

IAPH Officers

(1999 - 2001)

President
Dominic J Taddeo
President & Chief Executive Officer
Montreal Port Authority
Canada

First Vice-President
Akio Someya
Executive Vice President
Nagoya Port Authority
Japan

Second Vice-President
Pieter Struijs
Vice Chairman/Executive Director
Shipping
Rotterdam Municipal Port Management
Netherlands

Third Vice-President
H. Thomas Kornegay
Executive Director
Port of Houston
USA

Immediate Past President
Jean Smaghe
Executive Vice-President
International Affairs of
Association of French
Ports (UPACCIM)
France

Secretary General
Satoshi Inoue
IAPH Head Office
Tokyo
Japan



SYDNEY received the "Best Destination" award from CCL Marine, publishers of *International Cruise and Ferry Review* and *Dream World Cruise Destinations* at the recent Miami Seatrade Conference. The award is based on a survey of international cruise lines asked to nominate the port with "the best balance of port facilities, infrastructure, services, and ease of use to complement its attractions and total experience". Related article on page 41.

Contents

Happy New Millennium!

President Taddeo, Secretary General Inoue3

IAPH ANNOUNCEMENTS & NEWS

Y2K: IAPH Members on the First Day of 20004

President Taddeo Cut Ribbon to Open New IAPH Headquarters5

IAPH Office Inauguration Speeches

Dominic J. Taddeo7

Goon Kok Loon8

John Hayes of Sydney Appointed AAPMA President8

2000 Membership Dues: Invoices Sent to Members • Kuala Lumpur

Conference Proceedings Completed.....9

IAPH Secretary General Addresses ASEAN Ports Meeting in Bali10

Pan-African Association for Port Cooperation Launched • IAPH/IMO

Interface Group: Minutes of October 25 Meeting11

IMO Reports: IMO Facilitation Committee and SPI Working Group Meetings12

The IMO-MEPC debate "Harmful Effects of the Use of Antifouling Paints for

Ships, including TBT"13

Obituary: Tadayoshi Yamada, former Chairman of WTCA • Visitors14

OPEN FORUM

Ports and Harbours - A Global Scenario by Jose Paul, Mormugao16

The Ballast Water Problem - Where to from here?18

The Future Direction of Regulatory Control by Clive Davidson, AMSA22

INTERNATIONAL MARITIME INFORMATION

E-Commerce in Ports on February 24, 25 at Amsterdam • TransEurasia

2000 October 25-28 at Istanbul • 25th International Conference

of ICHCA May 14-18 in Rotterdam25

3-Day TOC Asia 2000 in Dubai March 7-9 • Master in Transport and

Maritime Management, Antwerp26

Ships' Waste in the Marine Environment27

ICSW Starts Worldwide Survey on IT Resources • Second Conference

on Maritime Terminology at Turku30

New Publications31

WORLD PORT NEWS

The Americas

Containers Handled by Latin America Up 16%33

Long Beach: November Exports Highest in Two Years • 1 Million TEUs

in 1999 at Hanjin Terminal • Clinton Visits Seattle, Praises Its Role in Trade34

Seattle: Ground Broken for Terminal 18 Expansion35

Africa/Europe

The Importance of Value Added Services in Port Marketing36

Rotterdam Management on More Independent Basis37

Port of Sines Engine of Development for Portugal38

Consortium to Work on Bilbao Container Terminal39

David Jeffery Appointed to Order of CBE40

Asia/Oceania

KHB and Hamburg Sign Sister for Pact • Brisbane: Land Bridging Fuels Future Growth40

New Passenger Terminal Opens in Sydney • 3 New Straddle Carriers

Added at Port of Tauranga41

Kawasaki Mission Visits Danang for Info Swap • EDI System in Kobe

Improves Efficiency42

Yokohama Building Unique Passenger Terminal43

Yokohama's Navios for Lodging and Recreation • PSA, Samsung Will

Develop Incheon Terminal44

Happy New Millennium!

WHAT a privilege to share with you, the members, colleagues and friends of IAPH, this auspicious time to make our mark on maritime history. We have much to celebrate and much to do.



We can be proud that in 1999 IAPH took the necessary steps to be ready to spearhead change and anticipate emerging needs. Since IAPH approved a new structure at the Kuala Lumpur meeting in May, it was able to evaluate the results in action at the first Executive Committee meeting in Montreal in October. Not long after the creation of the Membership Committee under the new structure, we welcomed the Port of Napier, New Zealand in June, Mumbai Port Trust, India in August, Shenzhen Municipal Port Authority, China in November and Cochin Port Trust in India in December. And in January this year, the Port of Livorno, Italy, informed Tokyo of its decision to join IAPH. Similarly, the idea to move our Head Office was launched in May and carried out by December.

The momentum that flowed from the new structure and the renewed commitment to get closer to our members has been nothing if not dynamic.

We can expect ports and harbours around the world to strive to keep up with the productivity gains and the enormous volume of global trade that moves through ports. Satellite tracking, electronically optimized vessel loading, and integrated identification/recognition systems reflect the integrated technological progress we have made, while the increased size of shipping capacity and displacements create a sense of urgency for such infrastructure improvements as enhanced water and land access in ports, new cranes to offload cargo and new intermodal access.



More than ever, we have a duty to fulfill our commitment to world peace through world trade by making world trade through world ports viable for all nations, developed and developing alike.

If 1999 was a year of transition, it was also a year of challenges. Y2K issues were addressed through well-coordinated efforts to gather and share information and develop strategies. Earthquakes in Mexico, Taiwan and Turkey put us to the test. IAPH promptly called for external technical support from IAPH members and other organizations to tackle the oil spills from the Turpoh oil refinery, which led to large-scale skimming operations in the area.

These examples point to a communications challenge. The world should know what a difference we can make in a crisis and how critical world ports and IAPH are to the global economy. Improved internal and external communications are a priority.

Another priority is to continue to expand our membership base. To do so, in addition to our streamlined structure and focus on better communications, we have made an IAPH research database a priority. After all, satisfied members who reap the benefits of targeted up-to-date research adapted to their needs make a convincing argument to join IAPH.

We invite you to help shape our legacy through more input, more interaction and more active participation. Expect more! It seems only fitting in a Year of the Dragon to fire our imaginations and proceed boldly until we meet again in Montreal in 2001.

Until then, may your most cherished wishes and dreams come true,

Dominic J. Taddeo
President

Satoshi Inoue
Secretary General

IAPH ANNOUNCEMENTS AND NEWS

IAPH Members on the First Day of 2000 Tokyo Head Office monitors Y2K results at member ports

ON 21 December 1999, IAPH Secretary General Dr. Satoshi Inoue sent a circular to all Regular Members seeking their cooperation in communicating with him, by fax or e-mail, on how the first day of January had gone at their respective ports in view of all their efforts to avoid any Y2K problems.

Dr. Inoue commented, "We definitely know that no news is good news. However, concerning this particular millennium story, we need your input," and encouraged the members to send Tokyo a simple message to explain if all had gone smoothly or whether something untoward happened, by selecting one of the options on the answer form shown below:

My Port on January 1, 2000

- January 1, 2000 was yet another smooth day.
- Our contingency plan dealt with everything that happened, whether Y2K-related or not.
- Comments, if any

Actually, Secretary General Inoue who, together with Mr. Kondoh and Mr. Nagai, had spent 24 hours at the Head Office from the previous evening, sent his first report on the results to the President, Vice-Presidents, immediate past president, Exco members and the other nine selected port organizations from the three regions, with a copy to Captain Commander David Roundy, US Coast Guard (USCG).

In his report, which was dispatched to IAPH officers and Exco members from Tokyo at 20:00 on January 1, 2000, the Secretary General outlined the results as follows:

Real-time Input by IAPH member ports:

With our sincere thanks and appreciation, we would like to record the following ports (listed in geographical order from the +12 GMT to the -12 GMT time zone) as having supplied us with timely information on the smooth course of their Y2K preparedness programs during the transition to January 1, 2000:

Auckland
Sydney
Tokyo

Nagoya
Kobe
Keelung
Hong Kong
Singapore
Mormugao
Qaboos
Houston

Such information was posted in the IAPH homepage accordingly and was duly passed to the USCG officer who liaised the global coordination work for the Y2K. Separately but prior to Friday midnight, we had been in receipt of safety statements from the Port of Shanghai and Associated British Ports. Furthermore, in response to request, information was supplied to the Port of Houston, Port Sultan Qaboos of Oman and Japan's Ministry of Transport via its Y2K task force team, for which we received thanks.

Coordination with the USCG: This office has been acting as a POC (Point of Contract) for the USCG during the period starting from 2000, Friday 31 December 1999 till 2000 Saturday, 1 January 2000, during which time we answered four USCG telephone reports, and received seven interim reports by e-mail. The 7th report in essence reads: Situation. No confirmed Y2K-related events. Some minor malfunctions were reported that were described as possibly Y2K-related. No known negative impact on vessel or waterway safety.

We are pleased to inform you that no serious irregularities or problems have been reported as of now. We believe that this is a culmination of the efforts exerted by all the parties involved. Amongst other things, we believe that the USCG should be congratulated for their initiative as their leadership and support truly contributed to the successful Y2K transition all over the world.

In ending our function as a POC with the USCG, I thank you and wish you a Happy New Year!

More reports from IAPH member ports: Furthermore, by 17 January, the following listed ports had returned their completed answers to the Y2K questionnaire from the Secretary General, all confirming that no serious incidents had happened at

their ports.

List of Ports which returned the questionnaires (in order of receipt of the forms at the Tokyo Head Office):

Amsterdam
Los Angeles
South Carolina State Ports
Tallinn
Helsinki
Saigon
Port Klang
Copenhagen
Pusan
Göteborg
Shanghai
Rotterdam
Johor
Point Lisas
Long Beach
Reykjavik
Hiroshima
Nanaimo
Rouen
Yokkaichi
Maldives Ports Autho.
Gladstone
Port Authority of Thailand
Halifax
Jawaharlal Nehru
Aalborg
Montreal
Zhanjiang
Napier
Le Havre
Maritime & Ports Authority of Fiji
Devonport
London
Kuching
Hamburg
Karachi
New York & New Jersey
Tanzania Harbours Autho
Kuantan
Dunkerque
Nantes-Saint Nazaire
Kushiro
Fremantle
Constantza
Sakai-Semboku
Tacoma
Cork
Sines
Sudan Port Autho.
Taranaki
Limassol-Larnaca
Helsingborg
Shimizu
Dar Es Salaam
Mumbai
Vladivostok
Dae es Salaam
Puertos del Estado, Spain
Sept-Iles
Chiba
Cayman Islands
Penang
Barcelona
Quebec
Philippine Ports Authority



President Taddeo Cuts Ribbon to Open New IAPH Headquarters

Ribbon cutting ceremony at the entrance of the new IAPH Head Office, where portrait photographs of the President, Vice Presidents and the immediate Past President are displayed. Pictured from left, Mr. Kohmura (Honorary Member), Secretary General Emeritus Kusaka, Secretary General Inoue, President Taddeo, Mr. Goon and Dr. Someya.

ON the evening of Wednesday, December 15, Mr. Dominic J. Taddeo, President of IAPH, who had flown into Tokyo two days before, officiated at the opening of the new IAPH Head Office on the fifth floor of the New Pier Takeshiba North Tower on Tokyo's waterfront before 100 people who had gathered to celebrate the occasion.

President Taddeo cut the ribbon to open the new headquarters, as First Vice President Dr. Akio Someya from Nagoya, Mr. Goon Kok Loon, IAPH Executive Committee Member from Singapore, Dr. Satoshi Inoue, Secretary General of IAPH, together with the guests of the evening, looked on.

The IAPH officers signed an IAPH guest book recording the first visitors to the new IAPH Head Office. They enjoyed a twilight view of Tokyo Bay where a number of cruise vessels and restaurant boats crossing under the illuminated Rainbow Bridge.

Ushered by the IAPH officers, the guests moved down to "Kowan (Ports and Harbors) Hall" on the first floor of the

building, where a reception was hosted by the IAPH Head Office jointly with the IAPH Foundation. Mr. Taddeo addressed the gathering and then unveiled the oil painting, "Rue Notre-Dame, Montréal", by the notable contemporary Canadian artist Serge Brunoni.

Mr. Yasuhiro Kawashima, Director General, Ports and Harbors Bureau, Japan's Ministry of Transport (MOT), delivered his address of congratulation, saying that the new premises on the waterfront were ideal for the IAPH Head Office. He further said, "As an IAPH Regular Member, the MOT will continue to support the work of this unique organization with its headquarters located in Tokyo, for the furtherance of the Association's development for increased benefit of not only those in IAPH but of all in the port industry."

During the reception, participants heard the "IAPH Theme Song" introduced at the Kuala Lumpur Conference in May 1999. The speeches by Mr. Taddeo and Mr. Goon are introduced in this issue.



President Taddeo signs a guest book as the first visitor to the new IAPH Head Office, with Secretary General Inoue, looking on.



Some 100 people gather to celebrate the opening of the new Tokyo Head Office.

IAPH ANNOUNCEMENTS & NEWS



Mr. Goon presents a PSA plate to Dr. Inoue. A flag of the Nagoya Port Authority is seen in the backdrop.



A painting of a scene of a street of Montreal is presented to Dr. Inoue (extreme right) by Mr. Taddeo (second from left). Mr. Kusaka, former Secretary General (extreme left) and Mr. Goon are also pictured.



Mr. Kawashima, MOT, delivers his congratulatory address



A view from the IAPH window



People chatting with their IAPH friends while they wait for the opening ceremony.



On 14 December, President Taddeo (center), accompanied by Secretary General Inoue, made a courtesy call on Tokyo Metropolitan Government, where they were welcomed by Mr. Katsuumi Namikoshi, Director General, Bureau of Ports & Harbors.



On 15 December, IAPH President Mr. Taddeo and Secretary General Dr. Inoue, visited the City of Yokohama, where they were welcomed by Mr. Hidenobu Takahide, Mayor of Yokohama, and Mr. Tadahiko Kanechika, Director General, Ports & Harbors Bureau. Pictured from left: Dr. Inoue, Messrs. Taddeo, Takahide and Kanechika.

Head Office Inauguration Speech

Tokyo, Japan, December 15, 1999

Mr. Dominic J. Taddeo

President, IAPH

President-Chief Executive Officer, Montreal Port Authority

THANK you, *arigato gozaimasu.*

Mr. Yasuhiro Kawashima, Director General, Ports and Harbors Bureau, Ministry of Transport; Mr. Hideo Kayahara, Director General, Japan Ports and Harbors Association; Mr. Kennichi Takami, Deputy Director General for Engineering, Bureau of Ports & Harbors, Tokyo Metropolitan Government; Mr. Goon Kok Loon, President, International Business, PSA Corporation Ltd., IAPH Executive Committee Member, Chairman, Human Resources Development Committee; Dr. Akio Someya, Executive Vice President, Nagoya Port Authority, IAPH First Vice President; Mr. Nobuyuki Yamamoto, Director General, Ports and Harbors Bureau, City of Kobe; Dr. Satoshi Inoue, Secretary General, and Mr. Rinnosuke Kondoh, Deputy Secretary General; Distinguished Guests, Ladies and Gentlemen, Mesdames et Messieurs:

I am indeed very honoured to be here to share this happy occasion with you. *(He then said this in Japanese, Italian and French.)*

This is a proud day for all of us who are associated with the International Association of Ports and Harbors.

It is a privilege to be among so many dignitaries from different levels of government and business organizations. On behalf of IAPH, I thank you for honouring us with your presence.

Together, today we celebrate growth and progress.

To begin with, I would like to thank everyone who made this relocation to these premises possible.

Many special thanks to Dr. Satoshi Inoue, Secretary General of IAPH, for producing the feasibility study and starting negotiations on this wonderful location in record time, and for continuing the momentum with the help of Deputy



Secretary General Rinnosuke Kondoh and the rest of their very efficient Head Office team.

I would also like to thank the President of the IAPH Foundation, Mr. Naoshi Machida, for so graciously helping us to get this project underway, for providing concrete support, and in so doing for making this relocation a tangible vote of confidence in our

future.

I would like to thank Mr. Katsumi Namikoshi, Director General of the Port of Tokyo for providing this space in their beautiful building.

I would especially like to underline the very special contribution of Dr. Akio Someya, First Vice-President of the Association from the Port of Nagoya, for moving this dossier forward. Thank you, Dr. Someya.

Of course, I also offer my sincere thanks to Second Vice-President Peter Struijs, Third Vice-President Tom Kornegay, immediate Past President Jean Smagghe and Mr. Ron Snodgrass, Chair of the Finance Committee, for their understanding and full support of this decision.

A very special thanks to Mr. Hiroshi Kusaka and the late Dr. Hajime Sato, former Secretaries General, and the late Mr. Shizuo Asada, Past President of the IAPH Foundation, for their groundbreaking contributions over the years.

From the moment I requested a feasibility report on relocating the Head Office, the entire process has demonstrated the finest qualities of IAPH:

- **a rapid response; and**
- **co-ordinated action**

always with a clear focus on how best to achieve our objectives and serve our members better from our Tokyo Head Office.

As you are aware, at the 21st World Ports Conference in Kuala Lumpur, the members of IAPH approved a new structure resulting from the conclusions of the IAPH 2000 Special Task Force to allow us to better respond to the challenges of the new millennium.

Appropriate offices and modernized equipment were therefore needed to allow IAPH to take its rightful place in the maritime world and carry out its global role more effectively. The dawn of the new century called for a strategic resource centre.

The Tokyo Head Office is now set up to:

- **improve our internal and external communications;**
- **expand our association from its present base; and**
- **conduct research adapted to the needs of our members.**

This office is now exactly where it should be.

We are on the waterfront of one of the most vibrant cities of the world. The view is truly inspiring. As I look around, I see an incredible maritime legacy. I also see the Rainbow Bridge and a renewed boom of prosperity through sea trade all around us.

This inspires me to look ahead to all we can achieve in global maritime commerce.

We are also perfectly situated in a high-powered business and leisure centre.

We join the ranks of the major players who conduct business, hold championships and carry our major events in the New Pier Takeshiba area.

I know in my heart that future visitors will also feel this excitement. As soon as they enter these premises, they will certainly witness the renewed dynamism of the International Association of Ports and Harbors.

We can all be very proud indeed to welcome the world to our new home, which lends such eloquent credibility to our IAPH motto: World Peace Through World Trade - World Trade Through World Ports.

I am sure you all agree that we could not offer a more beautiful window on the world.

In closing, "*auguri*", "*felicitations*", "*congratulations*" and "*omedeto gozaimasu*".

I now invite you to raise your glasses for a toast.

IAPH ga kono atarashii office de sue-nagaku han-ei sareru koto wo negaimasu.

May IAPH enjoy long life and successes in its new offices.

As a special memento of this occasion, it is my privilege on behalf of the Montreal Port Authority to present this special painting of a Montreal street scene, which I trust will grace the new Head Office as a symbol of the close bond between us.

Opening of the IAPH New Office

15 December 1999

Remarks by

Mr Goon Kok Loon

President (International Business), PSA Corporation Singapore

MR. Dominic Taddeo, President, IAPH, Dr. Akio Someya, 1st Vice-President, IAPH, Mr. Yasuhiro Kawashima, Director General, Bureau of Ports & Harbors, Ministry of Transport, Mr. Naoshi Machida, President, the IAPH Foundation, Ladies and Gentlemen



prices wherever possible. In an environment where we are competing on a global scale, we are now transformed into a commercially bottom-line driven organisation. We are at every moment, constantly looking at making new investments and acquisitions world-

wide. I have just come here from an event in Korea where PSA Corporation signed an agreement with the Samsung Corporation for the development of a major privatised container terminal at Incheon, South Korea. This will be PSA Corporation's tenth port investment in

I am very happy and greatly honoured to be present here this evening at this major event in the long history of the IAPH Head Office as it relocates to new premises.

I remember my introduction to the IAPH activities when I was a young administrative officer following my then Chairman of the Port of Singapore Authority to attend a mid-term meeting in Auckland, New Zealand. I recall the various illustrious past Secretaries-General of the Association who have given so much of themselves to the IAPH, namely, Mr Akiyama, the late Dr Sato and Mr Kusaka. Of course I recall clearly when I first met the dynamic young man by the name of Kondoh-san who today is still just as dynamic, albeit a little bit less young. During this past quarter of a century or so, the Association has undergone much change, met with many challenges which have impacted upon its very existence and which even now, as we enter the new century, require us to grapple with the changing needs of our members.

We in the PSA have ourselves gone through many changes. When we first joined the IAPH, we were a Harbour Board. Then we became a Port Authority but just over two years ago now, we have become a private company. Our basic function – that of providing efficient and value-added services to shipping lines customers and the shippers – have remained about the same. But the emphasis now is very much more on meeting a much wider range of their needs in a very much shorter span of time and at reduced

the space of about 2 years. Our first investment was in Dalian, China. Since then we have invested in India, Italy, Yemen, Brunei and Portugal.

I understand that, like PSA which is evolving and changing to meet the needs of its customers, the various port and harbour bureaus and government authorities in Japan are now looking at how they would best meet the changing needs and requirements of its users. PSA Corporation is confident that in Japan, such changes will come about sooner rather than later and we stand ready to co-operate with our Japanese counterparts to participate in these changes if we are invited to do so.

As for our participation in the IAPH, I reiterate that we are happy to continue being a member of the Association and look forward to contributing to the affairs of IAPH in the years to come.

Once again I would like to express my heartfelt appreciation of being invited to this auspicious event and to wish the Secretary General, Dr. Inoue and all his staff the very best for the coming year and into the new millennium.

John Hayes of Sydney Appointed President of AAPMA

ON November 24, the IAPH Head Office was informed by Mr. John Hirst, Executive Director, the Association of Australian Ports and Marine Authorities Incorporated (AAPMA), that Mr. John Hayes, Executive Officer, Policy and Planning, Sydney Ports Corporation, has been



appointed as President of AAPMA to hold office until the end of October 2000.

Mr. Hayes has been a Vice President and Executive Committee Member of AAPMA for many years and takes a most active role in all aspects of the Association's work.

Mr. Hayes is a Director and Executive Committee Member of IAPH as well as Chairing the Port Planning & Construction Committee.

CORRECTION

IN the article announcing the new location of the Tokyo Head Office appearing on page 7 of the previous issue, the picture introduced as "Yurikamome" was not the right one. Below is a picture of "Yurikamome", the fully-automated transit system linking Shimbashi Station, the starting point, and Ariake, the final station, in just 23 minutes. North Tower New Pier Takeshiba, where the IAPH Head Office is located, is only a minute's walk from Takeshiba Station, the next stop and three minutes from Shimbashi by "Yurikamome".



2000 Membership Dues: Invoices Sent to Members

A circular from the Secretary General of IAPH with an invoice for the Membership Dues for 2000 has been sent to all members of IAPH from the Tokyo Head Office. The documents were dated December 10, 1999. The dues level for 2000 and 2001 remains unchanged, namely SDR1,070 per unit for Regular Members, making it five consecutive years with no dues increase. It was in 1995 that the dues were last increased, by 5%.

The value of the invoice is shown in SDR. The term SDR means "Special Drawing Rights", as adopted and applied within the monetary system by the IMF (International Monetary Fund). Until the end of 1998, the currencies in the money basket included the Japanese yen, US dollar, German mark, French franc and British pound. However, effective January 1, 1999, the IMF replaced the currency amounts of German mark and French franc in the SDR valuation basket with the euro following an announcement on December 31, 1998 by the European Council. In view of this change, the table below shows the SDR value per member-

ship unit for Regular and all classes of Associate Members in the newly applied

Dues for 2000 (Exchange rates: Existed on 10 December 1999)

Items Rates	SDR	Japanese Yen	US\$	Euro	UK Pound
	1	140.937	1.37567	1.35654	0.846931
Regular					
1 unit	1,070	150,802	1,471	1,451	906
2 units	2,140	301,605	2,943	2,902	1,812
3 units	3,210	452,407	4,415	4,354	2,718
4 units	4,280	603,210	5,887	5,805	3,624
5 units	5,350	754,012	7,359	7,257	4,531
6 units	6,420	904,815	8,831	8,708	5,437
7 units	7,490	1,055,618	10,303	10,160	6,343
8 units	8,560	1,206,420	11,775	11,611	7,249
Temporary	600	84,562	825	813	508
Associate					
A-X-1, B&C	900	126,843	1,238	1,220	762
A-X-2	610	85,971	839	827	516
A-X-3	310	43,690	426	420	262
D	160	22,549	220	217	135
E	140	19,731	192	189	118

SDR stands for Special Drawing Rights as defined by IMF (International Monetary Fund).

Suggestions for Payment:

Bank: The Fuji Bank Ltd., Marunouchi Branch, Swift-code: FUJI JP JT., No. 883953

Account Holder Name: The International Association of Ports and Harbors

Please quote the Invoice Number.

SDR Valuation Basket.

The Tokyo Head Office would appreciate members remitting their dues to the IAPH account at one of the following banks rather than sending checks, as the commission on payments made by check is twice as much as that on payments directly made to one of our accounts indicated below:

Kuala Lumpur Conference Proceedings Completed

THE official Proceedings of the 21st World Ports Conference of IAPH, held in Kuala Lumpur, Malaysia from 15 to 21 May 1999, the compilation work for which had been undertaken by the Head Office staff, were published in early December and airmailed from Tokyo to all members and relevant organizations in the first week of December.

The 290-page publication consists of a four-page gravure photos in color showing various scenes involving the participants, the keynote address by Malaysia's Prime Minister Dr. Mahathir, the opening speeches by the Conference Chairperson and the President of IAPH, the minutes of the Plenary Sessions, presentations and discussions at the six Working Sessions, the final list of participants as announced by the Conference Host, and other information on the day-to-day programs and arrangements for the 21st Conference.

Secretary General Inoue, in his message addressed to IAPH members and

friends in 'Preface', reiterates his deep appreciation to our hosts, Dato' Michael Cheng, Chairman, and Datin O.C. Phang, General Manager, Port Klang Authority, and the other members of the Organizing Committee, for their efforts in planning and organizing our Conference in the impressive manner that we all experienced throughout the Conference week. Dr. Inoue also expressed his deep gratitude to Prime Minister Dr. Mahathir and Minister of Transport Dato' Dr. Ling Liong Sik for their invaluable support of the event.

Thanks to the generous arrangements made by Datin O.C. Phang, the Head Office staff were able to obtain verbatim records of all the sessions and speeches as well as photographs showing various scenes from the conference from Mr. V. Balakrishnan, PKA's Assistant General Manager (Engineering), on a timely basis.

Secretary General Inoue concluded with his words of tribute to Mr. Jean

Smagghe, who vigorously led the Conference in his capacity as President of IAPH, and to Mr. Hiroshi Kusaka, Dr. Inoue's predecessor and the fourth Secretary General of IAPH, who left IAPH at the close of the Kuala Lumpur Conference after serving first as Deputy Secretary General and then as Secretary General over the past 22 years.

Dr. Inoue also expresses his thanks to those sponsoring the production costs of the Proceedings, as listed below.

- Nagoya Port Authority, Japan
- Port of Sept-Iles, Canada
- Montreal Port Authority, Canada
- PSA Corporation Limited, Singapore
- Port Authority of Thailand, Thailand
- Port Klang Authority, Malaysia
- Klang Container Terminal Berhad, Malaysia
- Keelung Harbor Bureau, China
- Maritime Ports Administration Constantza S.A., Romania
- Tanzania Harbours Authority, Tanzania
- Port of Los Angeles, U.S.A.

ASEAN Ports Association Meets in Bali

IAPH Secretary General Addresses the Gathering

AT the kind invitation of the ASEAN PORTS ASSOCIATION (APA) extended to IAPH for the first time, Dr. Satoshi Inoue, Secretary General of IAPH, attended its 25th Annual Meeting held in Bali, Indonesia, from November 30 to December 3, 1999. The meeting was hosted by Indonesia Ports Corporation III with Mr Sumardi, Managing Director and IAPH EXCO Member, being the chairman of the Organizing Committee. Nearly 70 delegates gathered at the meeting from the seven ASEAN countries - Brunei Darussalam, Malaysia, the Philippines, Singapore, Thailand, Vietnam and Indonesia. The APA was originally founded in 1974 as the ASEAN Ports Authorities Association and took its present name in 1995 to reflect recent

increases in the number of privatized ports in the region.

At the opening session, Mr. Anwar Supriyadi, Secretary General of the Ministry delivered a speech from Mr. Agum Gumelar, Minister of Communications, Republic of Indonesia. Dr. Inoue, in his hour-long presentation, firstly reviewed recent economic and trade trends of the Asian region as well as emerging changes in the world port and maritime community. Then he introduced the major activities and achievements of the Association, stressing the need and importance for world ports to work together even more closely toward the further development of the world economy through foresighted awareness of the challenges facing the international port community in the era of globaliza-

tion.

Talking with the Secretary General, Mr. Juan O. Peña, General Manager, Philippine Ports Authority, expressed his strong interest in getting more involved in IAPH activities, for which Dr. Inoue expressed his hearty welcome and sincere appreciation. Haji Ibrahim Ali, Director, Ports Department, Ministry of Communications, Brunei Darussalam, also indicated his keen interest in joining IAPH, as his organization will be the last in the region to become a member.

On December 2, 1999, Dr. Inoue was also invited to attend the 2nd Symposium of the International Network of Affiliated Ports (INAP), which was held simultaneously in Surabaya, Indonesia. INAP was only created in 1998 among the six affiliated ports of Tanjung Perak Port, Indonesia, Subic Bay Port of the Philippines, Qingdao Port, China, the Port of New Orleans, USA, Kochi Port, Japan, and Colombo Port, Sri Lanka. On this occasion, some 20 delegates gathered from Indonesia, the Philippines, Japan and Sri Lanka. They warmly welcomed the Secretary General and expressed their hope to work with IAPH in the future.



The APA officials gather for a group photograph.

Front row, seated, from left: Dr. Lim Meng Soon (Chairman, APA Working Committee); Ms. Aida P. Dizon (Head, APA Permanent Secretariat); Mr. Sumardi (Chairman of the Organizing Committee, Indonesia); Mr. Anwar Supriyadi (Secretary General, Department of Communications, Republic of Indonesia); Mrs. Kanchana Ubolcholket (1998-1999 APA Chairman); Mr. Chalermkeat Salakhom (1998-1999 APA Secretary General), Mr. Honorio Vitasa (Assistant Director, Infrastructure & Tourism Unit, ASEAN Secretariat); and Dr. Satoshi Inoue (IAPH Secretary General).

Standing, from left: Mr. Le Cong Minh (Head of Delegation, Vietnam); Haji Ibrahim Ali (Head of Delegation, Brunei Darussalam); Mr. Syamsul Bachri (Head of Delegation, Indonesia); Mr. Peraphon Triwatana (Head of Delegation, Thailand); Cap. Wilson Chua (Head of Delegation, Singapore); Mr. Juan O. Pena (Head of Delegation, Philippines) and Datin O.C. Phang (Head of Delegation, Malaysia).

Pan-African Association for Port Cooperation

Launched on 24 November 1999 in Alexandria

By Alex J. Smith, IAPH Representative (African Affairs)

THE Alexandria visit was successful. Mr. Lamizana and a colleague from Abidjan came especially to work with me in finalizing the Seminar programme. Messrs. Gauze (PMAWCA), Hartmann (PMAESA) and Azzou (UAPNA) were also present, though not Mr. Diallo (Conakry). We did our work and it now remains to check the final draft, after which we can let the Head Office have a copy.

The Pan-African Association for Port Cooperation (PAPC) was formally launched by Mr. Paul Were of the UN Economic Commission for Africa (UN ECA) in the presence of members of the UAPNA, and representatives from PMAWCA, PMAESA and IAPH. I was honoured to be invited to read the Goodwill Address from Dr. Inoue, Secretary General of IAPH. It was extremely well received by all present. The attached Resolution formally created PAPN:

Alexandria Resolution on the Official Launching of the Pan-African Association for Port Cooperation (PAPA)

- The Union des Administrations Portuaires du Nord de l'Afrique (UAPNA);
- The Port Management Association of West and Central Africa (PMAWCA);
- The Port Management Association of Eastern and Southern Africa (PMAESA) represented by their respective Secretaries General:

Considering the Conakry Declaration on the creation of the Pan-African Association for Port Cooperation (PAPC) adopted by Union des Administrations Portuaires du Nord de l'Afrique (UAPNA), the Port Management Association of West and Central Africa (PMAWCA) and the Port Management Association of Eastern and Southern Africa (PMAESA) in Conakry, on the 13th April 1999;

Having considered, in principle, the adoption of the Rules of Procedure for the creation of PAPC in Alexandria on 24th of November 1999;

- **Reaffirming** the commitment of the three sub-regional Associations towards the official launching of the

activities of the PAPC as of this day, the 24th of November 1999;

- **Decide** to launch the activities of PAPC as of this day, the 24th of November 1999;
- **Recommend** that the Second African Ports Seminar, to be held in Abidjan on the 22nd to 24th of February 2000, be placed under the auspices of the PAPC;
- **Reconfirm** that the PMAWCA Chairman be the spokesperson for the PAPC during the interim period before the election of the Officials of the Association;
- **Invite** the three regional Associations to ensure wide dissemination of information on the launching of the activi-

ties of the PAPC;

- **Request** the United Nations Economic Commission for Africa (ECA) to disseminate systematically amongst all members and partners of the Second United Nations Transport and Communication Decade in Africa (UNTACDA II) the launching of the activities of the PAPC;
- **Request** ECA to continue its efforts in assisting the promotion of the image and objectives of the PAPC in Africa and worldwide.

Done in Alexandria, Arab Republic of Egypt, on the 24th of November 1999.

Mohamed AZZOU, Secretary General, Union des Administrations Portuaires du Nord de l'Afrique (UAPNA)
Fernand Julien GAUZE, Secretary General, Port Management of West and Central Africa (PMAWCA)
Olivier HARMANN, Secretary General, Port Management Association of Eastern and Southern Africa (PMAESA)

IAPH/IMO Interface Group

Monday, October 25, 1999 at Queen Elisabeth Hotel, Montreal

Minutes of Meeting

1. Minutes of meeting of 16 May 1999 in Kuala Lumpur

There are no comments and the minutes are accepted.

2. Matters arising from the minutes

There are no matters arising from the minutes, relevant issues are on the agenda of the meeting.

3. IMO Matters

3.1. FAL/SPI, 6-10 September 1999

Reference: report of the meeting distributed with the agenda, again attached to these minutes

Regarding the decision of FAL to grant consultative status to the International Harbour Masters Association (IHMA), Mr Smagge reminds the meeting that it was agreed during his presidency to draw up a Memorandum of Understanding between IAPH and IHMA. Struijs and van der Kluit will follow up.

3.2 MEPC 43, 28 June-21 July 1999

MEPC 43 dealt with three issues

that are important to IAPH.

a. TBT

IMO is proceeding with the preparations for a diplomatic conference in the biennium 2001-2002 with the aim to ban the application of TBT on ships' hulls as of 1 January 2003 and the presence of TBT on ships' hulls as of 1 January 2008.

b. Ballast Water Management

So far the aim has been to finalise this matter, like the TBT issue, through a diplomatic conference in the biennium 2001-2002. However, during MEPC 43 it proved that still too many issues were insufficiently resolved. Consequently it was deemed impossible to hold such a diplomatic conference in the planned period.

As a consequence of this apparent delay in the development and establishment of international guidance/regulations, Australia has decided to issue its own regulations as of 1 January 2001. A press release outlining the Australian initiative is

attached. (See page 18 of this issue.)

Similar activities are deployed in the United States on the level of individual states.

IAPH' main concern for the issue has been the frequently emerging suggestion that the problem could be solved by the establishment of port reception facilities for suspect ballast water. So far IAPH has been able to convince the majority of MEPC participants that this 'solution' is no viable option.

One of the consequences of the delay in IMO may be that other countries will start establishing their own regulations as well. If these initiatives are not properly coordinated, the shipping industry may be facing a confusing variety of regulations in different countries. IAPH members may consider to contact their respective governments and urge these to follow the existing draft IMO guidelines when considering the development of national regulations.

c. Adequacy of reception facilities in ports

MEPC 43 discussed a draft of a guidance document produced by a correspondence group in which IAPH has participated. The document, "Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities" was endorsed in principle with a number of editorial amendments. The correspondence group will submit the final document for endorsement by MEPC 44 in the year 2000.

In order to stress the importance of the matter, an Assembly Resolution was drafted, urging governments to use the guidelines when taking steps to ensure the provision of port waste reception facilities.

4. Other agenda items

Due to lack of time the remaining agenda items could only be briefly touched upon. They included:

- Cooperation with regional port associations, such as ESPO
- Conclusions of the 5th Bremen Port Safety Conference (11-13 October 1999) urging ports to develop safety standards and carry out ISM like exercises. This will be a major item on the agenda of the Singapore meeting of the Committee on Port Safety, Environment and Marine Operations on 17 January 2000.
- ESPO Policy Statement on Quality Shipping with reference to an EU initiative to ban substandard ships (copy attached)
- IMO agenda for 2000

Van der Kluit will distribute IMO agenda for 2000 as soon as this becomes available.

5. Next meeting

The next meeting of the Interface Group will take place during the Mid-Term Board and EXCO meeting in Marseille, 15-20 May 2000 at hotel Sofitel/Novotel.

Consequently, there will be no meeting in Singapore on 17 January 2000 as earlier suggested.

List of attendants

Interface Group members:

- Pieter Struijs**, Port of Rotterdam 2nd Vice President, IAPH, Chairman
- Pat Keenan**, Port of Cork Vice Chairman
- Bernard Coloby**, Port of Le Havre
- John Hayes**, Sydney Ports Corp.
- Peter van der Kluit**, IAPH European Representative

Also attending:

- Dominic Taddeo**, Port of Montreal President, IAPH
- Akio Someya**, Port of Nagoya 1st Vice President, IAPH
- Jean Smagghe**, Immediate Past President, IAPH
- Satoshi Inoue**, Secretary General, IAPH
- R. Kondoh**, Deputy Secretary General, IAPH
- Hugh Welsh**, Port of NY and NJ
- Susumu Naruse**, OCEDI, Tokyo
- José Perrot**, Port of Le Havre
- F.M.G. Van de Laar**, Port of Amsterdam
- I.D.K. Jangana**, Gambia Ports Authority
- Larry A. Keller**, Port of Los Angeles
- Aliou Daillo**, Port Autonome de Conakry
- O.C. Phang**, Port Klang Authority
- R.P. Snodgrass**, Westgate Transport Ltd. New Zealand
- David Bellefonaine**, Port of Halifax
- C.M. Rowland**, Canaveral Port Authority

IMO REPORTS

IMO Facilitation Committee and SPI Working Group Meetings

- London, 6-10 September 1999 -

**By P.C. van der Kluit
IAPH European Representative**

1. FAL (Facilitation Committee) was attended by representatives of 50 member states, one associate member, two UN agencies, two intergovernmental organisations and 19 NGOs including IAPH, where it concerned matters of SPI. The meeting was chaired by Mr. L. Barchue (Liberia), as vice chairman Mr. W. Iieman (Netherlands) was elected.



2. SPI (Ship/Shore Interface) was attended by representatives of 14 member states, one associate member and 7 NGOs including IAPH. The meeting was chaired by Capt. H.J. Roos (Germany).

3. In the plenary opening session of

FAL on Monday 6 September, SPI was instructed, inter alia, to

- report on urgent matters including its work programme on Thursday morning;
- give an oral progress report on the remaining items to FAL on Friday;
- submit a full report to the next meeting of FAL (FAL28); and
- reflect in the report which Committee has instructed the Working Group to deal with certain items and who is the supervising Committee.

Main issues discussed by the SPI Working Group

1. Establishment and Operation of Reception Facilities

The working Group noted that MEPC had not accepted its proposal to devel-

op a model course on reception and handling of ship generated wastes in ports. The subject was consequently deleted from the Working Group's Work Programme. The delegation from Sweden who had prepared a first draft for the model course was thanked for the work done and it was suggested that Sweden would submit the draft to MEPC for further consideration.

2. Model courses on cargo handling in port areas

The Working Group assessed and amended a model course on the safe and secure packing of cargo transport units, submitted by Sweden. Sweden agreed to incorporate the amendments together with those section of the course still under development in a revised version for the next meeting of the Working Group.

MSC will be invited to endorse this action.

3. Implementation of IMO instruments and training requirements for cargo related matters

The Working Group had, based on the IMDG Code, produced a draft addressing training requirements for shore based personnel involved in the transport of dangerous goods for consideration by DSC.

DSC had adopted the draft with some amendments and this will now be incorporated in a new section 28 of the reformatted IMDG Code. Since no further instructions were received, the Working Group concluded that no further involvement was required.

4. Information leaflet for terminal operators loading and unloading solid bulk cargoes

SPI discussed the evidence that in general solid bulk cargo terminals were not fully aware of the requirements detailed in the 1997 amendments to chapter VI of the SOLAS Convention which had entered into force on 1 July 1998. In view of this the Working Group drafted a circular on Safety at Solid Bulk Terminals that was later approved by FAL and submitted to MSC for consideration and approval. The circular draws attention to recent publications of ICHCA. (The Loading and Unloading of Solid Bulk Cargoes) and IACS (Bulk Carriers-Handle With Care).

With regard to an earlier developed course outline for solid bulk terminal operators SPI noted the discussion in FAL plenary, where it became clear that no funds were available for a consultant to develop this course.

Consequently, alternatives were considered.

The Working Group concluded that the course outline could be the basis for the development of a manual on loading and unloading of solid bulk cargoes. This manual, that could be developed by the Working Group itself, could also be used by terminal representatives and others involved in the handling of solid bulk cargoes in training of personnel.

FAL agreed to this approach by the Working Group and MSC will be asked to endorse this as well.

5. Evaluate the need for recommended minimum standards for training and education of port marine personnel

The need for developing minimum standards had been demonstrated at various occasions, among others at the 4th Bremen Port Safety Conference in 1996.

IAPH and IHMA had submitted a joint discussion paper on this subject, outlining relevant port marine functions and related education and training areas. Both the Working Group and FAL agreed that the submission by IAPH and IHMA were ideal for starting the work related to the development of training guidance. In view of the amount of work involved, the parent Committees MSC and MEPC were asked to approve the year 2002 as target date.

6. Availability of Tug Assistance

The Working Group noted that MSC 70 had endorsed the conclusion of the Working Group that the development of a single assessment method for the availability of adequate tug assistance to be used by all ports was impractical. MSC had agreed to the proposal to collect available assessment methods already used in various ports around the world and combine them into one compendium, to be made available to interested ports.

In the discussion by the Working Group it came clear that there was no consensus as to the benefits of such a compendium to the (port) industry.

The Working Group finally agreed that the subject needed further information from member government and the port and slipping industry, as well as guidance from MSC, MEPC and FAL, especially regarding the anticipated users of the outcome of the exercise.

Note: FAL has honoured IHMA's request for consultative status. MSC and MEPC will discuss the request at their next year's meeting.

The IMO-MEPC debate "Harmful Effects of the Use of Antifouling Paints for Ships, including TBT"

INTERNATIONAL COATINGS POSITION STATEMENT

International Coatings have been actively involved in the antifouling debate at MEPC and have participated in discussions of the committee and antifouling working group as members of the CEFIC delegation. In discussions with IMO delegates we have always argued for practical and sensible solutions to the antifouling issue and recognise that the availability, performance capabilities and potential environmental effects of alternative products which do not contain TBT has always been of key importance. The position of international is summarised below:

- TBT SPC products currently give ship operators exceptional value for money, but TBT prices seem set to rise in the lead up to the TBT ban.
- Intersmooth Ecoloflex Tin Free SPC products can give equivalent performance to TBT SPC coatings, proven through our experience on over 1,200 deep sea and over 2,000 coastal applications (full ships). Therefore international Coatings does not oppose the dates for the TBT ban agreed in the draft IMO assembly resolution. Our advice to ship operators is to gain experience with Intersmooth Ecoloflex SPC antifouling to confirm in-service performance for themselves on their own vessels. Recent reported statements in the Marine Press suggesting that all alternatives to TBT do not work, are incorrect.
- Intersmooth Ecoloflex SPC antifouling are based on self-polishing, copper acrylate polymer technology and are suitable for up to 60 month in-service periods, as opposed to the Rosin-based, ablative Tin Free products which are typically only suitable for up to 36 months drydock interval.
- Intersmooth Ecoloflex SPC products contain biocides which show reduced environmental impact compared to TBT.
- For high speed specialist vessels (such as fast ferries trading at over 30 knots) and high activity, deep sea, scheduled ships which operate at speeds between 16 and 30 knots (<10% of the world fleet by dwt), intersleek biocide-free fouling control coatings, working on a "non-stick" principle, provide further Tin Free alternatives. More than 10 Deep Sea full vessel intersleek applications have already taken place, and one of these ships has now successfully completed five years in-service. Intersleek coatings do not contain copper and are therefore ideally suited for use on aluminium hulls.

* CEFIC is the European Chemical Industry Association – a non-governmental organisation (NGO) observer at MEPC.

Obituary

Tadayoshi Yamada Former Chairman of WTCA

MR. Tadayoshi Yamada, former chairman of the International Association of World Trade Centers (WTCA) and former president of the World Trade Center Tokyo, Inc., passed away on November 6, 1999 in Tokyo. He was 90 years old.



Mr. Yamada served the WTC Tokyo first as Executive Director from 1966 and then as Director General from 1974, while he also served as Vice President of the America-Japan Society and President of the Canada-Japan Society. Throughout his tenure of office with the WTCA, Mr. Yamada supported the work of IAPH, keeping in close contact with the Association's Secretaries General. It was only natural for Mr. Yamada to give his support to IAPH as both the Association and WTCA are the brainchildren of the late Mr. Gaku Matsumoto, a founding father of IAPH and initiator of the WTCA.

Mr. Yamada was honored by the King of Belgium by being awarded the "Chevalier de l'Ordre de la Couronne" in 1978 and the "Officier de l'ordre de la Couronne" in 1983. In addition, he was given the "Outstanding International Businessman" award by the Stanford Research Institute in 1983; the "World Trade Hall of Fame" award by the WTC of Greater Los Angeles in 1989 and the "Third Class Order of the Sacred Treasure" by the Emperor of Japan in 1993.

In the absence of Secretary General Inoue and Deputy Secretary General Kondoh, who were away in Montreal attending the Exco meeting, Kimiko Takeda of the Tokyo Secretariat attended Mr. Yamada's funeral, which was held in a Tokyo temple on 10 November 1999. Among the mourners were a number of current and retired political and business leaders as well as overseas diplomats and consular officials, while the condolences offered during the funeral included those from former Prime Minister Nakosone and from the current US and Canadian ambassadors to Japan.

On behalf of the bereaved family members, Mr. Tadataka Yamada, Tadayoshi's second son, who is CEO of a New York-based pharmaceutical firm, thanked the mourners and presented a eulogy.

Visitors

ON 8 November, Mr. Changmin Lee, Senior Researcher, Maritime Safety and Pollution Control Research Center, **Korean Ocean Research & Development Institute (KORDI)**, visited the Head Office, where he was welcomed by Kimiko Takeda and Hiro Nagai. Later in the afternoon, Mr. Lee, escorted by Mr. Nagai, visited the Tokyo Port Terminal Public Corporation to see the lighting



From left: Messrs Shibayama, Bremen's Tokyo Representative, Masaharu Ikuta, President of MOL, and Dr. Inoue, IAPH Secretary General.



Mr. Lee (center) with Hiro Nagai (left) and Kimiko Takeda.

up of its container terminals. IAPH Secretary General Dr. Inoue joined Mr. Lee to assist the visitor in gaining more information on the illumination of container terminals in Japan.

On the evening of 9 November, IAPH Secretary General Dr. Inoue and Under Secretary Kimiko Takeda were guests at a reception given by the Bremen-based BLG Logistics Group, held in a Tokyo hotel. The party was hosted by Mr. Thomas H. Eckelmann and Mr. Emanuel Schiffer, CEOs of EUROGATE Holding, jointly with Mr. Detthold Aden, CEO of BLG Logistics Group, to introduce the newly born EUROGATE, the largest terminal operator in Europe and formed through the merger of Container Terminal Bremerhaven and the



IAPH Secretary General Inoue (left) and EUROGATE's CEO Schiffer.

Humburg-based EUROKAI. Some 150 people from shipping companies, forwarding agents and the press were invited. Mr. Masaharu Ikuta, President of Mitsui O.S.K. Ltd., was among the guests.

The following morning a press conference was held at the same hotel in Tokyo, to which some 20 people from maritime- and port-related newspapers and journals were invited. From IAPH Kimiko Takeda attended the meeting. Mr. Eckelmann said, "EUROGATE formed through the merger of two major players, the Ports of Hamburg and Bremerhaven, which have long been competing with each other, has now launched as a terminal operator." He further commented, "EUROGATE will focus on terminal operations mainly in Europe and provide value added services covering the logistics service." It was indicated that EUROGATE will handle 7,500,000 TEUs in 2000, thus ranking fourth in terms of volume handled behind Maersk-Sealand Terminal, Hutchison Port Holding of Hong Kong and the PSA Corporation of Singapore. The delegation members were:

Thomas H. Eckelmann, CEO, EUROGATE;

Emanuel Schiffer, CEO, EUROGATE;

Detthold Aden, Chairman,

Executive Board of BLG AG;

Alberghini, Managing Director, Contship Italia;

Berned Kupke, Managing Director, BLG Automobile Logistics;

de Souza, Director, Sepetiba Tecon, (Brazil);

F.-Chri. Niehusen, Director Sales, EUROGATE; and

Thomas Meyer, Director Sales, EUROGATE.

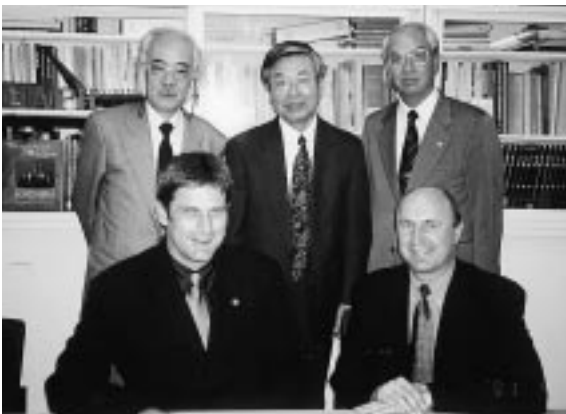
At 11.11.11, or 11 am, on the 11th day of the 11th year of Heisei



From left: Dr. Inoue, IAPH Secretary General and Messrs. Shunroku Kaneko and Kiyotaka Fukuyama of Wakachiku Construction Co., Ltd.

(1999), the IAPH Head Office was visited by Mr. Shunroku Kaneko, Technical Advisor and Mr. Kiyotaka Fukuyama, Manager of Business Dept. No.1, Business Division No.1, Wakachiku Construction Co., Ltd. The visitors were welcomed by Dr. Satoshi Inoue, Secretary General, to whom they submitted the completed application form for IAPH membership. Wakachiku is to join IAPH as a Class A Associate Member effective on 1 January 2000. The other construction companies which are already IAPH members comprise Daito Kogyo, Penta-Ocean, Rinkai, Saeki Kensetsu and Toa Corporation.

On 25 November, Mr. Garth Cowie, Chief Executive, and Mr. Chris Bain, Marketing Manager, Port of Napier Limited, New Zealand, visited the IAPH Head Office, where they were wel-



Seated from left: Messrs. Garth Cowie and Chris Bain, Port of Napier Limited; Standing: R. Kondoh, Inoue and Someya.

comed by Secretary General Inoue and his senior staff. Dr. Akio Someya, Executive Vice President, Nagoya Port Authority, who is currently First Vice President of IAPH, also joined the visitors from New Zealand. Secretary General Inoue and Dr. Someya took the

opportunity to brief the visitors on the topics dealt with at the recent Exco meeting held in Montreal as Mr. Cowie, a member of the Executive and Finance Committee, was unable to attend. The visitors noticed desks and bookcases marked with a circle or an x to identify those to be moved to the new office in Takeshiba

and those to be destroyed in connection with the imminent relocation of the Head Office .

On 1 December, Messrs Simon S.M.



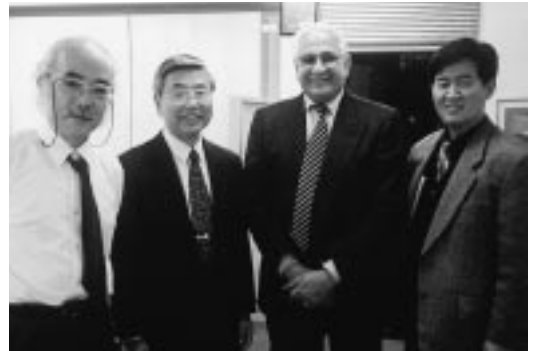
From left: Messrs. Simon S.M. Chan, R. Kondoh and Jeffrey H.M. Pak.

Chan, Director, Deputy Controller & Underwriting Manager, and Jeffrey H. M. Pak, Director, Through Transport Mutual Services (Asia Pacific) Limited,

which is better known as TT Club, visited the Head Office, where they were welcomed by Deputy Secretary General Kondoh. The visitors were in Tokyo on business and took the time to say "hello" to their IAPH friends. During the course of the conversations, Mr. Kondoh expressed the deep gratitude of IAPH to TT Club for making its publication "Guidelines on Business Continuity for

Year 2000 Risks" available to all IAPH members and for its initiative in encouraging IAPH members to post information on their Y2K preparedness on their homepages linked to the global insurance and shipping fields.

On 9 December, Mr. Bala K. Subramaniam, Senior Maritime Specialist, United Nations Intrenational Labour Organization,



From left, Mr. Kondoh, Dr. Inoue, Messrs. Subramaniam and Yoon.

and Mr. Hag Bae Yoon, Maritime Industries Branch, Sectoral Activities Department, ILO, visited the Head Office, where they were welcomed by Secretary General Dr. Inoue and his staff. The visitors saw the Secretariat staff were surrounding by numerous boxes of documents piled up in preparation for their move to the new premises in North Tower New Pier Tekeshiba which was to take place within two days. The visitors had stand chatting with the IAPH officials and wished them that the move would be completed successfully.

On 20 December, Professor Jess Browning, Director, International Trade, University of Washington in Seattle, visited the new IAPH Head



Professor Browning and Dr. Inoue at the entrance of the new IAPH Head Office.

Office on the New Pier Takeshiba North Tower, where he was welcomed by Secretary General Dr. Inoue and his staff. The visitor was in Japan as a guest researcher of the Waterfront Vitalization and Environment Research Center, known as WAVE, to engage in a three-week research project concerning the waterfront revitalization of Tokyo.

PORTS AND HARBORS – A GLOBAL SCENARIO

Keynote Address by **Dr. Jose Paul, Chairman**
Mormugao Port Trust, Goa at the Ports, Harbors &
Transportation Segment of the
“Indian International Maritime EXPO ‘99”
held in Panjim, Goa, India, on 7th October 1999



I am indeed honoured to be given an opportunity to address such a distinguished gathering of experts from the field of ports, harbours, maritime trade and industries around the world, who have gathered here to attend the India International **Maritime Expo**, 1999. I understand this is the first time an international maritime exhibition is being held in India. The beautiful state of Goa has the good fortune of hosting this maritime conference and exhibition. May I take this opportunity to thank the organisers of the India International Maritime Expo 1999 for organizing such an exhibition in the beautiful port town of Goa, which has a fascinating maritime history and tradition.

Mormugao Port, one of the twelve major ports in India and the maritime state of Goa, are indeed proud to host this prestigious conference. The history of some of the sea ports in the world is seen to have been closely linked with not only the economic, commercial and political history of the respective nations, but also its social and cultural heritage brought about by the gradual and logical fusion of the human race belonging to different cultures and civilizations. As ports are “external openings” or “windows” of maritime countries to the outside world, they were indeed vulnerable to external aggression and naval battles and, in the pursuit of supremacy and trading rights, many fierce battles were fought and ports had to remain silent witnesses to consequential changes in the political authority of colonial powers. The history of major sea ports of many maritime countries, therefore, would speak for the political history of the respective countries, the gradual transfer of power and supremacy from one colonial power to another, the fusion of different cultures and civilizations of the human race from far and near and the economic and commercial exploitation of the region and its

resources, the problems of transition and the tensions of growth and, finally, the installation of respective national governments and their administration. It is largely due to their strategic location and important that sea ports become the growth poles of many development oriented activities either due to direct governmental initiatives or private industrial enterprises that human settlements agglomerate, thereby making ports centres of important cities of national/state/provincial governments, for example, London, Lisbon, Tokyo, New York, Singapore, Hong Kong, Bangkok, Lagos, Shanghai, Rangoon, Bombay and Calcutta.

PORTS AND HARBORS - A GLOBAL SCENARIO

It is reported that there are more than 2000 commercially significant ports around the world, from single berth locations handling a few hundred tonnes of cargo in a year to multipurpose facilities handling up to 300 million tonnes in a year - as in the largest port in the world, Rotterdam in the Netherlands. More than 80% of the trade with origins or destinations in developing countries, either by weight or volume, is waterborne and the total world port traffic reached 4.9 billion tonnes in 1997, having grown at an average yearly rate of more than 3%. In the year 1990 the total world ports traffic was in the region of 4 billion tonnes. The composition of the world's port traffic is made up of 45% liquid bulk (namely oil, petroleum products and chemicals) 23% of dry bulk (coal, iron ore, grain, and phosphate) and 32% general cargo. Containerisation of general cargo traffic has progressed steadily over the last 30 years, including a doubling of world port container traffic between 1990 and 1998 to reach the figure of 175 million TEUs (TEU means twen-

ty foot equivalent unit). The empty container moves are estimated to be in the region of about 20% of the total figure. The distribution of container traffic handled in the different regions appears to be uneven, in that it accounts for 45% in the Far East, 23% in Europe, 16% in North America, 6% in the Near and Middle East, 4% in Central and South America and 3% in Africa.

World container port traffic continued expanding in 1996 at a rate of 7.4% over 1995, reaching 147.3 million TEUs, of which 74.1 million TEUs (or 50.3%, compared with 50.6% in 1995) were handled at the ports of developing countries.

WORLD SEABORNE TRADE

World seaborne trade recorded its twelfth consecutive annual increase in 1997, reaching a new record high of 4.95 billion tonnes. Annual growth also soared to a rate of 4.1%, the highest rate so far in the 1990s. However, the growth of world seaborne trade in 1998 is estimated to have slowed down considerably to 2.2%, though the volume of world trade carried by sea hit a new period over 5 billion tonnes (5,064 million tonnes). The volume of cargo carried per dwt increased to the record level of 6.38 tonnes in 1997 from 6.28 in 1996. Another performance indicator, ton-miles per deadweight tonne dwt, also improved in 1997 to 27,598 from 27,097 ton-miles per dwt in 1996. Total maritime activities measured in ton-miles in global trade increased by 3.6% to 21,413 billion ton-miles in 1997 in comparison with 20,678 billion ton miles in the previous year.

DEVELOPMENT OF THE WORLD MERCHANT FLEET

The world merchant fleet expanded to 775.9 million dwt at the end of 1997, representing a 2.3% increase over 1996. The relatively slow rate of fleet expansion reflects the balance between new building deliveries of 36.8 million dwt and tonnage broken up and lost of 19.1 million dwt, leaving a net gain of 17.7 million dwt. In 1997, tonnage ownership fell marginally by 0.2% in developed market economy countries, while major open-registry countries and developing countries continued to increase their fleet by 6.3% and 1.7% respectively. The developing countries' share of tonnage registered in major open-registry countries has slowly

increased, reaching about 25% in 1997. On the other hand, the developed market-economy countries' share has been on a downward trend, representing two-thirds of the total tonnage registered in the major open-registry countries.

FREIGHT MARKETS

In 1997, freight rates in the three major liner trades generally continued to deteriorate. In the trans-Pacific trades, the average eastbound revenue per TEU plummeted by 14.2%, the average westbound revenue per TEU also fell considerably, by 8.8% from the freight level of the previous year. In the Asia/Europe trades, the average rates in both directions fell, by 12.3% in eastbound trade and 13.5% in westbound trade. Transatlantic trade showed the smallest rate decrease of the three major trade routes in 1997, falling by 3.9% in the United States-Europe direction and by 4.9% in the opposite direction.

The increase in economic growth in Western Europe and the United States in 1997 stimulated the dry bulk charter market. It was only at the end of 1997 and the beginning of 1998 that the Asian currency crisis adversely affected dry bulk demand and consequently freight rate development.

TOTAL FREIGHT COSTS IN WORLD TRADE BY GROUPS

World total freight payments as a proportion of total import value (the freight factor) have been following a downward trend, falling from as high as 6.65% in 1980 to 5.25% in 1996. The freight factor for the development market-economy countries decreased to 4.19% in 1996 as compared with 4.20 in 1995, while that of the developing countries declined to 8.06% from 8.30% in 1995. The freight factor for the African developing countries was higher, at 11.4%, in 1996.

TRADE AND TRANSPORT EFFICIENCY

Efforts are currently being made to develop the legal and technological means of replicating the negotiability and transferability function of a paper bill of lading in an electronic environment. The United Nations Commission on International Trade Law (UNCITRAL) Model Law on Electronic Commerce, the CMI (Comite Maritime International) Rules for Electronic Bills of Lading and the BOLERO Project are aimed at achieving electronic negotiability within the framework of existing substantiated law governing the paper bill of lading.

REVIEW OF REGIONAL

DEVELOPMENTS: ASIAN ECONOMIC AND MARITIME TRANSPORT DEVELOPMENTS

The substantial economic slowdown since the final quarter of 1995 and the subsequent financial crisis in Asia since 1997 have greatly affected East-West trade and transport services. In liner trades, specially, Asian overall imports in both transpacific and European trade in 1998 are expected to decline from the level of the previous year. On the other hand, their exports to Europe and North America will continue to expand, reflecting sustainable competitiveness largely due to the devaluation of the currencies of the major exporting countries. The imbalance of cargo movements between the eastbound and the westbound trade routes will continue to force all carriers active in the Asian trades to pay additional operating expenses.

TOTAL LOGISTICS AND TRANSPORT COST

Studies have shown that total logistics costs, i.e. packaging storage, transport, inventories, administration and management, are estimated to reach up to 20% of total production costs in the OECD countries (Organisation for Economic Cooperation and Development) while freight costs alone, i.e. transport and insurance, can come to 40% of the values of exports for several African landlocked countries. Maritime countries with ports on their sea coasts would be able to reduce their transport cost considerably in international trade. Studies have further shown that transport usually accounts for a quarter of total logistics costs in OECD countries, storage for a fifth and inventories for a sixth.

GENERAL TRENDS IN THE PORT SECTOR

A 1997 review of the top 100 container ports in the world 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 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, additional facilities will need to come on stream over the next seven years, in the form of between 200 and 300 new fully fledged container terminals. Private sector involvement in operations and investment in infrastructure have

been growing significantly since 1990. It is estimated that there were around 100 port concession contracts signed worldwide by the end of 1998 (most in container terminals, with grain, coal and liquid bulk facilities accounting for the rest) for a total estimated private investment amounting to US\$6.3 billion. However, non-specialised general cargo facilities have difficulties in attracting private infrastructure financing, and the geographical imbalances are significant.

Traffic concentration on large intermodal platforms and shipping alliances have translated into fewer ports handling a more important share of world traffic. It is estimated that the top 10 container ports in the world handled 31% of world traffic in 1980, while the figure is close to 40% today. Simultaneously, the growth of transshipment activities complements the development of hub ports. Container transshipment is believed to make up 20% of total maritime container traffic today and is rising.

GENERAL TRENDS IN THE MARITIME SECTOR

Total world maritime traffic is expected to grow by 4 - 5% annually between the years 1998 and 2010. As a consequence of both liberalisation 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%.

GENERAL TREND IN THE LOGISTICS SECTOR

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

CURRENT ISSUES

There is a growing sense of awareness that in port operations and management there should be a clear separation of regulatory functions from commercial activities, which is at the core of the new public/private partnerships which are being developed in the port sector. The

full benefits of private sector participation in operations and infrastructure financing could be achieved only through a balanced formula where an appropriate regulatory framework, managed by a responsible public authority, ensures that the benefits to be expected from the new operating pattern will flow to all potential beneficiaries.

There is still a body of opinion which suggests that competition conditions between ports, or within ports when possible, would need to be monitored by public authorities with a view to preventing the development of local monopolies and rent seeking practices. In situations where true monopoly practices are unavoidable an explicit regulatory framework, including tariff policies, should be implemented to ensure that the economic outcome is in conformity with the larger public interest.

As a consequence of port concessions in specific port activity areas like container terminal operations, relatively few number of internationally recognised professional players appear in the market, thereby creating an oligopolistic environment, or a new impediment to competition develops along regional coastlines crossing national boundaries. Current developments would suggest that, in the short run, one or two terminal operators may exercise effective control over a string of terminals in a given range, thereby establishing a new form of dominant position at a regional level. The appropriate answer to this situation should come from regional economic cooperation bodies, which should be vested with specific authority regarding competition in transport services on a regional scale. However, there could be limitations to such an exercise in view of the fact that ports situated in a given range may belong to different countries, and policies and strategies designed for the development of individual ports in the best national interest would be pursued, thereby making such initiatives unproductive.

Port ownership issues within the framework of contractual public/private partnerships for the development of port facilities under BOT, BOO, BOOT etc. would need to be carefully addressed with a view to providing potential investors with a degree of comfort which they need without jeopardizing the long term public interest of the port authorities. Public/private partnership in port operations and management could be structured in such a way that private terminal facilities and operations are organized under the umbrella of public ownership.

In the current scenario, closer cooperation between urban and port development

policies in terms of planning and developing regional logistics network, with their related consequences on public transportation would need to be implemented in such a way as to optimise public resources allocation and facilitate private sector investments and operations. Efficiency of logistic operations and in particular of the port interface, is critical for the export competitiveness of developing countries.

CONCLUSION

It is generally accepted that international trade is one of the principal generators of economic growth by widening markets and extending the opportunities for specialisation. At the same time international trade is also a consequential development of increases, while the growth itself creates more trade.

As pointed out earlier, over 80% of all international trade by weight or volume moves by sea. The percentage is higher in respect of developing countries with relatively few good overland routes and usually with distant trading partners. 99% of the foreign trade of Japan, 95% of that of the USA, over 90% of that of the UK and other developed countries and about 95%

of that of India move by sea. Since sea trade cannot take place without transport since shipping remains overwhelmingly the most important form of international transport for developing countries, sea ports will have to play a very important and central part in these countries' economic growth. All import and export cargoes have to pass through sea ports twice, once when being loaded and once on discharge. Therefore, sea ports and sea port facilities need to be expanded, modernised and run efficiently to facilitate the extension and diversification of international trade.

Let me conclude by reproducing a passage by William Shakespeare in his play King Richard II where a poetic reference has been made to the existence, usefulness and importance of ports regarding the happiness and prosperity of mankind:

"All places that the eye of heaven visits
Are to a wise man ports and happy havens
Teach thy necessity to reason thus:
There is no virtue like necessity
(Act 1 scene 3)

The Ballast Water Problem – Where to from here?

Hillman, Stephen P. (Editor) Proceedings of workshop
held 5-6 May 1999, Brisbane, Australia
Ecoports Monograph Series No 19, Port Corporation, Brisbane

MEDIA RELEASE
15 September 1999

TOUGH NEW RULES TO KEEP MARINE INVADERS OUT

THE Federal Minister for Agriculture, Fisheries and Forestry, Warren Truss, has announced that Australia will unilaterally implement strict new rules to make it compulsory for foreign ships to manage their ballast water so that it will not introduce exotic pests into Australia's marine environment.

The new rules, which will come into force in mid-2001, were discussed today at a Ballast Water working group in Canberra today by the Parliamentary Secretary, Senator Judith Troeth.

Mr. Truss said Australia has decided to act unilaterally following continuing delays in implementing an international agreement on ballast water management.

"Pests coming into Australia's coastal waters through ballast water have already caused significant problems for our marine environment," Mr. Truss said. "The dramatic action taken against the black-striped mussel in Darwin earlier this year is a graphic example.

"These invaders threaten our marine ecosystems; some of them threaten the environment; some threaten our marine industries and some even threaten human health.

On average, Australia has seen a marine invader become established in our waters for every one of the 200 or so years since international shipping began visiting our ports and

harbours.

By taking this action, we're sending a clear message to the international community that Australia is serious about protecting its marine environment as well as the many industries that depend on it.

"These new rules will keep Australia at the forefront of marine biosecurity and prove that ballast water management can be practical, safe, cost-effective and environmentally sound."

The new system has received the backing of the States and Territories as well as the key marine industry associations; the Minerals Council of Australia, the Australian Shipping Federation, the Association of Australian Ports and Marine Authorities, and the National Bulk Commodities Group.

As well as minimising the risks posed by ships already in our waters, the Australian Quarantine and Inspection Service (AQIS) is also looking at ways of making visiting ships aware of our ballast water requirements before they arrive.

"This includes providing a decision support system to allow international vessels travelling to Australia to determine if their ballast water is at risk," Mr. Truss said.

"AQIS is also developing a strategy which involves making the Australian community more aware of marine invaders and ways they can help prevent or mitigate their effects.

"This is an excellent response by AQIS to what is a serious and damaging problem, both for our marine environment and the many industries and regional communities that depend on it."

Further inquiries: Minister's office: Andrew Hall (02) 6277 7520 or 0419 996 766

The Association of Australian Ports and Marine Authorities Incorporated (AAPMA) in association with Ports Corporation Queensland held a Ballast Water Workshop in Brisbane on 5 and 6 May 1999.

In mid-September, the IAPH Head Office received a copy the Proceedings from Mr. John Hirst, Executive Director, AAPMA for publication in this journal. From the 207 – page proceedings we reproduce in this issue 1) Statement by Hon. Warren Truss MP, Minister for Agriculture, Fisheries and Forestry, 2) Foreword by Derek Andrews, CEO, Ports Corporation of Queensland jointly by John Hirst; 3) list of papers dealt with in three Sessions; and 4) the Conclusions and Recommendations summarized by John Hirst.

TABLE OF CONTENTS

- Foreword
- Table of Contents
- Opening Address
Derek Andrews
- SESSION ONE – Where are we now? Recent international and Australian developments
- Our Voyage Towards Better Ballast Water Management;
Denis Paterson
- Ballast Water – A Summary of New Zealand Programme and Funding Priorities; *Camilla Cox*
- The Pacific Ocean Pollution Prevention Programme (PACPOL) "For Cleaner Seas in the Pacific Islands Region"; *Steve Raaymakers*
- Reducing the Threat of Marine Pests to Victoria; *Phillip Johnstone & Don Hough*
- Discussion – Session 1
- SESSION TWO – Port sampling programs – What's out there?
- Port Surveys, Protocols and Findings; *Chad L Hewitt*
- Implementation of Port Survey Protocols in Victoria "Why should we be concerned about

Foreword

It has been several years since those persons who have an interest in ballast water issues in Australia and New Zealand have met to discuss the current state of play in ballast water issues. Considerable research has been undertaken over his time on a range of issues by a number of Australian and New Zealand organisations and management solutions are being developed.

The Ports Corporation or Queensland (PCQ), which has managed and funded a number of research projects on marine incursions from ballast water and its management, and the Association of Australian Ports and Marine Authorities (AAPMS) considered that it would be valuable to organise wa workshop to bring together all those who are vitally concerned with ballast water issues to hear at first hand the results of these research activities, be updated on management initiatives and generally exchange views.

The abstracts presented in these proceedings represent the state of knowledge regarding ballast water at this point in time. It was considered important in developing the workshop that a significant proportion of the programme be devoted to discussion to allow all delegates to effectively participate and to provide tangible outcomes from the workshop. These outcomes are shown in the recommendations and conclusions that were synthesised in the final plenary session. We consider that the positive recommendations on actions being undertaken are extremely encouraging and reflect the concern which was expressed by participants regarding the problems and issues associated with ballast water discharge. This was also demonstrated by the following statement prepared by the participants at the workshop.

Participants at the workshop "The Ballast Water Problem – Where to from here?" agree t hat the long term objective of ballast water management in Australia is to identify, adopt and implement the ultimate solution to the introduced marine species issue. All activities undertaken by Australia in this area will be directed at achieving this objective in an integrated, coordinated and collaborative manner. It is recognised by all participants that there is little likelihood that there will be one solution to a complex problem; it is more likely that there will be a number of different methodologies which will be applied to different aspects of the issue.

Australia's remoteness and lack of historical shipping has helped reduce the number of introduced marine pest species in Australian waters. However, recent problems with major infestations of pest species in some Australian ports has shown that Australia cannot afford to wait patiently for international action on this issue. Australia must protect its own marine waters. It is now up to Australian Commonwealth and State governments, and the industries that rely on shipping and its associated discharge of ballast water, to further progress the issue and implement the recommendations and conclusions of this workshop.

Derek Andrews
(Ports Corporation of Queensland)

John Hirst
(Australian Association of Ports and Marine Authorities)

CONCLUSIONS AND RECOMMENDATIONS

Summarised by John Hirst

AAPMA

exotic species?"; Greg Parry

- Port Sampling on Australian North-Eastern Coasts; *JH Choat and FE Hoedit*
- Sampling Strategies and Preliminary Results for Non-indigenous Species Surveys of Harbors on the South and West Shores of Oahu, Hawaii; *SL Coles*
- Discussion – Session 2
- **SESSION THREE Reducing the risk (1) – Risk analysis and assessment**
- The Ballast Water Decision Support System – Design and Implementation; *Kathy Colgan*
- The Pros and Cons of Quantitative Risk Assessment; *Keith Hayes*
- Biosecurity in Ports: Pros and Cons of an 'Insurance Assessment' Approach; *Cameron H Hay & Michael Taylor*
- Marine Pest Invasion Risks – Warm Versus Cool-water Ports; *Robert Hillard*
- Discussion – Session 3
- Additional Discussion – Qualitative vs Quantitative Risk Assessment
- Special Presentation – The Black Striped Mussel Infestation in Darwin: A Clean-Up Strategy; *Rex Pyne*
- Discussion – Black Stripped Mussel Session
- **SESSION FOUR – Reducing the risk (2) – Non-engineered solutions and actions**
- Reballasting, Tank Flushing and the Brazil Method – A Shipboard Perspective on Safety, Convenience and Costs; *Lynn McIlwain*
- Newcastle Method for Ballast Exchange Compliance Checking; *Alan Taylor*
- Ballast Water Sampling, Not as Easy as it Looks; *Cameron H Hay*
- Ballast Water Discharge Contingency Planning; *Richard Matin*
- Ballast & Hull Fouling Management at the Keppel

Participants at the workshop 'The Ballast Water Problem – Where to from here?' agree that the long term objective of ballast water management in Australia is to identify, adopt and implement the ultimate solution to the introduced marine species issue. All activities undertaken by Australia in this area will be directed at achieving this objective in an integrated, co-ordinated and collaborative manner. It is recognised by all participants that there is little likelihood that there will be one solution to a complex issue; it is more likely that there will be a number of different methodologies which will be applied to different aspects of the issue.

Funding Requirements

The Federal Government, through the Oceans Policy and the National Heritage Trust, as well as all State/Territory Governments, are requested to contribute to the funding of port baseline studies to identify organisms that may have been imported through ballast water or by hull fouling. They are also requested to contribute funds to the subsequent management of ballast water issues including ongoing monitoring for introduced marine pests in ports and marinas Australia wide.

Ballast Water Research Group funds have, to date, been provided by the Commonwealth Government through the National Heritage Trust and the shipping industry. Current funding for the Ballast Water Research and Development Programme ceases at the end of the year 2000. It is essential that the research initiative be at least maintained and, preferably, increased to meet planned needs. The participants recommend that the Australian Ballast Water Advisory Council (ABWMAC) seek further funding from the Commonwealth and State authorities, the charters of which include barrier protection, as well as appropriate industry bodies. The recent incursion of the Black Striped Mussel and other potential incursions that could be caused by recreational boating have been shown to be important issues and will also be recommended for funding.

Port Baseline Studies

These are regarded as essential for the proper working of the Decision Support System, the primary ballast water management tool that we have agreed to adopt. It was recommended that all baseline studies need to be completed in the next 1-2 years. Availability of resources, both financial (see '1' above) and in terms of the number of people with the technical expertise required, is seen to be a limiting factor and it was recommended that a review of resource availability should be undertaken at the earliest opportunity. A concerted effort needs to be made through ABWMAC, and its Research Advisory Group, to strengthen Australia's capability to undertake timely and effective baseline studies and ongoing monitoring.

CRIMP have undertaken to review the sampling protocols for all ports following their experience over the last 3 years, as well as input from those undertaking surveys in some tropical ports. It was recommended that this protocol should set the minimum standard for survey methodologies which can be used by all ports and marinas. The protocol must acknowledge the need for an element of flexibility to take into account differing environmental and natural occurrences and also acknowledge that different methodologies can be used as long as they satisfy the minimum requirements.

It was further recommended that the Port Baseline study methodology be approved by the ABWMAC so that the nationally co-ordinated approach is formally ratified.

It was noted that ongoing monitoring of ports was an important part of the DSS database and that this had not yet really been addressed ABWMAC.

National Management System

The adoption of a national management system was recommended by all attendees. It was noted that the Victorian and other state government initiatives in ballast water management would be coordinated with, and linked into, the national management system.

Co-operation and Co-ordination of Research Activities

The need for closer, formal co-operation and co-ordination between Australian and New Zealand institutions undertaking research into ballast water, hull fouling and general incursion research was strongly supported. It was noted that New Zealand research funding approval cycles were being changed and may more closely align with Australian cycles which could help in this area. It was also agreed that there should be a greater level of research co-operation internationally.

Cairncross Dry Dock; Ray Paterson

- Discussion – Session Four
- **SESSION FIVE – Reducing the risk (3) – engineered solutions**
- Heat Treatment; What has the 'Iron Whyalla' Experiment Told Us ?; Alan Taylor
- Towards a Feasible Heat Treatment System for Ships' Ballast Water; D.O. Mountford, T. Doggshun, W. Gibbs and B. McDallin
- Comparing Ballast Water Treatments on a Cost-benefit Basis: The Balance of Needs; Darren Oemcke
- Translocation of Micro-organisms via Ballast Water with a Focus on Public Health Impacts; Patricia Desmarchelier
- Transport of Toxic Dinoflagellate Cysts via Ships' Ballast Water: Risk Assessment and Efficacy of Possible Ballast Water Management Strategies; Gustaaf M Hallengraeff
- Ballast Water Management in the Australian Coastal Environment; Derek Low, Susan Calvert and Chris Dayton
- Discussion – Session Five
- **SESSION SIX – Reducing the risk (4) – Other solutions from the toolbox**
- Practical Requirements of Compliance Checking and what can be done in a Worst case Scenario; Lynn McIlwain
- Solids Separation and UV Irradiation in Ballast Water Treatment; Darren Oemcke
- Expensive Last Resorts – Chemical Dosing in Australia; Robert Hilliard
- Shipboard Ballast Water Treatment Systems being considered in Singapore; TD Waite and JT Matheickal
- A summary of Treatment and Management Issues – Efficacy, Cost and Practicality; Alan Taylor
- Discussion – Session Six

It was recognised that there is limited research funding available in Australia, New Zealand and internationally and it is only through research co-operation that such funding can be used efficiently and effectively.

It was recommended that there should be further research into the level of inoculum that is required to generate a given level of risk of pest establishment and that IMO should have a role in generating a consensus in this area.

The establishment of a Co-operative Research Centre into Marine Bioinvasions was recommended by delegates and should be supported by ABWEMAC at the next CRC round as a means of gaining additional research resources and funding. ABWEMAC should identify and provide the technical resources required to justify the establishment of this CRC.

Ballast Water Control Options

It was agreed that open ocean ballast water exchange was a viable tool and that it should be encouraged as an option, although it is only one of the options in our 'tool box'. It was noted that implementation of ballast exchange at sea in a accordance with the IMO regulatory framework could have a potential impact on island States adjacent to mid-ocean exchange areas.

It was considered necessary that development of other control options should have a high priority as some vessels may not be able to undertake ballast water exchange for safety and other reasons and also because the total effectiveness of open ocean exchange has been questioned. It was seen as difficult, however, to assign a level of priority to other control options based on likely success factors and cost/benefit studies at this stage, as the options being considered are too early in their research and development stage to allow viable judgments to be made. It is important to take account of cost/benefit analyses in assessing options as Australian studies have indicated that ship owners and cargo interests consider that, for treatment to be considered viable, costs cannot exceed 4-6 cents (Australian) per tonne pumped.

IMO is seen to have a role in adopting a range of viable control options for use by Flag States as part of the development of an internationally accepted system that achieves minimisation of risk, minimum delays to vessels and which is cost effective.

It was suggested that ship builders and ship owners building new ships should be encouraged to immediately include the best ballast options in ship design and work together with classification societies.

Ultimately the selection of management or control options to be used should be at the discretion of the Master, owner and operator of the vessel.

Decision Support System

The risk assessment methodology adopted in the Decision Support System (DSS) was discussed and it was agreed that the approach being taken must include both the target list approach as well as a more broadly qualitative risk assessment, at this stage based on environmental similarities. As this had not been understood by some parties it was recommended that a guide to the DSS should be prepared for broader circulation and include a more comprehensive description of the approach that is being taken to evaluate risk.

It was noted that the risk assessment would develop over time with the further accumulation of Australian and overseas port data, information on introduced species life cycles and their ability to establish in new areas, etc.

It was also noted that there would be a higher cost involved in developing the DSS to more sophisticated levels but that no consideration had yet been given to assessing this level of cost/benefit.

It was proposed that the DSS should provide an immediate reporting mechanism to alert port authorities so that, if there is a vessel which may be classed as high risk, the port authority can then alert all organisations in the customer and supply chain.

Any management response requiring the disposal of contaminated ballast water must recognise that there will also be issues associated with crew and ship safety and port operations that must be considered. Concern was expressed at possible delays to ships whilst decisions were being taken, especially where vessels were thought to have an unacceptable level of risk attached to them.

Port Contingency Plans

It was recommended that port contingency plans should be developed for situations where contaminated ballast water does enter a port. It was recognised that dumping of contaminated ballast water in a port could only be carried out as a final solution and a decision regarding this would depend upon the nature of the port, currents, proximity to sensitive marine areas, etc.

Development of these plans is best carried out on a coordinated State/Commonwealth

- **SESSION SEVEN – Where to from here?**
- Roles and Priorities of the Shipping Industry; *Neil Chambers*
- Roles and Priorities for Port Authorities; *Gary Webb*
- The Role and Priorities of Stage Agencies; *Pauline J Semple*
- Integrating National and International Strategies; *Meryl J Williams*
- Co-operative Approaches to Research and Development of Ballast Water Management; *Ronald E Thresher*
- Discussion – Session Seven
- **SESSION EIGHT – Recommendations and Conclusions**
- **Appendix One – List of Participants**

basis to ensure a consistency of approach.

Port Environment Plans

It was proposed that port environment plans should be in place, or developed, for all ports and they should take into account the potential impacts of ballast water as it may affect such issues as the dumping of contaminated dredged spoil, the sensitivity of surrounding waters and adjacent uses (e.g. aquaculture).

Hull fouling

The introduction of the Black Striped Mussel in Darwin, and the management of the incursion, drew attention to the different regulatory authorities and regulations covering ships and recreation vessels (both international and domestic) all of which are potential incursion vectors. It was recognised that these regulations must have improved harmonisation, as well as reconcile differences between vessels under international law and vessels under domestic law.

It was recommended that these regulations should be reviewed so that they are harmonised and that difference between vessels under international law and vessels under domestic law be recognised.

It was recommended that regulations should be established to specifically address the possibility of incursions from international cruising yachts, and other craft not covered by international law.

It was also recommended that there should be a nationally co-ordinated approach to hull scrubbing and propeller cleaning of international ships and all international and domestic marine craft not covered by international law.

Communications

It was recommended that, as far as possible, all regulations and procedures should be written in plain English and include glossaries as appropriate.

It was also recommended that the responsibility for communications and support for incursion management procedures should be a coordinated effort including both the regulatory and industry sectors (i.e. governments, ports, the fishing industry, etc.).

The Future Direction of Regulatory Control

by **Clive Davidson**, Chief Executive Officer, Australian Maritime Safety Authority (AMSA) at Australian Maritime Law Conference "Shipping in the New Millennium" Brisbane, March 1999

Ladies and Gentlemen,
As the Chief Executive of AMSA I am often referred to as "The Regulator", a word too often associated with someone whose sole aim in life is to say Don't.

But like the rest of society the maritime industry is governed by a complex interlocking set of regulatory requirements, most of which are there to facilitate, not frustrate.

From your own industry experience you know that these rules and regulations cover a wide range of safety, envi-

ronmental, commercial and trade facilitation matters.

Regardless of their aim and their impact, we cannot ignore them.

We should try to understand them, we should fully comply with them, and if and when they are found wanting then we need to change them.

As we fast approach the new millennium, it is appropriate that we evaluate the past record of our regulatory environment and set down the future direction.

My aim today is to provide some

thoughts on the issues that must be addressed if we are to continue to maintain confidence in the regulatory system.

I will be covering three main areas and, although there will be a strong focus on safety and environmental matters, the general principles apply to the issues confronting the broader regulatory environment.

The three areas are:

- the international regulatory environment;
- the regulatory pressures; and
- the strategic issues which will need to be addressed as we enter the new millennium.

INTERNATIONAL ENVIRONMENT

The International Maritime Organization (IMO) came into existence in 1948 and, in general, provides an effective and efficient international maritime forum.

The IMO has 156 members, 2 associate members and 53 organisations having consultative status.

A broad range of safety, environment and trade facilitation matters are discussed, and through the consensus process an agreed international regulatory position decided.

However, the current system is not without problems.

First, there is a concern about a developing gulf between the developed and developing nations in relation to IMO initiatives.

In the past, the IMO has been largely free of geopolitical division and the IMO process will suffer if these divisions are allowed to develop to the point where they interfere with the IMO decision making process.

Secondly, the current IMO approach assumes that independent flag States will faithfully fulfil their responsibilities.

While there are still a number of traditional flag States, there are a growing number of developing countries with open registries.

There is nothing inherently wrong with the open register system, provided those administrations are committed to the implementation and application of the IMO principles.

But we all know that there are some open registries that do not pursue this path. In reality some are no more than *virtual flag States* with little more than a bank account, a postal address, a fax machine and an e-mail address. All display a definite lack of maritime competence.

Thirdly, there is considerable merit in the view that there is too much legislation emanating from the IMO.

Even the most active and committed administrations of the maritime community have difficulty in keeping abreast of developments.

What chance, then, for developing nations with their limited resources and infrastructure?

And finally, the focus of maritime influence is slowly shifting west to east.

The Asia-Pacific basin is now an important focal area for ownership, management, and chartering. This brings with it a definable shift in emphasis in regulation and a new set of needs that are arguably not addressed in the current model.

This shift in influence has yet to be fully recognised by many in the industry, and especially the traditional flag state administrations.

Alternatives to the IMO?

The IMO process does attract criticism. Some of this criticism is justified.

However, it needs to be clearly understood that the safety and environmental provisions developed through the IMO system provide the industry with a near seamless transfer of ships and their cargoes along the global maritime trade routes.

Any cost/benefit analysis of the current multilateral system would soundly win in comparison to a system whereby ships have to comply with the specific, but unique, technical and operational requirements of numerous independent port and coastal states.

The current global approach is superior to regional or bilateral arrangements.

Australia is largely a price-taker, not a price-maker, in the charter markets.

It relies on the availability of safe ships and prudent shipping operations to meet the export demands of its shipborne exports.

The IMO process provides Australia with a part of the maritime regulatory and support infrastructure it needs to succeed in a global trading environment.

In addition to the IMO, there are numerous other national and international bodies whose regulatory impact is felt in the shipping sector.

The industry is not only entitled to question the need for these often overlapping systems, but it is also in a prime position to question the value and benefit which they bring to society in general and the industry in particular.

Cost of Compliance

Recently, the London-based Drewry Shipping Consultants released a comprehensive report examining the financial implications of the current maritime safety regulatory environment.

Not surprisingly, the report finds that there is a distinct and real cost associated with compliance.

It also found that the overall benefits of compliance outweighs these costs.

The challenge is to maintain the positive advantage that the system brings as the regulatory requirements become more sophisticated.

REGULATORY PRESSURES

All governments and administrations are struggling with the need to do more with the same or reducing levels of

resources.

Having to work smarter is not just a buzz word—it is a necessity.

There is a need for regulations to become more efficient and effective, with greater efficiencies in the delivery and enforcement programs.

There is a whole list of aspects to this; the following thoughts are in no particular order of importance.

- There is always a potential dilemma within an organisation having both the standard making role as well as having responsibility for the implementation and enforcement of those standards.

AMSA is in the process of reorganising itself along a purchaser/provider model which clearly differentiates the roles and functions of the standards maker from that of the supplier of those services.

This will not only enhance the transparency and representation of the costs of our activities, but will allow industry to assess the efficiency of our various functions.

- There is an ever growing volume of legislation.

Many of the new rules have an environmental focus through the MARPOL Convention.

An aspect of the recent MARPOL amendments that worries me is that some of the new Annexes may never attract sufficient support for them to enter into force.

This could be an incentive to some nations and regional groupings to impose unilateral or regional responses.

We must therefore strive to bridge the gap that is hindering a more constructive approach to the IMO's important environmental protection role.

- The traditional prescriptive approach to regulation is now being challenged by a performance-based approach and, in its more ambitious form, the safety case approach.

The maritime industry is largely conservative in its outlook and has an attraction to the familiarity of the prescriptive approach.

However, this should not mask the efficiencies which can be gained from a performance-based system.

What we need to aim for is a balance between the two approaches and, importantly, not lose the potential benefits available to industry from performance specifications.

Technical innovation is continuing to challenge the ability of regulators to provide an adequate and pragmatic safety regulatory framework.

In Australia we need look no further than the high speed ferry industry to witness the range and extent of innovation.

- Given the volume and complexity of new legislation, there is continuing pressure to ensure acceptable levels of uniformity and consistency. This is not only a problem within an administration, such as trying to ensure that a surveyor in one port is applying essentially the same criteria as one in another port. It is also a problem between administrations. In particular, it is a problem between classification societies which have such a major role in the delivery of safety services.
- Within any regulatory environment there is not only the need for feedback and analysis but also a robust investigation and enforcement program. Feedback, analysis, enforcement and safety investigation all provide different aspects to the ongoing review process to which all regulatory systems should be subjected. All too often it is these elements that are missing from the functions of those flag states whose poor performance is the reason that our industry is often so defensive about its safety performance. Certainly from AMSA's perspective, a large part of the criticism levelled at port State control would disappear if flag states took greater care in implementing the rules on their vessels and in monitoring those with responsibility for ensuring that the requirements are satisfied. While on the subject of compliance, it is clear that the traditional sanction of the prosecution is seldom an effective way of dealing with non-compliance. On the other end of the scale, there is nothing that concentrates a ship operator's mind more than having a ship "under detention". The penalty is obvious and immediate. Clearly in some cases "detention" is akin to using a steamroller to crack a nut, much as prosecution is trying to break it with a feather. Like many other regulatory bodies, AMSA is constantly looking for an effective and appropriate nutcracker.
- In planning changes to the regulatory framework there is a need for the industry to be actively involved at an early stage. I do not see this as regulatory capture but rather a more effective way of achieving better safety outcomes. It is far too apparent from the discus-

sions and arguments at the IMO that industry—and here I am talking about the shipping industry globally—is often not consulted at a sufficiently early stage.

This can lead to less than optimal safety outcomes, increased costs and a general sense of dissatisfaction.

This applies not only to the detail of regulations but also to the overall regulatory framework.

The major review of the Commonwealth Navigation Act announced by the Government will, for instance, heavily depend on submissions from industry for its success. The review will be a golden opportunity for industry to influence the maritime regulatory framework in the next Millennium.

STRATEGIC ISSUES

Having briefly looked at the international framework and some of the pressures within the system, I will finish by highlighting those strategic issues that need to be addressed to ensure that we enter the new millennium with the regulatory system being as effective and efficient as possible.

The future of the IMO

First, the challenges facing the IMO are quite clear.

They range from a more effective and efficient use of finance and human resources, better implementation strategies, greater accountability from its members and perhaps the need for enforcement powers to ensure the proper oversight of its members.

The critical element is that these issues are clearly in the hands of the members of the IMO.

Unless they have the will to face and address these issues fearlessly, then the IMO process faces the risk of becoming subservient to the unilateral or regional action by influential member states.

Industry Wide Approach

Secondly, regardless of any changes to the regulatory system, the industry itself needs to nurture the development of a safety culture within which all operations are considered within the framework of safety and environmentally responsible outcomes.

This the basic objective behind the International Safety Management Code.

There needs to be better realisation that the ship is only one element in a

complex transport chain.

In this day and age, is it reasonable for the ship and its master to be held fully accountable for managing all the perils which they may encounter during the voyage?

There needs to be better recognition of the responsibility chain through which all stakeholders can be accountable for their actions.

And the industry needs to reward those operators who have a proven commitment to safe and environmentally sound operations.

Regulatory Reform

Thirdly, there is a need to bring the management of safety and environmental issues closer together.

At times there is perceived to be too little interaction between safety and environmental regulation and this can result in poor or overlapping regulatory outcomes.

There is a need for better implementation and more accountability by all sectors dealing with safety and environmental outcomes

There is also a need for regulation to be more performance based and less prescriptive so that it can readily accommodate those sectors dealing in innovation and leading edge technology.

The IMO needs to take a longer view and develop a strategic vision for its regulatory role if it is to remain relevant.

Merely reacting to maritime "disasters" with yet more regulations that simply "close the door after the horse has bolted" is not a viable recipe for developing an appropriate regulatory environment for the future.

We—the flag state administrations—have to develop a co-operative partnership which ensures a vibrant industry, which rewards excellence, which penalises unscrupulous owners and operators, and which avoids at all costs an over-burden of regulation.

Maritime rights

Finally, we need to accept that some of the long cherished maritime rights are now highly qualified.

None of us can take the freedom of the high seas as a God-given right any longer.

If some of our industry do not accept their responsibilities as well as demanding their rights, freedom of the seas will soon become something which is only a memory.

WORLD PORT NEWS

E-Commerce in Ports on Feb. 24, 25 at Amsterdam

E-Commerce in Ports, an international conference, will be held on Thursday 24 and Friday 25 February 2000 at Hilton Amsterdam. The event is supported by UN/CEFACT and IAPH.

Key speakers include:

Marc Juhel, Ports Specialist, The World Bank

Santiago Mila, International Cooperation Director, Port of Barcelona

Volkhard Erdelbrock, General Manager, Dakosy Datenkommunikationssystem GmbH

Bart Roozerkrans, Director, Mitsui OSK Netherlands

Simon Spoormaker, Manager EDI & Standards, ECT Rotterdam

Vassos Aristodemou, Head of Information Systems, Cyprus Ports Authority

Charles Wilkinson, Chief Executive, MCP

Peter Scott, Commercial Director, Bolero.Net

K.A. Noordanus, ICT Manager New Media, Rotterdam Municipal Port Management

Cancellation Policy

A full refund (less 10% administration charge) is available for cancellations received in writing by letter or fax by 10 February 2000. No refund will be given after this date and we suggest that you send a substitute to attend in your place at no extra charge.

Registration Fee

The registration fee includes participation in the conference, lunches and documentation material, which will be distributed at the beginning of the event. All bookings are considered binding on receipt of the booking form.

Date and Venue

Thursday 24 and Friday 25 February
Hilton Amsterdam
Apollolaan 138-140
1077 BG Amsterdam, Netherlands
Tel.: +31 20 710 6000
Fax: +31 20 710 6080

Travel and Accommodation

The conference fee does not include travel or hotel accommodation. Delegates are responsible for their own travel, hotel arrangements and payment. Should you require accommodation in Amsterdam and wish to book at discounted rates, please contact our agent In-Business Reservations on Tel: +44 1332 292979 and mention that you are attending the Euromoney event: E-Commerce in Ports.

For immediate information on this and related events, please call our 24-hour Hotlines: UK +44 (0) 171 779 8999 or USA Freephone 001 800 437 9997 (free from within the USA) or alternatively e-mail hotline@euromoney.com

TransEurasia 2000

Oct. 25 - 28 at Istanbul

ITE Group Plc, best known in the transportation industry for its flagship event, **TransRussia** - the UFI recognised exhibition for Russia and the CIS - is delighted to announce the launch of **TransEurasia 2000**, the 1st International Transport, Logistics, Materials Handling & Warehousing Exhibition. ITE has recently formed a joint venture with the CNR Istanbul World Trade Center, an unrivalled exhibition facility located next to Ataturk International Airport.

Extensive research by our Turkish partners has identified the need for an international exhibition focusing on all aspects of the supply chain. Previous exhibitions have been localised events, ignoring Turkey's central importance as a distribution and transit center in a region encompassing the Central Asian Republics, the Black Sea countries, the Eastern Mediterranean and the Middle East. **TransEurasia 2000** will assess the development of transport links between Europe and Asia and directly assist shippers wishing to evaluate their transport and logistics requirements within the region.

With ITE Transport Division's proven expertise organising **TransRussia**, as well as **TransEurasia** conferences in Kazakhstan and the Caucasus, will

ensure that high-level delegations from Russia and the CIS will be invited to participate in the **TransEurasia 2000** exhibition and conference, thus providing an ideal platform for the discussion of interregional development. **TransEurasia 2000** will also attract exhibitors and visitors from throughout Europe, the Middle East and Asia.

To learn more about how **TransEurasia 2000** can assist you in reaching new contacts in Turkey and the entire Eurasian region please contact:

International Trade Exhibitions Group PLC, 105 Salusbury Road, London NW6RG, United Kingdom.

Tel: +44 (0)207 596 5000

Fax: +44 (0)207 596 5111

E-mail:

transport@ite-exhibitions.com

Web Site:

<http://www.ite-exhibitions.com/trans>

25th Int'l Conference Of ICHCA May 14 - 18

ROTTERDAM, will be the venue for the 25th International Conference of the International Cargo Handling Coordination Association (ICHCA) in the year 2000, from May 14 to 18.

This internationally orientated conference is hosted by a different city every two years.

The theme of ICHCA 2000 Rotterdam is 'Cargo handling in a globalizing world' and the conference programme will be devoted to issues and developments relating to the cargo handling industry.

Among other things attention will be paid to new concepts of cargo transportation, the potential of creating an intermodal transport and the changing part that Europe plays in the common market. The conference is organised for the ICHCA members, top and mid-level executives of the international transport and associated industries and government organisations.

An impressive array of eminently-qualified international speakers, such as Hans Dietrich Genscher, former

Minister of Foreign Affairs of Germany, will address topical issues of concern to the future well-being of the industry in all its modes and facets.

A wide range of subjects, like cargo handling in the information era, new concepts in transportation, intermodal potential, the human factor, scale effects on facilities, cost control and trends in commodity transportation will be presented to the industry's decision makers from around the world.

For more information please contact the ICHCA 2000 secretariat, telephone +31 24 323 4471, fax +31 24 360 1159 or E-mail ichca2000@congres.net. Further information is also available at the ICHCA website www.ichca.org.uk.

3-Day TOC Asia 2000 In Dubai March 7 to 9

TOC Asia 2000, the fourth Terminal Operations Conference & Exhibition in Asia, will be held at the Imperial Beach Convention Centre in Dubai, UAE. The event will be from March 7 to 9, 2000.

TOC Asia 2000 will enjoy the patronage of HH General Sheikh Mohammed Bin Rashid Al Maktoum, Crown Prince of Dubai and UAE Minister of Defence, and the full support and hospitality of Dubai Ports Authority.

TOC Asia 2000 is the essential industry event that will gather senior decision-makers for three days of solutions, discussion and networking. Profit through the knowledge of an international speaker line-up, which will include:

Giuliano Gallanti, President, Port of Genoa, Italy

Bob Grassi, President, Sea-Land Terminals, USA

Tim Hartnoll, Managing Director, Sea Consortium, Singapore

Marc Juhel, Senior Port Specialist, The World Bank, USA

Goon Kok Loon, Deputy Group President (International), PSA Corporation Ltd, Singapore

Daniel McHugh, President Asia-Middle East Region, APL, Singapore

Matthias Moser, Director Global Investment Banking, Deutsche Bank AG, Germany

Capt. Jimmy Sarbh, Director South Asia-Middle East, P&O Ports, India

Terminal operator, carrier, shipping line, shipper or logistic professional TOC

Asia is the terminal operations and shipping event where east meets west. Dubai is the ideal location, at a time when heavy investment is being made into the Middle Eastern shipping and port industry. PLUS the Jumeirah Beach Convention Centre will provide TOC Asia 2000 with a state-of-the-art conference venue, and the convenience of superb hotel facilities.

5 easy ways to register

BY PHONE: Telephone us on +44 207 453 5309 between 09.00 and 17.30 to make your provisional reservation, then send in the completed registration form.

BY FAX: Fax us on +44 207 453 5306.

BY POST: Post the registration form to the Conference Department, TOC Asia 2000, IIR Exhibitions Ltd, Francis House, King's Head Yard, London SE1 1NA, UK.

BY EMAIL: Email us at michelle.fisk@iirx.co.uk to make your provisional reservation, then send the completed registration form.

ONLINE: Visit www.toc-iirx.com, select TOC Asia 2000 Conference, complete the registration form and submit - this booking facility is security encrypted.

Special discount rates on hotels and travel: For further details contact Mr Randy Wright, Travel Focus, Castle House, 75-76 Wells Street, London W1P 3RE.

Tel: +44 207 436 4545

Fax: +44 207 436 5483

Email: rwright@travelfocus.co.uk

Assistance is also available with Visas (which are required of most visitors), onward travel, on-site flight confirmations and travel insurance.

Master in Transport and Maritime Management

Institute of Transport and
Maritime Management Antwerp
(ITMMA)

INTRODUCTION: Due to the presence of the seaport of Antwerp, the University of Antwerp has acquired a leading position in the fields of transport and maritime management. This position is clearly emphasized by the various research and consulting projects that have been conducted so far by the departments of transport economics, belonging to the faculty of applied economics. In response to the increasing demand for advanced academic education, tailored to the needs of today's transport world, the Institute of

Transport and Maritime Management Antwerp (ITMMA) was set up at the beginning of 1996 within the official structures of the University of Antwerp. In October 1996, the postgraduate academic Master's programme in Transport and Maritime Management, in which strategic management and planning are highlighted, was launched.

OBJECTIVES: The main objective of this highly specialized programme is to help executive staff members from transport-related private industries or public organizations become top-executives who are able to cope with the challenges of the international competitive market.

To this end, the Master's programme offers a unique combination of general transport issues and specific maritime matters. Its courses deal with a vast number of topics ranging from transport in the strict sense of the word to strategic management.

The enthusiastic and intensive collaboration between both the University and a number of transport-related companies and organizations, enables the programme to combine theoretical knowledge with practical experience. In short, this Master's constitutes the node of academic rigour and practical assessment.

Many of the staff of the Institute, in the course of their work, have developed international reputations for teaching and research and regularly make contributions to the work of such organizations as the World Bank, the European Commission, UNCTAD and so on.

PARTICIPANT PROFILE: The Master's programme is specifically designed with an international audience in mind. It is aimed at individuals with a background in management and planning with regard to transport-related matters, and who wish to develop their skills in these areas with a view to career advancement.

The normal entry requirement is a bachelor's degree in a relevant subject from an accredited college or university. Experience in a relevant field is highly appreciated.

Since the Master's programme is taught in English it is essential that all participants have good standard of use of the language. For these applicants whose first language is not English a TOEFL (Test of English as a Foreign Language; www.toefl.org) is required or alternatively a IELTS (International English Language Testing System; www.ielts.org) is needed. Acceptance to the programme will partly depend on the reported scores of one of the tests. For applicants whose standard of English

fails to meet this level specialist English, language training can be arranged by the University.

The Programme – An Overview: The workload of the programme corresponds to a normal academic year which has been condensed into a 7 months full-time study period. Courses run from the beginning of October to the end of April of the following year. The Master's covers 12 courses, 7 of which are compulsory, and requires a research-based thesis which has to be defended before the end of the academic year. Five optionals

12 COURSES CONSISTING OF:

- 4 Transport Core Courses
 - Advanced Maritime Economics
 - Advanced Port Economics
 - Transport Economics Special Topics
 - Transport Policy Workshop
- 3 Strategic Management Core Courses
 - Integrated Logistics
 - Strategic Management Tools
 - Structural Changes in the World Economy
- Plus 5 Optional Courses to be Chosen From
 - Airport and Airline Economics
 - Environmental Economics
 - Hinterland Transport
 - Marine and Transport Insurance
 - Maritime Law Capita Selecta
 - Marine Technology Workshop
 - Shipping (Management, Operations and Environmental Safety)
 - Techniques of International Trade and Transport
 - Terminal Management
 - Transport Law Capita Selecta
- Plus a Dissertation

have to be chosen from a list of 10. The programme also involves a wide range of side activities. Excursions to the port of Antwerp, Zeebrugge, Ghent, Rotterdam and so on, together with visits to transport-related companies and multimodal terminals are included in the programme as well.

The Master's can, if desired, be spread over a period of two academic years. In that case, students will have to take all the compulsory courses (4 transport core courses + 3 strategic management courses) during the first academic year, and the 5 optionals, as well as the thesis, during the second year.

Because of the highly interactive character of the programme, distance learning is impossible.

Tuition Fee: The programme fee amounts to 7,500 EURO (i.e. 302,550 BEF

or about 8,570 USD). This fee includes enrollment at the University, as well as workbooks, textbooks, visits and excursions.

The ITMMA Environment: Since ITMMA is part of the University of Antwerp, students are offered state-of-the-art services to facilitate learning, educational and individual welfare, such as:

- IT facilities
- libraries
- university restaurants
- on-campus sports complexes

Further Information: Interested in this worldproof and highly specialized academic postgraduate study pro-

gramme? Write to:

ITMMA - University of Antwerp
Middleheimlaan 1
B-2020 Antwerp
Belgium

and ask for the detailed brochure on the Master's programme.

You can also call (+32 3 21807 765 or +32 3 2180 539)
fax (+32 3 2180 746), or
e-mail: itmma@ruca.ua.ac.be

Additional information on the Institute and the Master's programme is available on the Internet:

<http://www.ruca.ua.ac.be/itmma>

Ships' Waste in the Marine Environment – A Problem that can be Solved!

By **Per H. Olson**

Senior Port Specialist, Swedish Maritime Administration

POLLUTION from shipping is a global problem. In all regional seas, on the open sea and on the coasts of the world discharges from ships are causing a number of negative environmental effects. Birds are killed by oil, marine mammals are entangled in marine debris and lost or discarded fishing gear continues to fish as ghost nets.

However, there are now good examples of how these important issues can be effectively addressed through international global and regional co-operation.

The Baltic Sea – a Special Sea requiring Special Rules

Actions to deal with the environmental problems caused by discharges of wastes from ships have been part of the international Baltic co-operation ever since the first Convention on the Protection of the Marine Environment of the Baltic Sea Area (the Helsinki Convention) was signed in 1974.

In addition, the Baltic Sea Area has also been designated a Special Area under the International Convention for the Prevention of Pollution from Ships, 1973 as amended by a protocol in 1978 (MARPOL 73/78). Such status is given to sea areas which, because of their spe-



cial oceanographic or ecological characteristics are regarded as particularly sensitive to environmental disturbances.

As a consequence, regulations concerning discharges of oil and other types of ship-generated wastes are particularly strict in the Baltic Sea Area. In principle, all wastes should be delivered to reception facilities ashore.

However, despite 20 years of international co-operation within the Helsinki Commission (HELCOM) framework as well as in IMO to control and eventually eliminate the environmental problems caused by discharges of wastes from ships, such illegal discharges remain a serious environmental problem in the Baltic Sea area. Several hundred oil spills, consisting mainly of oil wastes from ships' machinery spaces, are registered in the area every year. To this should be added a probably even larger number of spills that are never registered by the surveillance programmes. Statistics show that the number of spills detected actually increased during the first part of the 1990s.

Several factors are thought to be behind this negative trend:

- Increased traffic in the Baltic by sub-standard ships, with crews that are either unaware of, or do not respect existing rules and with a low environmental awareness;
- Lack of port reception facilities in

- some of the countries in the region;
- High costs of using facilities;
- Lack of surveillance at sea which minimises the risks of being detected while discharging waste at sea;
- Bureaucracy and complicated rules for securing evidence that can tie a specific ship to a certain discharge, thus making it difficult to prosecute and punish offenders, etc.

The Baltic Strategy for Reception Facilities for Ship-generated Waste

In order to address those issues outlined in the previous sections, the countries around the Baltic Sea Area agreed on a comprehensive set of measures to tackle problems with ship-generated waste. The Baltic Strategy for Reception Facilities for Ship-generated Waste and Associated Issues was adopted by HELCOM in March 1996.

Since its adoption the Strategy has been given additional political strength and support at meetings of Heads of Governments, Ministers for Foreign Affairs and from Environment Ministers representing all the Baltic countries.

The main objective of the Strategy is to substantially decrease operational and to eliminate illegal disposal of ship's wastes and thus, prevent pollution of the Baltic Sea Area. Another objective is to highlight the need for developing environmentally sound treatment of ship-generated wastes when these wastes have been delivered to reception facilities ashore, as part of the overall waste management systems of the countries concerned.

The Strategy includes all types of wastes generated onboard ships, being it a large merchant ship, fishing vessel, working vessel or pleasure craft.

In practice, this means that:

- Reception facilities for ship-generated wastes shall be available in all ports around the Baltic. These facilities must be easily accessible and adequately equipped;
- A fair and harmonised system between the countries on how ports shall recover their costs for receiving and treating ship-generated wastes in an environmentally sound way is to be introduced. In other words it will no longer be profitable to discharge the wastes at sea or keep them onboard until the ship calls at a "cheap" port;
- It will be mandatory for ships to deliver all their wastes to a reception facility before leaving port;

- International information and monitoring systems shall be established which allows the management of waste onboard a specific ship to be effectively monitored;
- Countries shall co-operate to make surveillance at sea more effective and to assist each other to prosecute those who violate the rules. There will be no free zones where ships that choose not to comply with the regulations can hide and get away;
- Investment funds should be made available to build new or improve existing reception facilities in Estonia, Latvia, Lithuania, Poland and Russia.

Principles and systems for the reception of ship-generated wastes

In order for the implementation of the Baltic Strategy to be fully successful the whole waste chain from the ships, via the reception facilities, the transport on land and the final treatment and disposal (recycling incineration or depositing) must function efficiently and smoothly.

In general, the amounts of ship-generated wastes delivered to reception facilities ashore will be small compared to the total quantities of wastes that have to be handled by those cities where the ports are situated.

From an economics as well as an environmental point of view it is thus important that issues associated with the handling of ship-generated wastes are not considered separately and apart from the management of other wastes generated within the port or in the respective societies as a whole. Obviously, ships' waste is part of a port's total waste stream, which in turn is part of the cities total waste stream. If a port waste management plan is designated as an integral part of a comprehensive local, regional or national waste management strategy, it will provide the best prospects for an effective reception, treatment and final disposal of ship-generated wastes.

From principles to implementation

At the 1998 HELCOM Ministerial meeting a number of important decisions were taken to operationalize the various provisions of the Baltic Strategy.

A no-special fee for reception of ship-generated waste will be applied

Various systems for charging the vessels the costs for delivering waste to reception facilities have been intensely

internationally debated for many years.

As part of the Baltic Strategy, the countries around the Baltic Sea agreed to introduce a harmonised fee system. The overarching principle is that ships should not be able to save money by discharging their wastes into the sea. After careful discussions all countries agreed on the non-special fee system, which means that the ports charge the reception and treatment costs to all ships calling as part of their harbour fee, irrespective of whether a certain ship delivers any waste or not and irrespective of amounts discharged.

Such a fee, if uniformly applied, results in a more balanced distribution of the quantities of waste between the countries and ports of the region. Thus, unnecessary and inappropriate transports of wastes between ports and across the seas are avoided.

In addition, the countries of the Baltic Sea Area have decided on a mandatory discharge of all wastes to port reception facilities before leaving port.

The countries have also agreed on a number of additional measures such as:

- Installation of garbage retention appliances and toilet retention systems and standard connections for sewage on board fishing vessels, working vessels and pleasure craft;
- Guidelines for holding tanks and oily water separating or filtering equipment for ships of less than 400 tons;
- A uniform format for the notification of ships' wastes to facilitate for the ports to receive ship-generated wastes;
- Development of port waste management plans;
- Basic principles for ashore handling of ship-generated wastes; and
- A harmonised system of fines in case a ship violates anti-pollution regulations.

Most of these rules will come into effect starting with oily wastes from machinery spaces of ships on 1 July 2000 and the other types of wastes two years later.

Implementation through national action

MARPOL 73/78 Special Area status does not only put strict regulations on ships not to discharge oil or oily wastes at sea. It also lays down mandatory obligations on the countries bordering Special Areas to ensure that facilities for the reception of wastes are available in all ports and harbours.

Availability of reception facilities in all ports in the Baltic Sea Area with ade-

quate capacity to receive ship-generated wastes to meet the needs of the ships using them is thus one of the most important prerequisites for the successful implementation of the Baltic Strategy.

As part of their commitment to implement the Strategy, all Baltic countries have had to review their present national legislation as well as their capacity and systems to receive and handle various types of ship-generated wastes in an environmentally proper way.

Studies have shown that reception facilities for ship-generated wastes corresponding to international standards exist in almost all ports used by commercial shipping in Denmark, Finland, Germany and Sweden. However, in many cases technical as well as administrative measures are needed to further improve the availability and performance of these facilities.

Sweden

Since the late 1970s, Swedish municipalities have the responsibility to receive, treat and dispose of such oily wastes, sewage and garbage which are prohibited to be discharged at sea. Ports shall provide appropriate reception facilities for such wastes.

Sweden has, since the beginning of the 1980s, applied the no-special fee system for the reception of ship-generated wastes. However, a recent review of the existing systems for reception of waste from ships has shown that improvements must be made to increase the availability and performance of these facilities.

Special action programmes for working vessels, fishing vessels and pleasure craft have been or are presently being developed in co-operation between all stakeholders concerned. The programme on pleasure craft includes issues such as waste management on board, reception of wastes including sewage ashore and the establishment of more reception facilities for waste from working vessels, fishing vessels and pleasure craft. As a result, an increasing number of marinas, smaller harbours and fuelling stations for small vessels are being equipped with reception facilities for solid waste and sewage.

Reception facilities in Estonia, Latvia, Lithuania, Poland and Russia

The availability of modern reception facilities for ship-generated wastes in the ports of Estonia, Latvia, Lithuania, Poland and the Russian Federation has

been a matter of concern in the Baltic Sea Region in recent years.

Improvements needed

An international survey of the situation in the ports concerned was made during the first part of the 1990s. The general conclusions were that most reception facilities were in a poor condition and the capacity, technology, labour safety and environmental conditions did not comply with neither the needs of the ships that should use them nor with modern standards. Most of the facilities were built during the 1970s and are currently in urgent need of extensive renovation, modernisation and should in many cases be replaced by new facilities.

Baltic Co-operation to improve the capacity to receive ship-generated wastes

As part of the international co-operation for the rapid implementation of the Baltic Strategy, pre-investment studies have been carried out for a number of major ports in Estonia, Latvia, Lithuania, Poland and the Russian Federation. In addition, port waste management plans are presently being developed for some of these ports.

Financing of the new or upgraded reception facilities does not seem to pose any major problems. Several of the major International Financial Institutions presently operating in the Baltic Sea Region, have indicated their willingness to participate in the financing of reception facilities in Estonia, Latvia, Lithuania, Poland and Russia. These include the Nordic Investment Bank, the Nordic Environment Financing Corporation, the World Bank, the European Bank for Reconstruction and Development and EU Phare*.

*Note: "The Phare Programme is currently the main channel for the European Union's financial and technical cooperation with the countries of central and eastern Europe. Set up in 1989 to support economic and political transition, Phare had by 1996 been extended to include 13 partner countries from the region. Originally allocated Euro 4.2 billion for the 1990-1994 period, the Phare budget was increased to Euro 6.693 billion for the 1995-1999 period."

Legislation, capacity building and training

Not only investments in "hard ware" such as tank trucks, oil-separators and storage tanks, etc. are needed in order to ensure smooth, effective and environmentally safe systems for the whole waste management chain from the ships to the final treatment and disposal. Such equipment does not necessarily

have to be provided by the ports. They can be owned by private contractors, who are licensed by the appropriate authorities, and with whom the ports have agreements on the provision of reception facilities.

In the feasibility/pre-investment studies carried out a number of major institutional problems related to the handling of ship-generated wastes have been identified. These include:

- Lack of an efficient fee system that encourages disposal of wastes in ports;
- Mix-up between responsibilities and the performance (carrying out) of the various tasks related to the collection, treatment and disposal of ship-generated wastes.
- Lack of well defined control functions;
- Lack of conformity between national legislation and the provisions/regulations of the international instruments such as the MARPOL 73/78 and the 1974 and the 1992 Helsinki Conventions.

The establishment of a process for continuous institutional strengthening capacity building and training, particularly at the local level, will be essential to deal with these matters. In this context, a system of twinning arrangements (e.g. port-to-port, between cities, etc.) might be considered. The Baltic Ports Organization (BPO) is an example of an organisation that already for some years has been active in this field.

Additional issues

In accordance with the Baltic Strategy, facilities should also be provided in ports and marinas where fishing vessels, working vessels and pleasure craft can deliver their wastes. In most of the Baltic Sea countries such facilities are often lacking in smaller ports and marinas. Significant efforts will be needed in all countries of the Region to provide a sufficient number of reception facilities for these vessels in smaller harbours and marinas.

The need for reception facilities, particularly for sewage and garbage, in marinas and other harbours used mainly by pleasure craft should, however, also be considered in the context of tourism development including an increasing number of pleasure craft.

The Concept is spreading

It is widely recognised that pollution from shipping, by its very nature, has transboundary implications. Thus, actions to reduce the environmental

impact of shipping is needed in a wide international context.

It should be noted that the no-special fee system works best if implemented in a larger geographical region. If just a single country or a single port applies the system, ships will keep their waste on board for discharge in that country or port, which will increase costs and thus, also affect the competitiveness of that country or port negatively.

An important positive effect of the no-special fee system is that as ports provide the reception facilities, most often by the use of private contractors, costs will be kept at the lowest possible level, as ports are in competition with each other and they are in a far better bargaining position towards the waste collectors than every single ship.

The application of the concepts embedded in the Baltic Strategy (e.g. the no-special fee system and mandatory delivery of all wastes ashore) to a wider geographical region, e.g. the North Sea or Northeast Atlantic Region would be important steps towards further reducing the effects of shipping on the marine and coastal environments.

Some initiatives have already been taken in this respect and a number of additional ones are presently being developed.

At the Fourth North Sea Conference, in 1995, the Environment Ministers of all the North Sea States agreed on a number of actions to prevent and/or reduce the disposal of wastes from ships into the North Sea. Among others, the Ministers decided to take further action to improve surveillance and control of wastes from ships in order to prevent illegal disposal at sea and to request IMO to develop and implement techniques for waste treatment on board; to request the Port Authorities or other competent authorities to develop waste stream management plans in every port; to increase information on existing regulations and environmental effects in order to raise the public awareness of the problem, and to develop regulations making it mandatory to dispose all garbage to a port reception facility before leaving port.

In August 1999 Northwest European waters (all waters from Brest in the south to Bergen in the north including the waters of Ireland, United Kingdom, the Shetland Islands and the Faroe Islands) will become a special area under MARPOL Annex I.

The European Union, EU, is expected to adopt a Council Directive on Port Reception Facilities for Ship-generated Waste and Residues from Ships. The

main objective of the Directive is to reduce the discharges of ship-generated waste and cargo residues into the sea, especially illegal discharges, from ships using ports in the European Community. A number of the basic principles of the Baltic Strategy are expected to be integrated into the new EC Directive.

ICSW Starts Worldwide Survey on IT Resources

THE International Committee on Seafarers Welfare (ICSW) has launched a project to survey the Information Technology resources within centres working in the field of seafarers' welfare worldwide. The Swedish Government Seamen's Service (HKT) will manage the project on behalf of the ICSW. The purpose of the project is firstly to survey the welfare centres' access to, and use of, Information Technology regarding both their communication with incoming ships, and telecommunication facilities offered to visiting seafarers. The study will include an analysis of future requirements for, and use of Information Technology within each welfare centre. Secondly, problems and possibilities highlighted by the survey will be analysed, with recommendations being presented to the ICSW in a detailed project report by May 2000. The project will be conducted using total market analysis techniques. A questionnaire will be sent by letter to approximately 700 different welfare centres worldwide.

The questionnaire is presented in three sections; parts A, B and C. Part A will seek general information about the centres, for example the name of the centre and et cetera. Part B will obtain information regarding a centre's access to, and use of, Information Technology within their existing organisation. The questions in part C will address future development in Information Technology at the welfare centres.

The completed questionnaires will be returned, free of charge to the centre, to HKF Sweden. Postage will be covered by International Reply Post or by International Reply Coupon.

The project will run until April 30, 2000, with the questionnaires arriving in the welfare centres at the beginning of January 2000. Centres that have not received a questionnaire by January 20, 2000 should contact the HKF on phone number +46-8-6158815 and ask for Ms

Ulrika Jagare or Mr Christer Hederstrom. It is essential that all centres complete and return questionnaires as soon as possible.

Welfare centres participating in the survey of Information Technology resources, will be included in the final report to the ICSW, thereby enhancing their chance to receive potential monetary contributions, which might help the centres improve their Information Technology facilities.

On completion of the project, a copy of the report will be sent to all participants. The HKF will provide an updated address list of all participating centres (including email-addresses and web sites), on request, by e-mail.

Second Conference on Maritime Terminology

11 - 12 May 2000 at Turku, Finland

Call for papers

Anyone interested in the Conference is welcome to offer a paper related to Maritime Terminology. The paper may refer to any European language(s); each speaker will be given 20 minutes for presenting his or her paper and 10 minutes for discussion. We ask those interested in giving a paper to send us the title and abstract of the suggested paper. Potential speakers will be sent information about the approval of their proposal, instructions for producing the final paper and additional information about the Conference by January 14, 2000.

Programme and Participation

The Conference Programme will be updated at the Conference homepage. The participation fee will amount to approximately FIM 1200 or EUR 200, including participation, meals, refreshments and the material distributed during the Conference. For additional information or submitting an abstract, please use the attached information sheet.

The Conference Venue

The Conference will be arranged at the main campus of the University of Turku, Close to the city centre and a variety of different hotels.

The Conference City

The Conference will be organised in the City of Turku, a fascinating town,

combining elements of the past and present. It has something to offer both urban visitors and those interested in the treasures of history. Today, Turku, a city of high technology, is home to three universities, the University of Turku, the Turku School of Economics and Business Administration and the Åbo Akademi University, Finland's only Swedish-speaking university. Turku is a prominent shipping and commercial city. It also serves as an important link between east and west. As the provincial capital with its 171,000 inhabitants, Turku is the regional and administrative centre of South-West Finland.

Forum Marinum is a newly established maritime cultural centre in Turku. Forum Marinum combines the museums, archives and collections already existing in the nautical field in Turku. Forum Marinum is situated by the River Aura beside Turku Castle and close to the harbour. In the history of Finnish navigation, this area has been one of the most central places ever since the middle ages with the harbour, shipyards and other maritime activities.

Information about Turku can be viewed at the web address <http://www.turku.fi/>

The Conference

The need for Maritime Terminology and mastering it is on the increase. Technological innovations in shipbuilding, the expansive Vessel Traffic Service systems, Port State Control activities, the newly established Safety Management Systems in shipping companies, new requirements for the training of seafarers (STCW 95 Code), Ice Operation Training and a number of other issues related with seafaring increase the need for studying, developing, teaching and using Maritime Terminology.

The expansion of the European Union calls for a harmonisation of legislation and the development of practices concerning seafaring, which in turn will necessitate translation and interpretation into different languages. This work will, hopefully, be facilitated by interesting computer-based tools and learning environments which are being developed for the translation, teaching and other usage of Maritime Terminology.

The conference is aimed at researchers, teachers, students, translators, interpreters, officials, shipping company staff, seafarers and shipbuilding experts dealing with Maritime Terminology. In addition, we welcome the participation of any other persons

interested in the field.

The Conference Language will be English. However, French-speaking participants may write and present their papers in French, in which case the papers will be interpreted into English.

Conference themes

- Research on maritime terminology
- Teaching and learning of

maritime terminology

- Modern maritime dictionaries
- Issues of translation and interpretation
- Terminology in maritime technology
- Terminology in maritime safety
- Terminology in maritime legislation and directives

Additional themes may be defined on the basis of abstracts offered by potential participants.

New Publications

Lloyd's Maritime Atlas 20th Edition

WITH over 70 full colour world, ocean, regional and port maps you'll never be lost with *Lloyd's Maritime Atlas 20th Edition*. Publishing in August 1999 this fully update directory gives you all the information you need to ensure you are kept fully up-to-date with world ports and shipping places.

This user-friendly atlas will help you locate ports and shipping places from South America to South East Asia, Australia to Amsterdam. Covering commercial ports (over 10,000 of them) as well as all major road, rail and airport links serving the port *Lloyd's Maritime Atlas* can ensure that you have access to the most comprehensive and up-to-date information anywhere in the world. Thanks to exclusive access to the renowned Lloyd's Shipping Database, updated daily from our unique network of agents and contacts around the globe, you can rely on the accuracy and quality of information in this award winning Atlas.

This new 20th Edition also includes:

- The new International Date Line
- BP Marine Distance Tables with distances quoted in nautical miles
- Detailed maps for both onshore and at sea reference

With an easy to use indexing system allowing you to search by country/region or alphabetically by port, *Lloyd's Maritime Atlas 20th Edition* is the essen-

tial reference tool for all those involved in the transportation of goods by sea including; ship operators, freight forwarders, ship managers, shipowners and their agents as well as those involved in insurance and related fields.

Publishing: August 1999
 ISBN: 1 85978 679 0
 Price: £68/US\$116/HK\$897
 (Hard Cover)

For further information, or to receive a copy for review, please contact: Susan Bolsover, LLP Limited, 69-77 Paul Street, London, EC2A 4LQ, UK.

Telephone: +44 (0) 171 553 1450
 Fax: +44 (0) 171 553 1179

The Institutional Position of Seaports

THE *Institutional Position of Seaports* deals with the logic and functioning of international seaport administration. This volume not only contains interesting reading for public and private port administrators and managers but can offer by its international comparisons relevant insights for the deregulation, privatisation, liberalisation and deconcentration of former government duties. Every seaport hosts different port activities in which public and private actors interact in changing relations. There is a permanent question of how responsibilities among public port administrators and the private users of the port have been divided and institutionally anchored.

The unique model of analysis as used in this research has been built up by the distinction in four different control relations between state and market. By means of this institutional model the division of responsibilities for nautical

control, port planning and port services can be determined. The reader can also learn via this model about the specific conditions that are needed to activate the learning capabilities of the different port activities.

Audience: This book is essential for everyone who is in a public or private managing or policy-making position in a seaport. It can also be of great help to students in disciplines like maritime economics, strategic management, social geography and public administration. For example to make them more aware of the specific role divisions and mechanisms between state and market in international seaports.

Contents: Preface. Introduction to the Study. The Regulation of Responsibilities. The Nature of Seaports. The Port of Rotterdam. The Ports of Antwerp and Hamburg. Ports in the United States. Canada: The Port of Vancouver. Japan: The Port of Kobe. The Port of Hong Kong. The Port of Singapore. South Africa: The Port of Durban. The Learning Capacity of Seaports. Glossary. Summary. Bibliography. Index.

Available at a reduced price of NLG 95.00 for course adoption when ordering six copies or more. Please contact Customer Services (services@wkap.nl) for further details. (By **Henrik Stevens**, *Zeeland Seaports Authority, Vlissingen, The Netherlands*)

Kluwer (<http://www.wkap.nl>)

YOUR electronic gateway to Kluwer. It's free, it's current, and it's all available on your computer. We hope you will bookmark this site to make future visits even easier.

Enter the Complete Catalogue and look up information on publications in specific subject areas, including tables of contents and order forms for all Kluwer titles.

Tailor your search for information on any Kluwer publication using our dynamic search form.

Visit the Kluwer journal homepages which include past, present and future article listings, submission and subscription information and usually even a free online sample copy.

Use our Website to obtain author instructions/stylefiles and get into contact with our publishing editors.

Orders

To be sent to your supplier or to:

Kluwer academic publishers
Order Dept., P.O. Box 322
3300 AH Dordrecht, The Netherlands
Fax: +31-78-6546474.
Tel: +31-78-6392392.
E-mail: orderdept@wkap.nl

Distributor in the Americas:
Kluwer academic publishers
Order Dept., P.O. Box 358
Accord Station, Hingham
MA 02018-0358, U.S.A.
Fax: (781)871-6528
Tel: (781)871-6600
E-mail: kluwer@wkap.com

Shipping and the Environment: A Code of Practice

CS has published a new edition of *Shipping and the Environment: A Code of Practice*.

The ICS Code should help the shipping industry understand its obligations more clearly, while providing information to others – such as governments and environmentalists – about what a safe and efficient transport system the shipping industry really is.

According to ICS Marine Director, Captain John Joyce, "There has been a very substantial reduction in marine pollution over the past 15 years, despite a 70% increase in world seaborne trade".

Estimates of the quantity of oil spilled by shipping reduced from 384 thousand tons in 1983 to only 10 thousand tons in 1998 – the period during which the International Convention on the Prevention of Pollution from Ships (MARPOL 73/78) entered into force. Although 1998 saw especially few major incidents, the overall trend undoubtedly shows an impressive improvement in shipping's performance.

"Technical advances and improvements to operational procedures have helped," John Joyce added. "But the improved performance is really a reflection of better regulatory control, and increased awareness amongst ship operators and seafarers of the need to protect the environment. With the adoption of the ISM Code, and its requirement for a documented safety management system to cover environmental protection, we expect that the industry's record will be even better as we enter the 21st Century".

For ready use by shipping companies, the ICS Code also contains principles of environmental management and

detailed analysis of current international environmental legislation.

"The new edition," explained John Joyce, "has been updated to cover issues such as atmospheric pollution, ballast water control, the use of TBT based anti-fouling paints and the ongoing phase-out of ozone depleting substances. We strongly recommend that every shipping company obtains a copy in order to see where it stands with regard to meeting its environmental responsibilities, both voluntary and regulatory".

The Code is available from Marisec Publications for £10 including postage. However, shipping companies can receive a copy free of charge via ICS member national shipowners' associations. (*More news about Shipping on www.marisec.org*)

Ship Bridge Simulators

CAPTAIN Henk Hensen, successful author of the book *Tug Use in Port* has completed another interesting publication *Ship Bridge Simulators*. The book published by The Nautical Institute and sponsored by the Port of Rotterdam, was officially launched on 5 November 1999 on board the *Nieuwe Maze*, the executive launch of the Port of Rotterdam. Many people were present and listened to speeches of representatives of The Nautical Institute, the Port of Rotterdam and, of course, the author himself.

The book provides a clear overview of the use of simulators, what they can do but also of their limitations. Ship bridge simulators are used for training purposes of nautical students, tug captains, mates and masters of vessels and marine pilots. They can also be used to check whether planned port infrastructure will meet the demands of the expected ships.

It is of course important that simulator studies and training projects are carried out in a manner that satisfies the need of the customer and in a cost effective way. Unfortunately, customers are not always experts in the field of simulation. This may lead to misunderstandings and sub optimal results and expensive rectifications to ultimately suit the customer's demand.

Ship Bridge Simulators provides prospective simulator clients with guidance to enable them to formulate their requirements in such a way that the simulating process yields the expected results at minimum cost.

In his preface the author underlines this aspect as follows: "The handbook guides the client through the whole simulation process, gives insight in a practical way into numerous aspects of simulation, and tries to achieve the objective of ensuring that the simulation meets the client's requirements in the best possible manner. The simulator's specialised knowledge and the client's expertise can thus be brought together in a spirit of teamwork."

The handbook takes the reader through the various stages of a simulator training or research project. It introduces the use of checklists to ensure that all aspects of a project are fully covered in the process and that both simulator institute as well as the client are fully aware of the agreed principles.

In short, the handbook is a must for individuals or organisations that plan the use of simulators for training purposes or research projects.

Captain Hensen is a fellow of the Nautical Institute, a member of the International Federation of Shipmasters and an associate member of the Society of Naval Architects and Marine Engineers.

The book (ISBN 1 870077 50 4) can be ordered at: The Publications Department of The Nautical Institute, 202 Lambeth Road, London SE1 7LQ, UK. Telephone 020 7928 1351; fax no. 020 7401 2817.

The Americas



Containers Handled by Latin America Up 16%

AT least 9.3 million container TEUs were handled by ports of Central and South America, an increase of 16% compared to 1997 and 43% compared to 1996.

These are conservative numbers, representing the throughput of 81 ports. Data were incomplete or unavailable for Guyana, Suriname, Paraguay, and Venezuela.

Sources for AAPA included the "Perfil Maritima" posted on the internet site of the Economic Commission for Latin America and the Caribbean (www.eclac.cl) as well as individual port agencies.

Not surprisingly, Brazil was the dominant container market, accounting for

22% of the regional total, with over 2 million TEUs, a 4% increase from 1997. However, the most impressive year-to-year growth was registered by Panama, where throughput skyrocketed by 79% to 1.2 million TEUs, reflecting the suc-

cess of the impressive new and expanded container handling capabilities of the Manzanillo, Evergreen, and the newly privatized Panamá Port terminals.

Double-digit increases were also experienced by Argentina, Colombia, Guatemala, Peru, Uruguay, and Venezuela. Table 1 provides further detail.

Buenos Aires remained the region's number one container handler for the second year in a row, with throughput of over 1.1 million TEUs, up 14% from 1997. Others among the top five were Colón (Panamá), Santos (Brazil), Puerto Cabello (Venezuela), and Puerto Limón/Moin (Costa Rica), as shown in Table 2.

1. PORTS OF CENTRAL AND SOUTH AMERICA
CONTAINER TRAFFIC 1997 AND 1998
Twenty-Foot Equivalent Units - TEUs

COUNTRY	1998	1997	CHANGE
Argentina	1,174,694	1,039,575	13.0%
Brazil	2,009,096	1,926,171	4.3%
Chile	1,075,064	1,026,805	4.7%
Colombia	685,197	562,461	21.8%
Coasta Rica	452,076	449,394	0.6%
Ecuador	429,611	375,878	14.3%
El Salvador	14,117	12,508	12.9%
Guatemala	388,855	327,923	18.6%
Honduras	419,835	382,926	9.6%
Nicaragua	8,054	13,090	-38.5%
Panamá	1,166,357	653,579	78.5%
Perú	424,064	372,251	13.9%
Uruguay	265,892	201,964	31.7%
Venezuela	789,157	693,463	13.8%
TOTAL	9,302,069	8,037,988	15.7%

Sources: Various port authorities and the Economic Commission for Latin America and the Caribbean (ECLAC)

2. PORTS OF CENTRAL AND SOUTH AMERICA
1998 RANKING BY TEU THROUGHPUT

RANK	PORT	COUNTRY	TEUs	v. 1997
1	Buenos Aires (a)	Argentina	1,139,730	11.3%
2	Colón (b)	Panamá	1,117,035	92.0%
3	Santos	Brazil	799,476	-3.6%
4	Puerto Cabello	Venezuela	486,824	26.4%
5	Puerto Limón	Costa Rica	452,076	4.9%
6	San Antonio	Chile	415,001	11.8%
7	Guayaquil	Ecuador	407,434	8.4%
8	Callao	Perú	378,013	17.6%
9	Puerto Cortes	Handuras	362,064	17.1%
10	La Guaira	Venezuela	302,333	34.7%
11	Cartagena	Colombia	277,686	20.3%
12	Montevideo	Uruguay	265,892	31.7%
13	Valparaíso	Chile	255,687	-5.9%
14	Buenaventura	Colombia	247,653	18.2%
15	Río Grande	Brazil	223,133	14.4%
16	Río de Janeiro	Brazil	195,616	-3.5%
17	Paranaguá	Brazil	161,596	16.1%
18	Puerto Barrios	Guatemala	156,244	29.5%
19	Santo Tomas de Castilla	Guatemala	145,295	-3.2%
20	Itajai	Brazil	129,563	9.0%

(a) Includes Exolgan, (b) Includes Manzanillo, Evergreen and Panamá Port terminals
Sources: Various port authorities and the Economic Commission for Latin America and the Caribbean (ECLAC)

Long Beach: Nov. Exports Highest in Two Years

LED by rebounding exports, the total container volume at the Port of Long Beach rose by 7.9 percent in November, compared with the same month a year ago. The equivalent of 397,301 TEUs was shipped through Long Beach – the nation’s busiest container port. November’s total was the third-highest ever for the port after only September’s 402,710 TEUs and August’s 399,303 TEUs.

The number of export containers climbed 8.2 percent in November to 91,201 TEUs, the highest export total since November 1997’s 96,568 TEUs. The summer of 1997 marked the begin-

ning of an economic crisis in Asia that resulted in a steep slide in exports through Long Beach.

“The November exports confirm what we’ve been saying about improvement in the Asian economies,” said Don Wylie, the port’s managing director of maritime services. “While the recovery isn’t very robust yet, the strongest exports here in two years is certainly very good news.”

Propelled by a strong holiday shopping season, the number of import containers increased 8.7 percent in November to 209,444 TEUs – the fourth-consecutive month that imports have topped 200,000 TEUs in Long Beach. Historically, the port’s holiday shipping season ended in October. But this year

and last, retailers increased their last-minute orders. During the summer and fall, the port’s imports are boosted by such holiday shopping favorites as toys, clothing and consumer electronics produced in Asia.

“Some shippers also are concerned about Y2K problems, and they’re accelerating their shipments in November and December,” Wylie said.

plier of jobs for our citizens, and a major economic generator for the entire region.”

Hanjin’s terminal features a 3,600-foot-long wharf, 50-foot water depths, and six gantry cranes capable of reaching across vessels too wide for the Panama Canal. The terminal also contains storage space for 18,000 20-foot cargo containers and outlets for 652 refrigerated containers.

The terminal works four vessels weekly. It provides stevedoring for Hanjin’s ships and for DSR-Senator Lines and Cho Yang Shipping America, Inc.

The terminal celebrated its grand opening on Dec. 15, 1997. During the terminal’s construction period, 132 engineering, environmental and construction firms were employed, generating work for about 3,000 workers. About 130 of those firms were from California.

Port of Long Beach Container Traffic (TEUs)

	LOADED		TOTAL LOADED	TOTAL EMPTIES	TOTAL CONTAINERS
	Inbound	Outbound			
Nov.-99	209,444	91,201	300,645	96,656	397,301
Nov-98	192,661	84,291	276,952	91,189	368,141
% change	8.7%	8.2%	8.6%	6.0%	7.9%
Jan-99	169,397	77,676	247,073	72,239	319,312
Feb-99	172,482	80,000	252,482	71,647	324,129
Mar-99	171,913	88,699	260,612	87,362	347,974
Apr-99	181,575	77,040	258,615	81,071	339,686
May-99	205,640	87,553	293,193	101,274	394,467
June-99	194,410	78,962	273,372	100,603	373,975
July-99	188,586	74,155	262,741	85,220	347,961
Aug-99	214,709	80,581	295,290	104,015	399,306
Sept-99	219,080	82,308	301,388	101,322	402,710
Oct-99	204,242	84,349	288,591	107,829	396,420
Nov-99	209,444	91,201	300,645	96,656	397,301
Year-to-date	2,131,478	902,524	3,034,002	1,009,238	4,043,240
98 year-to-dat	1,930,369	886,120	2,816,489	944,552	3,761,021
% change	10.6%	1.2%	7.6%	6.9%	7.5%

1 Million TEUs in 1999 At Hanjin Terminal

HANJIN Shipping Company’s Long Beach Terminal has handled the equivalent of more than 1 million TEUs during 1999. South Korea-based Hanjin is the first Long Beach port tenant to surpass the 1 million container milestone in a single year.

If considered independently as a seaport, Hanjin’s terminal is among the largest North American container ports.

“We’ve had a tremendous year and we thank everyone who contributed to this success,” said M.K. Kwon, Hanjin vice president/regional manager of the Long Beach office. “We look forward to many more successful years.”

The port opened the \$277 million Pier A terminal for Hanjin in September 1997. The terminal is Long Beach’s

newest, largest and busiest.

Port officials honored Hanjin on Dec. 21 with a dockside ceremony and luncheon to celebrate Hanjin’s achievement. They lauded Hanjin for playing a key role in the local economy.

“Hanjin’s growth has been truly remarkable,” said Long Beach Harbor Commission President Roy E. Hearrean. “The Port of Long Beach took more than two decades, from the dawn of the container age until 1984, before it handled 1 million containers in a single year. The Hanjin terminal has done it during its second year.”

On an average day, Hanjin’s terminal employs about 500 union and non-union workers. The daily payroll at the terminal is more than \$234,000.

“Hanjin is an excellent company and a special member of our community,” said port Executive Director Richard D. Steinke. “The company is a major sup-

Clinton Visits Seattle, Praises Its Role in Trade

PRESIDENT Bill Clinton on December 1 praised the Port of Seattle’s role in international trade and environmental protection during a visit of APL’s Terminal 5. He was hosted by Port Commission President Patricia Davis, Port Executive Director Mic Dinsmore and APL President Tim Rhein.

Clinton, who is in Seattle to address the delegates of the World Trade Organization, lauded the Port and APL for building and operating a container terminal that moves cargo efficiently and helps clean up the environment.

By using a high-tech truck and train transportation system, the Port and APL cut down on greenhouse gas emissions on the waterfront, Clinton said. The terminal also is a rehabilitated former Superfund site that created 1,500 new jobs and 15 acres of public access amenities. The President said the facility is a shining example of how the promotion of international trade and protection of the environment can go hand in hand.

Addressing a crowd of Pacific Northwest farmers, members of Congress, local elected officials, Port and labor representatives, and shipping industry executives, Clinton said his administration is committed to further opening world markets for agricultural exports. Liberalization of farm exports is one of the topics WTO ministers are dis-

cussing during their meeting in Seattle.

Davis, who introduced the President, said the Port of Seattle is a leading gateway for agricultural exports from Washington state and the nation. Agricultural exports account for nearly a third – \$2.2 billion – of the Port's \$7 billion in total exports. She said the Port has worked hard to develop the shipping terminals – like Terminal 5 – and other infrastructure needed to stay competitive in the global economy.

"Our state helps feed the world," Davis said. "Washington is the nation's leading exporter of tree fruit – apples, pears and cherries. Nine out of 10 bushels of wheat produced in Washington are exported, primarily to Japan, Egypt, Pakistan, Korea and the Philippines."

Many of the Northwest's farm exports were on display for the President at the terminal's transit shed. They include apples, pears, asparagus, hay, cherries, eggs, tulips, potatoes and onions, most of which are shipped through the Port of Seattle. The President, whose love for apples is well-known, sampled a Washington-grown Red Delicious apples as he talked with farmers after his speech.

Seattle: Ground Broken For Terminal 18 Expansion

THE Port of Seattle and SSA Terminals broke ground for the expansion of Terminal 18 on Harbor Island, clearing the way for what will become the largest container terminal in the Pacific Northwest.

When completed in 2001, the terminal will generate 2,000 new jobs and \$290 million in new business revenues annually. The expansion will nearly double the size of Terminal 18 to nearly 200 acres, boost its on-dock rail facilities and add other amenities that will give SSAT an edge in the shipping industry. SSAT is jointly owned by Stevedoring Services of America and Matson Navigation Company.

Terminal 18, which is leased to SSAT until 2030, is port of call for seven steamship lines including China Ocean Shipping Co., Orient Overseas Container Line, P&O Nedlloyd, Hapag-Lloyd, NYK, Far Eastern Steamship Co. and ZIM Israel Navigation. SSAT and its affiliates, which have operated Terminal 18 since 1984, have grown rapidly from a Northwest base to become a diversified worldwide operator of shipping terminals and provider of cargo-handling

services.

"This project will not only increase jobs and trade opportunities for the region, but it will help secure our community's advantage in the global market place," said Patricia Davis, President of the Port Commission.

"The way we're financing this expansion saves about \$60 million in capital capacity," Davis said. "We can use that additional capacity to help finance other important marine and environmental projects that benefit the community."

The Terminal 18 expansion is the first marine terminal project of its kind to be financed by special facility bonds backed solely by lease payments. Issue of \$219 million in revenue bonds for the project is possible because the expanded terminal operated by SSAT will provide a reliable financial return.

SSAT President Jon Hemingway said his company is looking forward to upgrading its facility at the Port of Seattle.

"This is an exciting day for us," Hemingway said. "The expansion of Terminal 18 will allow us to meet the growing demand for container handling services with new technology, more terminal space and expanded on-dock rail capacity."

Long-term growth projections for Puget Sound-area container volumes and the recent addition of new services at Terminal 18 underscore the need to expand the terminal, said Mic Dinsmore, the Port's executive director.

"The successful sale of special facility bonds to investors is a strong endorsement of the future of Terminal 18 and the future of international trade through the Port," Dinsmore said.

A recent forecast by the Washington Public Ports Association in Olympia indicates container traffic in Puget Sound will more than double to 6 million TEUs (containers measured in 20-foot lengths) by 2020 from the current 2.6 million TEUs. The Port of Seattle projects its own long-term growth to average about 4 percent to 5 percent per year, Dinsmore said.

The first indications of future growth already have arrived in Elliott Bay in the form of four new services announced by steamship lines so far this year. Three of them will call at Terminal 18, including the Grand Alliance, ZIM Israel Navigation and two new services from Far Eastern Steamship Co., said Steve Sewell, managing director of the Port's Marine Division.

Anticipating other trends in the shipping industry, the Port of Seattle also is preparing for the next generation of

container vessels to dock at Terminal 18. In September, the Port announced a joint project with the U.S. Army Corps of Engineers to dredge the first 3,000 feet of the East Waterway of the Duwamish River to prepare access and berthing at Terminal 18 for the largest vessels in the industry at a draft of 50 feet, Sewell said.

Q & A

Terminal 18 Groundbreaking

Q: What is the cost of the Terminal 18 expansion?

A: The two-year project is estimated to cost about \$350 million, including uplands construction, property acquisitions, and dredging and wharf construction.

Q: What's different about the way this project is paid for?

A: Normally, a marine terminal is financed using the credit of the Port or the tenant to issue bonds. The Terminal 18 expansion is the first marine terminal project of its kind to be financed by special facility bonds backed solely by lease payments. Issue of \$219 million in special facility revenue bonds is possible because the expanded terminal operated by SSA Terminals will provide a reliable financial return. SSAT is jointly owned by Stevedoring Services of America and Matson Navigation Co.

Q: What does that say about the future of trade at the Port of Seattle?

A: The fact that Port successfully sold the special facility bonds to investors is a strong sign of their confidence in the future of Terminal 18 and endorses our optimism about the growth of international trade through the Port.

A recent forecast by the Washington Public Ports Association in Olympia indicates container traffic in Puget Sound will more than double to 6 million TEUs (containers measured in 20-foot lengths) by 2020 from the current 2.6 million TEUs. The Port of Seattle projects its own long-term growth to average about 4 percent to 5 percent per year during that period.

Q: What does it mean for King County taxpayers?

A: Taxpayers are getting the benefits from the Terminal 18 expansion at a discount. Once completed, the terminal will generate 2,000 new jobs and \$290 million annually in new business revenues for King County. At the same time, the Port's use of special facility revenue bonds for Terminal 18 frees up \$60 million in capital capacity to help finance other marine and environmental projects that benefit the community.

Q: Is this new?

A: Special facility revenue bonds backed solely by lease payments have not been used for a marine terminal before. They have been used by airports to expand a hangar or a terminal, using lease payments from an airline to secure public debt.

Q: Who are all the parties involved in the project and the bond sale?

A: The Port of Seattle – landlord and property owner.

SSA Terminals – tenant.
 Goldman, Sachs & Co. – bond sale manager.
 Piper Jaffray Inc. – financial advisor.
 Preston, Gates & Ellis – bond counsel.
 Orrick Herrington & Sutcliffe – underwriter's counsel.
 Morrison Kundsens – contractor
 Berger/ABAM – designer/construction manager

are unanimously happy with this challenge which indicates an increase of their physical business.

- Customers, land-side as well as sea-side, concentrate and gain individual market power. Business concentration is accompanied by operational concentration. And at least the latter effect may be risky for ports when port concentration is applied as well.
 - Cargo lot sizes and ships are getting larger. People believe that 12,000 TEU units might be feasible. Reactions primarily will have a physical character in terms of water depth, approaches, equipment, etc.
 - Shipowners are extending their business within the intermodal chain. Door-to-door might mean to them a complete control including carriers' haulage and even including the terminal business. The availability of berth and terminal under own regime is introduced as an additional criteria for port selection.
 - Industry, trade and transport follow the paradigm of globalisation. In a recent conference it has been stated that ports are in the weakest position among all transport partners as they cannot move. It is not only the historical solution to move from city to outer river to open sea.
 e.g. Perth → Fremantle → Kwinana
 or Paris → Rouen → Le Havre → Antifer
- Ports have other options as well.
- One additionally also in this point may refer to competition as a challenge to ports. On the one hand competition may be considered as a very normal factor. On the other hand we experience intensification due to extended transport networks, increased market transparency and the globalisation.

Africa/Europe



The Importance of Value Added Services in Port Marketing

By Dr. Hans Ludwig Beth

Chairman, Port of Hamburg Marketing and Public Relations (Association)



Introduction

PORTS are confronted with a number of challenges which in case there is no reaction result in the fact that their market power is shrinking. This especially refers to intermodal trades with the lion's share of cargo just running through. In a well established port like Hamburg the degree of containerization in general cargo trade at present reaches a level of round about 90%. Moreover, nearly 90% of the container trade is in FCL condition, i.e. it follows door-to-door systems. Only 10% are under less-than-container-load (LCL). Having additionally in mind that ports not only in our home range – the European North Range – are under heavy competition and moreover are under market pressure from the shipowners' side which experiences since a long time overtonnaging the situation becomes even more serious.

In the total transport chain ports may have a share of less than 10% of total cost. In a number of ports the positive effect in terms of revenues from growing demand is more than compensated by tariff resp. price reductions. To keep competitiveness ports have to rationalize, to raise productivity, to invest in improved technologies.

But all this seems to be a very defensive position which even might further weaken the ports' market position. The reaction has to be innovative as far as activity patterns are concerned. One even might give up the principle of loyalty to the traditional location. We somewhen later may refer to this point in detail.

The subject I have to deal with is not only related to the production resp. service programmes of the port but gives emphasis to port marketing as well. The latter very often seems to be neglected and decision makers seem to like to prove their economic sense by "rationalising" their marketing departments. Marketing is strictly different from sales. Nevertheless, it is a pre-condition that marketing and sales have to be co-ordinated.

Challenges

We for a moment may stick to the challenges ports are confronted with. The ports have to react and extending activity patterns by implementing additional value added services may be quoted as one of the reactions.

- Ports especially in container trades are confronted with a growing demand. The average annual growth levels at approx. 6% with regional differentiation, of course. Traders, shipowners, ports, transport industry

all transit partners around are members of the EU with a one common outside tariff. The situation is different with economic zones established in the port's neighborhood aiming primarily at a combination of industrialization, employment and trade. Port business in this case is directly connected.

A first step of extension in port business is to be seen in the widening and deepening of activity patterns. This means that besides traditional handling, stevedoring, warehousing etc. new categories are offered. Respective fields are

- warehousing logistics
- distribution logistics
- software logistics

The latter point being very much related to communication systems supporting cargo flow related activities. The "paperless port" is one of the keywords. Special EDI systems have been elaborated for cargo operations, cargo stowing, customs' procedures, commissioning, to mention a few only. Electronic commerce is another issue.

Warehousing has been very much automated and port operators are among the forerunners in offering just-in-time delivery systems. They may cooperate with railways or with the forwarding industry but they also may establish their own transport sector.

A second step of extension is characterized by penetrating the hinterland and so extending the scope of activities by

- establishing inland positions
- by running joint venture block trains
- by starting engagement in feeder links

There are indeed a very few ports up to now which secure market shares by feeder activities run by subsidiaries.

The first two points are well connected. Inland Depots and CFS are in supplementary operation with block train systems. There are three advantages:

- the cargo is canvassed where it is, at its origin
- the customer is offered a one hand system
- the cargo is automatically running through the operators' terminal

The additional service serves for market securing. Moreover, we realize that there is a preference for integrated systems. The systems' approach is also advisable for well defined cargo sectors like fruit or projects.

A third step of extension is not only related to the transport industry but

goes much further. Ports have found out that investment in other ports may be reasonable. To a certain extent it might be considered as a reaction to globalization. Your customer is everywhere and it may be reasonable to meet him not only at your own home place. The reasons are:

- To achieve a reasonable rate of return on investment; this with productivity potentials may be easier abroad than at home.
- To achieve synergy effects from establishing a port network with regional hubs and feeding positions.
- To achieve synergy effects from meeting customers at least twice. Nobody talks about integrated contracts, but, no doubt, there is an effect on market powers.

To a certain extent one even may say that international concentration grants the benefit of some cost savings. So HIT running 17 container terminals around the world have centralized their equipment buying activities.

A few words may be said about port co-operation which is an upcoming issue. Of course, there are platforms like IAPH but their activities are scarcely related to the market. Facing the above-mentioned challenges ports have more reasons to co-operate. There are two different issues:

- Co-operation in the regional sense with ports e.g. being located on the same river
- Co-operation between cargo-origin and cargo-destination ports

In the latter case the same cargo is handled and customers are identical. Moreover, there is no competitive situation between the ports. One of the arguments for globalisation may be covered by co-operation as well.

Modelling joint activities is still in an infant stage. Larger ports have a number of partnerships each. Why not thinking about going beyond friendly supporting and exchange of information?

A fourth step of extension is more basic and does not fit into a sequential row. We mean that ports have to put emphasis on developing their organizational infrastructure. It is not only the port operator but the business and the governmental community which is in charge of developing transport networks, trading activities, international functions and institutions.

The factor goes beyond the scope of this paper but, nevertheless, should not be neglected.

Conclusions

- Port Marketing is one of the important functions in the concretization of abovementioned steps. It has to go international itself. It has to cultivate also its strategic role.
- The port itself has to achieve a larger share in intermodal transport, may it be in joint venture activities.
- So ports are going to change their function from port industry to transport industry. Covering the systems' approach is a positive argument in marketing as well.
- Ports may have to concentrate and to find new ways for co-operation. The reason is to establish a countervailing power.

There are more challenges and there are more reactions than have been outlined in this paper. The subject of the topic sets its limitations.

Rotterdam Management on More Independent Basis

THE Rotterdam Municipal Port Management can in future operate on a more independent basis. The Rotterdam city council accepted proposals which will make this possible. An "NV Mainport Holding Rotterdam" (NV MHR) will be formed, incorporating both existing and new participations as well as joint ventures. The Port Management's responsibility and authority in the field of land issue, tariffs and investment policy will be increased. The net contribution to the municipal authority will be fixed at 66 million guilders per annum for the period 2000-2003. The Port Management will in future be assessed more on the basis of 'Port Performance Indicators'. The Rotterdam city council will principally concentrate on main policy lines on the basis of a strategic agenda for the mainport. These proposals are an important step in the direction of a more independent, efficient and flexible Port Management in an increasingly international environment. They offer the Port Management additional possibilities of operating faster, more effectively and more commercially.

Mainport Holding

The N.V. Mainport Holding Rotterdam (NV MHR) will be incorporated in the Port Management in order to ensure that the Port Management can expand its activities and also expand in

a geographical sense. The holding will have an executive board controlled by the Port Management general directorate. Existing participations such as the joint venture with Vlissingen (Flushing) in ESM and the CSKD-Intrans rail terminals in the Czech Republic and Slovakia will be placed under this holding. This likewise applies to future public-private joint ventures (PPS constructions), the interest that the Port Management will have in ECT and other future participations. This form will additionally provide more possibilities for expansion of consultancy activities (currently by the TEMPO section of the Port Management). The exact form, construction and tasks of the NV MHR will be worked out in further detail during the coming months.

Wide Responsibilities

The Port Management will have increased responsibility and authority. This will permit it to operate more efficiently, allowing the city council to focus its attention on strategic policy instead of its implementation and day-to-day operations. Without the need to submit proposals to the City Hall, land may be issued up to 25 ha (now 5 ha) and there will be more commercial freedom concerning revenue from port dues. Investments up to NLG 50 million do not need to pass through a separate administrative procedure if they are incorporated in the Port Management's annual plan. The Port Management does, however, remain accountable to the Rotterdam city council at all times. This also applies to the activities of the N.V. Mainport Holding Rotterdam: accountability for this will be along the same lines as accountability for the activities of the Port Management itself.

Port Performance Indicators (PPI)

Performance Indicators will be introduced in order to give the city council greater insight into the activities of the Port Management, consequently enabling it to draw up policy. A definitive PPI list still needs to be formulated. At the present time possibilities include: growth in employment at Distriparks, growth in container throughput, growth in the added value of the industrial complex, maintenance of Turnaround Times for ships when traffic intensity is increased, a clean port and maintenance of the existing accessibility of the harbor basins.

Port of Sines Engine of Development for Portugal

THE Port of Sines is Portugal's deep-water port, suited to container transshipment and to the handling of the new generation ships carrying over 6,000 TEUs. The port's particular potential stems from its fine geo-strategic location at the cross-roads of the main North-South and East-West container shipping lanes, in addition to its exceptional natural and logistic conditions.

The various projects now under way or to be developed will consolidate the port of Sines as the engine of the development not only of the Alentejo region but also of the country, as a result of the interconnection with other flagship projects that are being introduced.

The president of the Sines Port Authority, Eugénio Borralho, spoke to us of its role in a regional and national context.



What impact does the port of Sines have on the economic development of the region today?

Its impact is considerable, though it could be even greater. We are well aware that a general cargo terminal with a capacity for ships of only up to 5,000 gross tons and a hinterland that means that the port does not handle more than 100,000 tonnes of general cargo per annum have held back development. When this situation is overcome the way will be open to the development of the Alentejo. The enlargement of the Multipurpose Terminal with a terminal for dry-bulk cargoes other than coal and for unitised general cargo is now under conclusion. This work includes the construction of a finger 300 metres long, 75 metres wide which will give rise to two quays: one with a depth of 18 metres continuing the present 345 metre quay; the other with a depth of 15 metres which will be fitted with a ro-ro ramp. The first of these will allow coal transshipment to begin, while the second will be used to handle general and bulk cargoes. A project that will cost PTE 4.5 billion.

In addition to this project, others are now under study or awaiting implementation. However, they all have a threefold common objective: to make of the port of Sines a flagship project within the scope of the PROALENTEJO programme; to be a strategic port from the energy standpoint; and to also be

strategic in the field of container transshipment. This has led to the recent agreement with the Port of Singapore Authority, PSA Corporation.

How will this interaction of the port and the region be enhanced and co-operation fostered with the various regional entities?

Implementation of the various projects will create development opportunities which, though centred on the Sines/Santiago do Cacém industrial zone, will obviously spread their effects to other parts of the Alentejo, and beyond. Furthermore, they may well permit the strengthening of the industrial fabric, including large and medium industries, creating a market for each other. The existence of port facilities and industrial land with the proper infrastructures, on

the one hand, and the fact that dozens of shipping lines call at Sines, allied to the globalisation of the economy, on the other, will make the Sines/Santiago do Cacém zone an attractive place to set up medium and large industries. Small industries, specialised companies and service providers will follow with no determinism as to their location, bearing in mind the expected development of the avenues of communication.

What is certain is that the effect will reach beyond this region, penetrating into the heart of the Alentejo, particularly taking into account the redevelopment of the Beja Air Base for civilian use and the effects of the Alqueva hydroelectric and irrigation scheme both on farming and on other related activities. To despatch their produce or to receive their supplies they will be able to rely on the port facilities and on the very efficient port and logistic services, and on the cold-storage facilities which will be based on the cold generated by the regasification of the liquid natural gas.

Naturally, a vocational training policy and the extension and enlargement of the polytechnic and university institutions will also contribute to the betterment of the region's human resources.

In all this, we must not forget that the constitution of the Atlantic Gateway Association (formed by the port of Sines, by the municipalities of Sines and Santiago do Cacém, the Alentejo Region Co-ordination Commission and several companies, including PGS, Petrogal and Portsines) the aim of which is to promote the

Sines/Santiago do Cacém region, is yet another means of achieving the desired objectives.

What services can be established in conjunction with the other ports of the Iberian Peninsula?

Implementation of Terminal XXI and the improvement to the road and rail accesses linking the Sines to other Portuguese and Spanish ports, particularly towards Madrid-Irun-Barcelona and also to Andalusia, can lead to services being established that, in my opinion, could divert to Portuguese ports tens of thousands of containers that are now sent to Spanish ports, shipped via lines that do not call at Portuguese ports. Feederling, involving short-sea shipping, could be developed by several Portuguese ports, leading to the enlargement of their hinterland and to bring into the country containers from Spain.

Major projects to face the new millennium

To what other projects, under study or being implemented, were you referring just now?

The feasibility study has now been completed in respect of the location of a logistic activity zone (LAZ), which could be set up in two parts: one located in the port area and the other in the Sines/Santiago do Cacém industrial area. The infrastructures to be built within the port areas, at an estimated cost of PTE 500 million, would well mean that all sorts of logistic activities could be carried out. This could make a notable contribution to sustaining port activities and provide significant support to any companies setting up in the Alentejo.

The ornamental stone industry (marble, granite and schist), one of the main industries of the Alentejo, is also the subject of our special attention. As a maritime structure providing support to the development of the region, the port of Sines could well play an important twofold role in ensuring that the full potential of this industry is exploited. On the one hand, Sines could become the natural gateway for the export of ornamental stone, principally for the EU markets. It could be transported in bulk or in containers when manufacturing activities are further developed. On the other hand, when the LAZ and its distribution centre have been created, the centre could be used by manufacturers to display their products, and as a place where producers could set up manufac-

turing plant where production would be geared to the needs of buyers visiting the centre.

What I can say is that studies are already under way regarding the implementation of such a distribution centre, and its promoters are, in addition to the port of Sines, Assimagra, PGS and the Alentejo Region Co-ordination Commission.

You also mentioned liquid natural gas...?

Yes. That's another project. The government has decided that a liquid natural gas terminal should be located at the port of Sines. It is to be set up by Transgás-Atlántico and, in addition to the land where the storage tanks and equipment are to be set up, it will involve a new quay where methane tankers of 25,000 to 165,000 m³ capacity will be able to berth, requiring depths of 18 metres. In addition to the connection to the national gas network, gas will be supplied to a combined-cycle plant, the location of which has not yet been decided, and to a co-generation plant to be set up next to Petrogal, at Sines. It is also expected that road-tankers will be used to supply the local gas distribution networks and, of course, any industries setting up within the industrial zone extending from Sines to Santiago do Cacém.

There is also the Terminal XXI, of which there has been a great deal of talk recently?

Quite so, Terminal XXI will soon be a reality, since the port of Sines and PSA Corporation signed the heads of agreement on June 24 defining the conditions governing the concession. The final touches are now being given to the draft concession contract, following which the decree-law including the General Bases of the Concession will be submitted to the Council of Ministers.

How did the negotiations with the port of Singapore authorities go?

Negotiations involving an investment of around PTE 45.7 billion are never very easy, particularly since the investment will revert to the port of Sines after a period of 30 years. The negotiations involving the participation of the port of Sines in the project (the breakwater), the consideration to be received by the port and acceptance of several facets of Portuguese law, such as reversion, seizure and redemption of the concession, were perhaps the most difficult points.

Could it be said that it was a successful marketing operation?

Viewing the question from a standpoint of the results, it could be said that it was a successful operation. We were able to "sell" the port to PSA, but there is no doubt that PSA was well aware of what it was "buying". The PSA Corporation, with the world's largest port and operating as it does in several countries, knows full well the risks that it runs in every project in which it invests.

What competitiveness will the port of Sines gain from Terminal XXI?

Though it will rely on traffic from the Iberian hinterland, Terminal XXI will mainly be involved in transshipment, a market that is very aggressive, particularly in the Mediterranean and Atlantic. A transshipment terminal can only survive and make its mark, therefore, if it is competitive in its pricing and turnaround times, and if it earns the confidence of shipowners and shippers. It is not too much to recall that in 1999 the PSA Corporation received, for the tenth time, the "Best container terminal operator" (Asia) award. This explains everything.

Consortium to Work on Bilbao Container Terminal

THE Board of Directors of the Port of Bilbao has awarded on 17 December the exploitation of the new container terminal on Dock Number One in the Port Extension in the Outer Abra to the Temporary Consortium comprising Urbaser S.A., Servicios Logísticos Portuarios S.A., Boluda Terminales Marítimas S.A. Erhardt & Compañía S.A. and Mediterranean Shipping Company España-Bilbao S.A.

The bid made by this temporary consortium, which envisages a maximum exploitation of the concession of 500,759 TEUs per year, was considered the most advantageous one. In 1998, the Port of Bilbao handled a total volume of 368,072 TEUs.

The new terminal, which will occupy a surface area of 337,975 m², with a berthing line of 747 metres, has been awarded for a concession period of 30 years.

The Port Authority will provide the infrastructure of dock and berthing. The successful bidders have agreed to make investments of 4,851 million pesetas for the definitive fitting out of the surface

(paving, thoroughfares, crane and rail lines and basic services, etc.) in addition to the necessary container handling equipment.

The maximum time limit offered by the successful bidders for the completion of the works is 21 months, with partial phases being finished each seven. In this way, the Port Authority will be able to make use of parts of the terminal before its total completion at the end of 2001.

David Jeffery Appointed To Order of CBE

RECOGNITION of his services to the UK's ports industry has resulted in David Jeffery being appointed to the Order of Commander of the British Empire (CBE) in the New Year's Millennium honours list. Mr Jeffery recently retired as Chief Executive of the Port of London authority (PLA).



He is Chairman of the Department of Trade & Industry's "British Trade International" and is also a Director of the Ports and Terminal Group of the British Marine Equipment Council.

During his 13 years with the PLA, Mr Jeffery was at the heart of the transformation of the Port of London and the revolution that has taken place in the UK ports industry. His position led him to play an increasing role on behalf of the UK ports industry worldwide.

He served as a member of the European Maritime Industries High Level Panel for the former European Transport Commissioner, Neil Kinnock, and was Chairman of the European Sea Ports Organisation along with being a member of the Executive Committee of the International Association of Ports and Harbours.

In the UK, he is a past Director of the UK Major Ports Group and, in 1998, became Chairman of British Ports Industry Training following its recognition as the National Training Organisation for the UK ports industry by the Secretary of State for Education and Employment.

Germany, the sixth in Europe, and the twelfth in the world. It will certainly play a significant role as a trade partner for the Port of Kaohsiung in its business dealings with the European market.

Brisbane: Land Bridging Fuels Future Growth

FROM 1 November 1999 the Port of Brisbane Corporation will take over the running of the Brisbane Multimodal Terminal (BMT) having secured Rail Safety Accreditation from the Department of Transport. This is a consequence of the Corporation's resolve to increasingly capitalise on this unique facility as a means of improving national and international cargo distribution channels.

While Sydney and Melbourne have to date enjoyed dominant positions as Australia's major ports of entry for cargo, the Port of Brisbane is now set to challenge this lead, combining improved efficiency levels at the BMT and the promotion of "land bridging" as a cost-effective - and often quicker - means of bringing goods to customers around the country.

Chief Executive Officer Graham Mulligan said the combination of a highly efficient port facility and immediate access to road and rail options via the purpose-built BMT could see goods arriving in destinations such as Sydney days ahead of cargo shipped directly to the port.

"It is this integration of transport, and the time and cost efficiencies that it offers, that will enable Brisbane to compete on an international scale."

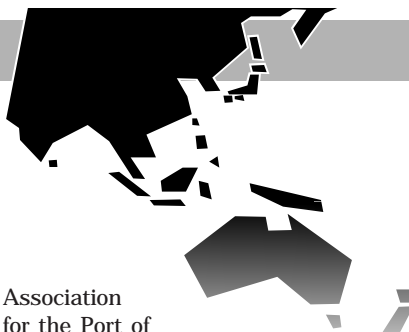
Cargo through the port has steadily increased over the past seven years, with around 25% of containers passing through the BMT. During 1998/99 72,615 containers were handled by the BMT. This is an increase of 9,513 on 1997/98, continuing the growth trend of the previous year.

"Our aim is to continue this level of growth through promoting our capacity to on-forward goods directly from the wharf," Mr Mulligan said.

"We are working with rail operators to achieve our five-year vision of the BMT's throughput increasing to around 140,000 containers per year."

He said the benefits of land bridging - receiving shipped goods into port for on-forwarding by land-based transport - would become more apparent as Sydney and Melbourne ports became

Asia/Oceania



KHB and Hamburg Sign Sister Port Pact

KHB signed a sister port agreement with the Port of Hamburg, Germany in Kaohsiung on November 17, 1999. Held at the Howard Plaza Hotel, the signing ceremony was hosted by Director Oliver Yu of KHB, Director Manfred Reuter of the Port of Hamburg, and Dr. Hans Ludwig Beth, Chairman of the Marketing and Public Relations

Association for the Port of Hamburg. In the future, the two ports will collaborate in the development of maritime economics and trade.

The Port of Hamburg is the first sister port to the Port of Kaohsiung in



Director Oliver Yu exchanges gift with the Port of Hamburg delegation. (Second from the left is Mr. Manfred Reuter)



Minister Fong-Cheng Lin (second from the left) receives Port of Hamburg delegation.

more congested.

"Already importers of white goods and cars have recognised that cargo bound for southern ports can enter at Brisbane and arrive in Sydney up to four days earlier than if they'd continued their journey by sea. In today's highly competitive market, cash flows are the cornerstone of profitability. Time lost through port congestion is dollars lost."

The BMT has customs approval as a bonded area, which further adds to the efficiencies offered by Brisbane. Under this arrangement, cargo can be processed through the terminal in a bonded state for clearance at the final destination.

The Corporation has already invested around \$18 million in the development of the BMT facility, including machinery infrastructure and personnel, and is committing further funds to its continual improvement.

New Passenger Terminal Opens in Sydney

SYDNEY Harbour, recently named the "Best Destination" outside Europe and the Caribbean in a survey of international cruise shipping lines, is now even better with the opening of a new international passenger terminal at Darling Harbour.

The terminal, to be known as Wharf 8, was officially opened by the Chairman of Sydney Ports Corporation, Mr David Field.

"This terminal is an \$8 million investment by the NSW Government and Sydney Ports to provide world-class facilities for the cruise industry, and a stunning new function venue for Sydney when not in use for passengers," Mr Field said.

The opening comes just over a month after the announcement by the Minister for Transport, Carl Scully, of Sydney Ports' plans for a \$15 million upgrade of Sydney Cove Passenger Terminal to improve the terminal area for Sydneysiders and the cruise shipping industry.

"Sydney remains the only city in Australia with two dedicated cruise passenger terminals, and is one of the world's great city ports. Few cities can boast these amenities within walking distance of the city centre and world-renowned tourist icons," Mr Field said.

Sydney received the "Best Destination" award from CCL Marine, publishers of *International Cruise and Ferry Review* and *Dream World Cruise*

Destinations at the recent Miami Seatrade Conference. The award is based on a survey of international cruise lines asked to nominate the port with "the best balance of port facilities, infrastructure, services, and ease of use to complement its attractions and total experience".

"As well as their responses to the survey, shipping lines are voting the way it counts... by featuring Sydney prominently in their schedules. There were 80 cruise vessel calls to Sydney this year, 25 at height of the season in February.

"This new facility, developed in close consultation with the cruise industry, means our reputation as an exceptional cruise destination will continue up to, during and beyond the Olympics," Mr Field said.

Wharf 8 includes a number of improvements upon the previous Darling Harbour terminal, including air-conditioning, an extensive departure balcony and separate car, bus and taxi access.

"The economic potential of international cruising makes this a worthwhile investment, with an estimated 100,000 cruise visitors to Sydney each year.

"Figures from the 1995 National Cruise Shipping Strategy indicate that international cruise visitors spend around \$206 a day, which is well in excess of the daily average by an international visitor," Mr Field said.

The opening ceremony coincided with the first usage of the new terminal by a cruise vessel, the *Fair Princess*, operated by P&O Holidays.

The terminal was constructed by Richard Crookes Construction to a design by Jackson Teece Chesterman Willis.

Capable of handling large numbers of passengers during the embarkation and disembarkation of cruise vessels, the terminal features an arrivals area of 900 m², a 1,400 m² customs hall, 1,400 m² cargo hall, modern baggage-handling facilities and ample access for vehicles to provide shore ships.

Sydney Ports Corporation, which owns the facility, is negotiating a venue management contract with a consortium of Sydney's leading event management and catering companies to market and run the venue when it is not in use for cruise ships.

According to Chief Executive Officer of Sydney Ports Corporation, Greg Martin, the arrangement with a professional venue manager will ensure optimum promotion and use of the facility.

"Taking advantage of its unique location and large open spaces, we expect Wharf 8 will become one of the premier

function venues in Sydney. With total air-conditioned space of nearly 2,500 m², and access to an outdoor area with water frontage, Wharf 8 will be a sought-after venue for major events and functions," Mr Martin said.

3 New Straddle Carriers Added at Port of Tauranga

THE Port of Tauranga is buying three new straddle carriers, to meet increasing demand for services at its container terminal.

At the Port's Annual General Meeting in Tauranga, Chief Executive Jon Mayson said that the Port was investing in additional plant to ensure its ability to meet customers' service expectations.

"The straddles are currently under construction at the Sisu plant in Finland, and will be delivered to the Port next March. They will supplement the Port's existing operating fleet of nine straddle carriers," said Mr Mayson.

In the 1999 financial year, container traffic at the Port of Tauranga rose by 20 percent, building upon the 21 percent increase the previous year. The decision by Australia New Zealand Direct Line (ANZDL) to use the Port's Metroport Auckland service meant an increase in container traffic of 50,000 containers had been factored into the current financial year's budgets, said Mr Mayson.

"Already we are running ahead of budget in terms of both trade and container movements. The first quarter results show a 24% lift in total trade over the same quarter last year, with a 122% lift in container throughput. We expect growth to continue, providing there are no upsets in the economies of New Zealand's international trade partners.

"The decision to buy the new straddle carriers is a sign of the Port Company's confidence in Metroport's performance and the future outlook for containerised cargo moving through the Port of Tauranga. The timing of the purchase also reflects the Port's commitment to expanding its capabilities to remain in step with growth in its customers' cargo volumes," said Mr Mayson.

In August, the Port of Tauranga reported a net profit after tax of just over \$18 million for 1999, which included a one-off capital gain of \$2.1 million, largely arising from the sale of surplus land. Excluding the sale of fixed assets, this amounted to a 32 percent increase on profit compared with the previous year.

The Port's Board confirmed a fully

imputed final dividend of 13 cents a share, bringing total dividend payments to 18 cents a share, up from 13 cents in 1998.

Kawasaki Mission Visits Danang for Info Swap

A delegation from the City of Kawasaki consisting of Mr. Takanori Onodera, Director, Planning & Design, and Mr. Toyoharu Suyama, Design Section Counselor, Ports and Harbors Bureau, visited the Port of Danang, Vietnam from 26 to 31 October 1999. The ports of Danang and Kawasaki have been linked as friendly ports since 1994. While in Danang the delegation attended various programs relating to the friendly ports affiliation.

The purpose was for the two ports to exchange the results of studies and know-how concerning construction, administration and management through their close working relationship, thus contributing to the enhancement of international trade and the further prosperity of the two ports.

In order for the two ports to promote further development, the following points were highlighted as work pursuing:

1. the exchange of port promotion and trainees;
2. the exchange of information and documents useful for promoting the development of the two ports; and
3. the organization of seminars designed for publicizing the activities of the two ports.

In line with the terms of the agreement, since 1994, exchange programs have been organized in the form of seminars and official visits by delegations on a biennial basis.

The Port of Danang, located in the mid-west of Vietnam, handles 850,000 tons of cargo annually. By 2004, the Port



Messrs. Suyama and Onodera, 4th and 5th from left, receive warm welcome from the Port of Danang officials.

will become a huge complex able to handle 500 to 600 million tons, or more than five times the cargo volume currently handled. The government of Vietnam approved the development plan to construct a container yard, a breakwater of 250 m, a 14.6 km trunk road, 6,000 m of tunnels and bridges.

This year, two engineers were dispatched by the Port of Kawasaki to give technical assistance in the ongoing construction of the main breakwater, which is projected in the Government-approved Port Development Plan. The Port of Kawasaki admits that, due to the relatively short period of time they stayed in Danang, the work carried out by the port engineers from Kawasaki was rather limited. Thus it is hoped that Kawasaki will be able to arrange for experts to be dis-

patched to Danang to better contribute to the construction of the infrastructure which is underway there.

With the year 1999 marking the fifth anniversary of the establishment of the friendly ports relationship between Danang and Kawasaki, the two ports have recently confirmed the efforts will be continued by the two ports to expand the friendly ties in the future. The newly-confirmed exchange programs will include:

1. the exchange of information necessary for port businesses by utilizing the Internet;
2. the exchange of working-level personnel in addition to senior officials; and
3. the promotion of cultural exchange as well as technical exchange.

EDI System in Kobe Improves Efficiency

As part of our efforts to make the Port of Kobe more user-friendly, we have developed the EDI (electric data interchange) system, an electric application system for port entry and facility use. Operation commenced on October 1, 1999.

Since faxed application forms have been accepted since 1996, the commencement of service using the EDI system provides port users with still another option.

Features of the EDI System

In order to introduce a system that is convenient and easy for users, the Port of Kobe provides the following features.

1. In addition to applications for port entry and departure procedures, applications for use of warehouses and the wharf are accepted on-line.

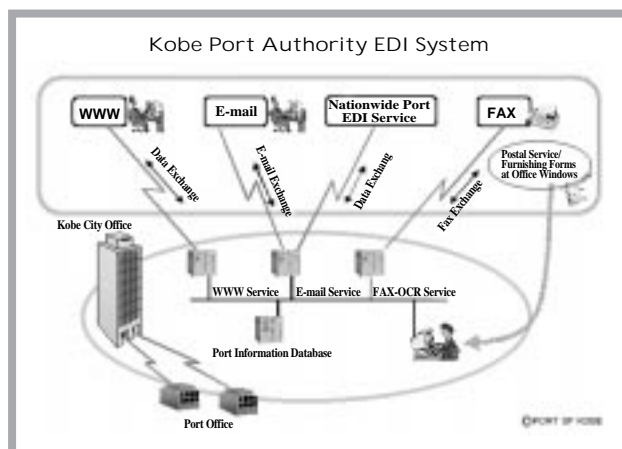
2. Various application procedures are accepted, including via an Internet web site, e-mail, and Fax-OCR, by which fax letters are automatically processed as data.
3. Applications can be sent from ordinary personal computers. Special machines are not needed.
4. Information, including availability and charges of port facilities, is provided via the Internet and by fax. In addition, the system is Y2K ready.

One month has passed since the commencement of service. Seventy percent of application forms have been accepted via electronic means last month. We are sure that this system improves the efficiency of Port-related paperwork, and makes the Port of Kobe more user-friendly.

Background of the Port of Kobe

Network to the World

The Port of Kobe, located at the gateway of East Asia, is linked to various countries through regular liner services and feeder networks. A calling port of liners serving North America, Europe, Central and South America, Africa, Oceania, South East Asia and China, the Port of Kobe boasts an





extensive service network which connects to more than 500 ports in over 135 countries and territories in the world.

The transshipment ratio of export container cargo at Kobe Port amounts to as much as one-sixth of the total export cargo. More than half of that comprised transshipment cargoes to and from Asian regions. Kobe Port is thus playing an important role as an Asian hub port as well as an international trading port in Japan.

History

The City of Kobe began developing into a modern city with the opening of the Port of Kobe in 1868. Ever since, the City has continued to develop in tandem with the Port. As a world-class international trade port equipped with advanced facilities, the Port of Kobe has always supported not only Kobe's economy, but the economy of all Japan.

Restoration After the Earthquake

Although the Great Hanshin-Awaji Earthquake of January 17, 1995 inflicted extensive damage to the Port, reconstruction of all port facilities was completed in two years, with support from various parties concerned. We would like to express our heartfelt gratitude to those who rendered such generous support and cooperation.

Asian Hub Port for the 21st Century

Fortunately, liner services and ships entering the Port are steadily increasing in number, toward the level seen before the earthquake. Following the completion of damaged facility reconstruction, the Port is striving to develop into an Asian hub port for the 21st century. In response to recent technological innovations in marine transportation, and to the use of larger vessels, the Port is introducing state-of-the-art facilities in several ongoing projects, including redevelopment of existing wharves and construc-

tion of another artificial island, called Rokko Island South. In addition, construction of Kobe Airport has started, to augment Kobe's function as a transportation hub.

Moreover, the Port is now striving to enhance its international competitiveness by reviewing port facility charges, simplifying port procedures, and promoting networking.

To make Port areas more attractive to both citizens and tourists, the Port is also redeveloping Naka Pier and its peripheral district into an amenity-rich zone.

Yokohama Building Unique Passenger Terminal

THE most popular sports competition in the world, the FIFA World Cup, will be held jointly in Japan and South Korea in the year 2002. The world's heated attention will be focused on the final match, to be held in International Stadium Yokohama on June 30. Yokohama is an international port city filled with hospitality. In order to make the most of this opportunity and welcome cruise ships from around the world, we are building an innovative new international passenger terminal on

the most historical pier, Osanbashi.

In 1994 an International Architecture Design Competition was held to summon ideas for the terminal. The winning design was submitted by a pair of architects who reside in England. Their plan is very unique and will offer facilities for passengers as well as the general public, to coincide with Yokohama's ongoing efforts to provide more waterfront facilities for its citizens.

The structure of the terminal will have no pillars or beams for support. There will be no staircases to climb. Rather, slopes will support the building. Movement between floors will be via gentle slopes or elevators. The overall atmosphere should be quite different than that experienced in an ordinary terminal.

This type of design will be of great benefit to the passengers. The first floor will have a public parking lot. The second floor will hold all the facilities the passengers need including customs, immigration, restaurants, and stores. By making this floor accessible directly from the ship, the passengers can accomplish everything they need to do without hauling their luggage up and down flights of stairs. This facility is expected to be capable of processing 1,000 people in 2 hours.

Additionally, the rooftop is designed to be an open space, open 24 hours a day, with decks on both sides where people can watch the ships and enjoy the waterfront. There will be greenery, as well as places where outdoor events can be held.

As a ship passes under the brilliant white Bay Bridge in the middle of the blue ocean, Minato Mirai 21, the new business base, is on the right side with the beautiful Mt. Fuji in the back-ground. The lovely waterfront greenery of Yamashita Park is on the left side. The new terminal will draw attention as the new scenery connecting these two areas.

Construction of the terminal will begin in 2000, its completion being in time for the World Cup. The Port of Yokohama is



Perspective of the new terminal

anxiously awaiting this lively and exciting moment. It is expected that the port will be able to show this new face to the many passengers from around the world by whom it will be visited.

Yokohama's Navios for Lodging and Recreation

JUST past the high-rises lining the Port of Yokohama stands an unconventional new building. It is here, in the midst of the bustling Minato Mirai 21 district, that Yokohama has introduced another innovation to make the city an even better place to be. The facility, called Navios, opened last October as a facility to provide lodging and recreation for seamen, citizens, and visitors to Yokohama.

Navios has one of the best locations in Yokohama, next to hotels, convention centers, offices, and leisure areas such as Chinatown and World Porters, the new import mart. Because of this it is expected to lure seamen, convention-goers, tourists, and general citizens as well. To preserve the view of the historical area in which it is situated, the building was designed with an arch shape.

Lodging facilities are on the upper levels of the building, with a range of different room styles and prices. There are Japanese and Western-style rooms as well as suites and wheelchair-accessible rooms. The rooms have picturesque views of the Bay Bridge, Landmark Tower, and the historic Red Brick Warehouses. Laundry machines and vending machines selling everything from chicken nuggets to whiskey are also provided.

The recreation facilities contained in the lower levels are impressive. The spacious entrance-foyer has high ceilings, a sparkling marble floor, and artwork of a marine theme. The restaurant has a wood deck terrace and floor-to-ceiling windows from which the vivacity of the port can be enjoyed. There are two banquet rooms of different sizes that can be

reserved for meetings or banquets.

The Seamen's Club combines a panoramic view of the port with a myriad of entertainment provisions. There is a karaoke room, a grand piano, billiard tables, a full bar and plenty of armchairs which can be rearranged for the convenience of the patrons. A Member's Club is also offered with sofas, a big-screen TV with a VCR, games, and books and periodicals from around the world that can be borrowed.

The overall effect is one of relaxation in a beautiful architectural setting. The opening of this unique new facility provides one more reason for people to visit the Port of Yokohama and one more place of which the citizens of Yokohama can be proud.

PSA, Samsung Will Develop Incheon Terminal

SINGAPORE'S PSA Corporation signed an agreement with Korea's Samsung Corporation, on 13 Dec. 99, to jointly develop a major container terminal at Incheon South Port in the Republic of Korea. The plan for the new Incheon container terminal will include 3 deep-sea berths with a total quay length of about 900 metres. These berths will be able to handle vessels of between 12 and 13 metres draft, at all times, throughout the year.

The Heads of Agreement signing ceremony was witnessed by His Excellency, Mr. Chung Sang Chun, Minister of the Maritime Affairs and Fisheries of the Republic of Korea (MOMAF), and signed between Mr Kim Hun Chul, President & Chief Executive Officer, Samsung Corporation, and Mr Goon Kok Loon, President (International Business Division)/Deputy Group President (International), PSA Corporation Ltd.

PSA and Samsung intend to set up a joint venture company to develop the Incheon South Port as a major container gateway. The JV Company will leverage on PSA's vast experience in port operations and automation to develop an advanced container terminal. The new Incheon container terminal will be capable of handling the large numbers of boxes that are expected to pass through its gates. This modern and efficient terminal will further increase South Korea's competitiveness and enhance trade on the world market. PSA and Samsung intend to invest more than US\$200 mil-

lion for the project.

Said Mr Chung Sang Chun, Minister of the Maritime Affairs and Fisheries of the Republic of Korea (MOMAF), at the signing ceremony, "Today is historical and memorial day to show that the port project, which is the primary frame of national development, may be done by private sector, through foreign investment, instead of the Government. We are pleased to have this opportunity to learn the knowledge of port operation from PSA, the world's Number One container terminal operator. The Incheon South Port Container Terminal Project will serve to further develop the Incheon regional economic growth with the inducement of cargo from China".

Mr Kim Hun Chul, President & Chief Executive Officer of Samsung Corporation, added, "With the advanced operation system introduced by PSA, we are confident that better service on cargo loading and high efficiency being provided in Incheon Port will be a good example for the entire domestic competitors. PSA is the first foreign company decided to take part in the SOC business in Korea. We trust the achievement on the inducement of foreign capital in Incheon project will play an important role for expansion on infrastructure program in Korea."

Mr Goon Kok Loon, President (International Business Division)/Deputy Group President (International), PSA Corporation Ltd, said, "We are honoured and pleased to partner Samsung Corporation in building a full-fledged container terminal at Incheon. South Korea is one of first few Asian countries to have turned in an impressive recovery from the economic crisis. Incheon South Port has a large and natural cargo hinterland around the capital, Seoul. With the support of the South Korea Government, the Ministry of Maritime Affairs and Fisheries (MOMAF) and the local business leaders and communities, we are confident that the new container terminal will emerge as the most efficient and reliable gateway serving the Greater Seoul region. PSA is committed to share its experience, technology and operational know-how in port development and container-handling with our Korean port management."

South Korea is the world's 11th largest trading country with significant amount of imports and exports moving through Incheon South Port. Located about 30 km from Seoul, Incheon Port is the second largest port in Korea. It handled 496,000 TEUs in 1998. Greater Seoul contributes more than 40% of the total import/export containers of South Korea.



A Japanese-style room