, Japan, Norway, the United States, and the Mainland of China in an economic report recently published by the United Nations. We will build on our strength and have implemented a range of measures of lower the cost of operat-

ing shipping business and to attract more international shipping lines to come to Hong Kong. These measures include reducing ship registration fees by 50% and simplifying the ship registration and ship surveys procedures. We are also negotiating double taxation arrangements with 16 countries to reduce the overseas tax burden of Hong Kong based shipping companies. I am sure Mr. Arthur Bowring will tell you in his speech later on why you must come to Hong Kong.

As for air transport, our new airport is operating very efficiently and the initial problems encountered on its opening had been overcome quickly. It has now won recognition as one of the finest airports in the world. The Airport Authority will work closely with its business partners and the Government to further improve the airport services and facilities. We will also continue to expand our air links by negotiating new air services agreements in addition to the 36 agreements already signed and five agreements ready for signature. We will also progressively expand traffic arrangements with our existing aviation partners.

CONCLUSION

In closing, I just want to say that geography has been very kind to us. In addition to having one of the finest harbours in the world, Hong Kong is located right in the heart of Asia and the entrance to the Pearl River Delta, which has been and will continue to be the most dynamic economic area not just in the Mainland of China but in the world too. Half of the world's population live within five hours flying time from Hong Kong. That means you can have your meeting and come back in the same day. In terms of time zones, we are positioned perfectly to cover the financial day between New York and London. Over the past 150 years we have been taking full advantage of our favourable location to serve as the gateway to the Mainland of China. This role has become even more important today with the growing international trade and rapid expansion of the Mainland's economy. We are determined to do our best to provide a world class transport and logistic infrastructure to help to promote international trade and bring more prosperity to the Mainland of China, Asia and the world. This has been our objective and it will remain our objective for the next millennium.

Thank you.

World Bank and Transport

— Transport Subsectoral Issues at a Glance —

What does the Port, Maritime and Logistics Sector look like?

- There are more than 2,000 ports around the world, from single berth locations handling a few hundreds tons a year to multipurpose facilities handling up to 300 million tons a year.
- More than 80 percent of trade with origins or destinations in developing countries, in tonnage, is waterborne.
- Total world port traffic reached 4.9 billion tons in 1997, having grown at an average yearly rate of more than 3% since 1990's 4 billion tons total.
- World port traffic is made for 45% of liquid bulks (mainly oil, petroleum products, and chemicals), for 23% of dry bulks (coal, iron ore, grain, and phosphate), and for 32% of general cargo.
- Containerization of general cargo traffic has progressed steadily over the last 20 years, including a doubling of world port container traffic between 1990 and 1998 to reach 175 million TEUs (Twenty Feet Equivalent Unit); moves of empty containers are estimated to make about 20% of the total.
- Container traffic is distributed unevenly between the Far East (45%), Europe (23%), North America (16%), Near and Middle East (6%), Central and South America (4%), and Africa (3%).
- Maritime freight costs, as a percentage of import values, have decreased from 6.6% on average for the whole world in 1980 to 5.3% in 1995; however, for the developing world, the corresponding figures were 10.4% in 1980 and still 8.3% in 1995, and up to 11.4% for Africa.
- Total logistics costs (packaging, storage, transport, inventories, administration and management) are estimated to reach up to 20% of total production costs in OECD countries, while freight costs alone (transport and insurance) can make up to 40% of values of exports for several African landlocked countries.
- Transport usually accounts for a quarter of total logistics costs in OECD countries, storage for a fifth, and inventories for a sixth.

What are the general trends in the Port, Maritime and Logistics Sector?

- A 1997 world review of the top 100 container ports shows that 88 out of 100 conform to the Landlord Port model, in which the Port Authority retains ultimate property rights over port land, and fulfils all regulatory functions, while commercial operations are carried out by private operators.
- Total world maritime traffic is expected to grow by 4 or 5% annually between 1998 and 2010.
- Total port container throughput is forecast to reach 270 million TEUs by 2005, i.e. a 55% increase over 1998; as a result, even accounting for productivity improvements, the need for additional facilities to come on stream over the next seven years reaches between 200 and 300 new full-fledged container terminals.
- Private sector involvement in operations and investment in infrastructure has been growing significantly since 1990. It is estimated there are at end-1998 around 100 port concessions contracts signed worldwide (most in containers terminals, with grain, coal and liquid bulk facilities accounting for the rest), for a total estimated private investment amount of US\$ 6.3 billions. However, non-specialized general cargo facilities have difficulties attracting private infrastructure financing, and the geographical imbalances are significant: 42% of the projects signed are in LAC, 38% in EAP, 7% in SAS, 5% in MENA, 4% in ECA and AFR.
- Traffic concentration on large intermodal platforms and shipping alliances translate into fewer ports handling a more important share of world traffic: the first 10 containers ports handled 31% of the world traffic in 1980, and close to 40% today. Simultaneously, the growth of transshipment activities complements the development of hub ports: container transshipment is believed to make 20% of total maritime container traffic today, and is growing.
- As a consequence of both liberalization of maritime transport and corporate restructuring in the shipping

industry, international freight rates have significantly decreased in real terms over the last 10 years, often by more than 40%.

- Port and logistics operations are more and more carried out by a limited number of international operators, specializing in dedicated market segments, and by a few large shipping lines expanding their maritime networks into inland operations to offer integrated transport services.
- Seaports, from the simple physical sea/land interface they once used to be, have successively turned into commerce and industrial centers, then into logistics and distribution platforms, and are now becoming intermodal nodes in international supply chains networks, the efficiency of which now drives trade competitiveness.

Outstanding issues

- Clear separation of regulatory functions from commercial activities is at the core of the new public/private partnerships being developed in the port sector: full benefits of private sector participation in operations and infrastructure financing will be achieved only through a balanced formula where an appropriate regulatory framework, managed by a responsible public authority, ensures the benefits to be expected from the new operating pattern will flow to all potential beneficiaries.
- Competition conditions between ports, or within ports when possible, need to be monitored by public authorities to prevent the development of local monopolies and rent-seeking practices; when true monopoly situations are unavoidable, explicit regulatory frameworks, including tariff policies, must be implemented to ensure the economic outcome conforms to public interest.
- As a consequence of (i) the spreading of port concessions in specific traffic niches, like container terminal operations, and (ii) the relatively few number of international professional operators in the market, a new form of competition limitation develops along regional coastlines, crossing countries boundaries. It becomes now possible to anticipate that in the short run, one or two terminal operators may control a string of terminals on a given range, therefore establishing a new case of dominant position at a regional level.

Continued on Page 13

WORLD PORT NEWS

PSA Institute Announces Training Calendar for 1999

THE PSA Institute has its beginnings in 1957 as a fledgling training unit, tasked to develop and implement in-house training courses. Over the years, staff were systematically trained in port management, port operations and various technical disciplines. Serving a port and a nation committed to excellence, the Institute was conferred many local awards and is a certified National training centre for many of the courses that it offers.

Today, the PSA Institute's role and stature has evolved and expanded. It has 4 locations -

- The PSA VISTA at #02-01, 20 Harbour Drive, Singapore 117612 is the main training centre. It is equipped with 9 lecture rooms, 3 computer training rooms, 2 syndicate rooms, a video editing suite, a video review suite, a printing room and 2 quay/yard crane simulators. Each lecture room comes equipped with a full range of training facilities. There is also a library with a collection of over 15,000 books and 500 periodicals in marine, shipping and port-related subjectives.
- The ShipHandling Simulator Centre at SPI Building, 2 Maritime Square, Singapore 099225 is equipped with a full mission shiphandling simulator.
- The Technical Training Centre at 3rd Storey, Pasir Panjang Terminal Building is equipped with 4 lecture rooms, 2 laboratories, 1 computer training room and 1 lecture theatre.

- The Operations Training Centre situated at Pasir Panjang Distripark Operations area is equipped with on-site classroom, forklifts and other equipment for practical training.

Internationally, the PSA Institute is well recognised for its training and through its courses, the Institute imparts PSA's vast knowledge and expertise to course participants. Since 1970s, more than 5,000 people from 70 countries have attended the Institute's courses. Many of the Institute's courses are supported by international funding agencies such as:

- The Commonwealth Fund for Technical Co-operation (CFTC)
- The International Association of Ports and Harbours (IAPH)
- The International Labour Organisation (ILO)
- The United Nations Development Programme (UNDP)
- The Japan International Cooperation Agencies (JICA)

PSA Institute offer courses in port management, operations, port equipment handling, pilotage and shiphandling simulation training, technical and marine. We also provide customised training programmes.

Simulation Training Facilities

PSA Corporation Ltd has invested some S\$14 million in quay/yard crane and shiphandling simulation facilities to support the training of equipment operators and marine personnel. The main

advantages of simulation training which involves the use of the state-of-the-art technology are that it is cost effective and risk free. The training is very focused with visible quantifiable results within a short time.

The Shiphandling Simulation Centre, a Section of the PSA Institute, trains harbour pilots, ship masters, deck officers, tugmasters and other marine personnel in shiphandling and navigation, emergency procedures and crisis management, bridge team management and manoeuvring techniques. Customised training programmes can also be designed to meet specific training needs of organisations. The courses offered by the Shiphandling Simulator Centre include:

- Shiphandling (Basic and Advanced Courses)
- Pilotage training
- Communication, pilotage and navigation in port approaches and waters

The Shiphandling Simulator Centre also undertakes Research & Development studies in Port and terminal development and berths and waterway design. Other studies involving the use of simulators include minimising navigational constraints, optimising tug utilisation, risk analysis and reconstructing and investigating marine related incidents.

Quay/Yard Crane Simulator

Crane simulation is a significant development in crane operations training. Using simulation technology, even

World Bank and Transport Continued from Page 12

The appropriate answer to this situation should at first sight come from regional economic cooperation bodies, which should therefore be vested with specific authority regarding competition in transport services on a regional scale.

- Ownership issues within the framework of contractual public/private partnerships for development of port

facilities (BOT, BOO, BOOT, etc.) need to be carefully addressed with a view to provide potential investors with the comfort they need without jeopardizing long-term public interest; in particular, ultimate public ownership of shore and port land should be maintained.

- Closer cooperation between urban and port development policies in terms of planning and developing regional logistics networks, with their related consequences on public trans-

portation policies, needs to be implemented to optimize public resources allocation and facilitate private sector investments and operations.

- Efficiency of logistics operations, and in particular of the port interface, is critical for export competitiveness: a comprehensive trade and transport facilitation agenda, addressing all procedural aspects of transport operations related to external trade activities, would be highly beneficial to the Bank's client countries.

INTERNATIONAL MARITIME INFORMATION

experienced crane operators can be trained to enhance their skills.

Operating the simulator is like operating a real crane. The operator sits in the cabin, manipulates controls, senses movements, hears operating sounds and views the operating environment as he would in a real crane.

The simulator has a cabin with realistic controls, a hydraulic system which provides cab movement and motion sensations, a sound system for audio

effects and a graphic system for the visual aspects of simulation. All these elements are controlled and coordinated by a high-speed computer system.

1999 Schedule of Courses

In 1999, PSA Institute will be offering these 10 courses. Instructional resources will be drawn from PSA Corporation and the University of Delaware (USA). Site visits will be conducted where necessary. We also pro-

vide customised training programmes.

The schedule of courses is given in the column left.

Enquiries

For general information on PSA Institute's courses, please contact:

Training Manager
PSA Institute
#02-01 PSA Vista
20 Harbour Drive
Singapore 117612
Republic of Singapore
Tel.: 771-7319
Fax: 771-7316 (local)
: (65) 774-0676 (overseas)
Internet e-mail:
pi@psa.com.sg/ pilib@psa.com.sg

For specific information on courses offered by the Shiphhandling Simulation Centre, please contact:

Deputy Manager (Shiphhandling Simulation)
SPI Building
#05-01/06
2 Maritime Square
Singapore 099255
Republic of Singapore
Tel.: 321-2273 (local)
: (65) 274-711 Ext. 2273 (overseas)
Fax : 321-2090
Internete-mail:
fredloh@hq.psa.com.sg

| Course Title | Dates | Duration (Days) | Fees (S\$)* |
|--|----------------|-----------------|-------------|
| Diploma in Shipping & Port Management | 22 Mar-17 July | 30 | 5,800 |
| Port Management & Operations | 7-18 June | 10 | 2,200 |
| Port Equipment Management | 5-16 July | 10 | 2,200 |
| Management of Container Operations | 12-23 July | 10 | 2,200 |
| Management & Operations of a Break Bulk Terminal | 26 July-6 Aug. | 10 | 2,200 |
| Handling, Transportation & Storage of Dangerous Goods | 15-26 Nov. | 10 | 2,200 |
| Quay Crane Operations | On request | 18 | 12,950 |
| Rubber Tyred Gantry Crane Operations | On request | 18 | 7,450 |
| Practical Pilotage Attachment & Ship-handling Simulation for Licensed Pilots | On request | 5.5 | 8,300 |
| Practical Pilotage Attachment & Ship-handling Simulations for Ship Master and Trainee Harbour Pilots | On request | 11 | 13,00 |

* Fees exclude Goods and Service Tax (GST). Local Singapore participants will be required to pay 3% GST on the fee. Non-company sponsored overseas participants will also be required to pay GST.

Ports & Shipping 99 7-9 July in Manila

PHILIPPINE Ports & Shipping 99, a three-day exhibition and conference examining the impact of port privatisation and the development of inland waterways, will be held 7-9 July 1999 at the Peninsula Manila Hotel, Metro Manila, The Philippines.

The event will be endorsed and supported by the Department of Transportation and Communications and Philippine Ports Authority.

Principal sponsors will be Asian Terminals Inc., WG&A, International Container Terminal Services Inc. and Aboitiz Transport.

Supporting Associations will be Philippine Interisland Shipping Association, Association of International Shipping Lines Inc., Domestic Shipowners Association and Asean Ports Association

Conference topics include:

- Medium-term Economic Prospects

of the Philippines

- Strategies to Identify and Evaluate Port Development Opportunities
- Trends in Philippine Domestic Shipping and the Effect on Ports
- The Asian Economic Crisis – Should Carriers Rethink Global Strategies?
- The Importance of Inland Waterways in the Philippine Transport System
- Hub and Feeder Operations in the Philippines

Exhibition:

In conjunction with the conference, a two-day exhibition of port, shipping and logistics equipment and services is being held.

For further details contact:

Louise Armfield at Baltic Conventions
telephone: +44 181 892 2892

fax: +44 181 892 6767

Email:

Baltic.conventions@btinternet.com

Visit our Website at:

www.baltic-conventions.co.uk

Bremen Conference on Safety in Port Environment

THE 5th International Conference on Safety in the Port Environment will be held in Bremen, 11-13 October 1999.

The conference will be:

Hosted by The Senator of Ports, Transport and Foreign Trade;

Sponsored by the International Maritime Organization, and the Baltic and International Maritime Council;

In co-operation with EBA, IHMA/EHMA, IAPH, ICHCA, IFSMA, and WMU. The conference will be:

Supported by the German Federal Ministry of Transport; and

Organised by Port and Transport Consulting Bremen GmbH.

The venue will be World Trade Center, Birkenstrasse 15 D-2815 Bremen/Germany.

For further information, please contact:

Port and Transport Consulting

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Homepage: <http://www.blg.de>
<http://www.ptc-breme.de>

Transport Conference in Bucharest 9-12 November

THE "Transport" International Conference & Exhibition will be held in Bucharest, 9-12 November 1999.

Projects & Themes

- Presentation of the Pan-European Transport Corridors focusing on the advantages that Romania offers for the increase of trade flows between Europe and Asia.
- Promotion of Pan-European Transport Corridor 11 (including the bridge across the Danube in the Braila-Galati area) as project of interregional importance.
- Permanent Constanta-Poti maritime line.
- Twin air link Bucharest-Tbilisi-Baku and Bucharest-Tbilisi-Yerevan.
- Development of Constanta Port to increase cargo and passenger transit between Europe and Asia.
- Shipyards.
- Freeway-system projects to increase cargo traffic between Asia and Europe.
- Rehabilitation of the Romanian railway and highway systems.
- Development of Free Trade Zones.
- Development of European Transport Corridors.
- Construction of a European track ferryboat terminal in the Poti Port.
- Projects within the TRACECA Program.
- Romania "Black Sea" Consortium projects in Caucasus and Central Asia.
- Development of Romanian river ports.
- Air, naval, railway and highway traffic management projects to increase transport safety.
- Modernization of customs services.
- Related services.

Conference Chapters

- Romanian Legislative Framework and Government Initiatives to promote for-

- eign investment
- Naval Transport
- Railway Transport
- Highway Transport
- Air Transport
- Multimodal Transport
- Customs and Border Check

Agenda

The event is structured as a four-day sequence of plenary sessions and workshops. In addition, at the end of the event there will be an opportunity for a field trip to Constanta (Port and Free Zone). During the event, companies will be allowed an opportunity to present their profiles.

International Exhibition

The international exhibition will take place concurrently with the conference and will allow companies to display

their products, services and technologies. The overlap of the conference and exhibition will definitely facilitate business contacts. The organisers will make every attempt to help establish valuable meetings between the exhibitors and the conference participants.

Conference Chairman

- Dan Capatina, Personal Advisor to the President of Romania, President of "Romania at the Crossroads" Forum.

For further information, please contact "Romania at the Crossroads" Forum for Interregional and Regional Development.

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An Introduction to IMO A Technical Organization

INTERNATIONAL Maritime Organization (IMO) is a technical organization established in 1958. Today, it has 156 Member States plus two Associate members. Formal arrangements for co-operation and/or consultative status have been established with a large number of international organizations.

The Organization's chief task, especially in the early years, was to develop a comprehensive body of international conventions, codes and recommendations which could be implemented by all Member Governments. This international approach is essential, for the effectiveness of IMO measures depends upon how widely they are accepted and how they are implemented. The fact that the most important IMO conventions are now accepted by countries whose combined merchant fleets represent 98 percent of the world total indicates how successful this policy has been.

The governing body of IMO is the Assembly, which meets every two years. In between Assembly sessions a Council, consisting of 32 Member States elected by the Assembly, acts as governing body.

The technical work of IMO is carried out by a series of committees. The

Maritime Safety Committee is the most senior of these and has sub-committees dealing with the following subjects: safety of navigation, radiocommunications and search and rescue, standards of training and watchkeeping, carriage of dangerous goods, solid cargoes and containers, ship design and equipment, fire protection, stability and load lines and fishing vessel safety, bulk liquids and gases and flag State implementation.

The Marine Environment Protection Committee deals with pollution prevention. IMO also has a Legal Committee, originally established to deal with legal problems resulting from the *Torrey Canyon* pollution disaster of 1967 but later made a permanent body.

The Technical Co-operation Committee handles IMO's growing technical co-operation programme, which is designed to help Member Governments implement the technical measures adopted by the Organisation, and the Facilitation Committee deals with measures to simplify the documentation and formalities required in international shipping.

The Secretariat consists of some 300 international civil servants headed by a Secretary-General. The IMO Headquarters is in London, just across the River Thames from the Houses of Parliament.

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(IMO Publications - 1999/2000 Catalogue)

World Dredging Industry Embraces Environment

THE World Organization of Dredging Associations (WODA) adopted a policy on the environment that embraces environmental protection as a critical factor in successful dredging projects. The environmental policy clearly states that cost-effective and timely dredging projects can be accomplished in an environmentally sound manner. The policy was adopted during the World Dredging Congress in Las Vegas, June 28-July 2, 1998.

"Dredging is critical to maintaining and developing ports around the world and this action by WODA recognizes that a healthy environment is key to healthy and growing economies," stated Albert Savage III, Chair of the Board of Directors of WODA and of the Western Dredging Association. Trade is expected to double by 2010 and some estimate that it will triple by 2020. In order to meet this demand, larger ships requiring deeper channels are being built. The challenge for the world's ports is to anticipate these needs and dredge channels and berths to handle the new generation of container ships that need depths of 45-50 feet. Most channels are now only 35-42 feet.

As a key feature in the environmental policy, "the dredging and port industry can only be successful if we bring all of the stakeholders together, including environmental interest groups, to develop dredging and development plans that are acceptable to all parties," emphasized Brian Wheeler, President of the Central Dredging Association.

With the need to dredge comes also the need to dispose of the dredged materials. In the U.S., 300-400 million cubic meters are dredged each year to maintain shipping channels. "This dredged material is a resource and

should be used in a beneficial manner (such as building wetlands or beach nourishment), whenever feasible, and we are very pleased that the WODA environmental policy encourages the beneficial use of dredged material," stated John Dobson, Secretary General of the Eastern Dredging Association.

The final element of the policy recognizes that research and development is necessary to meet the dredging needs of the next century. Research is needed in the technologies of dredging and disposal techniques as well as into assessment of the potential impacts of dredged material disposal upon aquatic resources.

The WODA environmental policy applies to all aspects of WODA interests including construction, maintenance, mining, and remedial dredging (clean-up of contaminated sediments).

WODA Environmental Policy on Dredging

The World Organization of Dredging Associations (WODA) recognizes that carefully designed and well executed dredging conducted in an environmentally sound manner contributes to a stronger economy. WODA believes that dredging projects can be conceived, permitted and implemented in a cost-effective and timely manner while meeting environmental goals and specific regulatory requirements. WODA is committed to the development and implementation of appropriate environmental safeguards and performance guidelines for construction, maintenance, mining, and remedial dredging. Beneficial use of dredged materials is encouraged. Open lines of communication among stakeholders, such as port interests, dredging contractors, regulatory agencies, other business interests, environmental interest groups, and the public, should be standard elements of any project. WODA encourages investment in and expeditious transfer of new technologies, and the development of new, more efficient techniques for improving the evaluation and safe handling of dredged material.

New Publications

Chemical Carriers: Facing an Uncertain Future?

DREWRY's latest report *Chemical Carriers: Facing an Uncertain Future?* addresses the key market issues and examines the changes in fundamentals in the 1990s and their probable evolution into the middle of the next decade.

In the run-up to the Asian crisis the chemical carrier sector was buoyed by strong trade growth in conjunction with the rapid expansion of new plant capacities. However, all was not well even at this juncture, with a peak in freight rates in 1995 having built up increasing numbers of newbuilding orders. With newbuilding prices under pressure and many product carriers specifying the carriage of simple chemical cargoes things were always likely to get worse. The massive dislocation in chemical trades that has been witnessed reflects the industry's attempts to sustain competitiveness and has in turn prompted restructuring among the main players.

For owners of chemical carriers the problem of maintaining utilisation rates has had to be balanced against an inevitable concession in rate levels. A considerable swathe of chemical capacity is still moving forward in spite of the upheaval in demand and general concerns that a cyclical recovery will not be initiated before 2001. Coupled with this, is an exhaustive orderbook and fleet age profile that does not suggest any imminent upsurge in fleet renewal. In an environment such as this it is not so much a case of winners and losers but rather assessing the market's casualties, applying the relevant therapy and waiting to see who will survive and for how long.

Demolition of the chemical tanker fleet has been limited in recent years. And the age profile of the chemical tanker fleet suggests that deliveries will be greater than tonnage scrapped in the near future, and therefore the fleet is set to expand. Whether the major operators can balance their schedule in some way still looks doubtful, and therefore rates and utilisation are almost bound to remain low in the short term. Table 1 shows our assessments of overall trade.

Complementing this report is the newly launched *Drewry Chemical Quarterly* which aims to provide a more

immediate assessment of market developments and bring greater transparency to a much under-reported sector of the market.

The First Quarter 1999 Report highlights the fact that fears regarding the capacity of the chemical carrier market to absorb the level of newbuilding deliveries in 1998 turned out to be well-founded. The substantial number of newbuildings resulted from shipowners' attempts to offer more high performance vessels adapted to international regulations combined with the expectation that demand in the Asian markets would continue to grow.

With the chemical carrier orderbook in excess of 20% in tonnage terms, rising to more than 30% in some fleet segments, the outlook remains very poor. In 1999 the fleet is likely to expand by another 10% annualised – under these circumstances freight rates will remain under pressure.

In this environment it is perhaps surprising that a mere handful of vessels has been sold for demolition in the last 12 months – analysis shows that vessels sold for demolition in the 1990s are on average around 25 years of age. But

this will not do much to counter the 4m dwt of tonnage (including product-chemical carriers) on order as not much more than 1m dwt is currently at this milestone. On the other hand when vessels over 20 years of age are taken into consideration the picture changes considerably as they total 4m dwt and thereby cancel out the orderbook.

The Quarterly reports that organic seaborne trade provisionally grew by 1.8% in 1998. However, this has been primarily in short haul trades, principally within South East Asia. In recent years, the growth in South East Asian exports has been the most significant feature of organic chemical trade. South Korea has emerged as a key exporter in the region, helping displace North America and European exports. The growth in South Korean exports is partially a result of the plant building programmes instituted in recent years and partly a reflection of the growing need for foreign exchange in light of regional economic difficulties. Taiwan now imports more organics than both South Korea and Japan combined, providing an outlet for North American exports, a trade which grew by an estimated 23%

in 1998.

Worldwide trade in inorganic chemicals grew by 0.8% in 1998, with new trades between South East Asia and Latin America emerging as a result of the new capacity in these regions. However, despite the 22% rise in South East Asian inorganics exports in 1998, overall seaborne trade in the region fell by 7% due to a contraction in imports, most notably to South Korea. As with organics, South Korea has emerged as a significant inorganics exporter, with North America and Europe again losing market share to the South East Asian exporters. European exports in both the organics and inorganics sectors have shown a significant decline – more so than North American export levels.

Vegetable and animal oil and fat production has grown steadily from 64.20m tonnes in 1988 to 88.44m tonnes in 1997, slowing slightly in 1996 and 1997 to 3% per annum. Soybean oil is the main commodity, though production growth has been slower than for the next largest commodities, palm oils and rapeseed oil. Palm oils are the largest traded of the vegetable and animal oils and fats accounting for almost 40% of imports in 1997, followed by soybean oil with a 22% market share. The only other commodities traded in significant volumes are tallow/grease and sunflower oil with 6% and 10% market share respectively. Overall trade has expanded by over 40% in the last five years, with China an important feature of the Asian market (Table 2). However, slowing demand and bumper oilseed crops worldwide are depressing current market prices. Prices for rapeseed, soybean and palm oil have reached record lows.

The Quarterly reports that transatlantic east-bound rates firmed in late 1998 after a difficult start, but still fell on average 25-30% for the year. Transatlantic westbound rates fared better. In 1998, rates to India from Europe at times paid more than Far East destinations. Europe to Far East rates were worst hit, falling 35-40% (but this should be viewed in the context of very high rates in previous years). In the regional markets, Latin America held steady for most of 1998 but by the year end a slowdown had begun. North West Europe to Mediterranean rates showed an overall decline of about 25% with southbound rates holding better than northbound. North West Europe saw a reduction of 10-15% and witnessed some consolidation in preparation for pooling or cargo sharing arrangements. The Asian crisis dramatically reduced cargo flows to the

Table 1
Summary of Chemical Seaborne Trade, 1982-2005

| Year | Seaborne trade, million tonnes | | | | | Tonne-miles Bn |
|------|--------------------------------|-------------|----------|---------|-------|-------------------|
| | Organics | Inorganics* | Veg oils | other** | Total | |
| 1982 | 17.5 | 11.8 | 12.3 | 7.5 | 49.0 | 243.6 |
| 1983 | 18.7 | 12.1 | 12.8 | 8.5 | 52.0 | 258.8 |
| 1984 | 19.5 | 12.8 | 13.5 | 9.9 | 55.7 | 277.2 |
| 1985 | 20.9 | 11.9 | 15.0 | 11.3 | 59.1 | 296.5 |
| 1986 | 23.8 | 12.9 | 16.6 | 11.9 | 65.2 | 327.7 |
| 1987 | 25.7 | 14.7 | 16.3 | 12.9 | 69.6 | 348.7 |
| 1988 | 26.8 | 15.5 | 16.6 | 12.6 | 71.5 | 358.0 |
| 1989 | 27.5 | 13.6 | 19.0 | 12.9 | 72.9 | 368.3 |
| 1990 | 28.4 | 13.6 | 19.7 | 13.2 | 74.8 | 378.6 |
| 1991 | 31.9 | 13.1 | 16.3 | 14.2 | 75.5 | 385.2 |
| 1992 | 30.7 | 13.1 | 16.8 | 15.1 | 75.7 | 385.1 |
| 1993 | 35.3 | 13.3 | 17.0 | 16.0 | 81.6 | 417.8 |
| 1994 | 38.6 | 14.0 | 21.0 | 16.9 | 90.5 | 464.2 |
| 1995 | 41.1 | 13.3 | 23.7 | 17.2 | 95.2 | 490.8 |
| 1996 | 43.5 | 14.4 | 22.8 | 18.0 | 98.7 | 508.3 |
| 1997 | 42.8 | 12.9 | 26.6 | 17.9 | 100.3 | 517.8 |
| 1998 | 42.8 | 13.0 | 25.5 | 17.8 | 99.1 | 511.8 |
| 1999 | 42.5 | 13.2 | 26.2 | 18.0 | 99.8 | 514.9 |
| 2000 | 42.5 | 13.1 | 26.7 | 18.2 | 100.5 | 518.2 |
| 2001 | 42.9 | 13.0 | 27.0 | 18.3 | 101.2 | 522.5 |
| 2002 | 43.4 | 13.0 | 26.8 | 18.5 | 101.7 | 525.2 |
| 2003 | 43.8 | 13.0 | 27.5 | 18.7 | 103.0 | 532.0 |
| 2004 | 44.2 | 13.0 | 28.0 | 18.9 | 104.2 | 538.2 |
| 2005 | 44.7 | 13.0 | 28.3 | 19.1 | 105.1 | 543.1 |

* Three main inorganic chemicals only – phosphoric acid, sulphuric acid, caustic soda solution.

** Estimate of trades in "other" cargoes – e.g. lube oils, MTBE, potable alcohols, etc.

Source: Drewry Shipping Consultants Ltd

Table 2
Chinese Vegetable Oil and Animal Fats Imports, 1998
 (Million tonnes)

| Imports from: Commodity | Brazil | USA | Malaysia | Germany | Indonesia | Nether- lands | New Zealand | Australia | Canada | Others | Total |
|----------------------------|--------|--------|----------|---------|-----------|------------------|----------------|-----------|--------|--------|----------|
| Soyabean Oil | 620.81 | 261.86 | 9.69 | 0.02 | 1.00 | 0.21 | 0.00 | 0.01 | 0.03 | 4.19 | 897.84 |
| Palm Oils | 0.00 | 0.00 | 249.34 | 0.00 | 125.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 375.26 |
| Rapeseed Oils | 0.00 | 15.58 | 11.45 | 181.64 | 0.00 | 73.86 | 0.00 | 0.01 | 16.58 | 4.24 | 303.36 |
| Tallow | 0.00 | 2.30 | 0.04 | 0.02 | 0.35 | 0.00 | 80.22 | 60.09 | 5.60 | 0.76 | 149.38 |
| Linseed Oil | 1.31 | 0.00 | 0.00 | 0.00 | 0.00 | 10.96 | 0.00 | 0.00 | 15.81 | 4.84 | 32.92 |
| Coconut Oil | 0.00 | 0.00 | 1.11 | 0.00 | 3.80 | 0.07 | 0.00 | 0.00 | 0.00 | 7.85 | 12.81 |
| Palm Kernel Oil | 0.00 | 0.00 | 0.68 | 0.00 | 3.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.27 | 4.01 |
| Sunflower Oil | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.25 | 0.00 | 0.00 | 0.00 | 0.00 | 2.25 |
| Castor Oil | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 | 0.74 |
| Sesame Oil | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.59 |
| Groundnut Oil | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 | 0.45 |
| Corn Oil | 0.00 | 0.02 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.19 |
| Fish Oil | 0.00 | 0.08 | 0.01 | 0.02 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.01 | 0.16 |
| Grease | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.05 | 0.07 |
| Cottonseed Oil | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 |
| Olive Oil | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| Total | 622.13 | 279.89 | 272.56 | 181.72 | 134.06 | 87.45 | 80.22 | 60.12 | 38.02 | 23.90 | 1,780.05 |

Source: Customs Statistics, The Drewry Chemical Quarterly

previously booming destination of South East Asia but going into 1999 there is a genuine feeling of cautious optimism that the worst is now passing.

Chemical Carriers: Facing an Uncertain Future? 194pps, is published by Drewry Shipping Consultants Ltd. Individual copies of the Report are priced at £495 post-paid to anywhere in the world. The *Drewry Chemical Quarterly* 70pp, is published four times a year by Drewry Shipping Consultants Ltd – an annual subscription is priced at £1,250.

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Freight Taxes 1999

THE widely anticipated new edition of *Freight Taxes* is now available.

In addition to freight tax summaries for 60 countries and details on various freight laws, *Freight Taxes 1999* offers users guidance on charter party clauses offering owners protection from freight tax liability. Details of those countries where the flag of the vessel may have an effect on taxation are also included.

The new edition also lists tax exemption treaties and includes those countries where no taxes are levied against the freight earnings of non-residential shipowners and/or ship managers.

This completely revised and updated version of *Freight Taxes* is sure to benefit any office involved in chartering activities and everyone responsible for calculating voyage costs.

In view of the many revisions made, holders of previous editions would be well advised to acquire the 1999 edition to ensure that they are fully informed of the latest tax rates and available exemption treaties.

Freight Taxes 1999, is available to BIMCO members at the price of DKK 560 and to non-members for DKK 835.

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The Americas

1999 Vancouver-Alaska Cruise Season Kicks Off

THE 1999 Vancouver-Alaska cruise season kicks off on May 1, 1999 with the arrival of Holland America's *Westerdam*.

"The continued growth of this important business sector speaks to the tremendous efforts of all of its stakeholders, including the cruise lines, the North West Cruise Ship Association, Tourism Vancouver and others. The VPA is committed to moving forward to support this burgeoning industry which contributes more than \$200 million annually to the regional economy," said David Stowe, Vancouver Port Authority chairman.

Twent-four vessels from 10 cruise lines will make a total of 300 sailings this season. Port Vancouver's revenue passenger levels are anticipated to grow by 3 to 5% over last year's total of 873,000 revenue passengers. Port Vancouver welcomes two new additions to its roster. Princess Cruises' *Sea Princess* with a passenger capacity of 1,950 and Royal Caribbean International's *Vision of the Seas* with a passenger capacity of 2,435.

"Looking beyond this season, our course is set to ensure that Port Vancouver grows with the industry. Clearly, our Port and its cruise cus-

tomers will benefit from

a new cruise berth slated for Canada Place, as outlined in the Central Waterfront development plan. We are not complacent about our success in the cruise industry, we have to continue to earn the reputation of 'homeport' to Alaska," said Norman Stark, VPA president and C.E.O.

The Vancouver-Alaska cruise is the third most popular cruise destination in the world and offers extensive pre- and post-tour opportunities.

"The cruise passengers on the Vancouver-Alaska route are approximately 80 per cent American – a key target market for us," said Kristine Sigurdson, Manager, Leisure Travel, Americas, Tourism Vancouver. "Our focus is on marketing to these customers to extend their stay in Greater Vancouver either before or after their cruise, and to encourage them to come back for a longer visit."

A Vancouver-Alaska cruise survey conducted in 1997 by Tourism Vancouver and the Vancouver Port Authority showed that 44 per cent of

cruise passengers spent one or more nights in Vancouver. These visitors contributed \$92.3 million in direct spending on tourism for Greater Vancouver. A similar survey will be done this summer.

8 More Ports Become Canada Port Authorities

CANADIAN Transport Minister David Collenette announced April 27 that letters patent, effective May 1, 1999, have been issued for eight more Canada Port Authorities (CPAs) under the Canada Marine Act. They include the ports of Québec, Trois-Rivières, Sept-Îles, Saguenay, Saint John, St. John's, Prince Rupert and Fraser.

This brings to 11 the number of ports to be granted CPA certification. Halifax, Montréal and Vancouver became port authorities on March 1.

Letters patent for the seven remaining ports designated by the CMA to become CPAs are expected by July 1.

mation, including letters submitted for Congressional record, testimony and talking points. New on the Government Relations site is a module which allows direct access to the Web sites of all three branches of the federal government. U.S. members will also be able to send e-mail letters on port issues directly to their members of Congress from AAPA's site.

- **Industry Links** – Features a comprehensive of seaports and transportation-related sites.
- **Member Directory**–Includes a clickable map of the Western Hemisphere in which AAPA regions are identified. "Links to AAPA member" ensures that each corporate, sustaining, or associate member is easily identified and reachable through the site.
- **Port Facts and Statistics** – A handy way to obtain port statistics instantly by downloading PDF files (Acrobat software links included on the site). Stats include cargo value and volume rankings and other frequently-requested information, as well as

links to other statistical sites relating to Western Hemisphere ports and cargo.

For Spanish-speaking members, there will be a link to Español documents by June 1. Initially, the Spanish part of the site will feature "AAPA From A to Z" in Spanish, as well as the bi-monthly issues of the *Spanish Advisory*. We anticipate that this section will grow rapidly.

Other features include a Site Search function which allows users to reach their destinations rapidly, the latest news from the Association, and hyperlinks to sections on the Harbor Maintenance Tax and Y2K and Ports.

By August 1st, each AAPA member will have a corporate password which will allow access to member publications, including the *Advisory*. U.S. Corporate members will also be able to access the *Alert* weekly newsletter and other government relations action alerts.

(AAPA Advisory)

AAPA Web Site Features Easy-to-navigate Sections

AFTER months of planning, consulting with staff and members, and shaping its new design, under the direction of Webmaster Scott Brotemarkle (sbrotemarkle@aapa-ports.org), AAPA debuted its new Web site at www.aapa-ports.org.

The new site features easy-to-navigate sections including:

- **About AAPA** – Lists comprehensive organizational, historical, and general information about the Association, its officers, members and staff. Also covers programs and publications and lists Frequently Asked Questions (FAQs).
- **Education & Training** – Features a new on-line registration form for seminars. Members will be able to e-mail seminar registration forms directly to the Membership Services Department. Agendas from past seminars will be available on the site, as well as the most current agendas for 1999 programs.
- **Government Relations** – Lists priority legislative issues for the U.S. delegation and extensive background infor-

Over 7.2 Million TEUs Handled in Latin America

AT least 7.2 million container TEUs were handled by ports in Latin America in 1997, an increase of 18.6% from 1996 and more

than 30% compared to 1995.

These are conservative figures, representing the throughput of 73 ports in Central America, Mexico, and South America. Data was incomplete or unavailable for Guatemala, Guyana, Nicaragua, Suriname, and Venezuela.

1. Latin American Port Container Traffic Country Totals 1996-97 in TEUs

| Country | 1997 | 1996 | Change |
|-------------|-----------|-----------|--------|
| Argentina | 1,068,000 | 779,554 | 37.0% |
| Belize | 15,754 | 14,108 | 11.7% |
| Brazil | 1,925,970 | 1,779,436 | 8.2% |
| Chile | 965,712 | 820,889 | 17.6% |
| Costa Rica | 226,960 | 212,052 | 7.0% |
| Ecuador | 375,878 | 323,377 | 16.2% |
| El Salvador | 9,090 | 22,862 | -60.2% |
| México | 902,875 | 679,569 | 32.9% |
| Panamá | 843,170 | 773,968 | 8.9% |
| Perú | 372,251 | 335,795 | 10.9% |
| Uruguay | 201,964 | 164,915 | 22.5% |
| Venezuela | 385,107 | 244,729 | 57.4% |
| Total | 7,292,731 | 6,151,254 | 18.6% |

2. Latin America: Top Container Handling Ports 1997

| Rank | Port | Country | TEUs |
|------|----------------|------------|-----------|
| 1 | Buenos Aires | Argentina | 1,068,000 |
| 2 | Santos | Brazil | 829,486 |
| 3 | Manzanillo | Panamá | 584,100 |
| 4 | Puerto Cabello | Venezuela | 385,107 |
| 5 | Guayaquil | Ecuador | 375,878 |
| 6 | San Antonio | Chile | 371,285 |
| 7 | Veracruz | México | 364,259 |
| 8 | Callao | Perú | 321,567 |
| 9 | Valparaiso | Chile | 271,739 |
| 10 | Manzanillo | México | 256,424 |
| 11 | Cartagena | Colombia | 230,794 |
| 12 | Puerto Limon | Costa Rica | 226,960 |
| 13 | Buenaventura | Colombia | 209,519 |
| 14 | Rio de Janeiro | Brazil | 202,763 |
| 15 | Montevideo | Uruguay | 201,964 |
| 16 | Rio Grande | Brazil | 194,963 |
| 17 | Puerto Cortés | Honduras | 160,170 |
| 18 | Altamira | México | 141,902 |
| 19 | Paranaguá | Brazil | 139,141 |
| 20 | Itajai | Brazil | 118,822 |

Sources for AAPA included Brazil's Ministério dos Transportes, Mexico's Secretaría de Comunicaciones y Transportes, and Ecuador's Dirección General de la Marina Mercante y del Litoral as well as individual national and local port agencies and the *Containerisation International Yearbook 1999*.

Not surprisingly, Brazil was the domi-

nant container market, accounting for 26% of the regional total. However, the most impressive year-to-year growth was registered by Venezuela, Argentina, and Mexico. Table 1 provides further detail.

In 1997, Buenos Aires became the first Latin American port to handle a million TEUs.

(AAA Advisory)

Notice to Ship Agents From Houston Port Bureau

**Y2K and Port Operations
Dec. 31, 1999/Jan. 1, 2000**

REPRESENTATIVES of public and private marine terminals at the Port of Houston and maritime support organizations, including the Houston Pilots, have established that the operators of facilities and services in the Houston Ship Channel will conduct "business as usual" over the Y2K period.

Each operator has expressed confidence that their own computer-assisted activities will be free of technical impediment and in full operation. Checks and systems upgrades are ongoing and will be completed before the new millennium.

To ensure all vessels and barges visiting the Port of Houston are well pre-

pared, a notice will be sent to all ships agents doing business in the Houston Ship Channel to alert their Principals that all Port of Houston marine terminals and port services including pilots, tugs, etc. will be operating normally over the Y2K period. It is expected that vessels and their crews be fully operational during the transition.

A public meeting will be held in May by the U.S. Coast Guard and the maritime industry to review Y2K readiness and to examine what additional steps may be required to ensure a smooth transition. Prior assurance of vessel and personnel Y2K compliance may be called for before a vessel will be permitted to enter the Houston Ship Channel over the critical time period. At this time, however, please alert Ship Principals to Houston's millennium arrangements.

(Port of Houston Magazine)

Fact Sheet About Port of Long Beach

Visit our website: www.polb.com

1. The Port of Long Beach is the busiest container port in the United States. Containerized cargo accounts for two-thirds of the port's trade tonnage. In 1988, the equivalent of 4,097,689 20-foot-long containers or 20-foot equivalent units (TEUs) crossed Long Beach's wharves, a 16.9 percent increase from 1997. Long Beach is the first American port to surpass the 4 million-TEU mark.
2. In 1988, the volume of all cargo was 110,448,037 metric revenue tons, a 5.4 percent increase from 1997. The value of cargo shipped through the port exceeded \$85 billion in 1997, according to the *Waterborne Trade Atlas*.
3. Long Beach is the sixth busiest port in the world, after No.5 Busan in Korea and ahead of No.7 Hamburg in Germany, according to *Containerization International*. Taken together, the neighboring ports of Long Beach and Los Angeles comprise the world's third-busiest container port complex after No. 1 Singapore and No. 2 Hong Kong.
4. Trade through the Port of Long Beach generates about 18,500 local jobs, or one in 11 jobs in Long Beach. It also generate 260,000 regional jobs – or one in 30 regionally. When the economic impact of both Los Angeles and Long Beach are factored, the two ports generate 500,000 jobs in a five-county region consisting of Los Angeles, Ventura, Orange, San Bernardino and Riverside countiess.
5. According to the Los Angeles Economic Development Corp., trade-related employers in Los Angeles County, alone, employed 240,000 people during 1997, as opposed to 142,000 workers in aerospace. Trade-related employment has increased 42 percent since 1990.
6. The ports of Long Beach and Los Angeles are expected to more than double their cargo tonnage and to triple their cargo container volume by 2020. The additional trade through the two ports will support another 870,000 regional jobs in that period.
7. Since 1994, the Port of Long Beach has invested \$1.4 billion in capital improvements, including new ter-

minal construction, infrastructure improvements and terminal enhancements needed to accommodate growing trade. In the next four years, the port expects to invest another \$1 billion in capital projects.

8. Many jobs linked to international trade pay well and generate millions of dollars in income for the region. According to the Pacific Maritime Association (PMA), which negotiates labor agreements with the International Longshore and Warehouse Union (ILWU), the average full-time dockworker earned \$99,000, and the average marine clerk earned \$117,600 in 1998.
9. Between 1992 and 1998, the number of full-time ILWU workers for the Long Beach and Los Angeles ports increased 52 percent to 5,186 individuals. In addition, the PMA has added 4,000 more casuals, or part-time dockworkers.
10. California ports are self-sufficient. Under the state's tidelands laws, the ports must earn their revenues from activities related to commerce, navigation, marine recreation and fisheries, and must spend their money only on the same.
11. Although it receives no tax support, the Port of Long Beach generates billions of dollars in revenue for private businesses and government entities. In 1995, the port generated \$27 billion in direct business revenue, \$6.7 billion in wages and nearly \$1 billion in state and local taxes. In fiscal year 1997, cargo passing through the ports of Long Beach and Los Angeles generated Customs revenues of \$3.7 billion.
12. Ports reimburse their parent cities for municipal services. The Port of Long Beach paid \$9.5 million in 1998 for city services such as police and fire protection, auditing accounting and legal services. The port also transferred \$9.1 million to the city's Tidelands Operating Fund.
13. Port tenant, who lease land from the Port of Long Beach, also pay possessory interest taxes instead of property taxes. During 1996, Port of Long Beach tenants paid \$9.6 million in possessory interest to the County of Los Angeles, of which \$2.1 million were transferred to the city.

Long Beach: \$33.4 Million Contract for New Terminal

THE Long Beach Board of Harbor Commissioners voted Monday, May 3, to award a \$33.48 million grading, drainage and utilities contract for a new container terminal under construction at the former Terminal Island naval complex.

Commissioners chose the low bid submitted by Excel Paving Co. of Long Beach. Four bids were received, ranging from Excel's low to a high of \$37.25 million submitted by Morrison Knudsen Corp. of Highland.

The work includes earthwork and grading for the initial, 200-plus acres of the Pier T terminal; construction of drainage, sanitary sewer, water, natural gas and fuel lines; and construction of electrical and lighting systems. The job also includes half-depth paving and street improvements at Nimitz Road. The work is to begin in mid-May, with completion scheduled for March 2000.

With the Excel contract, the commission will have committed to \$132.35 million in construction for the new terminal with contracts still to be awarded for the completion of paving, an on-dock rail yard and buildings. The new terminal will be the largest at the Port of Long Beach – the nation's busiest container port.

Long Beach: Imports Slow, Exports Rebound

EXPORTS jumped to their highest level in more than a year in March at the Port of Long Beach, but early Easter and Chinese New Year holidays resulted in the smallest gain in imports in more than three years. The total number of cargo containers shipped through Long Beach climbed to the equivalent of 347,974 20-foot-long containers in March, a 4.4 percent increase over March 1998.

"Because Easter and Chinese New Year came early this year, we had a huge February but in the first two weeks of March our imports fell off," said Hal Hilliard, the port's marketing manager. With Easter coming in the first week of April, many shippers imported products in February, some before the Chinese New Year holiday in mid-February.

"Imports began to build up at the end of March," said Hilliard. "April should be

strong again."

The number of inbound containers increased 2.5 percent in March to 171,913 TEUs, compared with March 1998. Imports, which included clothing and shoes earmarked for Easter and spring sales, jumped 30.6 percent in February over February 1998. For the first three months of the year, imports are up 15.6 percent over the same period a year ago. The 2.5 percent increase in March was the weakest since a decline of 2.9 percent in December 1995.

The number of outbound containers was 88,699 TEUs in March, a 0.2 percent increase over March 1998 but a nearly 11 percent gain over this February. While virtually unchanged from a year ago, March's export total was the highest for the port since December 1997's 91,139 TEUs – another sign that Asia's economic slump may be ending. The leading exports have been raw materials including wastepaper and scrap metal.

"Korea is starting to buy again and so is China," said Hilliard. "All in all, the first quarter was very good for us."

Seattle: Exports to Asia Continue Their Rebound

FOR the second month in a row, exports to Asia handled by the Port of Seattle in February showed signs of recovery, while imports continued to grow more modestly than the same period last year.

The number of full cargo containers exported to Asia through the Port during the month rose nearly 10 percent to 83,341 TEUs (containers in twenty-foot equivalent units) from 75,934 TEUs during February of 1998. Imports from Asia rose 10 percent to 96,361 TEUs from last year's 87,498 TEUs. Total container volume through the Port also rose 10 percent to 179,702 TEUs from 163,432 during the same month in 1998.

Steve Sewell, managing director of the Port's Marine Division, said the strong export performance in February and reports from the shipping lines themselves indicate the Asian economies appear to have stabilized.

In January, the Port reported the number of full containers exported to Asia rose 13 percent. That monthly increase followed a fourth quarter in which 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.

Meanwhile, February's 10 percent rise in imports from Asia is more modest than the 37 percent gain in inbound trade reported by the Port during the first quarter of last year, Sewell said.

"Barring a serious economic retrenchment, most of our Asian trading partners are beginning to buy again from producers in the Pacific Northwest and other parts of the world," he said. "Obviously, trade is not quite back to normal, but it is stabilizing and that's a good sign for our state's economy."

Shipping lines too are reporting a more balanced trade. Members of the New World Alliance last week were cited in the New York Journal of Commerce last week as saying that "the worst of the Asian economic crisis is over." The New World Alliance, which consists of Mitsui O.S.K. Lines,

Hyundai Merchant Marine and APL, is one of the Port's biggest customers.

The Port's announcement of its strong waterborne trade performance in February comes on the heels of a forecast by the Washington Public Ports Association that predicts container volumes will more than double to 6 million TEUs at Washington's public ports by 2020.

Sewell said the bright long-term outlook for trade supports the Port Commission's goal to continue its strategic investments in large modern container terminals that provide family-wage jobs and strengthen the role of King County as a major gateway for global trade. And, the trends are an endorsement of the Port's role in the FAST Corridor program designed to strengthen the Puget Sound area's freight mobility and ease traffic congestion.

FESCO's decision to start a new Asia route follows the consolidation of its Puget Sound shipping operations at Terminal 18 earlier this year. Both announcements support the Port's long-term investment strategy to modernize and expand its container terminals, said Steve Sewell, managing director of the Port's Marine Division.

"The decisions by FESCO and ZIM are excellent news for the Port of Seattle and the regional economy," Sewell said. "The business these shipping lines bring creates new family-wage jobs, enhances Seattle's stature as a gateway for global commerce and dovetails with our plans to capture a healthy share of the growing trade with Asia."

Mike Evans, director of sales at FESCO Agencies North America Inc., said his company's new Pacific Line will connect Hong Kong with Long Beach and Seattle every 12 days. The company will service the route with three ships each capable of carrying 1,700 TEUs (containers in twenty-foot equivalent units). The first vessel in the new service will arrive at the Port of Seattle on May 28.

"The Port of Seattle will be our Pacific Northwest gateway," Evans said. "This new service will complement our existing network of routes connecting ports along the Pacific Rim with the U.S. West Coast."

FESCO announced it has ordered 800 new refrigerated containers as part of its plan to begin its own containerized refrigerated cargo service in all FESCO trades, Evans said. The company hopes to attract the shipment of meat, fish, produce, stone fruit, grapes and citrus. In addition, the humidity control feature of the new containers is expected to draw interest in onion and garlic shipments, he said.

FESCO, founded in 1990 and headquartered in Vladivostok, is Russia's largest and most experienced steamship line. In addition to the new FPL service, the company's services also include FANAL, weekly between North America (including the Port of Seattle) and Australia/New Zealand and South Pacific Islands; FESCO Australia Line (FAL), weekly between Asia and Australia; FESCO New Zealand Express Line (FNZAL), every 10 days between Asian and New Zealand, and FESCO Russian Pacific Line (FRPL) between North America (also at the Port of Seattle), and the Russian Far East and South Korea.

Seattle, COSCO Fete Two Decades of Trade

TWENTY years ago, the M.V. *Liulinhai* sailed into the Port of Seattle. It was the first Chinese-flag vessel to call at a U.S. port in 30 years. The historic event heralded a new era of normalized trade relations between the United States and China.

Today, the China Ocean Shipping (Group) Company (COSCO) and the Port are looking back their pioneering efforts that ended three decades of economic isolation for China and helped turn Seattle into a major gateway for waterborne commerce with one of the world's fastest-growing economies.

"This celebration commemorates the restoration of trade ties with one of our country's most important trading partners," Port Commission President Patricia Davis said. "Since then, these ties have been of mutual benefit to the United States and China."

"The partnership with COSCO also underscores the Port's tradition of building long-term relationships with trading partners whose commerce enhances the regional economy and increases the prospects for future growth," Davis said. "The Port continues to modernize and increase its cargo-handling capacity to guarantee that the Puget Sound region will enjoy a large share of the projected increases in global trade."

Port of Seattle Executive Director Mic

Dinsmore said bilateral trade between the United States and China has had a significant impact on the economy of Washington state. In 1998, the state's two-way trade with China reached \$13.2 billion. The Port of Seattle handled \$6.6 billion worth of two-way trade with China, an 8 percent increase from 1997, he said.

Gao Weijie, Vice President of COSCO, said that trade all started when the M.V. *Liulinhai* was welcomed by the Port of Seattle. "Seattle was the open door through which China and America began an important new relationship."

Seattle Welcomes FESCO Service From Terminal 18

THE Port of Seattle welcomed a decision by Far Eastern Steamship Company (FESCO) to launch FESCO Pacific Line (FPL), a new trans-Pacific service from Terminal 18 that will complement the company's existing services to the Russian Far East, and to Australia and New Zealand.

The announcement coincides with a decision by ZIM Israel Navigation Co. to use the Port of Seattle as its U.S. Pacific Northwest port of call on a new trans-Pacific service starting May 28. That service will also call at Terminal 18, operated by Stevedoring Services of America.

Harbor Deepening Begins In May in Charleston

THE Port of Charleston harbor deepening project is scheduled to begin. Early in March the Army Corps of Engineers awarded a \$58.9 million contract to deepen the Charleston Harbor entrance channel from 42 feet mean low water to 47 feet mean low water. This was the first in a series of contracts that the Army Corps will award for dredging sections of the channel. The work on the entrance channel is scheduled to be completed by January 2002.

"This is a big step for us and not a minute too soon," said George Young, vice president, marketing and sales at the Port of Charleston. "We are anxious to begin the deepening process. We all know that ships are getting bigger and that it takes years to complete this kind of work. We pride ourselves on the ease of getting ships into and out of our facilities and the deeper channel is a part of that process and a significant competitive issue."

In mid-March, a bill was passed approving \$16 million for the most immediate needs of harbor deepening. A total of \$40 million was requested this year. A \$16 million portion was split off because of the urgency of the entrance channel. The remaining \$24 million will be addressed this summer in either a supplemental bill or a bond bill.

The dredging project is not only critical to getting ships in and out of the harbor most efficiently, it is uniquely linked to the port's efforts to build a new shipping terminal on Daniel Island. The port owns approximately 1,300 acres on the southern tip of Daniel Island at the confluence of the Wando and Cooper Rivers. The acreage is almost entirely former or present dredge disposal area. Presently, the port is focusing on making one cell of about 100 acres phase one of terminal development. In order to make those 100 acres suitable for a modern marine terminal, the port is employing an innovative technique to compress the soil, removing water and building a solid base on which to pour the foundation and concrete surface slabs.

The process involves moving a unique mixture of sand and shell aggregate called coquina from the bottom of the harbor entrance back to Daniel Island. Coquina is very heavy and forms a cement-like crust on top of the water-filled soil below. Port engineers will create horizontal drains and drive a series

of vertical wicks in the ground to draw water up where it will evaporate. It has been described as something like placing a brick on a wet sponge. The weight of the brick presses water out. The weight of the coquina will push the water to the wicks and speed the solidification of the subsoil.

The link between the dredging and terminal development is critical because it would take too long and be too costly to truck in fill dirt or sand for that size property, about 2.2 million cubic yards of material.

The parameters of the project are as follows: The entrance channel from the "C" buoy to Mt. Pleasant Range will be dredged to 47 feet. Inland from the latter portions of Rebellion Reach, the channel will be dredged to 45 feet. The exceptions are Tidewater Reach (Union Pier berths) which will remain at 40 feet; the breakbulk berths at Columbus

Street Terminal and Town Creek will remain at 40 feet; and the anchorage will remain at 35 feet. Portions of upper and lower Shipyard River are included in the project as well. In addition, a new turning basin will be created on the Cooper River side of Daniel Island. This work was approved prior to the port's purchase of property on the Wando River side of Daniel Island.

While the guaranteed depths are 45 and 47 feet for the most part, the Army Corps will actually dredge several feet deeper. For instance, in the sections slated for a 45-foot depth, the Army Corps will dredge 45 feet, plus two, plus two. That is, 45 feet guaranteed, plus two feet for "over depth" and two feet for "advanced maintenance." The total project is expected to require the removal of upwards of 37 million cubic yards of sediment.

(Port News)

Africa/Europe

Antwerp: Concession for Terminal on Left Bank

THE Antwerp port Authority has awarded the concession for the first container terminal in the new tidal dock on the Left Bank to a joint venture between Hessenatie and Mediterranean Shipping Company (MSC). This decision was taken after careful consideration of all the facts.

Of key importance is that MSC is Antwerp's largest single customer, making 400 calls every year, and accounting for 590,000 containers, or 25% of the total. MSC wants to locate its Northern European hub in Antwerp and for this reason proposed a joint venture with Hessenatie to the Port Authority.

At present Hessenatie handles 61% of the container trade in Antwerp. The company is growing by 8% every year and its existing terminals have an effective utilisation rate of 97%.

As matters now stand the eastern terminal of phase two has been provisionally earmarked for Canadian Pacific Ships (CP Ships). This owner, Antwerp's second largest customer last year, also plans to make Antwerp its North European hub. A container handler capable of consolidating CP's container trade would therefore be the preferred operator of the fourth Scheldt terminal.

By choosing for a joint venture between a goods handler and a shipping company the Port Authority has opted to build a long-term relationship with the shipping company. Apart from this the contract offers guarantees that would prevent the transfer of the concession in the event of the merger or liquidation of the parent company, whereas also imposing minimum traffic volumes on the operator.

Container trade surges ahead of forecast growth

The growth projections adopted in 1994 by the Flemish Port Commission have been overtaken by the real world. In 1996, growth was 11% ahead of projections, in 1997 it was 20% ahead, and last year 27%. In 1994 it was assumed that a volume of 3.6 million TEU would be reached in the year 2006, which would trigger the third phase of development. The 1998 results of 3.3 million TEU came perilously close to the 2006 projection, and must be read as a clear

sign that development will have to be brought forward by several years. For this reason the Port authority has applied to the government for permission to go ahead with the second development phase at almost the same time as the first phase. (Port News)

Giant Container Ship Calls in Port of Antwerp

IN early March the Port of Antwerp was visited by the *Ever Union*, a giant container ship with a length overall of 285 metres and a breadth of 40 m.

The *Ever Union* belongs to Evergreen Marine Corporation of Taiwan and has a container capacity of 5,363 TEU. The ship is wide enough to accommodate 16 containers stowed abreast and is the largest container carrier ever to call at Antwerp.

The *Ever Union* berthed at Hessenatie's riverside terminal and loaded and discharged a total of 850 containers.

The *Ever Union's* visit to Antwerp was one of a series of trial calls in different European ports organised by Evergreen. Evergreen's Antwerp agent is Antwerp Freight Agencies.

(Port News)

Le Havre to Implement Rail Shuttle Services

AN inter-departmental order dated 15 March 1999 and signed by the Minister of Public Works, Transport and Housing, the Minister of Finance, Treasury and Industry, as well as the Budget Secretary of State, was published in the Official Bulletin of 27 March, which authorises the Port of Le Havre Authority to take a stake in the capital of the Le Havre Shuttles SA Company (L.H.S.).

The French State thus proves the major concern it shows for the development of the port of Le Havre, as this company created in April 1998 is assigned the remit of implementing new rail shuttle services which is one of the main means to capture new market shares within the scope of the strategy of amassing cargo flows.

The authorisation granted by the regulatory authorities enables PAH to take a stake in the capital of L.H.S. up to 34%.

New Cologne-Antwerp TFGI Container Trains

ALONG with its new container train connection between Cologne and Rotterdam, TFGI adds two departures per week on its new Antwerp - Cologne route as of the beginning of March. In Antwerp it will serve the "Cirkeldyck" terminal. The "Antwerp - Cologne Container Express," which can carry 72 TEU per train, departs every Tuesday and Thursday. The TFG Transfracht International sales office in Antwerp (phone: +32-3-2020430 / fax: +32-3-2020433) accepts bookings for these trains. From May TFGI will offer a daily service on this route.

With its new Rotterdam - Cologne and Antwerp - Cologne container trains the neutral container operator TFG Transfracht International is offering its customers attractive new A/B connections (day A: evening departure / day B: morning arrival). Until May the trains to Antwerp depart from Cologne on Mondays and Wednesdays - then daily.

In the Rhine/Ruhr business region the TFGI sales office in Duisburg (phone: 0203 8091-0 / fax: 0203-81466) provides information and take bookings for this and all the other TFGI trains.

With this new train service TFG Transfracht International is extending its already close-knit network of international connections from and to European

seaports. TFGI also provides connecting trains to Munich and Austria via Cologne.

A Profile of TFG Transfracht International

TFG Transfracht International (Transfracht International Gesellschaft für kombinierten Güterverkehr mbH) is Deutsche Bahn AG's marketing company for combined cargo transport (overseas and continental container transport). Transfracht International serves as a neutral, Europe-wide business partner for shipping lines and forwarders.

TFGI focuses on two central areas of business: European seaport-hinterland connections and international continental transport. Transfracht International organizes and markets over 30 container trains for combined cargo transport every day and also offers special services including, for example, local connections, container storage, and container repair at almost all terminal sites.

The company employs a total of 242 people at 11 locations and reached a turnover of 324 million DM in 1998. With a volume of 788,000 TEU last year, TFG Transfracht International numbers among the leading combined transport operators in Europe.

Port of Hamburg: Hub Of Europe's Trade

WITH a total cargo turnover of just under 76 million t in 1998 Hamburg is Europe's fourth-largest port. Its container turnover rose by 6.3% to 3.55 million TEUs to make Hamburg the second-largest container port in Europe and the world's No. 7. Nearly 200,000 TEUs of cargo were handled in trade with North America.

Extensive development measures, particularly in container handling, have commenced in the Port of Hamburg to keep pace with this growth in turnover.

Ideal Hub for Exports

At the Port of Hamburg's traditional breakfast at Intermodal Expo in Atlanta and at the National Press Club in Washington, D.C. Dr. Hans Ludwig Beth, Chairman, Port of Hamburg Marketing and Public Relations, demonstrated the advantages as an ideal hub for exports from the USA to Europe.

Hamburg's immediate hinterland offers a market of 16 million people with high purchasing power. In all Hamburg's hinterland, which includes the rest of Germany, Continental Europe, Scandinavia and the ex-COMECON states of Eastern Europe, is made up of some 400 million inhabitants with steadily rising purchasing power. For all these countries Hamburg is seen as the ideal distribution and logistics centre providing the best possible transport links.

Hamburg is located at the crossroads of the River Elbe, a major shipping route, as well as numerous rail links and the European highways E3 and E4 which connect Hamburg to its hinterland via the European highway network.

No. 1 Rail Container Terminal

Besides several feeder services, it is above all container rail links that play a particularly important role in Hamburg. Every week, some 200 intermodal block

trains connect the Port with all of Central and Eastern Europe's key economic centres, e.g. Switzerland, Austria, Hungary, the Czech Republic, Slovakia, Poland, the Ukraine or Russia. A further 250 block trains provide direct links to the major economic centres of Germany, many of them overnight. Thus, Hamburg has developed into Europe's most important rail container handling centre. 70% of all containers transported more than 150 km to or from the Port of Hamburg are carried by rail.

Hamburg has built up a particularly strong position in block-train services to Central and Eastern Europe. Container services to this part of Europe are provided by joint ventures involving the three rail companies Polzug, Metrans and Hansa-Hungaria-Container-Expres (HHCE) and, alternatively, by another Hamburg operator, Eurokombi.

These rail links are much faster than transportation by truck. In Eastern Europe trucks are frequently held up by customs formalities at border crossings and, besides, the poor roads in these countries are often overcrowded. Polzug is running block trains between

Hamburg and several Polish terminals at economic centres.

Last year, the company transported 46,000 containers. There are at least seven departures a week and customs clearance is handled by Polzug's own offices. In addition, Polzug offers rail services for onward transshipment to Belarus, Russia, the Ukraine and the Baltic Republics.

Metrans has been running block-train services between Hamburg, the Czech Republic and Slovakia since 1992. In 1997 around 57,500 TEUs were transported.

HHCE runs services on an almost daily basis between Hamburg and Hungary and transported some 38,000 TEUs of cargo in 1997. In total, nearly 200,000 TEU have been handled by trains between Hamburg and Central and Eastern Europe.

All the rail terminals served in these countries provide door deliveries by truck. A computer-assisted logistics chain covering every step from the container's arrival in the Port of Hamburg to its delivery to the final customer also ensures a high degree of safety.

Göteborg Plans to Convert Car Carrier to Garage

Is a retired car carrier the answer to the Port of Göteborg's need for more space in its deep-sea car terminal? Not a bad idea if such a solution could provide short driving distances and, perhaps more important, protect the cars from ice, snow, rain – and gulls.

The Skandia car terminal, part of Port of Göteborg AB, is involved in talks with shipowners about a floating garage.

Car carriers are built like multi-level parking lots, only bigger. The largest car carriers can accommodate more than 6,000 standard cars. A car carrier acting as a terminal garage might hold half of that, to make the cars easily accessible.

Car carriers are often taken out of service at a moderate age and in good condition. Stripped of engines and much of its equipment, the investment could prove viable for the Port, considering the eventual scrap metal value.

Rotterdam to Better Its China Trade Position

THIS week (12-17 April) the Dutch royal family pays an official visit to China. They are accompanied by an economic delegation with a.o. the port of Rotterdam participating. China is an important trading partner for Rotterdam, and is speedily becoming more so.

On the other hand, Rotterdam was already China's most important port in Western Europe, with a market share of almost 40% for the total cargo flow. Tonnage in 1996 was 6 million. Rotterdam is also a market leader when it comes to containers. Growth has been very large in general, but since 1997 due to direct calling Hong Kong is declining slightly and the other ports are gaining.

China-Rotterdam Transport of containers 1993-1998 (In TEU)

| | 1993 | 1997 | +/- | 1998 (estimate) |
|-------------|---------|---------|------|--------------------|
| Hong Kong | 285,600 | 385,100 | 35% | 383,000 |
| Other Ports | 47,600 | 163,300 | 243% | 183,000 |
| China | 333,200 | 548,400 | 65% | 566,000 |

In container traffic with China, Rotterdam is a market leader too, fol-

lowed by Hamburg (450,000 TEUs in 1997). Rotterdam wants to improve its position even further and one way of doing this is via three representatives in China: Shanghai, Beijing and Hong Kong. Rotterdam and Shanghai have been sister cities since 1979. (Full text: www.port.rotterdam.nl).

'Armed Ground' for Walls Of Road at Rotterdam

SEVERAL billions of guilders are invested in the infrastructure of the port. One of the projects is the construction of a road above ground level at the Maasvlakte. It enables a connection without crossings of the ECT Delta Terminals with a Rail Service Centre and Distripak Maasvlakte.

The walls of the road construction are made of "Terre Armée", literally armed ground, a substance originally developed in France.

This material is used instead of concrete which would have been more expensive and time-consuming. With 11,000 square metres it is the biggest project involving Terre Armée in the Netherlands.

Göteborg: Unique Berth Construction at Full Speed

THE construction of Berth 700 at Göteborg's Älvsborg Harbour is now proceeding on several fronts. Six months before the traffic start in November ramps are being constructed, sheds are torn down and the asphalt yard areas are being broken up to be replaced with concrete.

Berth 700 is the dedicated facility being built for Stora Enso's new concept for moving paper between Swedish mills and the markets in Continental Europe. The system, which has strong environmental aspects, is being built around a new load-unit, the StoraBox. This is a weather-protected cassette that can be used intermodally. Thus, paper reels can be stuffed at the mill, and the box can move through the port from rail to ship unbroken.

The technical challenges are several. The total weight of a StoraBox with a full load, a 'trans-lifter'-type box mover and a special heavy-duty terminal tractor can exceed 110 tonnes. Such combinations will be towed onto the vessel's weather deck, i.e. a gradient of five degrees.

The ramp system will offer split access possibilities. Part of the weather-deck ramps is being built partly on a hill. The other ramp is being built along



Work is now going ahead on the Port of Göteborg's Berth 700 construction. The berth will handle paper shipments for Stora Enso and also general cargo for Cobelfret. The technique used will have some extraordinary elements. Two-level ro/ro ramps and 90-tonne load weights are two of them, a 53,000-sq-m concrete yard surface is another. (May 1999)

the ship's side, with a platform at the stern where articulated vehicles can change from towing to pushing.

Also, the handling of StoraBoxes from rail waggon to yard will put extreme pressure onto the ground. Special straddle carriers will be used to move the 90-tonne units. A terminal area of 53,000 sq m will be covered with concrete to

withstand the pressure.

Stora Enso has chartered three ro/ro vessels to move the paper flow between the ports of Göteborg and Zeebrugge, Belgium. The contract to fill the vessel's free space in both directions has been awarded the Belgian transport company Cobelfret.

Port file Göteborg

The Port of Göteborg AB, the municipal-owned port and stevedoring company in Göteborg, Sweden, is responsible for the planning and development of the Port of Göteborg and for discharging and loading at its quays.

Finances

Port of Göteborg AB recorded total sales of US\$116 million in 1998. The pre-tax profit was US\$13 million.

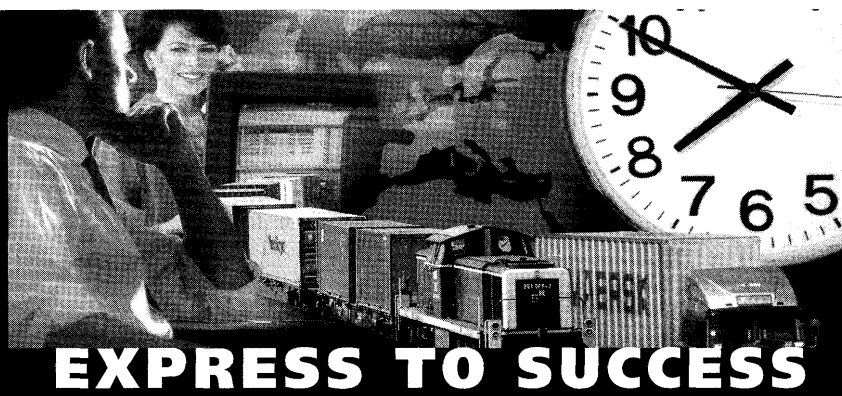
Traffic

In 1198, 30.7 million tonnes of cargo were shipped via the Port of Göteborg, including 17.8 million tonnes of oil and 12.3 million tonnes of general cargo.

A total of 4.6 million passengers passed through the port during 1998. The number of vessels calling at the port was 12,300.

Engineering

The technical resources of the Port include eight ship-to-shore container cranes as well as two transtainer-type yard cranes at the Skandia Harbour; 25 straddle carriers (one over two containers), 67 terminal tractors, three reach-stackers and 138 forklift trucks. Three quay cranes are available for conventional handling.



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1999 Edition of ABP Ports Handbook

THIS year's edition has been revised to reflect some of the major changes which have been implemented during 1998 as part of our commitment to expanding and enhancing the benefits which we can offer existing and potential customers. Not only have we continued to develop and to improve on the range of services offered by our ports around the UK, but we have added to them through acquisition.

During 1998, we acquired Immingham-based unit-load terminal operator, Exxtor Shipping Services Limited, in line with our strategy to develop additional port-related activities in areas where we have expertise. Further afield, we completed the acquisition of American Port Services, a USA-based seaports and aviation services business which increases our international presence while complementing our existing business. Customers can now benefit from increasing synergies within ABP as we develop packages of services tailored to their individual requirements. As part of this strategy, we are working in partnership with our customers and with members of the business community.

Associated British Ports

Associated British Ports (ABP) is the main operating subsidiary of Associated British Ports Holdings PLC (ABPH). It is the UK's largest ports group, owning and operating 23 ports around the UK which handle around a quarter of the country's seaborne trade.

ABP's 23 ports are divided into five regions:

- North-East:** Hull, Goole, Whitby
- East Coast:** Grimsby & Immingham, Colchester, Ipswich, King's Lynn, Lowestoft
- South Coast:** Southampton, Plymouth, Teignmouth
- South Wales:** Newport, Cardiff & Barry, Swansea & Port Talbot
- North-West:** Garston, Ayr & Troon, Barrow & Silloth, Fleetwood

In 1997, ABP's ports handled a total of 121 million tonnes of cargo. The ports range in size from Grimsby & Immingham, which is the largest port complex both within ABP and in the UK as a whole, through to smaller special-

ist ports such as Whitby. The Group provides a comprehensive choice of facilities capable of handling virtually any cargo, from steel to cars, agribulks to cruise liners.

The ABP group of companies also includes transport and haulage operators, terminal operators, ships agency and port service providers, a dredging company and marine consultancy, all of which enhance the range of options which are available and can be adapted to the needs of existing and potential customers.

ABP is committed to adapting its services to, and investing in, customers' requirements at all its ports. In recent years, this commitment produced a number of partnerships with customers backed by capital investment, notably in ABP's rail-freight and steel-handling facilities around the UK.

American Port Services

American Port Services (APS) was acquired by ABP in June 1998, following a strategic review of the UK port group which identified overseas terminal operators as one of ABP's major opportunities for growth.

American Port Services is a seaports and aviation services business with operations across the USA. The seaports division of APS is a leading processor of cars for export and import within the USA. It consists of operations at six ports: Benicia in California; Baltimore, Maryland; Brunswick in Georgia and Jacksonville, Florida. Within these ports, auto-processing is APS's main business. This includes standard port operations, such as receiving, inspection, storage and export preparation, and extends into the value-added services of customisation and remediation and providing logistics packages to customers.

In total, APS handles over 320,000 vehicles a year which is currently around 15 per cent of all car movements on the American East and West Coasts. With its eastern seaboard port operations located close to Detroit, centre of the US automobile industry, APS has a market share of 40 per cent on the East Coast, making it the East Coast's principal vehicle handler. APS ranks fourth on the West Coast with a market share of 20 per cent.

Baltimore

At the Port of Baltimore there are three separate APS operations at Atlantic Terminal, Chesapeake Terminal, and Dundalk Marine Terminal which is rented for operation by an APS

division, Crown Auto Processing Inc. Both Chesapeake and Atlantic Terminals are served by a 180 m deep-water pier and Dundalk Terminal is served by 13 berths.

Jacksonville

The Jacksonville operation in Florida is located within the Blount Island site of the Jacksonville Port authority. The 55 ha facility is serviced by seven berths and, via the rail connection, is capable of loading or unloading 36 rail-cars at a time.

Brunswick

Located on Colonels Island, the Port of Brunswick facility has two 300 m berths and is rail-connected.

Benicia

The Port of Benicia is located within the 1,200 ha Benicia Industrial Park, the largest port-orientated industrial complex on the US West Coast. The port, which processed 50,000 vehicles in 1997, has a 370 m deep-water pier, capable of berthing three vessels simultaneously.

APS recently entered into a joint venture agreement with Cobelfret and Hesselantie to develop and operate a new vehicle-processing terminal at the Port of Zeebrugge in Belgium. It is expected that the terminal will be a major European transshipment centre for vehicles and other ro-ro freight.

The aviation-services division comprises ten airport management contracts which include a substantial minority interest in a new venture formed to develop and operate the airport and Branson, Missouri. This division is currently a small part of APS's activities, but is expected to grow strongly, based on contracts and the opportunities presented by the airport's privatisation programme which is just beginning in the USA.

Thames Passenger Piers Transferred to LRS

PLC chief executive David Jeffery officially handed over the Thames passenger piers to Clive Hodson, chairman of London River Services at a short ceremony on Westminster Pier.

Mr Hodson said: "John Prescott launched the Thames 2000 initiative about a year ago and charged London Transport, through its subsidiary

London River Services, to procure the piers from the PLA and to licence boat operators not only to provide services to the Dome, but also the Legacy Service that will follow."

He said that now LRS had the responsibility it was looking forward to the exciting Millennium year when many more people would be carried on the Thames.

"It is an exciting venture, but also it will be part of an integrated transport system for London where people will be able to move from buses and underground onto the River as well," he forecast.

"What will link it all for the travelling public will be the London Transport logo which is common throughout the London Transport Group."

Mentioning the possibility of using travel cards for river transport, he said: "The travel card will not be accepted on the River for the time being although people with concessionary passes will be able to get a discount. It will be something we will be looking at in the future – but not immediately."

David Jeffery replied: "This is really an important moment for PLA. We rescued the piers back in 1989 when there was a danger that they would be sold off piecemeal when Thames Water was privatised.

"We tried over the years to link them together in a way to provide for transportation up and down the River at the proper places."

He explained that PLA had invested very heavily to improve the piers and it was quite proper that the Authority should transfer them now to London River Services and put them under the wing of London Transport.

"The aim of the Deputy Prime Minister to integrate transport for passengers is actually becoming a reality.

"Under the new umbrella the linkage will provide great opportunities for the boat trade, for passengers and an improvement in the infrastructure.

"PLA has made a significant start towards this – it will have replaced two piers by the end of this year and I know that LRS is investing heavily in other piers.

"So perhaps we shall very rapidly see a Millennium infrastructure that matches the aspirations of Londoners, the tourists, the boat trade who use the piers and for all of us who will perhaps be looking on and watching it succeed."

(Port of London)

Asia/Oceania

Indonesia Ports Awarded ISO 9002 Certification

DETERMINED to achieve international recognition in the global trade, Indonesia's state-owned companies, namely, PT (PERSERO) Pelabuhan Indonesia I, II and III had succeeded in meeting the rigid standards of international maritime shipping by blending first class infrastructure and technology and responsive operational systems with A-1 customer service in all aspects of ship, cargo and container handling.

The efforts of these port corporations have been particularly gratifying as they were awarded the ISO 9002 certification/accreditation for meeting the established standards on port efficiency and quality service to clients.

The Belawan Container Terminal of PT (PERSERO) Pelabuhan Indonesia I was recently granted the ISO 9002 certification for "International Container Terminal Services". The certification was given by KEMA Registered Quality in August 25, 1998. According to PT (PERSERO) Pelabuhan Indonesia I, the conferring of the ISO certification renewed its commitment towards better performance which shall translate into first class and reliable service to port clientele.

Having successfully passed the rigid evaluation process, PT (PERSERO) Pelabuhan Indonesia II was awarded the ISO 9002 certification by SGS International Certification Services for raising the quality of performance in conventional and container handling of Tanjung Priok port. PT (PERSERO) Pelabuhan Indonesia II said that the ISO 9002 certification serves as motivation for the company to further provide excellent infrastructure and top rate service to the maritime community.

Seven ports under the management of PT (PERSERO) Pelabuhan Indonesia III likewise received international certification for their record of being at par with international standards in port service delivery and effective port management. The ports which received their ISO 9002 certificates from KEMA Registered Quality Netherlands during the country's Transportation Day celebration in September 1998 were as follows:

Port of Tanjung Perak, Tanjung Emas, Tanjung Intan, Tanjung Benoa, Tanjung

Tenau and Tanjung Dili. These

ports were granted the ISO 9002 certification for ship and cargo handling services while the port of Banjarmasin was granted separately the same certification for ship, cargo and container handling.

To date, eight ports under Pelabuhan III were recipients of ISO 9002 certification including Tanjung Perak Container Terminal which was the first Indonesian port to receive ISO 9002 certification.

(ASEAN Ports Association Newsletter)

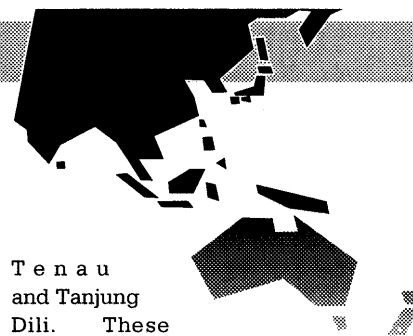
Port of Yokohama Fetes Its 140th Anniversary

Director General's Greeting

THIS year, at the Port of Yokohama, we welcome our 140th anniversary. I would like all of you to share our celebrations in this special year. Furthermore, I would like to express my sincerest gratitude for the efforts of all those people who have worked with the port over the years and for the support we have received from port-related persons world wide.

Since the opening of the port in 1859, Yokohama has developed as Japan's leading port. In 1997, the port handled 1.26 billion tons of cargo, received 52,000 vessels and handled 2.33 million TEU of container cargo, making Yokohama one of the world's most prominent international trade ports. From just two small wharves at the time of the port's opening 140 years ago, little by little, the port has expanded its facilities and continued to develop into the 7,377 hectare, 218 berth (21 container) port of today.

Since the time modern technologies from Europe and the US, and various cultures were introduced to the Port of Yokohama at the end of the last century, the port has played an extremely important role in the modernisation of Japan and also the development of the Japanese economy. Nowadays, the port



is earnestly making efforts to further improve services and port facilities for the 21st century.

Since 1997, we have been aiming to improve services for our users. Our "Creation of A User Friendly Port" plan aims to introduce new port entry fees and quay use incentives in the early stages, and then reduce other charges such as pilotage and tugboats, in an effort to reduce total port charges for users. Furthermore, the long-awaited construction of Bay Bridge National Road 357 will greatly reduce transport costs between Honmoku and Daikoku Piers. We are also implementing other measures in order to become a more "User Friendly Port".

We also have a number of projects already completed or underway to increase the number of areas where citizens, large numbers of whom feel great affection for the port, can enjoy the sea. Last year, in the Bayside Marina area, one of this country's few factory outlet shopping centres was opened. It has been visited by a great number of people and its success has reinforced our belief that citizens wish to see more leisure facilities near to the sea.

In March of this year, our giant ferris wheel was re-opened in Cosmo World fun park, which is located in the Shinko district – the origin of the modern day port. In Autumn of this year, "World Porters" – a base for business and the display of imported goods – and the "Seamens Centre" – a centre not only for use by seamen but also by citizens – are other new facilities soon to be opened in this district. Historic sites have been restored to create new facilities such as Unga Park, an area that used to be a canal within the port and which is connected by Kishamichi, a promenade created using part of an old railway bridge, which will also open in this district. To commemorate the transformation of this area we will be holding the first of many future events there this Autumn.

At the Port of Yokohama, we see our 140th anniversary as being a catalyst for the transition to a more and more "User Friendly Port" for our users and a more pleasurable port for the people. I would like to take this opportunity to humbly ask for your continued support and co-operation in the future.

Tadahiko Kanechika
Director General, Port & Harbour
Bureau
City of Yokohama
March 1999

(Port News)

To Make Yokohama Port More 'User Friendly'

1. Revision of port charges

The following incentive system will be introduced from July 1999

1. To attract cargo

50% reduction of port entry fee for container vessels carrying over 1,500 TEU
30% for vessels carrying 1,000-1,499 TEU

2. To attract new routes

Port entry fee and quay use fee will be exempted for 1st vessel of any new liner route to use public or YPDC piers

3. To solve Monday congestion problem

For vessels that arrive on Sunday and load/unload on Monday, quay use charges will be waived until loading/unloading time (8:30am) on Monday mornings

2. Revision of the compulsory pilotage system

After the results of an investigation by the Maritime Safety Sailors' Education Council, compulsory pilotage for vessels between the existing range of 300 gross tons to 3,000 gross tons will be withdrawn. Studies of safety continue to be carried out by related organisations. There are plans to investigate withdrawing compulsory pilotage for vessels up to 10,000 gross tons according to the progress of port construction.

3. Sunday handling will be made available on demand

4. Construction of the Bay Bridge National Road 357

It has been decided to construct National Road 357, which will incorporate Yokohama Bay Bridge. This will mean it will not be necessary to pay the present toll (large vehicle ¥1,000) necessary for using the highway to move from Honmoku Pier to Daikoku Pier.

5. Port Information Service Centre (tentative name)

The Ministry of Transport has commented that the planned Port Information Service Centre (tentative name) will be established in Yokohama. It is assumed that if this is the case then it will be established in the currently under construction World Porters facility in the Shinko district.

This centre will establish and EDI (electronic data interchange) system to simplify and speed up port procedures with port management and the harbour master. Through EDI, applications for

port entry/exit will be able to take place from anywhere in the country.

6. Simplifying and speeding up port entry/exit procedures

We have taken measures to enable the permits and forms that must be sent or received from customs or the Port and Harbour Bureau to be sent in one go by fax so as to speed up and simplify the process of port entry/exit. In this way, from now on, the port entry reports that vessels had to hand in to immigration, customs and quarantine will become one form (the former 34 items have been reduced to 21). One by one we plan to further simplify procedures.
(Port News)

Auckland: Cargo Volumes Up Despite Tough Times

CARGO volumes are continuing to increase at Ports of Auckland in spite of the tough economic environment faced by many importers and exporters.

The volume growth is a result of a general increase in cargo containerisation and Auckland's strengthening position as New Zealand's hub port, says the company's Chief Executive, Geoff Vazey.

"The trend for shipping lines to hub their new Zealand or North Island container operations on one port means Auckland offers faster and more frequent services. We average services to all of New Zealand's major trading destinations every day of the week and every 12 hours to Australia," he says.

Container volumes through Ports of Auckland grew nearly 4.5% in the first half of the company's current financial year.

Auckland handled 262,600 TEUs (twenty foot equivalent container units). Breakbulk volumes increased 14% to 1.8 million tonnes, with the resurgence in car imports to more than 54,000 new and used cars. There were 999 ship calls.

Mr Vazey says that shipping lines are bringing bigger ships into service, resulting in a drop in total ship calls. With bigger vessels, the average container exchange per call is increasing and total volumes continue to grow. Ships over 20,000 gross tonnes now account for 30% of all ship calls to Auckland.

Ports of Auckland is the largest container port in the country, with 68% of the North Island market share and 51% of the country's total container volumes.

Mr Vazey says there has been particu-

larly strong growth in containers handled from shipping lines that use Auckland as a hub for their New Zealand container operations and in international transshipments.

"Auckland is now frequently used to transship containers to Australia, the Pacific Islands and even further afield, as shipping lines are working harder to cut costs by balancing their cargo flows for maximum efficiency."

Mr Vazey says that many major shipping lines are moving to timetable services, which involve fixed day, weekly or fortnightly schedules, in order to improve their efficiency. Many lines that call at Auckland are beginning to operate to such schedules.

"An interesting feature of this trend is that many lines concentrate their Auckland calls between Friday and Sunday, to meet export production schedules and so that imports can be delivered over the weekend, in time for the start of the working week. This is consistent with the move towards just-in-time inventory management."

(Port Report)

ANZDL First Customer to Use Metroport Auckland

METROPORT Auckland – the Port of Tauranga's new inland port – has secured its first customer.

Australia – New Zealand Direct Line (ANZDL) has announced it will become the first shipping line to use the fully integrated Metroport Auckland service for the aggregation and distribution of import and export cargo. As a consequence ANZDL will be moving to the Port of Tauranga as part of its fixed day weekly service on the North America/Australia/New Zealand trade lanes.

Port of Tauranga Chief Executive Jon Mayson says ANZDL was quick to recognise the benefits of using an inland port facility in Auckland's southern business precinct.

"While we are having ongoing discussions with several shipping lines, ANZDL was determined to show that it meant business. We welcome this opportunity to provide straightforward shipping solutions to a new customer."

"ANZDL's philosophy of 'making shipping easy' by providing complete transport packages is a natural fit with the Port's aim of delivering choice, innovation and quality in our services to ship-

ping lines, importers and exporters.

"The participation of Tranz Rail, which provides the rail link between Tauranga and METROPORT AUCKLAND, means the service will provide direct delivery of cargo into South Auckland without having to rely on Auckland's congested roading and motorway systems.

"Our aim has been to develop a logical, efficient and seamless alternative port service in the Auckland region which achieves customer satisfaction.

"ANZDL's decision to become METROPORT AUCKLAND's first customer is of tremendous significance to all those involved in bringing New Zealand's first full-service inland port to fruition," says Mr Mayson.

Brisbane Announces Business Park Plan

THE release of a 30 hectare site, to be known as the Port of Brisbane Business Park, is central to the plan to attract a range of local, national and international commercial and industrial operations to the port, regarded as the most integrated capital-city port complex in the country.

The announcement coincides with the release of another holding of PBC land at Eagle Farm, on the Hamilton Reach of the Brisbane River. A 26 hectare tract of land is being marketed to a range of light industrial and commercial operators under the title Eagle Farm Estate.

Speaking at the official launch of the Fisherman Islands Business Park, Property Development Consultant to the Port of Brisbane Corporation, John Tormey, said that the release comes at a point of strong performance at the port.

Mr Tormey added that the anticipated continued growth in port operations, combined with the availability of inter-modal transport services infrastructure, will underpin the Business Park's viability for a wide range of users.

"The availability of space to expand, access to a rail, road and air transport network, and access to the streamlined facilities-management services provided by the Corporation are likely to broaden the number of businesses and industries attracted to the locale."

PBC will retain control over the Business Park under leasehold arrangements with tenants.

The Corporation will provide design and construct services, with the outcome expected to generate operational and facilities efficiencies for tenants,

while maintaining the overall integrity of the Business Park, the expanding port operations and ecosystem.

The plan for the Port of Brisbane Business Park extends to the inclusion of a range of recreational amenities including coffee shops, convenience stores and sports facilities.

A new port road, currently under negotiation with government, will lead to further efficiencies in the port's transport network.

PBC Chief Executive Officer, Graham Mulligan, said that Brisbane is the only capital city port in Australia which is not landlocked or congested.

"We see this as a real opportunity to further expand the operations of the port. We are up to five sailing days closer to South East Asia than our counterparts, and we have significant capacity to provide efficient turnaround for even the largest vessels," Mr Mulligan said.

He added that the Corporation has forecast continued growth of at least 5% per annum in container operations.

Port Wellington Achieves World-class Rating

PORT Wellington Limited has achieved world-class accreditation, for its management systems, with the award of a level six rating by the international certification company Det Norske Veritas (DNV).

DNV's accreditation system has ten levels. No company in the world has yet achieved level ten. Port Wellington is the only port company in New Zealand to have achieved level six accreditation.

The system measures a company's management systems, including safety precautions, health protection, injury prevention, damage control, emergency plans, oil pollution response and environmental safeguards, against world class standards. Around 20% of Fortune 500 companies have adopted the programme.

Port Wellington Chief Executive Ken Harris said: "The result is a credit not only to the company but to every member of our staff. They have shown dedication and commitment of the highest order to ensure that Port Wellington is seen as a truly quality organisation operating to world's best practices."

Mr Harris said among the benefits of introducing the DNV systems at the Port were reduced operating costs, due to reduction in accident levels; reduction in corporate risk and associated insurance

costs; a culture which was customer focussed, commercially orientated and driven by a quality ethic and ensuring the company met its responsibilities for occupational safety and health.

"We are obviously delighted with the result but we will not be resting on our laurels. We will be audited again in 18 to 21 months time to ensure that we become even better at what we do and to maintain this lead over our competitors."

New General Manager of Philippine Ports Authority

Juan O. Peña's Acceptance Speech

MAY I start my speech by giving due recognition and gratitude to the people who have given me their trust and confidence to become the new General Manager of the Phil. Ports Authority. To His Excellency Pres. Joseph Ejercito Estrada; to the Honorable Department of Transportation and Communication Secretary, Vicente Casal Rivera, Jr. and to all the others who encouraged my acceptance of a new challenge in my career, thank you very much.

Joining a new organization is always exciting and challenging. It is not any different with me. But joining the PPA does not really give me a strange feeling because, after all, I have been in the shipping industry in the last 22 years. So you might say that I know the turf, but, still the challenge is there; and I am excited.

Responsibility

I fully realize what a great responsibility it is to head an organization which has already been successful under its series of previous stewardships. I know that I have a hard act to follow. Added to this is the realization that PPA is vital cog in our country's economic and commercial development. The success or failure of PPA's programs has a strong effect in our pursuit of our recognition as a newly industrialized country.

Perhaps, because I have been a man of the port, it was not difficult for me to see this appointment as a means of going forward with my commitment of doing my share for our country now that the President of the Republic through Secretary Rivera wants transportation to be given emphasis in the new administration and the PPA will be given a big part of Malacanang's attention on this

score.

At this point, you may probably be wondering what my agenda would be and what policies I will be working on. We know it is too early to issue policy statements. After all, policies have to be thoroughly discussed with all concerned to ensure their utmost effect. Furthermore, I am coming in the middle of the year where some programs have already been set.

Observations

Allow me, however, to mention some observations about the PPA which I gathered as a private businessman, and which, I think are worth immediate studying in relation to the platform of government which has been expounded by President Estrada.

As I look around, I can see interesting faces, some of them familiar faces—faces of people who, I know, through their efforts have contributed to what the PPA is now. These are the career people who have stood by the Port Authority all throughout different administrations.

The first thing, therefore, that comes into my mind is to ensure that career people in the PPA be given the chance to grow professionally.

I am aware that the top positions in PPA have traditionally been filled up by appointees from the outside. This time, I feel, we should ensure that the accomplishments and sacrifices of career employees be recognized with better rewards.

I have, therefore, worked for the filling up of the remaining top positions with people from inside the PPA. Except for the usual confidential staff of the General Manager, I will join the PPA alone and will depend on existing personnel to administer the office.

Market Oriented

I have observed the PPA to be a strong regulatory authority. I do not look at this negatively because a port authority has to regulate.

Being a marketing man however, I am tempted to say that perhaps, we should at this time, without sacrificing our regulatory authority, be more market oriented. A lot of good things can be achieved by good marketing, in fact sometimes in better ways than using regulations.

Gone are the days when the port simply waited for clients to find it. Now, international competition demands that we go out there and tell the world we exist, that we have the facilities to handle their cargo efficiently, that our services, rates and charges make us the best alternatives to move their goods

and lessen their overhead.

It becomes a major importance that port labor, port police and port management must be sufficiently reoriented to deliver customer-friendly service. All personnel down the line, whether he is a front-desk clerk responding to a port customer, or the top honcho of a management or office in the PPA, must bear in mind the maxim that "The Customer is King." Whether he is the president of a company or a secretary or a messenger, all are to be treated with the same degree of deference and respect. President Estrada wants us to give the service that our clients deserve. And by doing so, we create the environment where business can do well.

As I said in the beginning, it is hard to take over from a successful leadership. It will indeed be a tough act to follow. I will therefore start by going forward with our successful programs and policies, and, to a lesser degree, reforming or otherwise initiating changes on those that need clearer direction or more realistic objectives in line with President Estrada's national program.

We are aware that the new administration has inherited a government which will be working with a possible P36.8 billion budget deficit, domestic debt of P762 billion and foreign debt of about \$45.6 billion.

The usual case of borrowing and spending in port projects will therefore be cut down. Thus, we may have to review the most urgently needed port projects which require large infrastructure investment.

Projects that need major infusion of funds shall be offered to the private sector under a carefully studied privatization scheme.

However, these offering must be at beneficial terms to encourage private investments. Otherwise, those grandiose projects may just gather dust and become unimplementable. Government doesn't have the money to finance them, and the private sector won't touch them because of onerous terms and painful social consequences.

We are on the centennial of our founding as an independent nation and the Philippines is at a crossroads. It is blessed with an abundance of nature, but it is still a struggling developing nation. It is beset by a number of challenges such as the currency problem, the external debt, poverty incidence and criminality. But whatever happens we have to come to grips with our destiny as a people. We must take the initiative to collectively help push the development of our country in the manner we

can best do it – which in our case, is through port development and operation – but this time, with market orientation.

My management style includes consultation, and I will be expecting feedbacks from all the staff so that together we can move the organization forward. If we pull together, if we work as a team, if we do not allow personal differences to cloud our judgement, if we strive mightily to steer the ship to the harbor, then we can forge ahead for our country and its seventy million people.

I wish to end my speech with a special congratulatory statement to all you deserving officials and employees of the Philippine Ports Authority. The PPA celebrated its 24th anniversary last July 11, and I am happy to have come into the organization at this special time.

The PPA has been one among the professionally run government enterprises. You have been doing a good job. Congratulations – and thank you very much.

(Port News)

Singapore: MPA Conducts Training Course on MOU

THE Maritime and Port Authority of Singapore (MPA) conducted the first training course under the Singapore-IMO TCTP MOU from 5 to 14 April 1999. 25 participants from 10 countries attended the eight-day IMO Model Course 3.12 on *Examination and Certification of Seafarers*. They include participants from Bangladesh, China, India, Indonesia, Iran, Myanmar, Pakistan, Philippines, Sri Lanka and Vietnam. It was held at the Shipping Division of MPA. Officers from the Shipping Division and the National Maritime Academy conducted the training.

Mr Chen Tze Penn, MPA Director-General, said, "The series of training courses to be conducted by the MPA under the TCTP underscores our close partnership with the International Maritime Organisation in the provision of quality training to enhance maritime safety, and to prevent and control pollution."

Participants who undergo the IMO Model Course 3.12 will be equipped with the necessary skills and knowledge to examine shipmasters, mates and engineer officers for competence. The course covers areas such as international obligations, certification requirements and maintenance of standards. International rules and standards

of IMO Conventions, and guidelines on administering examinations leading to the certification of the many categories of mariners will also be taught.

The Singapore-IMO TCTP MOU was established on 1 September 1998. It provides technical assistance to developing countries in areas where Singapore has acquired expertise. Under this MOU, Singapore will work with the IMO to provide technical assistance and sponsor training programmes to developing countries in Asia-Pacific and Africa, to enhance their capability to comply with and implement international rules and standards set by the IMO. The TCTP, which began in 1999, will run for two years. A series of training programmes will be held in Singapore. In addition, local experts will also be sent to participate in training courses held overseas on behalf of the IMO.

PSA to Develop, Operate Muara Terminal in Brunei

PSA Corporation has received the Letter of Award to develop, manage and operate Muara Container Terminal (MCT) from the Government of Negara Brunei Darussalam. PSA, in partnership with Archipelago Development Corporation (ADC), a local privately-owned company, won the award amid stiff competition from international port operators through an open tender. The result of the tender was announced on 2 March 99 in Negara Brunei Darussalam.

The MCT project is the first major privatised project to be awarded by the Government of Negara Brunei Darussalam. MCT is significant to shipping because of its strategic location in the BIMP-EAGA (Brunei, Indonesia, Malaysia, Philippines and the East Asian Growth Area).

Dr Yeo Ning Hong, Chairman, PSA Corporation, said, "PSA Corporation is privileged to receive the Letter of Award from the Government of Negara Brunei Darussalam. We appreciate the vote of confidence given to us from our partners and the Government of Negara Brunei Darussalam to develop a full-fledged container terminal at Muara Port. PSA shares the vision that MCT has great potential for development into a purpose-built container terminal. We will give our full support to this project. The partnership between PSA and Archipelago Development Corporation will enable MCT to meet the shipping

needs of the region by offering customised services and a wide network of shipping connections."

Plans Adjusted for Bangkok, Laem Chabang

PORT Authority of Thailand (PAT) adjusted its development plans for Bangkok Port (BP) and Laem Chabang Port (LCP) in 1999 in accordance with the current economic condition and the state policies of the 8th National Economic and Social Development Plan (1997-2001).

The focal points include improvement of its service up to international standard, to promote the export industry as well as to support the recovery of the Thai economy.

Only the urgently needed and the undergoing long-term projects will be proceeded. Projects at BP include resurfacing the back-up area at the East Quay to facilitate loading and unloading of containers, improvement of dangerous cargo warehouse and storage area according to IMO standard, improvement of computer systems to tackle with the Y2K problems, and the procurement of two rail-mounted shoreside gantry cranes to replace the existing ones.

At LCP, the main project is to complete the second phase of construction project stage one, which is the long-term project aimed to boost the port's capacity to handle an increasing number of containers in the future.

ISO 9002 Certificate For PAT's Help Desk

IN December 1998, PAT's Help Desk for Port Users attained the ISO 9002 certificate from Lloyd's Register Quality Assurance Ltd., a well recognized certification agency.

The Help Desk for Port Users is PAT's first unit to apply for the ISO 9002 quality system, as its main task is to solve preliminary obstacles in port services and to process customer's complaints to remedy the problems with all speed as they arise. This function is a key factor in the overall improvement of port services that will ensure the customers of fast, efficient and transparent services.

PAT plans to adopt the ISO 9002 quality system in other service units and is currently applying for a certificate for the services of dangerous goods at BP.



Join us in IAPH's endeavours to pursue

World Peace Through World Trade World Trade Through World Ports

IAPH supports all efforts to prevent illegal trafficking of drugs!

Drug Trafficking through seaports is a global problem requiring vigilance and the co-operation of the World's Port Communities.

World Ports must accept their responsibility to the World Community by working together to enhance security measures and improve communication of information to fight the illegal movement of drugs through ports.

The *International Association of Ports and Harbors* (IAPH) fully supports the efforts and initiatives of the World Customs Organization (WCO) in their fight against the illegal trafficking of drugs through ports.



IAPH will meet in Montreal Canada
from 19 to 26 May, 2001.
at its 22nd World Ports Conference

Conference Host: **Montreal Port Authority**

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INVESTING FOR GROWTH



The Port of Southampton – able to handle the world's largest container vessels

As Britain's largest ports business, handling one quarter of the UK's seaborne trade, Associated British Ports plays a significant role in contributing to the health of the UK economy, facilitating the movement of exports and imports and investing for growth.

The recent completion of the main channel dredge at our Port of Southampton is just one example of our commitment to growth. The port now has the capacity to handle the world's largest container vessels, fully laden.

At the Port of Immingham, the Humber International Terminal, a new

deep-water general-cargo facility, will enable port users to take further advantage of Immingham's strategic location in the UK and in the North Sea shipping lanes. ABP is committed to ensuring that its ports' services and facilities are continually being developed and improved to handle cargoes faster, more efficiently and competitively.

We are broadening the base of our business both in the UK and overseas and our recent acquisitions of American Port Services and Exxtor Shipping Services will help us to ensure that ABP remains one of the major players on the international ports scene.

**ABP ASSOCIATED
BRITISH PORTS**

Britain's largest ports business

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