

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 Smagghe
Executive Vice-President
International Affairs of
Association of French
Ports (UPACCIM)
France

Secretary General
Satoshi Inoue
IAPH Head Office
Tokyo
Japan

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IAPH ANNOUNCEMENTS AND NEWS

M A R S E I L L E S R E P O R T

IAPH Board resolves to work more closely with IMO, other international bodies and regional associations of ports



Report on the 1st mid-term Board Meeting May 13-18, 2000 in Marseilles

by **R. Kondoh**, Deputy Secretary General, IAPH

Preamble

THE first mid-term meetings of the IAPH Board of Directors were convened for the three days of Tuesday, Wednesday and Thursday, May 16, 17 and 18, 2000, in the Hotel Sofitel/Novotel Vieux Port, in Marseilles, hosted by the Port of Marseilles Authority (Mr. Claude Cardella, Chairman of the Board, and Mr. Eric Brassart, Chief Executive Director), supported by various institutions of Marseilles City and Provence.

As was the case with the past mid-term meetings of the Executive Committee, prior to the Board Meetings various committees met on Friday, May

12, and Monday, May 15. A total of 109 delegates and 28 accompanying persons gathered in Marseilles.

President Taddeo, after calling an ad hoc meeting of the Exco to consider proxies and whether the Board meetings had the required quorum, and after confirmation of the quorum by Mr. Hugh Welsh, Chairman of Legal Counselors (34 in person and 8 by proxy), declared the meetings in order and presided over them. Highlights of the first mid-term Board meetings are summarized below:

1. Election of two Executive Committee Members for the African/European Region: To fill the two vacancies created by the departure of Mr. Mihaita Emil



President Taddeo at City Hall on 18 May 18

Visoianu, Port Administration of Constantza, Romania, and Mr. Malcolm Ravenscroft, Associated British Ports, UK, the regional Board meeting held in Marseilles nominated two names to the Board, which were unanimously approved. The two names are:



Mrs. Jeanine Imbert, *Conseillere municipale et adjointe a la culture* (right) is pictured with Mr. Taddeo, IAPH President, at the welcome reception on May 15.



Mr. Brassart (left) at IAPH Presidential Reception at Club du Vieux Port

- **Dennis Dunn**, Director, Associated British Ports, UK
- **Bruno Vergobbi**, General Manager, Port of Dunkirk Authority, France



Dennis Dunn



Bruno Vergobbi

Message from Dennis Dunn

I am delighted to have been given the opportunity to serve as a member of the Board and Executive Committee of IAPH. The UK port's industry has undergone substantial and rapid change in recent years, and I hope that my involvement in this process, together with the experience of a broad career within the industry, will allow me to make a valuable contribution to the work of IAPH.

Message from Bruno Vergobbi

It gives me great honor that the Board at its mid-term meeting in Marseilles recently elected me as an Exco member. I will do my best in my new position so as to make contributions to the work of IAPH. Further to my capacity as the Chairman of the IAPH Committee on Legal Protection, which is better known as the CLP, I am convinced that I will be able to enjoy the full support of my IAPH colleagues from various ports and those from the Tokyo Head Office as we aim to further the benefits of membership to everyone in the port community through working together.

2. Appointment of IAPH Liaison Officer with UNEP: At an active presentation made by Capt. T.A. Kahmis, on behalf of

Mr. Brown M.M. Ondego, Managing Director, Kenya Ports Authority, the Board agreed to appoint Mr. Ondego as IAPH Liaison Officer with UNEP and instructed the Head Office to take due action in informing the UNEP Secretary-General of the new appointment.

3. Chairs and members of various committees: President Taddeo gave his endorsement to the names submitted to the Board and instructed the Head Office to proceed accordingly, with the reservation that there might be some additional changes following the advice to be given by the respective chairs.

4. Terms of Reference (TOR) of various Committees and Groups: The Board endorsed the TOR submitted by the respective committee chairs, with the reservation that there might be alterations and minor changes, and instructed the Head Office to submit these TORs to the Board of Directors for its endorsement and subsequent announcement of them.

5. Household affairs: Dr. Inoue, Secretary General, thanking the officers, chairs and members of the various committees and groups for their constant support and cooperation extended to him, outlined the activities which have been carried out by the committees, liaison officers and the Head Office secretariat in Tokyo since he took office at the Kuala Lumpur Conference last year, further to his written report to the Board. Dr. Inoue's presentations included the Exco meeting in Montreal (October 26-27, 1999), the first Asia/Oceania regional meeting (January 19-21, 2000) and the planned 2nd African Ports Seminar in Abidjan, Cote d'Ivoire, which was temporarily re-scheduled to

be held in December 2000 subject to further confirmation. He reported on the successful overcoming of Y2K problems by the IAPH Head Office which acted as a point of contact and monitoring post for the USCG's global surveillance initiative. He reported that the Head Office had moved on advantageous terms to new premises on the Tokyo waterfront in the middle part of December 1999, and invited IAPH members to the new Head Office. He referred to the newly formatted Membership Directory 2000 as well as the IAPH website emphasizing the practicality of such tools. His report was duly accepted by the meeting. (See the Executive Summary of the Secretary General's Report.)

6. Membership affairs: Chairperson Datin O.C. Phang reported in essence that there were 219 regular, 3 temporary and 115 associate members from 87 maritime countries and economies, as of May 8, 2000. She noted that the increase in membership as compared with the previously reported figures was modest but she welcomed the participation by the Port of Livorno (Leghorn), Italy, since Italy had not been represented in IAPH for some years. She further welcomed the participation of major Indian and Chinese ports. She concluded that the membership campaign should be promoted as effectively as possible, and sought the Board's continuing support of the membership campaign efforts. Her reports were duly accepted.

7. Financial affairs: Chairperson Snodgrass reported on the IAPH's settlement of account for 1999 and on the current situation. As to the 1999 settlement of account he noted that, while the overall situation was healthy enough, the reason why the amount carried over to 2000 was greater than the projected

amount was that the major portion, if not all, of the expense items aimed at helping the committee activities and/or cooperative projects with other friendly institutions, had not been fully utilized. He recommended that some practical guidelines or advice should be prepared for the utilization of the amount budgeted for the chair of each committee to enhance its activities. The report was duly accepted by the meeting, and the Head Office was instructed to take due action so as to give the committee chairs a better sense of such facilitation measures.

8. Legal Affairs: The Head Office was advised to study the existing By-Laws in

consultation with the Legal Counselors and to draft recommendations on the procedural aspects for the purpose of best suiting them to the new format of the Association in use since the Kuala Lumpur Conference, with a view to simplifying procedures and avoiding duplication. These points were discussed by the meeting of the Constitution and By-Laws Committee.

9. Long Range Planning and Review Committee: Chairman Groseclose, appreciating the effort exerted by the former Chairperson, C. Rowland, reported that his Committee would be submitting proposals on the projects to be undertaken by his committee towards

the Montreal Conference. In this report he stressed the need for monitoring the current requirements of ports and suggested the possibility of conducting some research and/or surveys.

10. IAPH/IMO Interface Group: Chairperson Pieter Struijs reported on the activities carried out since the KL Conference and stressed the need for enhancing IAPH's enhanced participation in the activities staged by the IMO's Ship/Port Interface Group. In particular, he suggested that IAPH members should be encouraged to engage in more collaborating work with the national authorities and their delegates to IMO so as to better reflect the voice of ports.

IMO's WORKING GROUP ON THE SHIP/PORT INTERFACE

(As approved by the Board of Directors at its meeting in Marseilles in May 2000)

A possible way to more recognition

There are indications that IMO's Working Group on the Ship/Port Interface, SPI, lacks the support of IMO member states. Indeed, some governments apparently believe that SPI should be dissolved.

IAPH has identified a number of reasons why the association feels that SPI should continue its work, which includes the following:

1. Intermodal transportation requires an approach that addresses the complete logistic chain. SPI is a typical example of a group that is capable of doing just that. It was established to look across borders. The other IMO bodies have rather strict areas of responsibility that makes an integrated approach much more difficult.
2. A typical example is the development of guidance for the education and training of shore based personnel dealing with dangerous cargoes. Activities ashore have an influence on the safety of the sea journey that is governed by the IMDG Code. Shore activities should take account of relevant sections of the IMDG Code. This requires education and training.
3. Experience so far has indicated that input from shore-based and non-governmental organizations has more effect in SPI than from the regular committees. Discussions in SPI are solution driven, whereas in the regular Committees one can see a tendency to 'politicize' discussions.
4. SPI has so far produced valuable results in a relatively short period of time thanks to the fact that the Group can work effectively and a minimum of bureaucracy. Examples of the past work by SPI are: Guidance on Communication between national authorities with ports, safety aspects of intermodal transport, an inquiry into the existing financing systems for port reception facilities, followed by the drafting of a new Chapter 11 on the financing of the Comprehensive Manual on Reception Facilities.
5. Presently there are important issues included in the work of the SPI Working Group, such as model courses on cargo handling in port areas, promotion of EDI in port management, advice to terminal operators loading and unloading bulk cargoes, minimum standards for the education and training of port personnel.
6. Another matter is the present situation in relation to the status of the SPI Working Group. The Group is now a standing working group under FAL while the work carried out by SPI is almost exclusively for MSC and MEPC. It seems appropriate at this stage to reconsider the status of the SPI Working Group on the basis of past experience and of the issues of the work programme.

Summarizing, IAPH is of the opinion that SPI fulfils a need that cannot as effectively be satisfied by the regular bodies of IMO. SPI should therefore remain in place, be it that its work programme should be reviewed regularly to see whether it concerns issues with a cross border nature. The present status of SPI under FAL should be reviewed.

IAPH would welcome support from its members and port associations on this matter. If in agreement with the necessity to enhance SPI's recognition and profile, they are invited to lobby in favour of SPI with their respective governmental institutions on the basis of above arguments.

10.1 Appeal to Member Ports: In this respect, the following address was adopted:

To the members of IAPH

The attention of the Board of the Association has been directed to the matter of representation of the Association in meetings of the International Maritime Organization (IMO). It has been reported to the Board that the work of the liaison officer with IMO is successful.

The IMO plenary sessions and working groups often prevent the liaison officer from fully participating in all such sessions. In certain cases it would therefore be necessary to extend the representation from the Association in order to effectively represent the interests of the Association. Consequently, members are urged to enable relevant expert staff to represent the Association at such meetings. In this respect the Chair of the Committee on Port Safety, Environment and Marine Operations has been given the remit of making information available so as to enable members to decide on the necessity of providing such experts. Secondly, the attention of the Board was drawn to the position of the Ship/Port Interface Working Group within the Facilitation Committee of IMO and was informed that this important Working Group was in need of enhanced recognition by IMO member states. In view of the importance of this Group, the Board urges the members to contact responsible government agencies in their respective countries to impress this upon them.

10.2 A document outlining the reasons why it was felt that such action should be taken was attached. (See the previous page.)

11. Reports by IAPH Liaison Officers

11.1 Liaison Officer with IMO and IAPH Representative in Europe: Mr. Peter van der Kluit reported on his activities since he took office in July 1999. (See his report on page 11.)

11.2 Liaison Officer for African Affairs: A report by Mr. Alex J. Smith was distributed, as he could not attend the Marseilles Meeting. Mr. Pieter Struijs expressed, on behalf of IAPH, his sincere thanks and appreciation to Mr. Smith for his long service for IAPH as well as the cooperation extended by the British Ports Association, and in particular for his extended role as IAPH liaison officer for African Affairs from July 1999 until the end of June 2000. Mr. Struijs further announced that Mr. Peter van der Kluit

would take over the roles played by Mr. Smith.

12. Reports from Various Committees: Committee reports were submitted to and duly accepted by the Board. The committee activities as summarized by the Vice Presidents responsible for the respective groups are outlined below. The minutes on the meetings of the following committees, which had been made available to the Tokyo Head Office by June 20, 2000, are featured in this issue, while more of such minutes will be featured in the journal in the forthcoming issues.

- Cargo Operations
- Legal Protection
- The Port Safety, Environment & Marine Operations
- Dredging Task Force
- Port Planning and Construction
- Ship Trends
- Communications & Networking
- IAPH/IMO Interface Group

12.1 Group of Committees for Sustainment and Growth: As Coordinating Vice President, 1st Vice-President Akio Someya requested the reports of Chairperson Datin O.C. Phang for the *Membership Committee* and Jose Perrot for the *Communications & Networking Committee*. Chairman Jose Perrot proposed the improvement of the IAPH homepage, including the possibility of creating a forum in which the interested parties could directly participate in discussions. Furthermore, the creation of a new logo for IAPH was proposed. The proposals were supported and adopted by the meeting. At the same time, the Head Office was advised to work for their implementation. As to the *Human Resources Development Committee*, because of the last-minute withdrawal of Chairperson Goon, Kok Loon, reference was made to the relevant report contained in the Secretary General's Report.

12.2 Group of Committees for Technical Affairs: As Coordinating Vice President, 2nd Vice-President Pieter Struijs requested the reports of Chairperson Fer van de Laar for the *Port Safety, Environment & Marine Operations Committee*, Chairperson Geraldine Knatz for the *Dredging Task Force*, and Chairperson Bruno Vergobbi for the *Legal Protection Committee* as well as the report of Mr. Rick Pearce, on behalf of Chairperson Mr. Emili Arbos, for the *Trade Facilitation Committee*, which met on Friday, May 12, 2000.

12.3 Group of Committees on Port Industry Research & Analysis: Mr. Jean

Smagghe, on behalf of 3rd Vice-President H.T. Kornegay, who could not attend due to an unfortunate family matter, acted as the temporary chair. Mr. Errol Bush, on behalf of Chairperson Yoseph Bassan, presented the report from the *Cargo Operations Committee*. Chairperson Bernard Coloby did so for the *Ship Trends Committee*, and Chairperson Hans-Ludwig Beth for the *Combined Transport & Distribution "Logistics" Committee*. Chairperson John Hayes reported on the activities of the *Port Planning & Construction Committee*, and Chairperson G.C.G van den Heuvel on those of the *Trade Policy Committee*.

13. Board Resolution pertaining to the IAPH Position on MARPOL 13F and 13G Regimes

13.1 A draft resolution was submitted to the Board as a conclusion of the highly extensive debates and discussions carried out by the various committees and the IAPH/IMO Interface Group, as well as that of cross-industry discussions. The resolution was unanimously adopted.

13.2 In an effort to gain more attention from the IAPH members and urge them to convey the stance of IAPH to their respective authorities and related community members, the text of the resolution is reproduced hereunder:

13.3 Text of the Resolution
Board Resolution pertaining to the IAPH Position on MARPOL 13F and 13G Regimes

WHEREAS, the Board of Directors of the International Association of Ports and Harbors (hereinafter referred to as the IAPH) meeting in Marseilles, France, on the 16th of May 2000 is convinced that all safety and environmental standards developed by international bodies should be ethically and objectively driven and applied uniformly without interfering in commercial activities of ports, and

WHEREAS, the IAPH recognizes the validity of a worldwide approach to the prevention of pollution of the world's oceans as initiated by the International Maritime Organization (hereinafter referred to as the IMO),

NOW, THEREFORE, BE IT RESOLVED that the IAPH urges all nations to take steps to enhance the effectiveness of the measures adopted by increasing and strengthening

- the effective and uniform application of Port State Control; and
- the appropriation of the Technical

Cooperation Fund of the International Maritime Organization the countries concerned to enable to continue to enhance the effectiveness of Flag State Implementation and Port State Control; and by

- requesting the classification societies to tighten the application of their rules and procedures with regard to the vessel inspection schemes; and

BE IT FURTHER RESOLVED that the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, being committed to the principle of multilateralism and recognizing the global nature of the shipping and port industry, hereby advocates the continued phasing out of single hull tankers in accordance with the IMO adopted MARPOL 13 F and 13 G regimes.

14. Future World Ports Conferences

14.1 2001 Conference in Montreal, Canada

- President Taddeo briefly explained his plans to make the Montreal Conference yet another milestone for IAPH by noting that the conference brochure had already been distributed and continue to update it as appropriate. He emphasized that the Montreal Conference should not only be a forum where top experts' views would be presented, but also a showcase for the Canadian hospitality.
- He proposed that the registration fees should be US\$1,700 per delegate and one accompanying person, with an extra half per additional accompanying person who would not be attending the business sessions, and further that the fees for Honorary Members should be waived. After extensive discussions, the proposal was duly supported, seconded and adopted.
- In response to the opinion expressed by the technical committees to the effect that a maximum of time should be secured for the meetings of various committees at the biennial conferences, President Taddeo assured participants that Wednesday morning, which is normally allocated for technical visits, would be devoted to such meetings.

14.2 2003 Conference in Durban, South Africa: Due to unfortunate circumstances, no delegate from Portnet, the Host Port for 2003 Conference, could attend the meeting. However, a letter from Portnet to IAPH confirmed that necessary preparations were in steady progress. The let-

ter was read by President Taddeo at the meeting.

14.3 2005 Conference in Asia/Oceania

- ① Kobe Port: Director General, Nobuyuki Yamamoto, Port of Kobe, outlined Kobe's ardent wish to host IAPH's 2005 Conference because the year 2005 will mark the 50th anniversary of the establishment of IAPH, while the World Ports Conference held in 1952 in Kobe was the Preparatory Conference for IAPH's 1st Conference in Los Angeles in 1955. He further noted that 2005 will be the 10th year of the Great Hanshin-Awaji Earthquake. Therefore, it was the hope of Kobe Port to show how it had recovered from the devastation and to thank the world port community for the support and cooperation extended to Kobe in time of need.
- ② Shanghai Port: Mr. Lu Haifu, Director of Shanghai Port Authority, highlighted Shanghai's rapid and steady growth as a hub not only of the

Chinese economy but also of that of the entire region by citing the fact that the Port's throughput in 1999 had passed the 4.21 million TEU level, reflecting a sustained annual increase ratio exceeding 10%. He further referred to the fact that Shanghai was now ranked as one of the world's major financial centres. He concluded his invitational address by noting that the people of Shanghai looked forward to receiving the people of the world port community in 2005.

- ③ President Taddeo, on behalf of the Board, sincerely thanked the two presenters for their invitational addresses. However, he noted that it would be a highly crucial situation for IAPH as the Association must take a decision at the Montreal Conference and, therefore, he concluded by advising the Head Office to prepare a democratically fair and accountable system in consultation with the Legal Counsellors.

14.4 A Calendar for IAPH Meetings (As of June 14, 2000)

1. Biennial Conferences (in the latter part of May)

Region	Year	Timeframe (Late May)	Place	Host: Port of	Country	Decided/to be decided at*	Place
AM	2001	May 19/26	Montreal	Montreal	Canada	1997 Conf	London
A/E	2003	May 23/31	Durban/Kobe	Portnet	South Africa	1999 Conf	Kuala Lumpur
A/O	2005	As in the caption column	Shanghai	Kobe/Shanghai	Japan/China	2001 Conf	Montreal
AM	2007	Ditto	To be decided			2003 Conf or earlier	

*: It was strongly opined that the decision be made well in advance, say 5 to 6 years, in view of the difficulty of securing hotel rooms and other venues.

2. Mid-Term Board Meeting (in the latter part of May)

Region	Year	Timeframe (Late May)	Place	Host: Port of	Country	Decided/to be decided at:	Place
A/E	2000	May 13/18	Marseilles	Marseilles	France	1999 Conf as the 1st meeting	Kuala Lumpur
A/O	2002	Late May	A port in the Mid East Gulf is now being asked as a result of a regional meeting in Marseilles	To be decided		As soon as possible	
AM	2004		To be known				
A/E	2006		To be known				

Note: Meetings of the Finance, Membership, and Constitution & By-Laws are to be held. Chairs of other committees will be invited to attend the meeting, and organize their meetings as well.

3. Mid-Term Exco Meeting (in October or November)

Region	Year	Timeframe (In October or November)	Place	Host: Port of	Country	Decided/to be decided at	Place
AM	1999	October 25/27	Montreal	Montreal	Canada	At KL	Kuala Lumpur
/	2000	October 23/26	Tokyo*	Tokyo/IAPH Foundation	Japan	1999 Conf	Kuala Lumpur
A/E	2001	As in the caption column	Yet to be decided			As soon as possible	
/	2002	Ditto	Japan*	A port/IAPH Foundation	Japan		
A/O	2003	Ditto	Yet to be decided				
/	2004	Ditto	Japan*				

Note: Meetings of the Finance, Membership, and Constitution & By-Laws are to be held. Chairs of other committees will be invited to attend the meeting, and organize their meetings as well.

**: Japan has been named to be the venue of the mid-term Exco meeting in the light of the Head Office and the IAPH Foundation being located in Tokyo.*

15. Friendly dialogue with the people of Marseilles and Provence

15.1 The first mid-term Board Meeting was declared adjourned by President Taddeo at noon, on Wednesday, May 17, 2000. In closing, a resolution expressing IAPH's thanks to the Port of Marseilles, the Host Port, and its supporters was proposed and unanimously adopted.

15.2 The Marseilles gathering comprised 28 meetings in all, while the Board's afternoon session on Wednesday, May 17, was called off to give participants some free time, in recognition of the concentrated efforts by the members in attendance and the skilled chairmanship and leadership exhibited by President Taddeo.

15.3 Thursday, May 18, 2000 was devoted to the technical visit to the Port of Marseilles/FOS. The delegates enjoyed the superb blue sky and Cote d'Azur waters on board a catamaran as well as thriving port activities in both Marseilles and FOS, the southern gateway to France.

15.4 The Marseilles Meeting was yet another busy gathering, typical of such

IAPH events. The sessions were interspersed by events generously arranged not only by the Host Port but also by various public and business establishments representing the City of Marseilles and Provence, where the participants were able to get together and enjoy friendly dialogue, in the context of both business and social gatherings.

Board Resolution Expressing Appreciation

WHEREAS, the mid-term meetings of the Board of Directors of the International Association of Ports and Harbors have been in all aspects successful due to the excellent organization and execution of the business and social programs;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the International Association of Ports and Harbors convening in Marseille, France, from May 12 to 18, 2000, should and hereby does extend its deep gratitude to: The Honorable Mr. Jean-Claude Gaudin, Maire de la Ville de Marseilles; Mr. Claude Cardella, President of the Chambre de Commerce et d'Industrie, la Ville de Marseilles and The President du Conseil, Port Autonome de Marseilles; Mr. Eric Brassart, Directeur Général, Port Autonome de Marseille: as well as other Members of Port Autonome de Marseille who organized the IAPH Meetings for their support and cooperation towards the successful convening and conduct of the mid-term meetings of the Board of Directors and various committees and groups.

AND, BE IT FURTHER RESOLVED that our thanks go to The Hosts of the receptions and services: Mr. Michel Vauzelle, Président de la Région Provence Alpes Cote d'Azur, Mr. Renaud Muselier, Président of Euroméditerranée, and Mr. Quatrefage, PÉGASE Instrumentation, for their respective contributions to the success of the meetings and the enjoyment of the delegates.

Our gratitude also goes to: Rial Événements, with special thanks to Mme. Valérie Miron and her staff, and Hotel Sofitel Marseille Vieux Port for their support. Without their dedicated services and help, the meetings would not have been such a success.



From left: Messrs. Eric Brassart, CEO, Port of Marseilles, Dominic J. Taddeo, IAPH President, Claude Cardella, Chairman of the Board, Port of Marseilles, and Satoshi Inoue, IAPH Secretary General, at press conference held on May 17, 2000.

Secretary General's Report

submitted to the mid-term meeting of the IAPH Board of Directors
May 13-18, 2000 in Marseilles

EXECUTIVE SUMMARY

By Dr. Satoshi Inoue

IN submitting my first report to the Board of Directors since the appointment to the Secretary General at the Kuala Lumpur Conference a year ago, on this occasion of the first Mid-Term Board Meeting in Marseilles, I offer my heartfelt thanks to the President, Vice Presidents, the Board and Exco members, chairs and members of the various committees and groups, liaison officers as well as all the members of our Association for their strong support and cooperation extended to my staff and myself at the Tokyo Head Office. One year has quickly passed, being an extremely exciting and fulfilling experience for me to work for this prestigious organization of world ports, particularly as we are entering the new millennium. I would like to briefly review the activity and progress we have made since the last Board Meeting in Malaysia, details of which are presented in the following chapters of this report.

Highlights

(1) Executive Committee Meeting in Montreal

As recommended by the IAPH 2000 Special Task Force, the Executive Committee (Exco), which has been streamlined from 33 to 22 in membership, meets every fall to discuss various key issues of the Association. Based on the new format, the first Exco meeting was held on October 26 and 27, 1999 in Montreal under the strong leadership of IAPH President Dominic J. Taddeo, CEO of the Montreal Port Authority. The

meeting, which was attended by some 35 members, including 20 Exco members and eight committee chairs/vice chairs and other members, three representatives from Portnet, the host for the 23rd IAPH Conference in South Africa, reviewed the progress of activities since the KL Conference. The participants received warm hospitality from the Port of Montreal.

(2) Regional Meetings

With a view to further promoting our regional activity, the first IAPH Asia/Oceania regional meeting was held in Nagoya from January 19 to 21, 2000. The meeting was organized on the initiative of Dr. Akio Someya, IAPH 1st Vice President for the region from the Nagoya Port Authority, in conjunction with the International Symposium on Automobile Ports. Some 30 people from 12 countries in the Asia/Oceania region participated at the meeting. They discussed, among things, how best to build strong relations with regional ports associations such as the ASEAN Ports Association (APA) and the Association of Pacific Ports.

The 2nd African Ports Seminar together with an IAPH African/European regional meeting was scheduled to take place in Abidjan, Cotê d'Ivoire, in February 2000, in conjunction with the 50th anniversary of the Port of Abidjan. However, the event was postponed due to a change of the government. IAPH and the host port in Abidjan are to come up with new schedules for the event.

(3) Y2K problems

After having made their strenuous efforts to address Y2K problems, all the member ports rather peacefully rolled into January 1, 2000. During this critical period of transition, the Head Office was manned for 24 hours to monitor the situation around the world and to coordinate among members if necessary. The Head Office also

acted as a Point of Contact for the global surveillance by the US Coast Guard (USCG). Real-time reports from 11 member ports and subsequent reports from 80 other member ports were posted on the IAPH website. In February 2000, the Head Office received a letter of appreciation from the White House and USCG's Director of Information and Technology respectively for the valuable role played by IAPH which both organizations regard contributed to greater Y2K readiness around the world.

(4) Head Office moved to New Premises

The relocation of the Tokyo Head Office took place in mid-December. The new office is located on Tokyo's waterfront. President Taddeo flew from Montreal to officiate at the opening of the new Head Office and addressed some 100 people who gathered to celebrate the occasion. Dr. Someya and Mr. Goon also took the time to join the gathering and cut the ribbon together with other officials from IAPH. President Taddeo, in his speech, emphasized that IAPH needed appropriate offices and modern equipment to enable the Association to take its rightful place in the maritime world and to be a strategic resource center at the dawn of the new century. The Head Office staff duly noted the expectations placed upon them by the officers and members in the performance of their duties at the new home of this global organization.

(5) New Membership Directory

For the 2000 edition of the Membership Directory, no effort has been spared to make it user-friendly as a practical tool to facilitate quick and easy access to the needed information, such as our members' key personnel, profiles and e-mail addresses. A special world map was created for the first time to indicate the locations of all the regular members. The rate of return of entries was as high as 83%, for which the Tokyo secretariat is greatly thankful to the responding members. It is our hope and goal to achieve a 100% rate of return for the next edition.

Committee Activities

In accordance with the recommendation from the IAPH 2000 Special Task Force, the committees were restructured into three groups; i.e., Sustainment and Growth Committees, Technical Committees and Port Industry Research and Analysis Committees. Under the new set-up, a Long Range Planning/Review Committee was estab-



lished as a permanent committee and the Communications and Networking Committee was also established. President Taddeo, in a recent issue of the IAPH journal, appealed to all members to positively participate in the work of this committee.

The chairs and members of the respective Committees have been very active. Details of the work carried out by them are to be reported to the Board in Marseilles. There have been changes in the chairmanship of some Committees. Without the predecessor's devotion and hard work, IAPH could not have produced such tangible achievements. We are hopeful to work even more closely with the newly appointed chairs.

Publications & Homepage

- (1) The official journal "Ports and Harbors" is now into Vol. 45, reflecting the age of IAPH, and it has been the main medium for IAPH members and the world maritime community to disseminate and exchange their views and information on wide-ranging critical issues. In this connection, I have recently appealed to all members to have their own or their partners' advertisements carried in the journal for the sustenance of our housemagazine.
- (2) The proceedings of the KL Conference were compiled by the Head Office and distributed to all members and relevant organizations in December 1999. We enjoyed the full support of the Organizing Committee in Malaysia. Special thanks are also due to those who sponsored part of the production costs.
- (3) The Head Office has kept updating the IAPH website so as to provide all visitors to the website with comprehensive information on the Association's activities and a calendar for major events. The visitors can also gain direct access to any member port/organization's website via our homepage. The number of members hyper-linked through the IAPH homepage has increased considerably, from 192 (147 regular and 45 associate members) to 245 (180 regular and 65 associate Members).

IAPH Award (Essay Contest) & Bursary Schemes

Through the March issue of the journal, a call for entry to the 2000/2001 IAPH Award (Essay Contest) and Bursary schemes was announced, with a message from Chairman Goon Kok Loon of the Human Resources Development

Committee. To encourage as many qualified applicants from IAPH member ports in developing countries as possible, the Head Office has arranged for a special promotional page to appear in the journal of IAPH throughout the period up to the deadline, which is set for September 1, 2000. At the same time we have requested regional and national port associations concerned to publicize these schemes among their members.

Membership

As of April 20, 2000, a total of 87 countries and economies are represented in IAPH. As for regular members, they total 219 from 83 countries and economies subscribing 734 membership units. Compared with the end of 1999, the number of members decreased by three and that of the units subscribed by five. As for associate members, 16 new members have joined (nine in 1999 and seven in 2000), while 13 members have left (eleven in 1999 and two in 2000), resulting in a net increase of three members.

Thanks to the all-out efforts made by the Membership Committee Chairperson and supported by the officers, we welcomed three new regular members in 1999 (Napier, NZ; Mumbai, India; Shenzhen, China), and another three since January 2000 (New Mangalore and Cochin, India; Livorno, Italy). Regrettably, however, more members left IAPH during the same period. They included such long-standing members as the ports of Miami and New Orleans, USA; Clydeport and Felixstowe, UK; and Port Hedland, Australia; Port Qasim, Pakistan; and Hakodate, Hokkaido, and Yamaguchi Prefecture, Japan.

However, we should not be overly pessimistic. I am convinced that further improvement on membership services together with active commitment to IAPH activities will surely attract new members to join us and bring back to us those who left. I would therefore reiterate my appeal for your continued support to various committee activities as well as to our membership campaign.

Finance

When looked at from the viewpoint of balance between revenue and expense, the fiscal year 1999 is considered fairly healthy and sound, because the balance resulted in a deficit of only ¥147,000 (about US\$1,400) as against the estimated deficit of ¥22.110 million (about US\$216,000). As a result, nearly ¥250 million (US\$2.45 million) is to be carried over to 2000 without significant change in the carry-over from the previous year.

In terms of the budget implementa-

tion, however, we were faced with some difficulties and problems. In fact, the biggest element to such a surplus can be attributed to the fact that no substantial disbursements occurred in the budget items of 'Technical Committee Financial Support' and 'Strategic Action Projects', while some projects were prepared but postponed or cancelled so that the budgeted expenses in the term were not disbursed. How to best utilize the funds allocated for these items must be further considered by the committees and officers concerned. Needless to say, continued efforts should be made to minimize the expenses involved in the Head Office activities without adversely affecting the level of services to the members and committees.

Future Conferences

The first in the 21st century, the 22nd World Ports Conference is scheduled for May 19-26, 2001 at the Queen Elizabeth Hotel in Montreal, Canada, to be hosted by the Montreal Port Authority. All preparations are well under way with the Conference theme of "2001, A Maritime Odyssey". Detailed features of the Conference will be presented in Marseilles.

In 2003, the 23rd Conference will be held in Africa, in Durban, South Africa, for the first time in IAPH history, to be hosted by Portnet. The 24th Conference, which is due to be held in the Asia/Oceania region will take place in 2005. So far the ports of Kobe and Shanghai have confirmed their willingness to host the event.

In conclusion, I would like to express the deep appreciation of IAPH to Mr. Eric Brassart, CEO of the Port Authority of Marseilles and all his officials and staff for inviting IAPH to meet in Marseilles, a great French port as well as a leading member of IAPH. My special thanks go to Mr. Jean Smaghe, our immediate Past President, through whom the invitation was extended to IAPH several years ago.

I believe that Marseilles will be remembered by all the delegates and IAPH members as a result of fruitful deliberations to be pursued by those who gather in this fascinating and historical port city, and the outcome of the meeting will further strengthen the solidarity and capability of our Association towards the future.

Satoshi Inoue
Secretary General
(May 1, 2000)

Report of activities

IAPH Representative in Europe IAPH Liaison Officer with IMO

Activities since the Kuala Lumpur Conference in May 1999

IMO meetings

In my capacity as IAPH Liaison Officer with IMO I attended a number of IMO meetings including:

Facilitation Committee and Ship/Port Interface Working Group, FAL/SPI in September 1999 (separately reported)

The Legal Committee, LEG, met in October 1999 and March 2000 and was attended by Mr. F. van Zoelen (Rotterdam) on behalf of IAPH.

Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, DSC in February 2000.

Marine Environment Protection Committee, MEPC, March 2000. Participated in the Working Group on Reception Facilities that produced Guidelines for ensuring adequacy of port waste reception facilities.

IAPH PSE/MO Committee meetings

Since the Kuala Lumpur Conference in May 1999 the Committee on Port Safety, Environment (PSE) and Marine Operations (MO) met once in Singapore on January 17, prior to the VTS 2000 Symposium organized by the Maritime and Port Authority of Singapore.

The minutes of the meeting have been circulated among the members of the Committee. An article on the meeting has been produced for publication in "Ports and Harbors".

Meetings associated with the Singapore meeting

In the wake of the Singapore meeting a visit to Australia took place where Mr. Hirst of the *Australian Association of Ports and Maritime Authorities* (AAPMA) had kindly organized meetings with relevant Australian authorities in Canberra: the *Australian Maritime Safety Authority* (AMSA) and the *Australian Quarantine and Inspection Service* (AQIS).

Furthermore, talks took place with a number of Australian Harbour Masters during which information was exchanged on matters of mutual inter-

est and in particular on matters in which IAPH is involved.

The discussions took place in an open and friendly atmosphere and served to underline and enhance the close ties between the Australian ports and IAPH.

During the Australian visit, kind invitations were received to attend a yearly event of the Sydney pilots and to participate in a trip through the port of Sydney on the executive launch of Sydney Ports Corporation with executives and staff of SPC.

The visit ended with a technical tour of the Port of Botany Bay.

Participation in other IAPH Committee meetings

On December 16, 1999 I attended a meeting of the Committee on Legal Protection. Items that were discussed included the Diplomatic Conference on the Arrest of Ships (Geneva, March 7-12, 1999), the outcome of the IAPH/IMO Interface Group meeting of May 15, 1999 in Kuala Lumpur and October 15, 1999 in Montreal, IMO's Legal Committee, October 11-15, 1999 and the last meeting of the Trade Facilitation Committee.

Information about developments in IMO including TBT and Ballast Water Management was provided.

Details are available in the minutes of the meeting.

Meetings of/with friendly organizations

ESPO

As ex-officio member of ESPO I attended Marine Committee meetings in September and December 1999 and March 2000. During these meetings information was provided on IMO and IAPH matters, such as:

Adequacy of reception facilities, the development of a guidance document in IMO in which activity IAPH participates.

Education and training of port marine personnel, personnel involved in the handling of dangerous sub-

stances

Ballast water management, developments in IMO regarding a legally binding instrument

TBT paint, developments in IMO regarding a legally binding instrument.

I participated in discussions of the Marine Committee, notably those on the EU Directive on Reception Facilities, activities of the European Commission aimed at the establishment of regulations on dry bulk and proposed actions in the wake of the ERIKA disaster.

ICHCA

In September 1999 and February 2000 meetings of ICHCA's Safety Panel in New Orleans and Copenhagen were attended.

PIANC

In September 1999 a meeting of PIANC-PEC (Permanent Environment Committee) was held in Lyon. Unfortunately I was unable to attend a meeting in Brussels in January 2000 as it conflicted with an IMO meeting. The co-operation with PIANC-PEC was intended to mutually produce a "glossy folder" as an introduction to PIANC's publication "Environmental Management Framework for Ports and Related Industries". In that context meetings took place in Hague in March 2000, with Mr. Hambrurger (IADC, PIANC-PEC member, taking part in it.

Board Meeting of World VTS Guide

In September 1999 I attended a meeting of the Board of the World VTS Guide in London. Other Board members represented IMPA and IALA. The meeting concluded that continued efforts are necessary to promote the use of the Internet version of the World VTS Guide.

Conferences, symposia, etc.

In October 1999 I attended a congress of the *World Customs Organization* in Brussels.

In October 1999 a presentation was made to the *5th Bremen Conference on Safety in the Port Environment* on safety and environmental consequences of intermodalism (the text has been published in "Ports and Harbors"). One of the concluding sessions of the conference was co-chaired with Mr. Chauvel of Bureau Veritas from Paris.

Minutes of Cargo Operations Committee Meeting

May 15, 2000 – Sofitel Hotel, Marseilles, France

IAPH will participate in the activities of the Steering Committee for the next conference which is scheduled for October 2001. To that end a first meeting of the organizing committee will be attended in Bremen in June 2000.

In November 1999 the first meeting of the *Steering Committee for the 14th International Symposium on the Transport of Dangerous Goods by Sea and Inland Waterways (ISTDG14)* was held in the offices of IMO in London. The ISTDG14 was scheduled for April 2-4, 2001 in Durban, South Africa. I attended the meeting of the Steering Committee on behalf of IAPH, being one of the supporting organizations of these symposia. A further meeting was scheduled during the meeting of IMO's Marine Safety Committee in May 2000. Unfortunately the dates conflict with those of the IAPH mid-term meeting in Marseilles, none from IAPH could attend it.

In January 2000 I attended the *VTS2000 Symposium* in Singapore.

The conclusions of the symposium have been circulated among the members of the Committee on Port Safety, Environment and Marine Operations and the IAPH/IMO Interface Group.

In February 2000 the Dutch National Ports Council organized a seminar on the premises of MarineSafety Rotterdam b.v. on "*Container Top Safety*".

The issue was on the agenda of the Committee on Port Safety, Environment and Marine Operations that discussed the outcome of the seminar at its meeting in Marseilles. An article for publication in "Ports and Harbors" has been produced.

From April 3-5, 2000 a *Transport International Conference* took place in Bucharest, Romania. I attended the conference on behalf of IAPH and established useful contacts with representatives of Constantza Port. The idea emerged to organize a workshop in Constantza for port managers from the Black and Azov Sea region some time later in the year 2000. The idea will be further discussed at the mid-term meeting in Marseilles in May 2000.

In May 2000 the *24th Annual Council Meeting of the Port Management Association of West and Central Africa* was to be held in Lagos, Nigeria. On behalf of IAPH a message of friendship and goodwill was to be delivered to the participants.

Rotterdam, April 2000
P.C. van der Kluit

Participants:

Yoseph Bassan , Chairman	(YB)
Ashdod Port	
Nicolas Blell	(NB)
Gambia Ports Authority	
Agier Francis	(AF)
Port of Marseilles	
Poointard Luc	(PL)
Port of Marseilles	
Sumardi	(SM)
Indonesia Ports Corp. III	
Mogens Friis Hansen	(MF)
Port of Copenhagen	
Toshio Emata	(TE)
Port of Kitakyusyu	
Kenji Nakao	(KN)
Port of Kitakyusyu	
Kjedje Gnakale	(DG)
Port of Abidjan	
Tanoh Adiko	(TA)
Port of Abidjan	
Errol Bush	(EB)
Port Authority of Cayman Islands	

Agenda

- A. Port Throughput Rates
- B. Semi-automatic Twist Locks for Container Lashing
- C. Quay Design Parameters
- D. Alternative Container Stacking Concepts
- E. Port/Tally Agent Relationship

I. Port Throughput Rates

YB presented the Committee's latest draft survey on *Port Throughput Rates*. A critical element of the survey is the definition of the various time frameworks for measuring throughput rates. The alternative time frameworks were defined as follows:

- 1st. *Vessel Time in Port*: Measured from arrival at pilot station to disembarkation of pilot from vessel upon sailing.
- 2nd. *Vessel Time at Berth*: Measured from the time that the first rope is tied to the quay until the vessel is freed from the quay for sailing.
- 3rd. *Vessel Time at Work*: Measured from beginning of cargo operations on vessel until last container is positioned on vessel.

The following comments were offered by committee members:

1. MF: Throughput rates are influenced by the traffic mix (i.e. transshipment, feeder, etc.)
2. KN: It is very important to have exact values available for all ports.
3. AF: From a shipping line's perspective, vessel time in port is the only relevant measure.
4. TA: A similar survey should be conducted for general cargo, too.
5. EB: Agrees that there is a need to standardize the reporting of port statistics and throughput.

Decision: Draft survey was approved. Survey to be submitted to IAPH 3rd Vice President for further consideration and distribution.

Semi-automatic Twist Locks

Committee members discussed their experience with the introduction of semi-automatic twist locks and their impact on operations, safety and productivity.

AF: At the Port of Marseilles, throughput rates went down following the introduction of semi-automatic twist locks. Marseilles uses straddle carriers to move containers between the quay and the yard.

MF: The semi-automatic twist locks are very good from a safety point of view but productivity has suffered as a result of its use. Straddle carriers to move containers between the quay and the yard.

KN: Have had very good experience and improved safety. Have not experienced decrease in productivity. There should be standardization of twist locks of all kinds. Port handles containers in yard with RTG's.

Summary:

YB: The use of twist locks has improved working safety. Additional thought has to be given to operational procedures that will allow productivity increases, especially at facilities utilizing straddle carriers to move containers between quay and stacking yard.

Design Parameters

This subject is to be discussed with the Port Planning Committee. YB will contact the committee chairman to coordinate such discussions.

Alternative Container Stacking Concepts

Committee members exchanged opinions regarding their experience in this matter.

DG: Currently use forklifts. Forklifts operations consume high amounts of land relative to other operational concepts. Will at some point convert to straddle carrier operations.

AF: Very satisfied with current straddle carrier operations.

MF: Have used straddle carriers for many years. Have repeatedly analyzed the various alternatives and always come to same conclusion that straddle carriers are the best option.

SM: Use RTG cranes and we are satisfied with results.

KN: Have been using straddle carriers. Converting to RTG use. RTG operations better than straddle carriers, especially from a safety perspective.

AF: GPS for locating containers has been both beneficial and accurate.

MF: Safety problem in Denmark minimized by law requiring that container terminals be completely closed off by a fence.

YB: Working with RMG's. New terminals to be furnished with RTG's.

Conclusion: Each system has its advantages and disadvantages. Each user must determine the appropriate system for his environment based on the relevant facts.

Tally

Discussion took place regarding the port/agent relationship and responsibility for tally activities.

MF, KN, NB, DG, SM: Port performs tally

YB, AF: Agents order tally services.

Summary: In most of the ports represented on the committee, the port is responsible for tallying cargo movements and not the agent.

Suggested Issues for Next Meeting

- 1st. Dimensioning gantry cranes for handling super post-panamax container vessels.
- 2st. Handling of 45-foot containers in port statistical reporting.
- 3rd. Working container vessels from both sides.

VII. Committee members were thanked for their participation at the meeting.

Minutes of Committee on Legal Protection (CLP) Meeting

May 14, 2000, Marseilles

Present

- Bruno Vergobbi**
Chairman, Dunkirk, France
- Pat Keenan**, *Vice-Chairman*
Port of Cork, Ireland
- Takao Hirota**, *Japan Ports & Harbors Association*
- Jean Mongeau**,
Port of Montreal, Canada
- Anthony Morrison**,
Waterways Authority, Australia
- Twali Khamis**
Port of Mombasa, Kenya
- Hugh Welsh**, *Port of New York & New Jersey, USA,*
- H. Kondoh**, *IAPH Head Office, Japan*
- Frans van Zoelen**
Port of Rotterdam, Netherlands
- Marcel-Yves Le Garrec**
Port of Bordeaux, France,
- Michael Foster**, *TT Club, U.K.*
- Pamela Le Garrec**
European Sea Ports Organisation, Belgium
- Jacques Braems**, *Port of Dunkirk, France*



Chairman had received a letter from Zavarehi Hosseini, Iran, who found it difficult to attend meetings and had therefore resigned.

The Chairman had been in contact with the Port of Abidjan, who had confirmed their intention of appointing a new member to CLP.

Pamela Le Garrec, also tendered her resignation, since she was leaving ESPO and would therefore no longer be a member of IAPH.

Michael Foster from TT Club proposed to replace Christine Williams who moved away from TT Club, CLP agreed.

With regard to the Terms of Reference, it was felt that CLP should have a more pro-active approach. On the proposal of Mongeau, seconded by Welsh and carried unanimously by the meeting, the first sentence of the TOR was modified to read : To initiate, follow-up, study and recommend proposed action to be taken on behalf of IAPH concerning any issues in which the collective interests of port authorities.....

Action: The Chairman confirmed that he would submit the new TOR to the mid-term Executive Committee meeting, for approval.

Introduction

The Chairman informed the meeting he had received apologies for absence from Mr. Geof Vazey and Mr. Peter van der Kluit.

The Chairman welcomed the participants and especially those who were attending for the first time, Michael Foster and T.A. Khamis who represent Georges Dulu.

- 1. **Approval of the Agenda**
The Agenda was approved.
- 2. **Approval of the Minutes of the last meeting**
The minutes of the last meeting had been circulated to members on 11th January and were approved.
- 3. **Matters arising from the minutes**
There were no matters arising from the minutes that were not included in the present agenda.
- 4. **Membership of CLP and TOR to be confirmed and presented respectively for acceptance by President Taddeo and the board**
The meeting had before it a list of the members of the Committee. The

- 5. **CLP Report to ExCo**
The draft report had been distributed to members. In the light of the discussions under point 10 of the agenda, it would be possible to add to the report verbally.
Action: The Chairman
- 6. **Ship Arrests. Follow-up of action decided during the previous meeting :**
 - *Draft paper on provisions required by ports (F. Van Zoelen)*

The meeting had before it the

promised draft paper which was circulated by Van Zoelen.

He briefly presented the background to the paper.

A debate ensued in which the following points were made.

- One of the proposals in the paper was to put some responsibility onto the arresting party, in the event that the ship failed to pay the port expenses, for example.
- Canada was also introducing new national legislation to deal with the interests of ports following arrest.
- The point had to be discussed during the Conference and there had been a great deal of sympathy for the IAPH cause. Government delegations had been encouraged to introduce national legislation to deal with the problems, although nothing was actually incorporated into the final text of the convention.
- Where ships are not authorised to leave the port due to PSC, ports will increasingly be faced by arrests and/or abandoning of ships. Several cases had already occurred.
- This should not prevent ports from prosecuting Government Authorities who arrested a ship.
- In the USA, it was now so expensive to arrest a ship, because a bond had to be posted that it was better to let her sail. It was possible however to sue and hold the ship's agent responsible for the ships' debts.
- Frequently, ship agents were able to denounce their representation of a ship before she was abandoned.
- It was possible that when legislation became stricter in one part of the world, more arrests would occur in others.
- There was a need to see what the different situations were across the world.
- There was also a direct link between the Revised Maritime and Mortgages Convention and the Arrest of Ships Convention that would also have an influence.

At the close of the debate, the meeting agreed to the following:

Action: Mr. Van Zoelen, Mr. Mongeau & other CLP Members. Mr. Mongeau agreed to add additional information on the reform in Canadian legislation. Members would have one month in which to comment and contribute to Mr. Van Zoelen. The revised paper would

then be circulated to members before being sent to Ports and Harbors Magazine for publication on behalf of CLP.

7 Questions raised by A. Pages concerning Erika Disaster.

The Chairman opened the discussion of this topic by explaining that the French Government had announced its intention of rapid action and had circulated a French Memorandum to the European Commission and to IMO. There had also been criticism of the Harbour Master of St. Nazaire for refusing to take the ship. This, in fact, was not the case, but before deciding whether to accept he had asked for further details.

- Nevertheless, the French Government was seriously thinking of making entry obligatory.
- The European Commission had reacted rapidly in the wake of the Erika and had produced draft legislation on tighter port state control, that would be debated in the European Parliament this month for the first time. They were considering legislation that would refuse entry to vessels that had been twice detained by PSC Authorities in the preceding year.
- The difficulty was that they could still sail in European waters and it would not solve the problem.
- It could well be contrary to international legislation, such as the Geneva 1923 International Convention on the Regime of Foreign Ships in Ports.
- This was in fact the only International Convention in which Ports were specifically mentioned.
- In the light of the many changes that had taken place since that time, it would be helpful to examine the Convention in the light of the new responsibilities of Port Authorities with regard to the environment, among others, and a possible revision of that Convention.
- If the French Government achieved its objective, then should such a ship run into difficulties, would French Ports have to accept her, in any case?
- It would be a state decision, via the "Prefet Maritime" but in that case the liability should be transferred to the state.
- This led on to a general discussion of the increasing environmental role of Port Authorities.

• It was clear that economic reasons would not be sufficient for the refusal of the ship, because in the event of, a disaster, the Port Authority's liability could be invoked.

• A harbour master was able to refuse a ship, if she posed a threat to safety or to the surrounding population.

• Under the 1984 Salvage Convention, there was a clause that enable a Harbour Master to refuse a ship on the above grounds. France had ratified that Convention.

• The Sea Empress that had also resulted in pollution, also involved the liability of the Port Authority. The case was different because there had clearly been a fault on the part of the Port Authority, which was responsible for the pilotage service. The other point to note with the Sea Empress was there had been more than 3 days of fine weather and yet the UK Authorities had done nothing during that time. The point of interest as far as the UK was concerned was that normally U.K. Port Authorities have the right to limit their liability, but in the case of Sea Empress, that limitation of liability was broken. In Continental Europe, that liability has to be insured and such a limitation in the UK causes distortion of competition.

• The Commission had also put forward proposals for bringing in double hulled vessels and banning single hull vessels over the age of 15 years. They had however moved backwards on this one, because without such ships there was simply not enough capacity for the trade.

• They would however also introduce draft proposal to deal with the responsibilities of classification societies.

• There was clearly a need to look at the overall responsibilities of Port Authorities in this area.

Action: Mr. Le Garrec accepted to prepare a draft paper for the consideration by the Committee at its next meeting regarding the 1923 Convention and the liabilities of Port Authorities.

8. Compensation for Pollution from Ships' Bunkers

- *Memorandum on the strengthening of Safety in International Shipping*

This had been discussed in the light of Point 7.

• **Comments by Members about the Paper of IMO LEG 81st Session.**

Mr. Van Zoelen attended the meeting of the IMO Legal Committee, held from March 27th-31st, 2000. He had written a report of the meeting: see Annex.

The main point with regard to ports was that the meeting had decided that its work on the revision of the Athens Convention was not sufficiently advanced for a diplomatic conference next year. On the other hand, work on the draft Convention on Bunker Fuel spills had been more or less finalised. Consequently the Committee had decided to submit it to a diplomatic conference next year.

- Because of budget restrictions, the Conference would last only one week, so there would be a need to be well on time with submissions.
- The draft convention covered bunker spills from vessels that were not carrying oil and which was the last source of oil pollution not covered by a specific Convention.
- The draft was based on strict liability and would also require obligatory insurance. The final text had not so far been published by IMO, but as soon as it was available it would be circulated to members. F. van Zoelen felt that the text seemed good and responded to the needs of ports.
- The other draft text to be submitted to a Diplomatic Conference next year would be the Draft Convention on TBT, which is being dealt with at IMO by the Marine Environment Protection committee, MEPC.

Action: All CLP Members. In view of the time limit, the meeting agreed that CLP would examine the text and submit comments before the next meeting, so a draft submission could be prepared on behalf of IAPH and finalised at the next meeting.

• **Multimodal Contracts of Carriage**

With regard to the paper from Professor Dr. DE WIT, circulated following the previous meeting, Mr. van Zoelen informed the meeting that he had been informed by Mr. van der Kluit that the United Nations in Geneva was intending to hold an ad hoc meeting on multimodal contracts of carriage at the end of the month. As he was

unable to attend, he had arranged for participation and would report back to the meeting.

Action: Mr. van Zoelen

• **Proposal for an IAPH Policy by Patrick Falvey**

See Point 10 below.

9. Control of Ballast Water IMO Recommendations

The Chairman introducing this subject explained that it was being dealt with at IMO by MEPC. MEPC before making it a legal instrument (as a further Annex to MARPOL), were taking a technical approach. A legal instrument had still a long way to go before it could be submitted to a Diplomatic Conference.

The meeting was informed that the United States had taken a similar approach, but individual States were introducing legal instruments, including refusing vessels which had not correctly changed their ballast water at sea.

The real danger was that unless there was rapid progress on an international instrument, multiple legislation would be introduced by States concerned with protecting the indigenous species and sensitive ecological systems of their waters.

It was only 4 years ago since the first paper had been published in the United States, but it was now a political matter at Presidential level and technical solutions were not sufficient any longer. There was a real need to speed up work at IMO.

The previous meeting of CLP had also noted this trend towards individual legislation and following IMO recommendations was not sufficient, since work was going ahead within other international organisations, such as the Oslo Paris Convention and there were likely to be draft legal instruments, wherever there were sensitive waters.

Action: The Chairman - CLP should draw the attention of the IAPH Executive Committee to this danger.

10. Future of CLP Work

The Chairman recapped on the first discussions at the previous meeting. The meeting confirmed that to give added value to IAPH members, there was a need for CLP to become proactive, hence the change to the Terms of Reference.

In response to the Chairman's question, it was confirmed that the American Port Association had a legal committee that did just this.

Mr. Welsh was the Chairman. He explained that American ports were not so concerned at present with the Arrests of Ships, what was really of interest were the commercial contracts, relations with terminal operators, concessions, Port Authority liability with regard to the Environment, etc.

Although in the Asian region, there was not a Regional Association, there were National Associations, such as the one in Japan. Mr Hirota, confirmed that Japanese Association would be able to reply to such a survey rapidly as well.

This type of initiative would also help attract members to join CLP and to follow its work more carefully, thereby making the membership more balanced.

Action: The Chairman: With regard to the survey, CLP felt that it should be addressed directly to the Regional and National Port Associations within IAPH, rather than to the individual members. In this way, CLP should be able to set out a priority list that was of direct interest to the membership.

11. Any Other Business

Retirement of Mrs Le Garrec

The Chairman wished to express his thanks to Mrs Le Garrec for the work she had undertaken for CLP over the past 26 years. He wished to present her with a small gift on behalf of the members.

Mrs Le Garrec thanked the Chairman and members. She said she would miss CLP, but confirmed that she was forced to leave, because when she left ESPO she would no longer be a member of IAPH.

CMI - Mr. Le Garrec drew attention to the fact that the ad hoc CMI Group on the Revision of the Hamburg Visby Rules had had a further meeting. He had not been able to attend but had submitted comments. He would forward his report to the Chairman.

Action: Mr. Le Garrec

12. Date and Venue of Next Meeting

The meeting agreed that the next meeting would be held in Rotterdam on Friday, December 1st, 2000.

There being no further business, the Chairman then thanked the members for their participation and declared the meeting closed.

A N N E X

IMO, Legal Committee: 81st session March 27-31, 2000

Committee agrees to draft convention on bunker oil liability

I participated in the 81st session of the Legal Committee of IMO as a representative/observer of IAPH. The main intention was to follow the considerations of the draft convention on bunker oil liability. The Legal Committee completed its considerations. It agreed that the draft convention should be forwarded to a diplomatic conference for adoption. The Committee requested the Council to convene the diplomatic conference for a period of one week and to take place preferably during the first half of 2001.

Provision of financial security

The Committee considered a submission – prepared by Norway at the Committee's earlier request- for a protocol to the Athens Convention to the Carriage of Passengers and their Luggage by Sea, 1974. The protocol is intended to provide for enhanced compensation, to establish a simplified procedure for updating limitation amounts, and to make insurance for the benefit of passengers compulsory.

A key issue is whether the limitation amount in respect of compulsory insurance should be calculated on a per ship or per capita basis. The P&I Clubs proposed that limitation should be per ship rather than per capita. Their argument centred on the example of modern cruise ships: they were able to carry so many passengers that it was unlikely the P&I Clubs would be able to provide insurance or other financial security for such vessels on a per capita basis. Yet if the P&I Clubs withdrew there was no other alternative in the market place to provide such cover.

Most delegates were in favour of the basic text, but some were prepared to consider alternatives. The Committee decided the issue should be further considered, bearing in mind a number of points that were made, including:

- all ships should carry insurance sufficient to provide an adequate level of compensation;
- claimants should have the right to pursue the insurer directly;
- passengers should not suffer simply because of the size of the ship;
- the industry view was that two caps on liability were required, that is, per passenger and per ship, and that direct action should be available up to a certain limit but not beyond;

- it was desirable to achieve a solution within the mutuality system of current P&I in insurance arrangements;
- insurance is only as good as the security is behind it;
- there is a need to construct a realistic compensation system which could be implemented and which at the same time could provide adequate compensation levels.

Draft convention on wreck removal

A paper (LEG 81/6) reported on the intersessional work of the correspondence group on wreck removal.

The co-ordinator of the Correspondence Group highlighted progress on matters such as the definition of wreck, preventive measures and hazards, rights and obligations to remove hazardous wrecks, reporting and locating of wrecks, financial liability for locating, marking and removing wrecks, and contribution from cargo. He hoped the Committee could progress speedily in considering the draft convention and would soon be in a position to recommend the convening of a diplomatic conference during the 2002-2003 biennium.

It should be borne in mind that the Convention principally aims at dealing with wreck removal outside territorial waters.

*Rotterdam Municipal Port Management
F. J.W. van Zoelen*

Minutes of Joint Meetings
Committee on Port Safety,
Environment and Marine Operations,
Dredging Task Force

Marseilles, May14 and 15, 2000, Sofitel Hotel

0. Opening, establishing the agenda, additional items from DTF.

The meeting was opened by the newly appointed Chairman, Mr. Fer van de Laar, from the Port of Amsterdam. He explained that since the Committee Chairmanship had been in a transfer period since the meeting in Singapore in January, this meeting should be jointly chaired by him and the immediate past Chairman, Mr. Peter van der Kluit.

The draft agenda was accepted. The Chair of the Dredging Task Force was to address some issues regarding the London Convention.

Apologies for absence had been received from Mr. Mike Compton, who has to attend MSC on behalf of ICHCA and IAPH, Mr. Per Olson and Capt. D. Cooke.

1. Minutes of the meeting in Singapore, January 17, 2000

The minutes of the meeting in Singapore gave no rise for comments.

2. Matters arising from the minutes, if not on the agenda

Relevant issues from the Singapore meeting were included in the agenda.

3. Quality Shipping

It was decided to discuss this subject together with agenda item 5, the Erika disaster.

Mr. Perrot from the Port of Le Havre provided the meeting with a detailed report on the Erika disaster by means of a "Powerpoint" presentation.

The meeting was advised that the European Commission had proposed a series of actions to avoid similar accidents to happen in future. They were aimed at uniform enforcement of Port State Control regulations, uniform inspections by Classification Societies and a scheme to phase out single hull tankers at a faster rate than envisaged by IMO and also differing from the measures that the USA had issued unilaterally (OPA90).

Reference was made to a meeting between the Commission and the industry at which ESPO explained its views on the proposals. The basic paper outlining these views had been

previously circulated.

The Committee endorsed the ESPO views and also disagreed with the proposal regarding the early phasing out of single hull tankers on the basis that shipping is a global business that should be addressed in a global manner through IMO. Unilateral and differing regulations should be avoided.

In view of that consideration the meeting decided to draft a resolution for approval of the IAPH/IMO Interface Group and ultimate endorsement of the Board meeting later in the week.

4. Fumigation (F. v.d. Laar)

The meeting decided that the request from ICHCA to prepare a joint submission to DSC should be given a positive response. The submission will be in support of an existing submission from Canada that calls for more stringent enforcement of existing regulations.

The matter will be further discussed at the forthcoming meeting of ICHCA's Safety Panel that will be attended by Mr. Van der Kluit.

It is further suggested that the matter be brought to the attention of SPI with the advice to refer the matter to MSC.

5. The Erika disaster

Already discussed under agenda item 3.

6. Participation of IAPH in IMO

The meeting was advised that participation of IAPH in IMO activities is important to ensure that the ports' views should be heard in the international arena. Member ports should contact their respective governments and urge them to appoint port representatives in their national delegations to IMO.

Member ports, especially from the European region, should consider the possibility to make expert staff available in support of the Liaison Officer with IMO. This was in order to enable IAPH to participate not only in plenary sessions but also in relevant meetings of Working Groups.

Mr. Van de Laar was to take it upon him to check the IMO agenda, select relevant issues and consult Committee members.

7. SPI

The Committee already discussed this issue at its meeting in Singapore. This has resulted in the drafting of a

position paper that can serve as a basis for lobbying in favour of SPI. This document was approved and it was agreed that the IAPH/IMO Interface Group would be asked to endorse the sending of a letter to IAPH members on the issue asking for supportive action. This letter could also comprise the questions mentioned under the previous agenda item.

In view of the particularly negative attitude of the US delegation with IMO regarding SPI it was suggested to call in the help of AAPA with the request to contact the USCG on the matter. In this context Mr. Keller will contact Mr. Kornegay from the Port of Houston Authority in order to seek the support of AAPA in this matter.

8. Co-operation between IAPH and shipping organizations (ICS, BIMCO, INTERTANKO, etc.)

The meeting was informed about a meeting in April between IAPH representatives (P. Struijs and van der Kluit) and ICS (John Joyce, Marine Director, Alec Bilney, Marine Manager and Peter Kidman, Marine Advisor).

It was decided to try to establish an Inter-Industry Shipping and Ports Contact Group consisting of representatives from shipping as well as shore-oriented organisations. A first meeting is scheduled for September 26 this year and invitations to the relevant organisations will be sent out shortly.

9. Dry Bulk Safety

The meeting was informed about a draft agreement between IAPH and ICS regarding possible improvements on the checklist that is a part of the BLU Code.

The meeting endorsed the proposal to ask the IAPH members for comments and suggestions for possible improvements as a result of practical experiences.

A draft article for "Ports and Harbors" to that effect was approved.

10. Education and Training Aspects

There were two relevant issues under this agenda item and the meeting was informed as follows:

- Implementation of relevant parts of the IMDG Code for shore-based personnel and the development of guidance on education and training and ICHCA's proposal to DSC 5 calling for collaboration between IMO and ILO on this issue. Since

this proposal could not be discussed at DSC5 due to time constraints ICHCA has now submitted the proposal to MSC 72 (May 2000). ILO has already expressed its interest in this type of collaboration.

- Education and training of Port Marine Personnel, IAPH action depends on the decision of MSC on MEPC 44 (March 2000) proposal to remove this item from SPI's agenda.

11. Port Certification

The committee discussed this item on the basis of the circulated discussion document. A lengthy exchange of views resulted in a decision to endorse the idea of producing guidance for ports to enable them to carry out a self assessment in a uniform manner. Compulsory systems including the issuing of a certificate by an authorised body was rejected. The strength of the approach should be its voluntary character.

It was further decided to limit the guidance paper to safety related issues and accordingly change the name of the paper into "Port Safety Management Guidelines."

The recently issued UK Port Marine Safety Code may provide useful guidance.

- The contents of the guidelines should be discussed with other industry organisations, e.g., through the proposed Inter Industry Port and Shipping Contact Group (see agenda item 8)

12. Environmental Impact Assessment (a paper by UK Department for the Environment, Transport and the Regions (DETR))

Capt. H.J. Roos offered to produce a guidance paper based on the UK document. Van de Laar was to supply Capt. Roos with the appendices of the UK paper.

13. PIANC PEC Environmental Management Framework for Ports and Related Industries

This referred to the agreement with PIANC to produce a "glossy folder", raising interest in the basic document. A meeting on this subject took place in The Hague on March 2 in the offices of the International Association of Dredging Companies. IADC. Van de Laar and Van der Kluit had undertaken to produce the first draft text for the glossy folder.

Unfortunately, this task proved to be more time consuming than originally thought.

14. Container Top Safety

A summary of the issues discussed at the seminar in Rotterdam on the subject on February 16, 2000 had been circulated with the agenda. An article appeared in the May issue of "Ports and Harbors."

The meeting agreed that much more study and research should be needed to find solutions for the experienced problems. ICHCA had asked IAPH to work together on this. The Committee agrees to that approach

15. Ballast Water Management

A draft article for publication in Ports and Harbors and urging IAPH member ports to call upon their national governments to follow IMO Guidelines when considering unilateral legislation, was approved by the Committee.

16. Use of TBT on Ships' Hulls

In spite of serious doubt by Australia concerning the availability of suitable alternatives, IMO was determined to go ahead as planned: ban the application in 2003 and the presence on ships' hulls in 2008.

16. Y2K experiences

Apart from the experiences of individual ports that have been published on the IAPH website no new information has emerged.

17. Reception Facilities

Van der Kluit advised the Committee on the developments regarding the EU Directive on reception facilities. Most important element: the principle of compulsory discharge of ship-generated waste in ports. Financing systems were still subject of heated debates in the EU Parliament.

ESPO has drafted a waste management plan, a requirement for ports under the new Directive. The plan was mailed with the agenda.

Attention was drawn to the development in IMO of "Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities" in which IAPH has participated. The document was to be published.

18. VTS 2000, Singapore, January 18-21, 2000

The conclusions/recommendations of VTS 2000 were mailed with the

agenda and gave no rise for comments.

19. Committee report on activities since the Kuala Lumpur Conference

A written report had been submitted to Tokyo by van der Kluit for circulation among Board members prior to the meeting.

Apart from that a verbal report was to be made to the IAPH/IMO Interface Group and the Board meeting. The report contained the highlights of the written report and updated to cover recent developments as well as the results of this meeting.

20. Any Other Business

Subject to formal approval, the following new members were welcomed:

Mrs. Veronica Bohgita, Port of Constantza, Romania

Mr. Larry Keller, Port of Los

Angeles, USA.

Mr. F.O. Ovbude, Nigerian Ports Authority, Nigeria

Mr. Twalib Khanus, Port of Mombasa, .

21. Next Meeting

The next meeting will take place in January 2001 and will kindly be hosted by the Port of Long Beach.

22. Meeting closed

Van der Kluit thanked the members of the Committee for their long standing contributions to the work of the Committee that he had the pleasure to chair for quite some years. He wished his successor, Van de Laar, every success in his new and challenging job as Chairman.

Both Chairs thanked the participants for the contributions to the discussions during this meeting and declared the meeting close.

Dredging Task Force (DTF)

Issues brought up by DTF Chair, Dr. Geraldine Knatz

MRS Geraldine Knatz reported on a number of issues that are of interest to the IAPH Dredging Task Force. She advised the meeting that full reports of the activities at the London Convention would be published in "Ports and Harbors." She noted with concern that IMO, as a result of budget problems, is considering to cease providing secretarial functions to the London Convention. Although no decisions had been made, there were indications that the London Convention might be transferred to UNEP, the UN Environment Programme.

After several years of debate the process of determining minimal levels of background radioactivity in wastes, including dredged material, has been resolved to the satisfaction of IAPH.

The London Convention is considering to move into a new issue: the placement at sea of matter for purposes other than disposal. This means use of dredged material for beneficial uses such as land reclamation, wetland or habitat creation. This issue needs careful watching by IAPH, since the London

Convention seems to move beyond sea disposal and begins to address other activities that ports undertake.

She mentioned that Capt. H.J. Roos had requested to become an observer to the Task Force on behalf of the International Harbour Masters Association. Mr. P. Mollema of the Port of Rotterdam will join the DTF as a corresponding member.

Participants – Meeting on May 14

- **Geraldine Knatz**, Port of Long Beach
- **Hiroaki Ozasa**, Waterfront Vitalization and Environment Research Center, Tokyo
- **Michio Morihira**, Panta Ocean Constr. Co
- **Terumi Iijima**, Port of Yokkaichi
- **Pedro J. Roman**, Puertos del Estado
- **Peter Mollema**, Port of Rotterdam
- **Capt. H. J. Roos**, Port of Bremen/IHMA
- **S. Inoue**, IAPH Head Office
- **P. Struijs**, Port of Rotterdam
- **J. Perrot**, Port of Le Havre
- **Kogon-Steinberg**, Steinberg & Associates
- **B. Steinberg**, Steinberg & Associates
- **V Bohgita**, Port of Constantza
- **J. Moysan**, Port of Marseilles
- **J.E. Quansah**, Ghana Ports and Harbour Authority

- M. Pouliot, IMPA
- F. O. Ovbude, Nigerian Ports Authority
- E.E. Bush, Cayman Islands Port Auth.
- J. Hirst (Vice Chair), AAPMA
- P.C. van der Kluit (Co-Chair), IAPH
- F. van de Laar (Chair)
Port of Amsterdam

Participants – Meeting on May15

- Geraldine Knatz, *Port of Long Beach*
- Hiroaki Ozasa, *Waterfront Vitalization and Environment Research Center, Tokyo*
- Michio Morihira, *Penta Ocean Constr. Co*
- Terumi Iijima, *Port of Yokkaichi*
- Pedro J. Roman, *Puertos del Estado*
- Peter Mollema, *Port of Rotterdam*

- Capt. H. J. Roos, *Port of Bremen/IHMA*
- Twalib Khanus, *Port of Mombasa*
- S. Ruggieri, *Canaveral Port Authority*
- J. Perrot, *Port of Le Havre*
- Kogon-Steinberg, *Steinberg & Associates*
- B. Steinberg, *Steinberg & Associates*
- S. Cuthbert, *Port of London Authority*
- J.E. Quansah, *Ghana Ports and Harbour Authority*
- M. Pouliot, IMPA
- F. O. Ovbude, *Nigerian Ports Authority*
- L.A. Keller, *Port of Los Angeles*
- J. Hirst (Vice Chair), AAPMA
- P.C. van der Kluit (Co-Chair), IAPH
- F. van de Laar (Chair)
Port of Amsterdam

Ruggieri's request.
 • Hayes to draft a discussion paper on Theme 4.

Discussion papers on all four themes to be brief and generic. Hayes to receive drafts on Themes 1, 2 and 3 by end-December 2000.

Hayes to contact Dr Sachish re his previous offer in 1998 to draft revisions to parts of Section 2 of the Guidelines, offering Dr Sachish the right to complete this task.

Agreed also that all members have an opportunity to suggest revisions to the Guidelines or additional themes - deadline for responses December 31, 2000. Hayes will remind all members in writing to this effect.

First draft revision/expansion of Guidelines to be distributed to members by end February 2001. Deadlines for comments in response - March 31, 2001.

Final draft to be completed by mid-April 2001, one month before the IAPH Montreal Conference.

Final draft to be submitted to the Montreal Conference for adoption.

Note: The 1993 edition of the Guidelines has been recorded on CD-ROM. Copies of the CD were issued to members attending the May 14, 2000 meeting. Other members are welcome to request a copy of the CD from the Chairman (e-mail: jhayes@sydports.com.au).

The Committee agreed that the revised Guidelines should be published in print form and on CD-ROM and possibly also on the IAPH website (with member-access only in this case).

6. Navaratne tabled a suggested list of up-to-date literature references. The Chairman acknowledged that Naruse had also researched the availability of publications on Port Planning and Design from:

- World Bank
- Asian Development Bank
- UN ESCAP.

Blell and Sumardi offered other titles of current literature. Section 6 of the Guidelines will be revised to include current literature.

7. The Secretary General of IAPH had communicated with the Committee Chairman, drawing attention to a query from consultants Booz-Allen and Hamilton (London office) regarding availability of information on major port development proposals. The Committee discussed the

Minutes of Meeting of IAPH Port Planning and Construction Committee

Held at Hotel Sofitel, Marseilles, France, 14 May 2000

In Attendance:

Members:

J Hayes
Sydney Ports Corporation (Chairman)

S Naruse
OCDI Japan (Vice Chairman)

N Blell
Gambia Ports Authority

K Daito
Hakata Port and Harbor Bureau

T Navaratne
Sydney Ports Corporation

S Ruggieri
Canaveral Port Authority, (for J Lapolla)

Sumardi
Indonesia Port Corporation III

Observers:
Hamid Bin Abdulrehman Al-Qadi
Port Services Corporation, Sultanate of Oman

G Moldoveanu
Maritime Ports Administration, Constantza, Romania

P Ochota
P Fraenkel
P Chivamit
V Balakrishnan
T Kornegay
L Montero

No response to invitation:

J Manuel

1. Agenda
2. Membership of Committee
3. Terms of Reference
4. Minutes of Meeting held on 15 May 1999, Kuala Lumpur
Previously distributed.
5. Revision of IAPH Guidelines for Port Planning and Design

A paper was tabled by Mr Naruse suggesting that four new themes be addressed for inclusion in a revised version of the Guidelines.

Agreed that:

- Naruse to prepare a discussion paper on Theme 1.
- Navaratne to prepare a discussion paper on Theme 2.
- Ruggieri to ask Mr Lapolla to prepare a discussion paper on Theme 3. Mr Hayes to write to Mr Lapolla to add emphasis to Mr

Apologies:

J Qian
J Lapolla
P Scherrer
P van der Kluit
F Chaudhry
A van der Boon
P Wiedemeyer
M Ohno
A Sachish

value in conducting a survey of member ports for eventual report in 'Ports and Harbors'.

It was agreed that the IAPH Board, rather than the Port Planning and Construction Committee, should be asked to decide upon the question of whether or not a survey would be beneficial to IAPH members.

8. The Committee noted the arrangements now in place within IAPH for Committee chairs to interact through co-ordination by the IAPH Vice Presidents responsible for the three respective committee groups. The Port Planning and Construction Committee is part of the Port Industry Research and Analysis Group, which was scheduled to meet in Marseilles on May 15, 2000. (Note: Due to the absence of Mr Kornegay, 3rd Vice President of IAPH, this group of Chairmen did not meet in Marseilles).
9. The Committee Chairman expressed that members of the Committee were always welcome to submit papers for presentation at future Committee meetings and for publication in "Ports and Harbors". It was agreed that time would be allowed at the next meeting of the Committee for members desiring to give 15 minute presentations on topics of relevance to the Committee's work.
10. Material to be discussed in the parallel meeting of the IAPH Port Safety, Environment and Marine Operations Committee - regarding a Safety Code for Ports - was tabled. Members agreed that the Port Planning and Construction Committee should offer any assistance required while recognising that the Port Safety, Environment and Marine Operations Committee has prime responsibility within IAPH for addressing the matter of Safety Code.
11. The Chairman reported that a letter had been received from PIANC proposing improvement in the level and extent of technical co-operation between IAPH and PIANC. The Chairman undertook to report this matter to the IAPH Board and to request that the IAPH Liaison Officer with PIANC be requested to co-ordinate any proposals for joint activities by PIANC and the IAPH Port Planning and Construction Committee. The Chairman also reported that he had met the new PIANC President, Mr Eric van den Eede, in London on

May 13, 2000.

12. The Committee agreed that it should limit its immediate work to finalisation of a revision of the IAPH Guidelines.
13. There was a suggestion that the Committee should aim to meet again at the time of the next IAPH EXCO meeting in Tokyo in October 2000. While agreement on such timing was not sought, it was agreed that the Chairman should consider when it would be most appropriate to conduct the next meeting.
14. The Chairman indicated that he



would be reporting on the Committee's activities at the IAPH Board Meeting on May 16/17, 2000. A written version of his report would be distributed to Committee members as well as to the IAPH Board.



IAPH Award Scheme - Essay Contest

2000/2001

"My suggestions for the three changes required to improve the quality of service in my port"
 Your answer could win you the Akiyama Prize, a silver medal and US\$2,000 in cash plus an invitation, including traveling costs and hotel accommodation, to attend the 22nd World Ports Conference of IAPH, 19-26 May 2001, in Montreal, Canada!

IAPH invites entries for its 2000/2001 award scheme from those working at all levels in IAPH member ports/organizations in developing countries. The scheme seeks to generate new ideas through the essay contest, which has been held biennially since 1979.

Conditions for Entry to the Essay Contest 2000/2001

1. Essays should be written in English, French or Spanish, and submitted to the Secretary General, the International Association of Ports and Harbors, 5F, North Tower New Pier Takeshiba, 1-11-1 Kaigan, Minato-ku, Tokyo 105-0022, Japan. Hand-written ones are not to be accepted.
2. The suggestions to be made should focus on Cargo Operations Procedures, Maintenance of Cargo Handling Equipment, and Computerisation of Financial Management System. The cost and benefits of each suggestion have to be quantified, with an implementation schedule drawn and solutions to overcome implementation problems identified.
3. Entries should be made by individuals employed by IAPH members, and should be the original work of the entrant. Those which are the result of official studies or otherwise sponsored projects will not be eligible.
4. The First Prize for the winning entry will consist of:
 - The Akiyama Prize (a silver medal plus US\$2,000 or the equivalent in local currency); and
 - An invitation, including traveling costs and hotel accommodation, to attend the 22nd World Ports Conference of IAPH, to be held from 19-26 May 2001 in Montreal, Canada.

The closing date for receipt of entries is 30 September 2000.

Further details are available on the IAPH website: <http://www.iaph.or.jp>

Ship Trends Committee

Marseilles Meeting, Monday, May 15, 2000

THE Ship Trends Committee met in Marseilles on Monday, May 15.

The participants were : Bernard COLO-BY (Le Havre, France), Chairman; Ahmed Mamadou KONE (Abidjan, Cote d'Ivoire); Assemian KABLANKA (Abidjan, Cote d'Ivoire); S.M.E. LUHIGO (Dar es Salam, Tanzania); Captain Hj. Abdul Rahim Abd Aziz (Penang, Malaysia); and one observer: Jérôme GIRAUD (Marseilles, France).

Apologies were received from Eddy BRUYNINCKX (Antwerp, Belgium) and from John HIRST, Australia (who had to attend another Committee meeting at the same time).

Terms of Reference of the Committee

The participants agreed to keep the T.O.R. as they are :

"To analyse the maritime economy focusing on trends in both the world fleet and ship characteristics and their impact on port facilities."

2001 Report

The first draft was circulated to the Committee members before the meeting.

The participants agreed, page by page, on this first draft :

- 1 - General trends of the world economy
- 2 - Maritime trade
 - 2.1 - Global trade
 - 2.2 - Container trade
 - 2.3 - Crude oil trade
 - 2.4 - Dry bulk trade
- 3 - Consequences for some specific shipping industries
 - 3.1 - The container shipping industry
 - 3.2 - The car carrier shipping industry
 - 3.3 - The cruise industry
- 4 - Some technical facts : the future trends
 - 4.1 - Monohull or Multihull
 - 4.2 - Building materials (aluminium, steel, composite materials...)
 - 4.3 - Engines (diesel, gas turbine...)
 - 4.4 - Propellers (single or double propeller, "pod-type"...))

The suggestions sent by John Hirst were approved :

- To consider the effects of large container vessels on port facilities.
- To include in the report the trends of dry bulkers and oil tankers.

All members are invited to provide the chairman with any piece of information on these various subjects.

Next Meeting

At this stage, the venue of the next committee meeting is not yet decided as the committee mainly works by correspondence.

Nevertheless, the Chairman may take the opportunity of an IAPH Exco or

regional meeting to call for a Ship Trends meeting.

The final report will be ready for printing a couple of months before the Montreal Conference, that is to say in March 2001.

Therefore the Chairman waits for the contribution of the members by the end of this year.

A final version will then be circulated for approval in January / February.

Communications and Networking Committee Minutes of the CC&N meetings

Marseilles, May 14 and 15, 2000

Attendants :

- Nicholas A Blell**
Port of Gambia
- Bernard Gilardi**
Port of Marseilles
- Satoshi Inoue**
Secretary General, IAPH
- John Hirst**
AAPMA
- Larry Keller**
Port of Los Angeles
- Naomi Kogon-Steinberg**
Steinberg & Associates
- Rinosuke Kondoh**
Deputy Secretary General, IAPH
- Mr. Nagai,**
IAPH Head Office
- Mr. Noah**
Port of Douala
- Ritsuko Oharu**
Port of Nagoya
- Bory Steinberg**
Steinberg & Associates
- Pedro Roman**
Puertos del Estado
- J Perrot**
Port of Le Havre, Chairman.

Excused :

- Dennis Dunn**
Associated British Ports
- Gary Crook**
UNCTAD

Agenda :

- 0 Approval of the agenda.
- 1 Website :
Everybody agreed on the necessity to improve our site.
Two questions : How much do we need a full time webmaster?
Presentation by Dr. Inoue (15')

Discussion 30'.

- 1-2 A "graphic chart" for easy identification of all the documents issued by the Association (new logo, addition of The World Ports Association, design, colors...). A majority of members seem to support the idea.
- 1-3 Buying the addresses "IAPH" still available .dot, .com, .net, etc... Cost of such operation.
- 1-4 Advertisement on the web: Can we take advantage of an attractive site to invite not only our members but different companies to make ads as to a way to limit the costs of the site. Who is allowed to rent a space, for how long, at how much?
- 2 Internet Forum (supported by a majority of members but there is a doubt about the number of exchanges) :
 - all the members and those associated with IAPH should be invited to provide their addresses to the SG if they wish to take part in the discussions. (the IAPH discussion list).
 - An ethical commission if some messages do not respect the philosophy of the Association (Legal Advisors).
 - The messages are "filtered" through by the SG.
 - A summary in the journals of the main points were discussed. People who are not connected to the web but wish to know more can receive a paper copy of the different messages.
 - The best ways to launch information exchanges through the IAPH discussion list: involvement of the

Technical Committees and the Officers to boost the forum.

3 Organization of the Biennial Conferences :

- how to improve the exchanges with the members and their information
- how to improve the attendance to the Technical Committees' meetings.

4 Other activities

- membership
- next steps
- next meeting

Main decisions :

1 Website: Dr. Inoue presented the paper. Further to the following discussions, the following decisions were made :

- as proposed earlier, the site should have two parts: a "public domain" to inform people and attract newcomers, a "membership domain" where different kinds of information will be available and exchanges of views encouraged.
- on the public domain of the website, special attention should be given to the presentation of the ports and their influence on the economy. This part should be educational and oriented towards broadening public knowledge and understanding of the value of ports.
- Regarding the construction of the new website, the Secretary General is entrusted with contacting different companies and proposing a draft of the new site to the committee members with details on different approaches of the presentations, the architecture, tools required and updating operations.
- As no member of the Committee is expert enough to make technical comments on this draft, advice from four or five webmasters employed by port members will be requested.
- The objective is to open the new website on the first days of January 2001. The Secretary General will propose a work schedule.
- The cost of the new website is estimated at between US\$9,500 and \$19,000.

1-2 New graphic chart: A new website is a good opportunity to adopt a graphic chart. A new logo should be chosen, too. J Perrot made several proposals. The idea is to make a contest and to present the new logo during the Montreal Conference after a vote

by correspondence.

1-3 Buying the different addresses IAPH.com, IAPH.or, IAPH.net.: the Secretary will make an evaluation of the cost of such an operation. The idea is to avoid that a search for the Association on the web be spoiled by another IAPH company or association (for instance the International Association of the Women Philosophers).

To have a good rank of priority within the different search engines, the Secretariat General is considering the registration of our site on the major search engines used in every members' country.

It was suggested to Dr. Inoue to get in touch with Port Canaveral which is very successful in this area.

The idea to associate "World Ports Association" with IAPH is supported by the members.

1-4 Advertising on the website: the idea is interesting but we should take time to think of this issue. This is a good topic of discussion on-line for the coming months for the Committee members.

2 Internet forum: The idea is to create very quickly a discussion forum via e-mail. This means the creation of an IAPH list. All IAPH activists are invited to be on the list, the only condition being to have an e-mail address.

How will it work? Each time somebody wants to submit a question or comment, to the IAPH-list, he (or she) sends a message to the IAPH list in Tokyo. The Head Office dispatches the information to the IAPH list members after reading it to confirm that it complies with the Association ethic.

When the new website is opened, questions will arise from the outside. Comments on or answers to the messages are not compulsory. They will involve only the responsibility of the person who will reply.

The idea to open a forum in parallel with the IAPH list is also to be considered. This kind of forum will be very helpful for the Technical Committee's discussions. The only question is to know if the members will take time to open the IAPH site to take part in the discussion. A several months' trial should be made to have an idea of how it will work.

Even if more than 80% of the IAPH members have a site on the Internet, we should not forget those who have not. Then the idea is to print the topics discussed in the forum in the journal. People who like to know more are invited to ask the Head Office Secretariat for details.

Another idea is that each member

should provide the Head Office with the e-mail address of the official IAPH correspondent. This correspondent will be in charge of dispatching the information in his organization and ensuring that the vote, comment or information requested is sent back to Tokyo.

Dr. Inoue stated that the Secretariat General was receiving a lot of press releases and the problem is what to do with them. Members decided to define a number of criteria to easily determine the press releases eligible to be issued in the journal or on the website. This matter will be a topic of discussion on-line in the coming weeks.

3 Membership of the Committee : Active newcomers are still very welcome. At the moment CC&N is a small committee but thanks to the on-line discussions, a lot of information are exchanged.

A point raised by members is the difficulty to join a Technical Committee. The official agreement of the President requested by the Secretary General after he himself has been informed by the Chairman of the Technical Committee seems to be heavy and discouraging. Could we think of an easier administrative process? The question is to be put to the Exco.

Malcolm Ravenscroft, previous Chairman of CC&N, resigned from his post when he left ABP and consequently IAPH. He has now joined a new organization which is an IAPH Associate Member. He would like to come back to the Committee if all members agree. All the present members are very pleased to know that Malcolm will be back.

Roy H. Jaeger, Representative Port of Amsterdam in NY, wishes to join the Committee (jaegernj@aol.com).

Terms of reference: The TOR printed in the Membership Directory is too long and the members agree that more general terms as they were proposed in Montreal, are more convenient.

TOR submitted to Exco approval:

- to propose the best solutions to promote the Association throughout the world,
- to enhance exchanges of information between the members of the Association.

Organization of the Biennial Conferences :

Naomi Kogon-Steinberg underlined that she was disappointed after the first Conference she attended in KL as nothing was organized to welcome the newcomers and encourage exchanges between people from the different regions who share the same concern for the same issues. She suggested that questionnaires be sent to the members to

find common centers of interest and organize special meetings with the help of interpreters if necessary. It appeared that if the idea seemed to be good, it will be difficult to finalize it.

John Hirst stated that Technical Committees are the backbone of the association and more attention should be given to their activity during the Biennial Conferences. Too often the sessions deal with too general issues or issues which are too far from the daily preoccupations of the ports officers. A new organization of the Technical Committee meetings should be found. This new organization should take into account the time requested by the different committees and the matters they are dealing with. It means that, for instance, the Port Safety & Environment should have a longer period allocated than other Committees that have less issues to deal with. Moreover the planning should also take care of possible interferences between the different committees. The problem is not easy. One proposal is to refer to the way COPSSEC worked in the past: COPSSEC grouped together Port Safety, Ship Trends, Port Planning, Marine Safety and Dredging Task Force which were sub-committees. These sub-committees met during a session (half a day or full day) and afterwards, all the sub-committees met in a plenary session and the chairmen made their report followed by a discussion open to the different attendants.

Another suggestion was that the number of points on the agenda should be limited. The Technical Committees should have more discussions through on-line exchanges focusing their meetings on the main points that need more lively discussions.

Clearly, CC&N members wish that more time be dedicated to the Technical Committees during the next conference in Montreal and also that smaller and more convivial sessions should be proposed to the delegates.

Presentation of CC&N activities at the Board meeting :

The different points discussed during the Committee meetings were presented to the Board on Tuesday, May 16th. President Taddeo and the Officers expressed a true interest in the work carried out by the Committee.

Position of the Officers :

- **website** : opening the new web in January 2001 seems a good idea. Unfortunately, the attendants didn't propose their webmaster's help as requested. The Committee should have to make some ads in the different IAPH tools of commu-

nication to find some support.

- **new logo** : the organization of a contest is welcomed,
- **IAPH list** : no opposition expressed.
- **Membership of the Technical Committees** : a simplification for applicants will be considered by the Board.
- **Meetings of the Technical Committees**: as a result of the Committee's proposal, it was decided that during the Montreal Conference on Wednesday morning, facilities will be offered to the Technical Committees that wish to have a meeting (in addition to the meetings held on Saturday and Sunday).

Conclusions :

Further to the Mid-Term Conference in Marseilles, the Committee should :

- Continue to work on-line. Exchanging e-mail messages is

without any doubt the most efficient means to carry out a fruitful work. Live meetings could be limited to the Conference and Mid-Term events.

- Support the Secretariat General with a view to opening the new website on the first days of January 2001.
- Prepare a contest for the new logo.
- Discuss the opportunity to open the new website for advertising.
- Discuss the criteria to issue the press releases received by the Secretary General
- Be active on the IAPH list to make the exchanges lively.

Further to our first experience during this Mid-Term Conference we will have to decide the length and number of meetings to be planned for Montreal. (In Marseilles, we had a 2.5-hour meeting on Sunday and a 1-hour meeting on Monday).

IAPH/IMO Interface Group Minutes of Meeting

Sofitel Marseilles, May 15, 2000

CHAIRMAN Pieter Struijs welcomed those present and advised the meeting that an apology for absence had been received from Capt. Mark Heah from the Maritime & Port Authority of Singapore (MPA). Mr. Kornegay from the Port of Houston Authority was also advised that for personal reasons he is unable to attend.

1. Minutes of the meeting in Montreal, 25 October 1999

There were no comments regarding the previously circulated minutes.

2. IMO matters and Committee reports

Reference was made to the previously circulated report by Peter van der Kluit on the proceedings of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC). That met from February 7-11, 2000. The report raised no comments.

Mr. Peter van der Kluit, IAPH Representative in Europe and Liaison Officer with IMO, reported on the last meeting of the Marine Environment Protection Committee, MEPC44, that met

from March 6-15, 2000. He advised the meeting that he had participated in a working group that had produced guidance for member states and ports on achieving adequacy of their port reception facilities. The document was expected to be printed and circulated in the near future.

He also explained the impossibility to attend all the meetings of MEPC: the plenary session and a number of Working group meetings. It was agreed that European IAPH members would be urged to consider sending expert staff to IMO meetings in support of the IAPH Liaison Officer.

Mr. John Hirst from AAPMA, Australia, reported on the Australian initiative to press forward with national legislation on ballast water management in 2001, although no internationally applicable legal instrument would be in place by that year. Similar initiatives were reported from, among others, some states in the USA.

It was felt imperative to advise IAPH members to contact their relevant nation-

al authorities and urge them to follow the existing IMO guidelines on ballast water management, should they decide to issue unilateral regulations. A draft article for ports and harbors to that effect, which was discussed and agreed by the Committee on Port Safety, Environment and Marine Operations, was endorsed.

Mr. Vergobbi reported on the work of the Committee on Legal Protection that had been monitoring the Legal Committee of IMO. A Diplomatic Conference on Liability for Pollution from Ships' Bunkers will be held in 2001.

He reported that also his Committee had discussed the Erika disaster. He informed the meeting that the Port of Nantes-St. Nazaire had been unjustly criticized for refusing the ship entry to the port. In fact, the ship had sunk before it even reached the port.

In France new regulations are under review that empower the national maritime authority to force ports to accept ships under similar circumstances. The question whether this would require the amendment of existing international regulations will be studied and discussed by his Committee.

Mrs. Geraldine Knatz reported on a number of issues that are of interest to the IAPH Dredging Task Force, as featured on page 18 of this issue.

In concluding Geraldine Knatz requested IAPH members to seek a way in which they could provide input to their national delegations to the London Convention, to date these seem to consist only of representatives of environmental authorities.

Mr. Fer van de Laar, the newly appointed Chair of the Committee on Port Safety, Environment and Marine Operations and Mr. Peter van der Kluit, the immediate past chairman, had jointly chaired the Committee meetings on Sunday and Monday, May 14 and 15, and made the following joint report.

The discussions on quality shipping and the Erika disaster had resulted in a draft text for an IAPH resolution. The draft text was discussed and endorsed

for submission to the Board at its meeting on May 17 for final approval. It was suggested to give the resolution wide circulation: IMO, the European Commission, Lloyds List, the USCG, IACS, IALA, ICS etc.

On the subject of fumigated cargoes it was agreed that IAPH and ICHCA would co-operate to produce a submission to the next meeting of DSC, urging member states to strictly enforce existing regulations on fumigation.

The matter of insufficient recognition of IMO's Working Group on the Ship/Port Interface, SPI, was discussed at length following the discussion in the Committee. It was agreed to propose to the Board meeting to send a letter to IAPH members urging them to lobby with their respective national authorities in favour of SPI on the basis of a position paper that had been agreed at the Committee meeting. The same letter would be used to draw the attention to the necessity of port representation in national delegations to IMO and the need for support of the IAPH representation in IMO from IAPH members. It was further agreed that US ports would ask support from the USCG through AAPA channels.

The meeting agreed with the conclusion of the Committee that port certification activities should only be deployed on a voluntary basis. A Guidance document will be developed will be based on the UK Port Management Code: "Port Safety Management Guide".

The document will only address safety issues.

Capt. H.J. Roos agreed to prepare a condensed, generalized version of the UK/DETR document "Environmental Impact Assessment"

The meeting endorsed the Committee's view that on the issue of Container Top Safety, ICHCA's request for co-operation should receive a positive response.

Finally it was reported that, pending formal appointment, the Committee had welcomed 4 new members.

Due to the absence of the Chairman of

the Trade Facilitation Committee, no report was received.

3. Co-operation with other organisations

The Chairman reported the successful meeting with ICS in April at which it was decided to establish an Inter-Industry Shipping and Ports Contact Group that is scheduled to hold its first meeting in September this year.

4. Any other business

There were no points raised under this agenda item.

5. Closing of meeting

The Chairman thanked the participants to the meeting for their valuable contributions and closed the meeting.

IAPH/IMO Interface Group

Meeting in Marseilles, May 15, 2000

List of Participants

1. **P. Struijs**, Chairman
Port of Rotterdam
2. **B. Coloby**
Port of Le Havre
3. **R. Pearce**, observer
Fraser River Port Authority
4. **J. Hirst**
AAPMA
5. **T. Navaratie**, observer
Sydney Ports Corp.
6. **J. Hayes**
Sydney Ports Corp.
7. **B. Vergobbi**, CLP Chair
Port of Dunkirk
8. **G. Knatz**, DTF Chair
Port of Long Beach
9. **L. Keller**, observer
Port of Los Angeles
10. **F.v.d. Laar**, PSE Chair
Port of Amsterdam
11. **P. J. Roman Nunez**, observer
Puertos del Estado
12. **T. Hirota**, observer
Japan Ports & Harbours Ass.
13. **P. J. Keenan**, Vice chair
Port of Cork
14. **P.C.v.d.Kluit**
IAPH Representative in Europe

CORRECTION

In the Secretary General's Report on the 1st mid-term meeting of the Board of Directors held in Marseilles from May 13 to 18, 2000, which the Tokyo Head Office sent to the Board members and the chairs of the committees and groups on June 19, 2000, there were a few errors as follows:

Page 1 – **1. Election of the two Executive Committee Members of the African/European Region:**

"To fill the two vacancies created by the departure of Mr. Visoianu Mironescu," should have read: "To fill the two vacancies created by the departure of Mr. Mihaita Emil Visoianu, Administration of Constantza, and....."

Page 4 – **14.1 2001 Conference in Montreal, Canada**

In the table showing Registration Fees for the Montreal Conference, the year indicated was incorrect, "Registration up to March 31, 2000", "Registration after April 1, 2000", should have read "**Registration up to March 31, 2001**" and "**Registration after April 1, 2001**" respectively.

We apologize to the recipients of the Report and the parties concerned for the confusion these inaccuracies might have caused them.

IAPH Head Office

IAPH Secretary General visits Rotterdam, London and Paris

BEFORE and after the mid-term IAPH Board Meeting in Marseilles, France, 12 - 18 May, 2000, Secretary General Satoshi Inoue, accompanied by Deputy Secretary General Rinnosuke Kondoh and Assistant Under Secretary Hiroyuki Nagai, visited IAPH members and associates in the Netherlands, the UK and France.

On May 10, Secretary General Satoshi Inoue paid a courtesy visit to the Port of Rotterdam and was greeted by IAPH 2nd Vice President Mr. Pieter Struijs, Executive Director, Shipping, Mr. Frans J.W. van Zoelen, Manager, Legal Affairs, and Mr. Peter W. Mollema, Sr. Advisor, of the Rotterdam Municipal Port Management. The Secretary General also took the opportunity to visit Mr. Peter van der Kluit, IAPH European Representative and Liaison Officer with IMO, at Marine Safety International Rotterdam b.v. in Rotterdam, with whom IAPH has an



Whitehead (second from right) welcomes IAPH visitors

Services) Ltd. and IAPH Liaison Officer with ILO.

On May 12, escorted by Mr. Alex Smith, Secretary General Inoue paid a



(From left) Alex Smith, IMO Secretary General William O'Neil, Inoue and Kondoh at IMO on May 12

courtesy visit to the International Maritime Organization (IMO) in London, UK, where he was welcomed by Mr. William O'Neil, IMO Secretary General. He further met with Mr. David T. Edwards, Director of Technical Co-Operation Division, who briefed Dr. Inoue on IMO's port technical assistance programs in the Middle East and Africa.



agreement on representation, and held talks with its General Manager, Mr. Henk Regelink, concerning future cooperation between the two organizations.

On May 11, Secretary General Inoue visited the British Ports Association (BPA) in London, UK, where he was greeted by Mr. David Whitehead, Director, BPA, Mr. Alex Smith, IAPH Coordinator for African Affairs, and Mr. Mike Compton, PSO (Technical

IAPH PSE Committee urges members' attention to bulk carrier safety and ballast water management

AT the mid-term meetings of the Board of Directors held in Marseilles, the Committee on Port Safety & Environment (PSE), chaired by F.M. J. van de Laar (Amsterdam), presented the recommendation that IAPH members should be asked to come up with proposals on improving the 'ship/shore safety checklist'. The Board endorsed the recommendation and asked the Secretary General to take the necessary actions to this end. In view of this, Mr. Van der Kluit, our European Representative in Rotterdam and former chairman of the Committee, recently outlined the background of the issue in the hope of obtaining IAPH members' co-operation by sending any proposals to the Secretary General, either via e-mail or fax or to writing to the Tokyo Head Office.

Bulk Carrier Safety

The safety of bulk carriers is one of the main concerns of the International Maritime Organization (IMO). This has resulted in the development of the IMO Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code), which was approved by the 20th Assembly of IMO in November 1997. The Code is not a compulsory instrument, but IMO has urged member states to implement it.*)

The Code emphasizes the necessity of close co-operation between ship and terminal personnel to ensure the safety of the ship and all personnel involved.

In order to ensure the safety of the cargo handling operations, the

Code advises the use of a ship/shore safety checklist prior to the cargo handling activities. The checklist was originally developed by an inter-industry group, in which IAPH participated. It has been endorsed by IMO and is now consequently an official IMO document.

As can be expected from a new instrument, its actual use in practice may give rise to suggestions for changes or improvements. One such suggestion relates to the text above the



signatures of the ship and terminal representatives. To some, the present text *The above has been agreed** does not reflect the true meaning of the checklist and could easily lead to reluctance to use it, out of fear of the legal implications of signing it. Although legal experts assure that this fear is unwarranted, perception can be a strong motivator. It would also be in the interest of uniformity if the text were similar to that used on other checklists, such as for tankers (see the International Safety Guide for Oil Tankers and Terminals * ISGOTT. **)

The value of the checklist will not be fully realized without the support of all users. Ship owners will, therefore, willingly co-operate in any joint discussion to improve the content of the checklist, and support such proposed changes at the IMO.

IAPH assumes that the practical use of the checklist over the last year or so has resulted in other ideas for changes or improvements to it. The Association would welcome receiving such proposals, which would then be submitted to the inter-industry group above mentioned for consideration. The exercise could well lead to a proposal to IMO in 2001 for an improved checklist, ultimately leading to a wider use of the checklist in the interest of the safety of bulk carriers, their crews and the personnel of bulk terminals.

Please send your suggestions to the Head Office of IAPH in Tokyo by October 1, 2000.

**) Certain elements of the Code are given regulatory status by virtue of reference to them in SOLAS Chapter VII.*

***) ISGOTT text: iDeclaration: We the undersigned have checked, where appropriate jointly, the items on this checklist and have satisfied ourselves that the entries we have made are correct to the best of our knowledge."*

Ballast Water Management

The introduction of harmful aquatic organisms into the marine environment through the discharge of ballast water is a serious problem, in some parts of the world. As a consequence of the global character of the problem, the matter has been under discussion in IMO's Marine Environment Protection Committee (MEPC) for some time. The efforts of a special Working Group under the chairmanship of Australia, a country that has experienced the dramatic effects of the introduction of

harmful aquatic organisms, has resulted in the publication of *iGuidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens.*' *)

For the last two years IMO has been working on the development of a legally binding instrument to regulate the management of ballast water on a global scale, based on the above-mentioned guidelines. Preparations were aimed at finalizing this during a diplomatic conference to be convened in the year 2001. However, the actions of some ship owning nations requiring more information, together with the legal complexity of the matter, caused a delay in the preparatory activities, which means that a conference to adopt the new provisions will be delayed by approximately one year.

In view of the above delays, Australia has decided to issue its own unilateral regulations by mid 2001. The Australian regulations will be based on the IMO

guidelines. This implies that, when the IMO regulations are finalized, the Australian rules will be in line with those globally applicable.

The unfortunate delay in the IMO process may result in other countries and even individual ports deciding to issue their own regulations. In this context, it would be advisable if such countries and ports would use the existing IMO guidelines as a basis for such regulations, in order to avoid the emergence of differing regimes in different countries and ports.

Member ports that expect their national authorities to contemplate the issuing of unilateral regulations on ballast water management are therefore urged to contact their authorities and press them to base any regulations on the IMO guidelines.

**) Reference: IMO Resolution A.868(20): ISBN 92-801-1454-9, IMO sales number IMO-661-E)*

Falvey and Welsh to represent IAPH at the UNCITRAL meeting in New York, June 12 - July 7

MR. Patrick J Falvey, an IAPH Honorary Member and former chair of the IAPH Legal Counselors, recently communicated with Secretary General Inoue to inform him that he had accepted the role of IAPH representative at the 33rd session of the United Nations Commission on International Trade Law (UNCITRAL), which was scheduled for June 12 - July 7, 2000 at the UN Headquarters in New York.

Mr. Falvey had also arranged for Mr. Hugh Welsh, Deputy Counsel General, the Port Authority of New York & New Jersey, Mr. Falvey's successor as chair of the IAPH Legal Counselors, to attend Transport Law Colloquium to be held on July 7, as Mr. Falvey had a previous commitment for part of the day. Any reports, which our representatives make available to the Tokyo head office will be introduced in this journal without delay.

The agenda as announced by the Secretary of UNCITRAL, Mr. Gerold Herrmann, includes:

- Draft Convention on Assignment of Receivables
- Draft Legislative Guide on Privately Financed Infrastructure Projects
- Electronic Commerce
- Insolvency
- Settlement of commercial disputes
- Monitoring implementation of the 1958 New York Convention
- Case law on UNCITRAL texts (CLOUT)
- Transport law: progress report on the gathering of information
- Endorsement of texts of other organizations: INCOTERMS 2000, ISP 98, URCB
- Training and technical assistance
- Status and promotion of UNCITRAL legal texts
- General Assembly resolutions on the work of the Commission
- Coordination and cooperation
- Other business
- Date and place of future meetings
- Adoption of the report of the Commission

ACTIVITIES REPORT

London Convention Scientific Group, 23rd Meeting
May 15-19, 2000, Townsville, Australia

Report of
Richard Peddicord, Scientific Advisor
Dredging Task Force, International Association of Ports and Harbors

Memorandum by
Geraldine Knatz
Chairperson, IAPH Dredging
Task Force (DTF)
June 20, 2000

Dear Dredging Task Force Members:

Attached is a copy of the report prepared by Dr. Richard Peddicord, IAPH Scientific Advisor, on the recent Scientific Group meeting of the London Convention, which met in Townsville, Australia, in May 2000. Below are some highlights of the report:



- 1 Working groups have been formed to draft guidance on dredged material sampling and analysis. IAPH will be participating in these work groups. According to Dr. Peddicord, Germany tried very hard to tighten various aspects of the dredged material guidance. This work will be done via correspondence with a draft report ready for the Scientific Group meeting in 2001.
- 2 The guidance on vessel disposal was completed. While this may not be of much interest to IAPH port members, there was a very heavy emphasis put on environmental controls on ship-breaking prior to the dumping of the hull. As shipbreaking is often a port activity, this guidance may be of interest to IAPH members.
- 3 As I mentioned at our meeting in France, the LC is considering dealing with the "placement of materials at sea for purposes other than dumping." This issue was discussed at the Scientific Group meeting at some length. It was clear there was agreement that "placement" should not be used to evade the LC. However, there

THE twenty-third meeting of the London Convention 1972 Scientific Group (LC/SG 23) was held in Townsville, Australia on May 15-19, 2000. Participants consisted of 51 representatives and alternates from 19 Contracting Parties, 6 observers from 5 non-contracting parties, and 9 observers from 7 non-governmental organizations (NGOs). The NGO representatives included Dr. Richard Peddicord, Scientific Advisor to the International Association of Ports and Harbors (IAPH) Dredging Task Force. In addition, Ms. Caryn Anderson, Environmental Manager for the Townsville Port Authority, also an IAPH member, participated as part of the Australia delegation.



The agenda item of greatest interest to IAPH was finalization of waste-specific guidance for assessment of dredged material. Several other issues potentially important to IAPH were discussed. This report summarizes the actions of LC/SG 23 relevant to IAPH and their implications.

LC/SG 23 completed work on the following items and forwarded them for consideration at the upcoming Consultative Meeting. The SG has now completed and forwarded waste-specific guidance for all classes of material that may be considered for disposal at sea under the LC and the Protocol.

- Draft Specific Guidance for Assessment of Dredged Material
- Draft Specific Guidance for Assessment of Vessels

Canada announced during the SG meeting that it had just acceded to the '96 Protocol.

Elected to serve the Scientific Group for the next four years were:

- Chair - **Dr. Lynette Jackson**, *South Africa*
- Vice-Chair - **Mr. Craig Vogt**, *United States*

1. ISSUES RELEVANT TO IAPH

1.1 Draft Specific Guidance for Assessment of Dredged Material

The Dredged Material Assessment Framework (DMAF) had been adopted by the Consultative Meeting in Resolution LC.52 (18) with the recognition that, because it was the first waste-specific guidance developed, it would need to be reviewed and re-formatted for consistency with the other waste-specific guidances when they were developed. That review process was completed and the Draft Specific Guidance for Assessment of Dredged Material was accepted by the SG to be forwarded to the Consultative Meeting with a recommendation for adoption.

The document preserves all the important features IAPH has supported throughout the drafting process. However, there was a concerted effort by Germany and Greenpeace to restrict the exclusions from testing and to expand the guidance to include consideration of dredging as well as disposal. IAPH participated in a working group that resulted in agreement to retain unchanged the exclusions from testing, and to mention dredging as possibly of interest but to re-affirm that it is not covered by the LC.

1.2 Development of Guidance Documents on Dredged Material Sampling, and on Physical, Chemical and Biological Analysis of Dredged Material

The SG agreed there is need for additional non-binding advice on sampling of dredged material and on physical, chemical and biological analysis of dredged material. The SG approved terms of reference for drafting both documents. Canada will lead development of the first document, and Germany will lead development of the second. Small correspondence groups will draft both documents for consideration at LC/SG 24. There will almost certainly be an attempt to make the guidance as specific, rigid and detailed as possible, which

was much disagreement about whether and how to define what constituted "placement" as versus "dumping." For example, there was disagreement on whether creation of artificial reefs was "dumping" or "placement." Since no resolution was reached and, as the Scientific Group considered this a policy issue, the matter will be bumped up to the consultative meeting for determination as to what action the Scientific Group should take in relation to it. This issue will likely come up at the Consultative Meeting in London in September 2000 and at the Scientific Group meeting in 2001.

- 4 An Australian TBT specialist made a presentation to the Scientific Group. He explained how easy and cheap it is to buy TBT over the Internet, and that concentrations of TBT in many harbors that should be showing declines as a result of TBT bans are not declining. He believes TBT is being purchased over the internet and being used illegally. He showed data that one yacht owner using TBT on his boat hull moored in Townsville Harbor would cause releases that would take one year to reach maximum levels in the sediment but would stay above Australia guidelines for over four years. However, the paint would lose its effectiveness much sooner and be re-applied earlier than four years, thus keeping the sediment "permanently" above the guidelines. While this is just a hypothesis, he speculated that it occurs on a widespread basis and is the reason why TBT is not decreasing in areas where it had been banned.
- 5 Australia invited two port people as part of their delegation. Dr. Peddicord notes that they explicitly voiced the views of the Australian ports during the meeting. At the Dredging Task Force meeting in France, I urged member ports to seek to participate with their countries delegation to the LC. I hope to share in the future the views of the Australian port representatives that attended with the rest of the Dredging Task Force.

I will be attending the LC Consultative Meeting in London in September along with our legal advisor, Joe Le Blanc and will share the results of that meeting as soon as we get back. Contact me at any time!

Yours truly,

Geraldine Knatz, Ph.D.
 Managing Director, Port of Long Beach, USA
 Tel: (562) 590-4106 Fax (562) 901-1733

would be contrary to IAPH interests. Because of this and the importance of the issue, IAPH asked that it be included on both drafting groups.

1.3 GIPME Report on Guidance on Assessment of Sediment Quality

IAPH had participated in development of the subject report, which supports IAPH positions on action levels. It was presented to the SG, and was well received. This paper was referenced by various delegations several times during the meeting as justification for not over-relying on chemical values in dredged material management. IAPH involvement in development of this paper was clearly beneficial.

1.4 Placement of Matter at Sea for Purposes Other than Mere Disposal

Various conflicting views were expressed about the need for, and process of, distinction between "disposal" which is covered by the LC and Protocol, and "placement of matter at sea for purposes other than the mere disposal thereof" which is not covered by the LC. After considerable discussion of draft guidance developed by Canada, the only real agreement was that the SG should guard against the possibility of an action that was truly disposal being called "placement" in an effort to evade the LC, and that the basic issue was a policy one on which the SG should seek clarification from the Consultative Meeting as to what role the SG should have in the matter.

As noted in the Activities Report on SG 22, IAPH should continue to watch this issue very carefully. "Placement at sea for purposes other than mere disposal" could (and likely will) be interpreted by some to include a variety of activities potentially related to some ports, including aquatic beneficial uses of dredged material such as berms for beach nourishment and shoreline protection, aquatic habitat development, possible use of scrapped vessels for breakwaters or submerged wave protection, filling of artificial islands with construction debris or other land-derived materials, etc. Several parties want to consider artificial reefs as "dumping" under the LC, and this view could easily extend to underwater berms and breakwaters. If development of guidance on this subject is not watched carefully, it could result in a variety of unwarranted constraints on appropriate and environmentally sound activities in the oceans that benefit ports.

1.5 Tributyl Tin

Tributyl tin (TBT) is a powerful biocide that is the principal active ingredient in various antifouling paint formulations. Its use has been restricted to large seagoing vessels in many parts of the world, and various environmental groups advocate total elimination of its use. Major countries throughout the world have set very low environmental thresholds for TBT. TBT is increasingly being mentioned at the SG in connection with dredged material. At SG 23 there was an information presentation by Australia that demonstrated TBT is still being used, is easily available on the Internet, persists in sediments, and appears to be spreading in some areas despite stringent controls. There was also a paper by an NGO claiming major effects of TBT in the vicinity of shipping lanes near open coastlines, in addition to the more widely acknowledged effects in confined harbor locations. It is clear that TBT in dredged material will receive increasing attention at the SG and in internal legislation and regulations of more and more countries. IAPH should maintain vigilance that this does not result in negative implications for dredged material management under the LC.

1.6 WAG Training Set

The Chairman acknowledged and expressed appreciation for IAPH comments on the draft WAG Training Set circulated intersessionally. IAPH was one of only a few to provide comments, and the only NGO to do so. The Australian Delegation summarized comments on the WAG Training Set that it had received from the Association of Australian Ports and Marine Authorities, and endorsed them to the meeting. A consultant will be hired to refine the first three modules along the lines outlined by the Secretariat in response to comments and presented to the SG.

2. LC/SG FUTURE WORK PROGRAM

Activities on the Future Work Program for LC/SG 24 through 26 of particular interest to IAPH include:

- Guidance documents on (1) sampling and (2) physical, chemical and biological analysis of dredged material. These documents, discussed in 1.2 above, are intended to merely provide advisory information to assist in implementation of the Specific Guidance for Assessment of Dredged Material. However,

there is little doubt that some countries and NGOs will push hard to make the guidance as specific, rigid and detailed as possible, contrary to the interests of IAPH.

- Placement for purposes other than mere disposal. This issue, discussed in 1.4 above, has potentially large implications under the LC for activities important to some ports.
- TBT antifouling paint compounds, discussed in 1.5 above, have the potential to affect dredged material management under the LC.
- Technical cooperation. This offers IAPH the opportunity to have a positive influence on the attitude of developing countries toward their ports through participation in environmental training activities.

3. FUTURE IAPH ACTIVITIES

3.1 Waste-Specific Guidance

Because the waste-specific guidance documents for the various materials are viewed as "living documents" to be reviewed periodically, IAPH should remain vigilant that the dredged material guidance is not altered contrary to port interests, and to avoid language or concepts in guidance on other materials that could later be leveraged into the dredged material guidance to its detriment.

3.2 Placement for Purposes Other than Mere Disposal

Because of its potential implications for activities important to some ports, this issue should be watched closely at both the Consultative Meeting and the SG.

3.3 IAPH Scientific Papers

IAPH should identify opportunities to maintain its status as a respected contributor to the SG, and to enhance the image of the ports as leaders in environmental protection. The future work program provides potential opportunities to submit papers demonstrating port leadership in various areas, perhaps including:

- Monitoring - Description of dredged material disposal site selection and monitoring
- Waste management guidance - description of theory and practice of evaluating dredged material placement options, including beneficial uses, to identify the environmentally preferable alternative consistent with the dredged material assessment guidance
- Application of quantitative risk

assessment in dredged material management

4. CONCLUSIONS

- IAPH is respected as a valuable contributor to the work of the SG. This status should be carefully maintained because dredged material is by far the largest class of material covered by the LC, and thus will always be a subject of SG interest.
- IAPH should encourage member

ports to urge their national delegations to the LC and SG to support IAPH positions, especially on avoiding port responsibility for upstream control of pollution sources for dredged material.

- Action levels, placement for purposes other than mere disposal, and TBT are the scientific topics with the greatest potential to affect IAPH interests in the near future. IAPH should act to protect the interests of ports as these topics are considered by the LC/SG.

IAPH Bursary Recipients announced

MR. Goon Kok Loon (PSA Corporation, Singapore) has approved four individuals as recipients of the IAPH Bursary. The names of the individuals approved and the courses they are participating in are as follows:

Recipients:

Jean Francois Carver

Assistant Operations Manager
Mauritius Freeport Authority

Twila Mckay Waqasokolala

Executive Assistant
Maritime & Ports Authority of Fiji
Fiji

John Selvaraj James

Asst. Manager, Finance
Klang Container Terminal Berhad
Malaysia

Foon Yat Weng

Internal Auditor
Penang Port Commission
Malaysia

Courses to attend:

PSA Institute, Singapore
"Port Management & Operations"
June 5-16, 2000

"Port Management & Operations"
PSA Institute, Singapore
June 5-16, 2000

Port Finance Seminar
May 29- June 9
IPER, France

Port Finance Seminar
May 29 - June 9
IPER, France

'Port Health and Safety News' No. 6 and a survey form circulated

THE 'Port Health and Safety News' No. 6, prepared by PSO, London, UK, had been published by the end of May and distributed to all members of IAPH and relevant organizations, together with the June issue of this journal. Included in the issue 6/June 2000, a survey form was circulated. Mr. Mike Compton of PSO, who also serves as the IAPH Liaison Officer with ILO, outlines the background of the SURVEY INTO THE PROVISION, LAYOUT, MARKETING AND SIGNAGE OF SAFE WALKWAYS IN PORT AREAS as follows and seeks members' cooperation in returning

the completed form to PSO by the of August 2000.

AT a recent ICHCA International Safety Panel meeting, the topic of safe walkways in port and terminal areas was discussed and IAPH agreed to survey their members as part of the wider project. Please help by filling in the following and returning it by mail or fax as soon as possible. The results of the surveys will be analysed and published shortly.

PSO (Technical Services) Ltd.

Room 220, Africa House, 64-78 Kingsway,
London WC2B 6AH, UK
Fax: +44 (0) 20 7404 6806

Visitors

ON May 12, a reception was held by a delegation from the Port of Oakland in the Imperial Hotel in Tokyo, attended by some 70 people from shipping lines and local media. The delegation members included the Port of Oakland executive director **Charles Foster**, port commissioner **Frank Kiang** and the director of the port's maritime division, **Raymond Boyle**. From IAPH, Kimiko Takeda and Izumi Hayashi were



From left: Executive Director Charles Foster, Port Commissioner Frank Kiang, Director of Maritime Raymond Boyle, and Marine Division's Senior Specialist Clement Chin. Photo by courtesy of THE NIHON KAIJI SHIMBUN (The Japan Maritime Daily)

exchange of views and information concerning the activities of IAPH, in particular as to how to ensure the continued support of the work undertaken by the Combined Transport and Distribution Committee, on which the Port of Osaka's Director has been serving since the mid-1980s.

guests at the gathering in the absence of Secretary General Inoue and Deputy Secretary General Kondoh, who were away in Marseilles, where the mid-term meetings of the IAPH Board were to take place.

The delegation had reportedly visited Yokohama the previous day to mark the 20th anniversary of the port's sister-port relationships with the Port of Yokohama.

On May 31, **Mr. Hideo Igarashi**, Vice President, **Mr. Kiyoshi Kawamoto**, Director, Osaka Port Corporation, and **Ms. Kazuko Miyazaki**, Manager, Promotion Department, Osaka Port Promotion Association, visited the head office, where they were welcomed by Dr. Satoshi Inoue, Secretary General and his senior staff. The visitors from Osaka and the IAPH officials engaged in an



exchange of views and information concerning the activities of IAPH, in particular as to how to ensure the continued support of the work undertaken by the Combined Transport and Distribution Committee, on which the Port of Osaka's Director has been serving since the mid-1980s.

On the evening of June 6, IAPH Secretary General Dr. Satoshi Inoue was a guest at a reception given by the Governor of the Commonwealth of Virginia, **James S. Gilmore, III**, in the Imperial Hotel in Tokyo. Some 300 people from shipping companies, forwarding agents and the press were invited. The delegation members included **Shirley J. Ybarra**, Secretary of Transportation, and **Barry E. DuVal**, Secretary of Commerce and Trade, and from the Virginia Port Authority, **Robert R. Merhidge, III**, General Counsel, Deputy Executive Director, and **Gregory J. Edwards**,



Governor of Virginia, James S. Gilmore, III



Secretary of Transportation, State of Virginia, Shirley J. Ybarra (right) and Mr. Zenzaburo Wakabayashi, Executive Vice President, K Line (Photos by courtesy of Nikkan Kaiji Tsushin)

Director of Sales. The delegation reportedly was to visit Seoul and Taipei, where Governor Gilmore was to be a guest speaker at the World Congress of Information Technology.

On June 12, **Mr. William F. Fallon**, General Manager, Trade Development and Industry Relations, the Port Authority of New York & New Jersey, orga-



from left: Dr. Inoue, Fallon, Christopher J. La Fleur, Minister, US Embassy in Japan, and K. Namokoshi

nized a seminar on the latest situation concerning the Port's activities and a reception in the Imperial Hotel in Tokyo. Some 150 people attended the seminar and the reception and enjoyed an exchange of views and information on the updated performance of the Port. Originally Ms. Lillian C. Borrone, Port Commerce Director had been due to host the event in Tokyo, but due to an unavoidable business commitment she delegated the role to Mr. Fallon. He began the presentation with a message from Ms. Borrone, and outlined the 1999 performance and the major projects which have been in progress at his port. A key participant of the reception was Mr. Katsuomi Namikoshi, Director General, Bureau of Ports and Harbors, Tokyo Metropolitan Government, with which the Port Authority of New Jersey celebrated the 20th anniversary of the sister port relationship. Both ports had announced a joint communiqué earlier in the day. The communiqué is featured later in this issue based on the announcement by the Port of Tokyo in the WORLD PORT NEWS section.

On June 20, **Mr. Chia Lin Sien**, PhD, FCIT, Association Professional Fellow, Office of Research, National University of Singapore, visited the head office to meet Mr. R. Kondoh, Deputy Secretary General, for an exchange of views and information on various issues common to them. Mr. Chia had been in Tokyo from April 2000 in his capacity as a Visiting Professor, Institute of Asia-Pacific Studies, Graduate School of Asia-Pacific Studies, Waseda University.



Membership Notes

New Members

Regular Member

Shimonoseki City Government [Regular] (Japan)
 Address: 1-1 Nabe-cho, Shimonoseki, 750-8521
 Japan
 Mailing addressee: Mr. Takujiro Miyamoto,
 General Director, Port & Harbor Bureau
 Tel: +81-832-31-1111
 Fax: +81-832-33-0860
 E-mail: kwsouka@city.shimonoseki.yamaguchi.jp
 Website: <http://www.city.shimonoseki.yamaguchi.jp>
 Mayor of Shimonoseki: Mr. Kiyoshi Ejima

Associate Member

The London Maritime Partnership Ltd [A-2-3] (U.K.)
 Address: 302 Coppergate House, 16 Brune Street,
 London E1 7NJ
 Mailing addressee: Mr. Jonathan Bygrave, Managing Director
 Tel: +44-20-7721 7849
 Fax: +44-20-7721 7869
 E-mail: PORTS@LMP.ORG.UK
 Website: www.Worldshipagents.com

Changes (Changes involved are underlined)

The Japan Academic Society for Port Affairs [Class B] (Japan)
 c/o Japan Port Consultants, Ltd.,
 Address: TK Gotanda Bldg., 3-6 Nishi-Gotanda
8-chome, Shinagawa-ku, Tokyo 141-0031
 Tel: +81-3-5434-5671
 Fax: +81-3-5434-5375

Japan Port Consultants, Ltd.(JPC) [A-3-1] (Japan)
 Address: TK Gotanda Bldg., 3-6 Nishi-Gotanda
8-chome, Shinagawa-ku, Tokyo 141-0031
 Tel: +81-3-5434-5671
 Fax: +81-3-5434-5375

Portnet [Regular] (South Africa)
 Mailing addressee: Mr. Mdu Nene, General Manager, Bulk

Port Authority of Thailand [Regular] (Thailand)
 Chairman: General Viroj Sangsrit
 (IAPH Director from Thailand)

The Japan Warehousing Association Inc. [Class B] (Japan)
 President Mr. Yasuaki Suzuki

Cold Region Port and Harbor Engineering Research Center
 [Class B] (Japan)
 President: Mr. Syosuke Toki

Cochin Port Trust [Regular] (India)
 Mailing addressee: Sri. A. Janardhana, Rao, Chairman
 Tel: 668200
 Fax: 0484-6681635/521115/521185
 E-mail: chnport@md2.vsnl.net.in
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Sri. K.R. Krishnaraju; Sri V.V. Krishna Rao;
Sri. Thomas P. Varghese; Dr. K.K. Mohamed Koya

Kuching Port Authority [Regular] (Malaysia)
 Mailing addressee: Mr. Liu Moi Fong, General Manager
 Deputy Chairman: Tuan Haji Salleh Sulaiman
 Board Members: Chin Jew Bui; Tuan Hj. Suut Suhaili;
Tuan Hj. Mohd. Hashim Yap; Teo Eng Hai;
Edmund Stanley Jugol; Peter Chong Chung Ping;
Richard Mulok Entring; YB Gabriel Adit Demong
 General Manager: Liu Moi Fong
 Chief Security Officer: Wan Ali Wan Halmi
 Cargo Operations Manager:
Hii Poh Sii
 Accountant: Armiyani Haji Arabi.
 Acting Internal Auditor: Tan Suan Hock

Department of Sea Ports & Customs, Sharjah
Sharjah Ports Authority [Regular] (U.A.E.)
 Mailing addressee: Mr. Issa Juma Al Mutawa, Director General of Ports
 Tel: +971 6 5281666
 Fax: +971 6 5281425
 E-mail: shjports@emirates.net.ae
 Chairman: Khaled bin Abdullah bin Sultan Al Qasimi
 Director General of Ports:
Mr. Issa Juma Al Mutawa
 Port Manager (Marine & Cargo Operations):
Capt. Mohammad Saleh
 Marketing Manager: Mr. Peter Banham
 Engineering Manager: Mr. Paul Smith
 Harbour Master: Capt. Magdad Al Suwedy

Launch of Tokyo News Service's Website

Tokyo News Service, Ltd. has posted its website "S&TN Online" on the Internet. Provided on this homepage for easy reference are liner shipping schedules and related data extracted from Shipping and Trade News and Sea Sports.

With use of the website initially being offered free of charge, we would like to invite you to sign up to access the latest updates on the homepage by first entering the information requested on the registration page.



URL: <http://www.tokyonews.co.jp/marine>

Information posted: 1. Sailing schedule 2. Ship details 3. Telephone and fax numbers of shipping firms and agents 4. Surcharge 5. News (in preparation)

Tokyo News Service, Ltd.

Obituary

George W. Altvater
former IAPH President, Houston

THE IAPH head office has learned from a recent issue of the Port of Houston's magazine that Mr. George W. Altvater, former Executive Director of the Port of Houston and the 12th President of IAPH, passed away on October 3, 1999.



According to the news featured in the magazine's March/April 2000 issue, Mr. Altvater, who was born in Lynn, Massachusetts in 1914, graduated from Northeastern University in Boston and served in the Merchant Marines during World War II. He worked in New York City for a shipping company before changing the focus of his career to maritime trade development and port management at the ports of Mobile, New Orleans and Baton Rouge. He then came to the Port of Houston Authority in 1959 as the Director of Trade Development. He retired in 1979 after serving for eight years as Executive Director.

Mr. Bob Curtis, who was the Director of Port Operations under Mr. Altvater, remembers him as "a salesman and a good one, with an excellent memory who could remember the faces and names of people better than anyone I have ever known. He was a very outgoing person and always jovial." In particular, Mr. Curtis appreciated Mr. Altvater's management style in that Mr. Altvater acknowledged the expertise of his management team, respected their opinions and advice, and did not interfere with their decisions. "He was great to work for and always gave me his complete support," states Mr. Curtis.

Mr. Altvater's career in IAPH started in 1972, when he was appointed as a member of the Committee on International Port Development (currently renamed the Human Resources Development Committee). At the 8th IAPH Conference held in Amsterdam/Rotterdam, he was elected as Second Vice President, and First Vice President at the 9th IAPH Conference in Singapore. Furthermore, he hosted the 10th Conference in Houston and was elected as the 12th President of IAPH at the Houston Conference. The Association elected him as an Honorary Member at the 11th Conference held in Deauville, France, hosted by the Port of Le Havre Authority.

In 1981, the 25th anniversary conference



Mrs. Daphne Phinopoulos of Cyprus Ports Authority, the first prize winner of the IAPH Award Scheme 1978, receives a silver medal from IAPH President Mr. G. Altvater.

was held in Nagoya, where Mr. Altvater was invited as a guest speaker and

impressed the audience with his stimulating presentations on the impressions and thoughts that he had concerning the port industry and on the role to be played by IAPH. He encouraged the participants by stressing the growing need for IAPH to be a useful tool as ports pursue their responsibilities in their respective economies' activities in world trade.

On June 15, Secretary General Dr. Satoshi Inoue sent his condolences to Mr. Altvater's family and the Port of Houston Authority via Mr. Thomas Kornegay, the Port's Executive Director and Third Vice President of IAPH.

Reg Tanna

General Manager, Gladstone
Port Authority
IAPH Alternate Director
representing Australia



THE IAPH Head Office received the sad news of Mr. Reg Tanna's passing from the Media & Communications Officer of the Gladstone Port Authority.

On June 14, Dr. Satoshi Inoue, Secretary General of IAPH, sent his condolences to Mr. Tanna's family and the officials of Gladstone Port Authority, via Mr. Martin, chairman of the Board of GPA.

The media release is reproduced below.

MEDIA RELEASE
Tuesday, June 13, 2000

Gladstone Port Authority is in deep mourning today following the untimely death of its long-serving and much-respected General Manager, Mr Reg Tanna. Reg passed away suddenly at his home on Monday evening.

Reg had been GPA General Manager since 1966 and was instrumental in the development of the port during his 34 years with the Authority. He was due to retire on August 18.

Reg's passing has shocked all in the international port and coal communities. He was well known and respected throughout the international ports and shipping industry for his development of the coal trade through the Port of Gladstone.

His crowning glory was the world-leading R G Tanna Coal Terminal, a facility that today handles 26 million tonnes of coal a year. A celebratory luncheon was held on

Friday to recognise the 20 year anniversary of the Terminal. Formerly known as the Clinton Coal Facility, the Terminal was renamed R G Tanna Coal Terminal in August, 1994 in recognition of Reg's efforts.

Reg was a master craftsman at port development, a skill he demonstrated as a young engineer at the then Department of Harbours and Marine (now part of Queensland Transport), prior to his appointment to the Gladstone Harbour Board (now GPA). Prior to his Gladstone appointment, Reg also engineered the re-design of the Auckland Point coal wharf.

At the time of his appointment to the Harbour Board in 1966, Auckland Point provided the port's only commercial wharf facilities. The South Trees Wharf at Queensland Alumina Limited was under construction, and was followed by the construction of the Barney Point Wharf, Clinton Coal Facility, Fisherman's Landing and Boyne Wharf.

It was Reg, who in the early 1980s proposed a massive dredging program be undertaken to allow the large 220,000 deadweight tonne vessels to enter the harbour, regular visitors to the port today.

Apart from cargo facilities, Reg also played a key role in the establishment of Gladstone's marina.

Reg worked arduously and negotiated with many Australian and international companies to gain the acceptance and use of the Port of Gladstone. He was a leader in port affairs throughout Australia and played key roles within the Association of Australian Port and Marine Authorities and was Chairman of the Queensland Ports Association at the time of his death.

Reg had great respect for all GPA employees, relishing their achievements and was very much a true team player. The present day Port of Gladstone is testament to his industry and genius and he will be sadly missed.

montréal 2001 MONTREAL 2001



22e CONFÉRENCE MONDIALE DES PORTS DE L'AIPH, DU 19 AU 26 MAI 2001
22ND IAPH WORLD PORTS CONFERENCE, MAY 19-26, 2001

Conference theme "2001, A Maritime Odyssey - 2001, une odysée maritime"

The 20th century was hailed as a time of accelerated evolution. How will the new century take shape? The possibilities are infinite. All the horizons are open, yet diverse challenges around. In a sense, we are embarking on a true odyssey.

The 22nd World Ports Conference in May 2001 will be an opportunity to begin exploring what the future has in store for our unique sector. We wholeheartedly invite and encourage you to join us. Montreal is rolling out the red carpet to welcome you in style. At the Montreal Port Authority, we have been hard at work for several months now. Our team is pulling out all the stops to make this conference – the first LAPH gathering in the new millennium – an outstanding event and an unforgettable voyage for all delegates. The first issue of this newsletter provides an overview of what awaits you in Montreal and describes the Conference preparations that are unfolding 15 months before the conference.

We look forward to extending our warmest and most enthusiastic welcome.

Dominic J. Taddeo

Montreal Port Authority President and CEO, and IAPH President



The animated city with a smile

MONTREAL offers visitors countless delights, diverse entertainment and many fun activities. Its bustling business district, historical Old Montreal and the Old Port, numerous hotels, museums, restaurants and boutiques make Montreal a city you will be thrilled to discover.

Arriving on Saturday?

We are preparing a very special evening with Montreal flair for all delegates who arrive on Saturday. More information on this event will be announced soon.

Airport

Montreal is mainly served by the Montreal-Dorval Airport situated approximately 20 minutes from downtown.

The official carrier

The official carrier of the Conference is **Air Canada**, a member of the international Star Alliance network. All details regarding arrangements made with the carrier will be featured in our next newsletter in October. For more information about Air Canada please consult its website at www.aircanada.ca



Join us!

Participation

REGISTRATION forms for the 22nd World Ports Conference will be included in our next newsletter in October 2000. They contain all the information required and the steps to follow to register for this event.

Registration fees are as follows:

	Registration up to March 31, 2001	Registration after April 1, 2001
IAPH members	US\$1,700	US\$1,950
Non-members	US\$2,100	US\$2,350
Additional participants	US\$650/pers.	US\$800/pers
Honourary IAPH Members	No charge	No charge

The fees include the delegate's and an accompanying person's participation in various social meetings, along with the accompanying persons program. Our next newsletter will provide all the details regarding payment terms and conditions together with the registration form.



Opening ceremony

The 22nd World Ports Conference will be launched with a concert by the internationally acclaimed Montreal Symphony Orchestra. The event will take place on Sunday, May 20, in a superb setting: Notre-Dame Basilica in Old Montreal. The exceptional acoustics of this venue and the quality of the performance guarantee a truly enchanting experience.

The MSO concert will be followed by dinner at the Iberville Passenger Terminal, at the Port of Montreal.

Hotels

The Queen Elizabeth (Conference site)

This prestigious hotel is situated in the heart of Montreal, close to fine restaurants, concert halls, museums and other attractions.

900 René-Levesque Blvd West Montreal, Quebec, Canada H3B4A5

Telephone: (514) 861-3511

Fax: (514) 954-2258

Room rates from CAN\$187 to \$237, Single or double occupancy*

Marriott Château Champlain

Situated a few minutes walking distance from the Queen Elizabeth Hotel, the Marriott Château Champlain is a first class hotel offering a spectacular panorama of the city.

1 Place du Canada

Montreal Quebec, Canada H3B 4C9

Telephone: (514) 878-9000

Fax: (514) 878-6761

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1 Place Bonaventure, Montreal, Quebec, Canada H5A 1E4

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Room rates CAN\$185, single occupancy, CAN\$215, double occupancy*

* Under agreements between the Montreal Port Authority and the hotels, These prices are subject to change without notice.

• **Contact at the Secretariat** of the 22nd World Ports Conference: Eric Lafleur
eric.lafleur@lcm.ca

At the time of registration all hotel reservations will be made by Lafleur Communication Marketing

Accompanying Persons Program

The Conference planning team is putting together a highly enjoyable social and tourist program for those accompanying the delegates. In addition to receptions and other gatherings included in the Conference schedule, guests accompanying delegates will have a chance to discover the many facets of our city and the warmth of Montrealers. Detailed information on this program will be featured in our next newsletter in October. Montreal is truly marvelous in May.

Reserve your exhibition stand today!

The conference will include a trade show where you can make numerous contacts while showcasing the services and advan-

tages of your organization. This exhibition will be held at the Queen Elizabeth Hotel, which is also the Conferences site. Because the number of places is limited, it is important to reserve early to avoid disappointment. Our next newsletter in October will provide further details. For more information, please contact Éric Lafleur
eric.lafleur@lcm.ca

Credit cards

All major credit cards are honoured in Montreal, along with traveller's cheques from large international institutions.

Foreign exchange Services

In addition to foreign exchange services at airports, the city has 84 foreign exchange centers where travelers can convert most currencies. Many offices are situated downtown, near the large hotels.

Whet your appetite!

Here are a few handy Websites where you can find out more about traveling to Montreal.

Government of Canada:

<http://canada.gc.ca>

Government of Quebec:

<http://www.gouv.qc.ca>

City of Montreal

<http://www.ville.montreal.qc.ca>

Greater Montreal Tourism and Convention Bureau

<http://www.tourisme>

Montreal.org/index.html

IAPH: <http://www.iaph.or.jp>

Montreal Port Authority

<http://www.port.montreal.com>

WORLD PORT NEWS

IADC International Seminar on Dredging and Reclamation in Singapore, October 2000

ARE you considering land reclamation, coastal protection or offshore projects? Is your port in need of maintenance or capital dredging? Is dredging expensive or actually cost effective? Is it environmentally responsible? Is it economically feasible?

If you have questions about dredging which you can't answer, then you are certainly a candidate for IADC's week-long seminar in Singapore.

The course is designed for professionals working at ports and harbours, on land reclamation, coastal protection and offshore projects; for consultants and advisors seeking to improve their decision-making skills and knowledge of dredging. For the rising young manager or engineer, this course is an indispensable aid for gaining an understanding of the intricacies of dredging and reclamation projects.

This intensive 5-day seminar – to be held from October 9 through 13, 2000 – includes a visit to an active dredging site on board one of our state-of-the-art dredging vessels.

Subjects include: When is there a need for dredging; What kind of equipment and survey systems are being used: how do you plan and execute a dredging project; How do you prepare a dredging contract; and How do you prepare a tender for a dredging or reclamation project.

The course has been developed by members of the International Association of Dredging Companies. It has been successfully presented at IHE Delft, the Netherlands, for eight years and is now being given in Singapore for the fifth time, in cooperation with the National University of Singapore (NUS) and the Applied Research Corporation (ARC). The seminar has also been held in Buenos Aires, Argentina and in Egypt.

Our lecturers are experts presently involved in dredging who have had – and continue to have – extensive hands-on experience with the most recent worldwide dredging projects.

To find out more about this seminar,

contact the IADC Secretariat, Duinweg 21, 2585 JV The Hague, The Netherlands.

Tel. +31 70 352 3334

Fax +31 351 2654

email: info@iadc-dredging.com

Port cities and sustainable development

November 6-9, 2000, The Pharo, Marseilles, France

Group workshops and plenary sessions of the 7th International Conference of the IACP will be organized around two main themes:

Topic 1

PORT Cities, Key Players in Sustainable Development of the Territories; Challenges and Strategies

The global economy now defines strategies for the production and transport of goods and has an enormous influence on port activities. The basis of these strategies is to enhance the productivity and efficiency of the transportation chain and to increase competitiveness in the marketplace. This is inevitably favourable to some ports and prejudicial to others. It challenges the capacity to carry out sustainable development in local regions throughout the world. Over the long term, the environment as well as the social and economic development of strategic port areas can be exposed to major hazards resulting from the massive concentration of traffic and production activities. At the same time, other port regions are likely to be neglected and face a decline in their social and economic potential.

Sustainable development of port cities calls for concerted action that assesses the potential stakes, redefines partnerships between political and economic decision makers, implements new alliances and defines long-term strategies. To achieve sustainable development, local leaders must identify the port city's specific assets within the policy of regional development and use them to negotiate within the context of the global economy. The resulting redefinition of a balanced territorial development is key to the long-term

competitiveness of ports, and to sustainable development of port cities.

Topic 2

Sustainable Development and Concerted Management of Port City Projects

Port cities must now create investment and development programs that will keep them internationally competitive, with all the operations and services necessary to attract shippers, and yet will enhance their quality of life as a desirable maritime or riverside metropolis. Logical environmental resources must be preserved and the social and cultural development of the local community supported, if sustainability is to be achieved. This means that each port city must define a policy for overall development that takes on broad ecological and social issues. Local decision-makers need to work together and commit themselves to new policies for the future. Port city projects are excellent opportunities for mobilising energy around sustainable strategies.

New tools are available to handle environmental issues. Environmental management is a crucial aspect of sustainable development, but the policies must be specific to the issues faced within the port cities in order to be successful. The new local partnerships between environmentalists, public and private decision-makers that have been generated by environmental management are a sign that the city and port can develop more ambitious projects that address all their concerns. Compromises can be made and conventional differences resolved. Assessing the advantages and the costs of each port city project for the environment, for various local constituencies, and for the port city as a whole is a crucial step toward this new decision making approach.

For further information, please contact:

Corinne Monnet

Association Internationale Villes et Ports

45, rue Lord Kichener

76600 Le Havre - FRANCE

Tel: +33(0)2 35 42 78 84

Fax: +33(0)2 35 42 21 94

E-mail:

cmonnet@aivp.com <http://www.aivp.com>

Further Move on Ballast Water in California

SINCE the decrease in fees for all vessels entering Californian ports following a submission by INTERTANKO (now USD400 per vessel as of April 30, 2000), the Californian State Lands Commission has introduced its own Sample Ballast Water Management Plan. Released on April 21, the 'draft' plan underlines the aspects that the state wishes to have included in all individual vessel management plans. These include the following:

1. An outline of all relevant national, federal and state legislations;
2. Outline of how the vessel will comply with the legislation;
3. Schematics of the vessel's ballast system with sample points;
4. Indication of any informal placards denoting ballast water management;
5. Information on the training programme;

6. The requirement of the IMO Ballast Water Guidelines to be on-board; and
7. Copies of ballast water report forms/records (maintained on board for 2 years).

Details of the new plan can be obtained from the state website, www.slc.ca.gov, under 'Ballast Water Program'. It is still unclear as to how the state plans to enforce the non-payment of fees but this issue will be next on the state commission agenda. For further information visit the above-mentioned website or contact tim.wilkins@intertanko.com

In addition, the second edition of the INTERTANKO/ICS Model Ballast Water Management Plan is now available. This covers all the relevant aspects of the Californian Sample Plan. Please contact julia.hoerenz@intertanko.com for further details.

(INTERTANKO)

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New Publications

Drewry Container Publications

New Report

CONTAINER MARKET OUTLOOK

High Risk And High Stakes – Where is the Payback?

£595

This report from Drewry – a long awaited follow-up to the widely read "Global Container Markets" – reviews the carrier industry at a particularly crucial yet complex time.

The container market in 1999 is a series of contradictions. World container trade continues to register strong growth, but massive directional imbalances have played havoc with the carrier cost base. Container logistics could be the decisive issue that will separate the winners from the losers. Freight rates display a similar contradiction with polarisation on import and export legs, while the era of deregulation has commenced with across-the-board container imbalance surcharges that have dismayed and alarmed shippers. Choosing a sound strategy for the future has never been more vital, while the signals have seldom, if ever, been more confused. The report is an essential guide to the carrier industry and its prospects for the next five years.

Key Contents

- World container trade and forecasts to 2005
- East-West trade analysis and forecasts
- Rate analysis and outlook
- New revenue sources - opportunities and dangers
- Carrier profitability and market outlook
- Global supply and demand balance
- Carrier survival strategies
- Container penetration levels
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- Global transshipment estimates
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WORLD CONTAINER TERMINALS

Global Growth and Private Profit

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This best selling report, which has acquired instant industry acceptance, offers a rare and timely analysis, both of the global container port industry in overview, and of the vital issues involved in the development and operation of container terminals. Investigating thoroughly the sector's international benchmarks, operational choices and project finance imperatives, the report also analyses the cost/revenue implications as well as identifying investment and privatisation opportunities.

Key Contents

- Market growth forecasts
- Project viability and risk assessment
- The modern container terminal

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China, and ports are currently mobilizing to help win this battle.

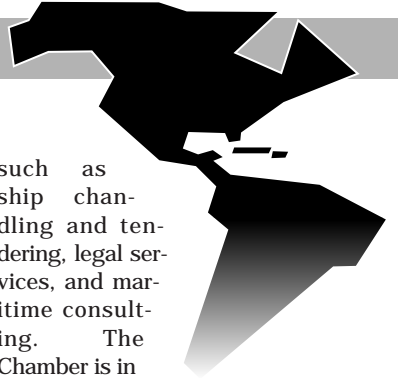
"China is a potentially huge trading partner whose cargo would flow through our member ports," says AAPA President Kurt Nagle. "Congressional authorization of PNTR would benefit all Western Hemisphere ports."

AAPA has a long-standing position in support of normal trade relations with China. U.S. public ports authorities ranging from Boston, Massachusetts to Baton Rouge, Louisiana, to Bellingham, Washington, are contacting their members of Congress prior to the U.S. House of Representatives' vote during the week of May 22, supporting Congressional passage of legislation to give China permanent normal trade relations status.

Under the agreement, China has agreed to slash its industrial tariffs by more than 60 percent, remove discriminatory taxes and regulation, protect intellectual property and open up its retail, distribution and marketing systems, giving U.S.-produced goods and services access to 1.3 billion consumers.

China is the most rapidly growing among the top ten U.S. export markets. The U.S. Department of Agriculture estimates that the U.S.-China trade agreement would increase U.S. farm exports by \$2.2 billion annually. (AAPA)

The Americas



Charting a New Course

MR. Juergen Dorfmeier, President of the Panama Chamber of Shipping recently announced the appointment of Ms. Anna Maria Sanfilippo to the newly established position of Executive Director. Ms. Sanfilippo previously worked for Panama's National Port Authority, where she served as director of marketing and she has over 17 years of experience in the maritime sector. Mr. Dorfmeier noted that Ms. Sanfilippo's appointment was an initial step in the process of shifting the role of the Chamber to an organization with a broader membership that is more representative of the entire transportation sector as well as other entities which contribute to the development of Panama. The Chamber also plans to closely examine its current structure, bylaws and membership requirements. As part of its new mission the Chamber will strive to promote Panama as a major transportation and trade hub, while also encouraging overall economic development and tourism. Dorfmeier pointed out that with the transfer of the Canal to Panama and the constant changes in the transportation sector brought about by globalization, deregulation and new technology, it is necessary for his organization to redefine its role in the new millennium.

The Chamber was originally created in the 1960's as an informal group of local shipping agents, which represent many of the shipping lines that utilize the Panama Canal. Today it is affiliated with the International Chamber of Shipping, based in London, and it is legally comprised of 53 companies. Some of its members include ports, the railroad, companies involved in the consolidation and storage of containers, and companies that provide collateral services,

such as ship chandling and tendering, legal services, and maritime consulting. The Chamber is in the process of developing a website on the Internet and they plan to announce the address in the next couple of months.

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(then click on "Canal News")

We will publish the next issue in May,
 2000

U.S. Ports Encourage Congressional Approval of PNTR with China

ALEXANDRIA, VA - U.S. port members of the American Association of Port Authorities (AAPA) strongly urge Congress to pass legislation authorizing permanent normal trade relations (PNTR) with China. During a meeting of the AAPA's U.S. Legislative Policy Council in March, members expressed their strong support for legislation authorizing PNTR with

Around the Port

THE Long Beach Board of Harbor Commissioners voted Monday, May 21, to award a \$33.6 million dredging and wharf contract for the 375-acre container shipping terminal now under construction at the former Terminal Island Naval Complex.

The work includes dredging approximately 625,000 cubic yards from the bottom of the harbor and extending the wharf currently under construction by 1,325 feet. Dredging in the West Basin will take the mean low water depth to 50 feet.

Dredged material will be used either for grading at Pier T and Pier S or to fill in dry docks 2 and 3. Any remaining material will be disposed of at a main channel disposal site. The dredging and wharf extension work is expected to start in June and to be completed by August 2001.

Thus far, the Port will have committed more than \$202 million toward construction of the new terminal, with contracts still to be awarded for the completion of paving, construction of an on-dock rail yard and buildings, and remaining

Port of Long Berch Container Traffic (TEUs)

	April		January - April		
	2000	1999	2000	1999	Change
Loads-in	200,724	181,575	735,247	695,367	5.7%
Loads-Out	91,014	77,040	350,869	323,415	8.5%
Sub-total	291,727	258,615	1,086,116	1,018,782	6.6%
Empty	74,727	81,071	305,472	312,391	-2.2%
Total	366,465	339,686	1,391,588	1,331,101	4.5%

Source: Port of Long Beach www.polb.com

demolition.

Port officials are currently negotiating with Hanjin Shipping Co. of South Korea to lease the new terminal. Earlier this year (Advisory, March 20, 2000, pp.4-5), Hanjin signed a letter of intent to enter into a 25-year lease, which is expected to generate port revenues of at least \$42 million a year.

With its container traffic continuing its record growth, the Port can certainly use the additional terminal capacity. The TEU count through April was up 4.5% from a year ago, including increases of 5.7% and 8.5%, respectively, for inbound and outbound loads, as detailed above.

(AAPA ADVISORY)

Port and U.S. Army Celebrate Completion of Pier 400 Dredging and Landfill Program

ON Apr. 27, the Port and the U.S. Army Corps of Engineers will celebrate on a large scale – a very large scale – the dredging of 53 million cubic yards of ocean material and the creation of 590 acres of landfill, to be exact.

The Pier 400 dredging and landfill project will be officially completed, clearing the way for the actual development of the world's largest proprietary container facility to be operated by Maersk Sealand. The total cost of the Pier 400 project is \$794 million, which includes \$466 million for the container terminal facilities and infrastructure and \$328 million for two stages of the massive dredging and landfill program.

Under contract with the Port of Los Angeles, the Pier 400 Constructors, a joint venture of Great Lakes Dredge & Dock Co. and Connolly-Pacific Co., started the first phase of the project in the fall of 1994 and completed it in July 1997. They were also awarded the second phase of the project under a contract

with the U.S. Army Corps of Engineers which began in July 1997.

Approximately 11 million tons of quarry rock were used to create retaining dikes and to protect the perimeter of the Pier 400 landfill. In addition, three miles of navigation channels were deepened to water depths of 50 to 63 feet; 63-foot-deep channels were deepened to 81 feet; and a 75-foot-deep shipping channel to the east side of Pier 400 was created.

It took a tremendous amount of teamwork to get this job done. Congratulations to all the partners of this incredible project!

Port Authority to Develop New Ferry Terminal in Battery Park City

Spur to Continued Revival of Ferry Service in NY/NJ Region

THE Port Authority will develop a modern, state-of-the-art ferry terminal – complete with spectacular waterside views – in Manhattan's Battery Park City on the Hudson River shoreline, continuing the agency's support for the revival of ferry service in the New York/New Jersey region.

The bistate agency's Board of Commissioners today approved construction of a permanent floating ferry terminal to replace the existing temporary facility, used by 12,500 weekday commuters traveling between Battery Park City and Hoboken and Jersey City, N.J.

The new \$37.4 million facility will be managed as a public-private partnership. The Port Authority will develop and own the terminal, and NY Waterway will be responsible for its operation and maintenance.

"Ferry service is undergoing a renaissance throughout the New York/New Jersey region, providing new transportation links that help bind the region

together," said Port Authority Chairman Lewis M. Eisenberg. "The Port authority, as developer of the highly successful Hoboken Ferry, is a leader in this revival. With the steadily growing demand for ferry service across the Hudson, the time is right to build a new permanent terminal."

Port Authority Vice-Chairman Charles A. Gargano said, "Ferry service between new Jersey and New York is clearly very popular. The public-private partnership we have developed with NY Waterway will help ensure that ferry service throughout the region continues to flourish."

The existing facility has two ferry slips and accommodates 250 landings per day. The new terminal provides:

- five ferry slips that will accept both side- and end-loading vessels;
- a larger passenger waiting area to reduce passenger crowding; and
- improved amenities, such as separation of arriving and departing passengers, restrooms, concessions, additional seating and improved lighting.

The Port Authority consulted with residents of Battery Park City to ensure that the project will have minimal impact on residents of the surrounding community.

The terminal will include two ramps, allowing for better passenger flow on and off the vessels and helping to prevent overcrowding on the esplanade.

The new ferry terminal will be capable of accommodating additional ferry services, including a proposed extension of the LaGuardia Airport service to include Battery Park City.

Container volumes reach 1.49 million TEUs

CONTAINER volumes through the Seattle Harbor reached 1.49 million TEUs (20-foot equivalent container units) in 1999. That nearly equaled the 1998 record of 1.54 million TEUs, despite the loss of a high volume client ocean carrier. Last year, too, the Port welcomed seven new steamship services. During the past 10 years, container growth at Seattle has averaged 4% annually, as indicated by the following table.

To keep pace with the marketplace and to accommodate future growth, the Port recently completed a major expansion at Terminal 5, and began expansion of Terminal 18 in November.

The \$300-million Terminal 18 project

Port of Seattle Container Traffic (TEUs)

CY	TEUs	CY	TEUs
1999	1,490,048	1994	1,414,000
1998	1,543,726	1993	1,151,405
1997	1,475,613	1992	1,151,261
1996	1,473,561	1991	1,154,854
1995	1,479,076	1990	1,171,091

Source: Port of Seattle

will double the terminal's container facilities to nearly 200 acres, incorporate new technology and expand on-dock rail. The Port's innovative financing program for this project will save \$60 million in Port capital capacity.

To Fund Dredging for Long-Term Success

GIVEN the large annual contribution that seaborne commerce makes to our national economy, it should go without saying that funding the infrastructure of international trade while maintaining international competitiveness should be a high priority. Even the growth of e-commerce does not change the fact that 95 percent of U.S. trade, other than with Canada and Mexico, is carried by ships. Unfortunately, the facts are not so obvious to many people.



Presently, there is an important debate taking place in Washington, D.C. on how to fund the dredging of our nation's shipping channels. Ever since the harbor maintenance tax collected on exports was declared unconstitutional in 1998, port industry officials, both Houses of Congress, and the White House have been sparring over the best way to fund dredging projects of national and regional importance. Two years have passed and there is yet to be a resolution. Meanwhile, ocean carriers are building larger and larger ships and many U.S. ports have critical deepening projects that are either in-process and awaiting funding or yet to be authorized.

The Clinton Administration's proposal is known as the Harbor Services Fund. This plan would levy a hefty new tax – \$1 billion per year – called the Harbor Services Fee on vessel operators calling U.S. ports and end all funding from the

U.S. General Treasury of new capital work as well as maintenance dredging.

The port industry, and just about everyone in the international trade community, finds this plan irrational and objectionable. It will reduce the competitiveness of U.S. products, destabilize port/vessel operator relationships as vessel operators attempt to gain concessions from ports to cover the extra costs, and even potentially divert cargo away from U.S. ports and into other more costly means of transport. This plan also places a huge burden on a single industry that is already heavily taxed. It completely relieves the Federal Government of its long-held responsibility for funding the construction of our nation's underwater highways, and provides no assurance that there is a reasonable return of proceeds to ports in relation to the amount collected in any given area.

Recently Senator Kay Bailey Hutchinson (R-Texas) told the American Association of Port Authorities that the HSF plan is receiving a cold response in the Senate, but warned that the industry must make its opposition known by being more vocal about the effects of this plan. Rep. Bud Shuster (R-Pa.) also spoke at the AAPA spring conference and voiced his opposition to the HSF.

On April 10, the South Atlantic ports are holding a joint briefing on Capitol Hill

for members of Congress from our region. The purpose is to discuss the united opposition of ports, ocean carriers, shippers, and labor to the Harbor Services Fee. We are not going simply in opposition. The AAPA position, and the position of the Port of Charleston, is that the Federal Government should reaffirm its long-standing responsibility by providing dedicated funds from existing general treasury revenues for maintaining our nation's navigation channels. After all, the Government Accounting Office reports that over \$20 billion goes into the general treasury each year from the \$22 billion in taxes and fees paid by the commercial maritime industry. This is the message we are carrying to Washington, D.C. Our industry cannot absorb another \$1 billion of taxes annually.

A well-maintained network of shipping channels has enormous environmental, security and economic benefits for our nation – benefits that our Federal Government has traditionally recognized. The abdication of this responsibility would be a grave development for the long-term viability of our seaports and the prosperity they bring.

*Bernard S. Groseclose, Jr.
President & Chief Executive Officer
South Carolina Ports Authority*

Africa/Europe

**Les Ports
Français**

**UPACCIM - Union of
Autonomous Ports
and Maritime
Chambers of Commerce
and Industry**



(U.P.A.C.C.I.M. – Union des Ports Autonomes et des Chambres de Commerce et d'Industrie Maritimes), founded in 1920, has as its goal to defend the general interests which are common to all ports and to create a certain unity of views regarding all issues related to the responsibilities of autonomous ports, including Paris and Strasbourg, and of the Maritime Chambers of Commerce and Industry, as regards maritime activity and the local, regional and national economy.

THE Union deals in particular with problems arising from the administration and the operation of maritime commerce and fishing industries, as well as their relationship with public authorities involving financial matters: budgetary credits, financial participation by territorial collectivities in

work projects...

The Union also assures the responsibility of social negotiations for these industries at the national level.

Working jointly with public administrations and other organizations, in particular the Association for the Development of French Ports (A.D.P.F. –

Association pour le Développement des Ports Français) the Union is called upon to advise on related legislative and administrative measures and if necessary, to take all possible steps to initiate them.

Combined in this fashion, the public agencies responsible for the management of ports and harbour services contribute jointly to the safeguard and development of traffic in French sea-ports.

Members:

Autonomous Ports: Dunkerque, Le Havre, Rouen, Nantes-Saint-Nazaire, Bordeaux, Marseilles, Strasbourg, Paris, La Guadeloupe, Papeete

Maritime Chambers of Commerce and Industry: Dunkerque, Calais, Boulogne sur Mer, Le Tréport, Dieppe, Fécamp, Le Havre, Rouen, Honfleur, Caen, Cherbourg, Granville, Saint-Malo, Saint-Brieuc, Brest, Quimper, Rennes, Lorient, Saint-Nazaire, Nantes, La Roche sur Yon, La Rochelle, Rochefort, Bordeaux, Bayonne, Port-Vendres, Narbonne, Sète, Marseilles, Toulon, Nice, Bastia, Ajaccio, Paris, Pointe-à-Pitre, Fort-de-France, Cayenne, Saint-Denis de la Réunion

The "Association pour le Développement des Ports Français" (Association for the Development for French Ports) established in July 1917, incorporates:

- the autonomous maritime and inland waterway ports authorities together with a large number of maritime Chambers of Commerce and Industry and some of the public authorities directly concerned with the economics of ports and harbours (General Councils and Municipal Councils);
- firms with premises at ports;
- shipowners and inland carriers (rail, road, waterway);
- the various professional activities associated with ports: stevedores, forwarding agents, shipbrokers, etc. ...;
- shipbuilders;
- bankers, insurers, etc. ...

The members of the Association together discuss their views and interests in the different fields pertaining to ports, maritime activities and the entire business related to ports and harbours: facilities, communications with the hinterland, handling operations, merchant marine, shipbuilding, maritime traffic and trade, administrative structures and organisations.

Through its activities the Association is able to keep all those involved in ports, harbours and maritime trade, and the public authorities, continuously abreast of developments.

Under the presidency of a series of

well-known personalities, usually past holders of ministerial posts (the latest being Messrs Alphonse RIO, René COTY, Jacques GAVINI and Henri ROCHEREAU), the Association has established and sustained co-operation with government members of both houses of Parliament and with the authorities concerned, whose directors regularly take part in the Association's work.

In this way, by bringing together public and private interests in our ports, by informing members of Parliament, senior civil servants, the media and public opinion, the Association seeks to harmonise and guide the activities of all concerned in a manner favourable to French ports, to all their users and hence to the entire economy of the country.

In October 1986, following the decision of Mr Henri ROCHEREAU, a former Minister, not to accept a further term of office, the Association appointed to its head Mr Jacques TRORIAL, also a former minister, Chairman of the Board of Directors of the Port of Paris Authority and one of the Association's officers since 1970.

SDV Sets up an Intermodal Logistics Centre at the Port of Le Havre

ON Tuesday, May 23rd inst., Daniel DELVA, CEO of SCAC and Managing Director of SDV-DAT, the international logistics division of the Bolloré group, and Thierry EHRENBÖGEN, Director of SDV-Le Havre, announced the setting-up of an intermodal centre over a surface of 8 ha in the Logistics Park of the Normandy Bridge ('PLPN' in French) situated in the port industrial zone of Le Havre. Scheduled for operation as from April 2001, it will include in one single location 16,000 sq.m. of warehouses, 3,400 sq.m. of offices, a car park of 230 spaces, a coffee silo of a capacity of 600 tons, a container gantry crane for bulk coffee, private rail sidings, etc...

All this accounts for an investment of 60 million Francs providing the confidence that the deciders of this big international group place in the port of Le Havre, which has been chosen essentially for the East to West route.

Let's state that SDV is the Number One in France and one of the leading European world logistics groups, with a turnover of more than 7 billion Francs and two million square metres of logis-



tics infrastructures in the world. SDV has made the strategic choice of developing and positioning itself in the leading French container port in which the Port 2000 project is planned to be implemented, SDV's management says. SDV is already largely established in Le Havre where more than 250 people work in three specific sectors: 70% in forwarding, 20% in logistics and 10% in road haulage.

An Upsurge of 48% of Container River Traffic

1999 has been a very good and promising year for the Port of Paris Authority: an increase in turnover by 4.5%, of the river and river-sea traffic by 9% versus 1998, upgrading of the rail network in Gennevilliers port, an upsurge of 48% of the container river shuttle Logiseine, a very healthy activity rate on the real-estate market on our ports...

New internal procedures with the entry in the Board of a representative of the "Ile-de-France" region, achievement of a working time reduction agreement with an increase by 6% of the personnel, the Port of Paris Authority is innovating.

Inland waterway carriage is now being considered as a transport mode of the future. Waterway carriage, well combined with the railways, has sufficient growth capacity to reduce the pressure of road haulage in Ile-de-France.

With a traffic increase above the economic growth and above the growth of any other modes, waterway carriage and the Port of Paris Authority have regained the confidence of the state, of the private companies and of the local authorities with a target in the PDU (Urban Transport Plan) of increasing by 3% the modal share of inland waterway and rail carriage for freight in the near future.

1999 has confirmed the revival of waterway-borne traffic in France, and cemented the role of the Port of Paris Authority, as being one of the most important players with the "capital"



Jean-Claude Gayssot, Minister of Equipment, Transport and Housing, and Gilles Leblanc, Director General, the Port of Paris Authority, at the opening of the redeveloped Port d'Ivry-sur-Seine.



Klang and Colombo. The trip from Hamburg to Singapore takes a mere 20 days.

2,420 TEUs were loaded and unloaded at the Eurogate Terminal. Hanjin Shipping has its own liner office in Hamburg, which has been one of the shipping line's main ports of call for more than 20 years. Korean Shipping, Hanjin's predecessor, started transporting containers to Hamburg in 1976. Hanjin Shipping has one of the world's most modern fleets with an average age of only five years. Five new ships are scheduled to be launched this year and next.

region of France, in the field of carriage of goods and of passengers by the inland waterways system.

Since its creation in 1970, the Port of Paris Authority, a state controlled body, supervised by The Ministry of Equipment, Housing and Transport, has the task of creating, expanding, caring for and ensuring the commercial management of the Ile-de-France ports. Today, the Port of Paris Authority has become the first river port in France and the second largest in Europe for freight, and the first in the world for tourism.

Port of Paris Authority

178 people
1,000 hectares of which
874 hectares of land and
126 hectares of harbours
10 multimodal platforms
60 town ports
1 million square meters of warehouses and offices of which 300,000 belong to the Port.
Settled over five rivers: Seine, Oise, Marne, Loing and Yonne.

New Containership Hanjin Amsterdam in Hamburg on maiden voyage

279 metres long, 40 metres wide, 5,618 TEUs (incl. 500 reefer slots) and 26.8 kn: this giant of the seas tied up at Hamburg's Eurogate Container Terminal on her maiden voyage. Built in only seven months at the Hanjin Heavy Industries Shipyard in Pusan, the Hanjin Amsterdam is operating on the Europe-Asia-North America West Coast Pendulum "A" service and with calls at Rotterdam, Hamburg, Felixstowe, Le Havre, Singapore, Hong Kong, Kaohsiung, Long Beach, Oakland, Tokyo, Osaka, Pusan, Hong Kong, Port

Strategic Development Study

THE Port of Cork has commissioned a Strategic Development Study for the Port of Cork and its environs. The challenging task was given to International Consultants, Posford Duvivier, in association with KPMG Consulting, MDS Transmodal, Cunnane Stratton Reynolds and Parkman.

The Study's Vision Statement is as follows:-

1. As one of Ireland's most successful ports, the Port of Cork contributes greatly to Ireland's economic success, particularly the commercial, industrial and tourism wellbeing of the southern half of the country. It impacts on the heritage, cultural, environmental and recreational character of its hinterland.
2. The Port and its waterways are a gateway to Europe and beyond. The Port's activities permeate all aspects of life in a wide surrounding area.
3. The Harbour is an important environmental and amenity asset to be utilised efficiently, enjoyed and managed for the benefit of all.
4. The Port's Strategic Development Study will build on and facilitate the

existing partnership between all stakeholders such as employees, customers, businesses, statutory and voluntary organisations.

5. The Port will adopt an ordered and sustainable approach to all land use and activity-based development in the context of a new Strategic Development Plan.
6. The Port will continue to exercise its duties as a regulatory authority in order to ensure the preservation and enhancement of the maritime environment.

The Port of Cork is the the Republic's number two port and is its primary industrial deepwater port. During the nineties capital investment in new port facilities has amounted to approximately £50 million and cargo throughput has grown in tandem with this investment. Last year the Port of Cork registered record levels of container traffic and imports of animal feedstuffs, trade vehicles, timber and salt. The first shipments of ore concentrates from the Tipperary-based Lisheen Mine were exported from the new purpose-built facility at Tivoli last December - a project won by the port in the face of stiff competition from the ports of Foynes and Waterford.

Historically the Port of Cork has been to the forefront in the area of Irish port planning. As far back as 1967, it established a Planning and Development Department and the port's 1972 Cork Harbour Development Plan has been recognised as one of the most imaginative and progressive port planning documents produced in these islands. Successive corporate plans have enabled the port to undertake capital investments in a structured manner in line with projected traffic growth. The findings of the 1998 Baxter Eadie Report on Assessment of Irish Commercial Seaports' Capacity, commissioned by the Irish Department of the Marine and Natural Resources, pointed to a serious capacity deficit at the Port of Cork by 2007. These conclusions, taken in conjunction with the port's traffic flow projections and compelling evidence of a shift to larger and more specialised vessels, were among the factors which contributed to the decision by the Port of Cork to embark on a study which will lead to the production of a Strategic Development Plan to 2020.

The attached statement from lead consultants Posford Duvivier outlines the methodology being used in the development of a strategy which will have far reaching effects on the devel-



(L to R) Denis Healy, Manager Engineering Services, Port of Cork; Frank Boland, Chairman, Port of Cork; Pat Keenan, Chief Executive, Port of Cork; Richard Marks, Senior Associate, Posford Duvivier



Newface to be seen on the railway tracks in the Amsterdam-North Sea Canal region

German/Dutch merger is considered a logical step since 70% of Dutch international rail freight transport is to and from Germany.

opment of the South West Region of Ireland.

COMMENTS

Cork County Council supports the preparation of the plan and recognises that it offers an opportunity to map out a strategy for the development needs of Cork Port and the Cork region in a sustainable manner.

The present study comes at a time when the local authorities and other agencies are sponsoring the Cork Area Strategic Plan, and is therefore very timely.

The Port of Cork in addition to its very important role in the economic life of the region also is a significant protector

and enhancer of the harbour amenities, so vital to the quality of life of Cork people.

Cork Corporation welcomes the news that the Port of Cork is undertaking a major Strategic Development Study.

Given that Cork Corporation and Cork County Council have recently commissioned the Cork Area Study which aims to map out the development of Cork for the next 20 years, the timing of the Port's study is most appropriate.

It is vital that all the key institutions in the Cork area engage in this kind of strategic analysis, to integrate into the overall Cork Area Study, so that development can be orderly and planned in years to come.

PLC for New Activities Within and Beyond Port of Rotterdam

In order to operate more flexibly and decisively, Rotterdam Municipal Port Management (RMPM) is setting up a Public Limited Company (PLC). This PLC, Mainport Holding Rotterdam (MHR), can enter into participations and partnerships without first asking for permission from the city council. The Port Management will now send a quarterly report about the activities incorporated in the MHR. Only when participations involve more than fifty million guilders the council's approval still will be required. For participations between 15 and 50 million guilders and loans exceeding 10 million guilders a decision by the Municipal Executive will suffice. Rotterdam City Council approved this proposal on May 25 this year. In 1999, the council had already decided to steer the RMPM along broader lines.

In the first instance, the MHR will employ ten staff. The operating capital is approximately 15 million guilders. The Port Management's existing participations and partnerships (total net capital value NLG 77.5 million) - including the partnership with Zeeland Seaports in the Operating Company Schelde-Maas, the rail terminals of CSKD-Intrans in the Czech Republic and Slovakia and the RMPM share in the Rotterdam stevedore ECT - will be incorporated in the new holding.

Two strategies

The Port Management is going to follow two strategies with the new plc. In order to reinforce mainport Rotterdam directly, the MHR can participate in logistic or industrial companies, or in

NS/DB rail freight transport to be called Railion

GOODS transport by rail to and from the Amsterdam port region, in which the coal trains from the OBA Bulk Terminal to the German hinterland play a major role that will only grow in importance in the future, is acquiring a new name.

The railway companies Dutch Rail (NS) and German Rail (DB) who have been cooperating under the name Rail Cargo Europe will in future be known as Railion. The chairmen of NS Cargo and DB Cargo, messrs Smulders and Sinnecker respectively, unveiled the name and logo of the new enterprise on September 16 in Duisburg.

Dutch Rail has a 6% share of Railion and German Rail 94%. The new company will have two daughter companies - Railion Deutschland based in Mainz with Sinnecker and Smulders as chairman and vice-chairman respectively, and Railion Benelux based in Utrecht whose director is Zeger van Asch van Wijck, commercial director of NS Cargo.

Railion will be seeking alliances with other railway companies, forwarding agents, road hauliers and inland shippers as well as other possible partners in order to provide the best service package to customers. According to Smulders further concentrations in the rail sector will mean that by the year 2010 there will be only four or five rail cargo companies left in Europe. The

enterprises which create the preconditions necessary for the logistic process or the port-industrial complex. The RMPM share in CSKD-Intrans is an example of this. In this way, (future) goods flows are bound to Rotterdam. Generally speaking, this strategy means participating in missing links in logistic networks or the industrial cluster.

The port of Rotterdam can also be reinforced indirectly. Via the mainport holding, the RMPM wants to build up a position as port manager of international stature by developing activities worldwide. The focus here is on the contribution made by its own international knowledge and experience. The Port Management is, for instance, a partner in the construction of the port of Gaza and the new container terminal in Port Said. The world-wide training and consultancy activities which the Port Management has been carrying out for many years, for instance via its own agency TEMPO International Training and Consultancy, are another example. TEMPO will also become part of the Mainport Holding Rotterdam. The Port Management aims to have the new plc - which is and will remain an integral part of the RMPM - operational in July 2000.

Note for the editors: More information can be obtained from Rob van Dijk, press officer, Rotterdam Municipal Port Management. Tel: +31 10 252 14 27

Top management structures announced for new Portnet divisions

A further development in Portnet's divisionalisation process is the confirmation today of top management structures and appointments in the new Port Operations and Port Authority divisions.

The new structures were announced by recently appointed Port Operations CEO, Tau Morwe, and Port Authority CEO, Siyabonga Gama, at a media briefing held at the Portnet head office in Johannesburg.

Saki Macozoma, MD of Transnet Limited, said during a management briefing that in making the appointments, Transnet and Portnet have ensured that both divisions have sufficient capacity to stand on their own and to service customers adequately.

Morwe and Gama said that Portnet is determined to implement the divisionalisation process as smoothly as possible so that the service rendered to customers is not disrupted in any way. At the end of the allocation of staff to divisions - which is due to be completed by mid June - Portnet is confident that it will be able to serve customers better and therefore be able to create value for shareholders, customers, and employees.

Port Operations appointments are: Mdu Nene (GM Bulk), Ronnie Kingwill (GM Containers), Sylvester Haanyama (GM Corporate Services), Purni Sithole (GM Marketing). A GM for break-bulk is still to be announced.

Port Authority appointments are: Mvikeli Matutu (GM Property and Physical Planning), Riah Phiyega (GM Strategic Co-ordination), Patrick Dada (GM Corporate Services). A GM for Marine and Port Engineering is to be announced in due course.

ICTSI signs agreement with the government of Tanzania to operate the container terminal

DAR ES SALAAM - A consortium consisting of International Container Services, Inc., (ICTSI) of Manila and Vertex Financial Services, Ltd., of Dar es Salaam has signed an agreement with the government of Tanzania to operate the container terminal at Dar es Salaam, making it the first port in East Africa to be "privatized."

Under the agreement, the Tanzania Government will continue to own the port. It also requires payments by the private operators to the Tanzania Harbour Authority that include an annual fee of US\$3.68 million, a royalty of \$13 per container, and wharfage based on

the number of container ships which call at the port.

The new managers hope to transform Dar es Salaam into a major regional terminal and to double throughput, from about 100,000 TEUs to 200,000 TEUs by the year 2010. (AAPA ADVISORY)

P&O Cruises' new ten-year agreement

P&O Cruises' passengers will soon be setting sail from a brand-new cruise terminal at the Port of Southampton. The terminal will be constructed under a new ten-year agreement recently concluded between P&O Cruises and ABP.

The agreement reaffirms P&O's commitment to Southampton as the principal UK port of call for its vessels. It also coincides with a significant increase in capacity for P&O with the arrival in Southampton of the new superliner Aurora. Construction work on the new terminal, which will be built by ABP on the site of the existing Mayflower Cruise Terminal, is set to begin early this summer. The new facilities are expected to be completed in spring 2001.

Be Lerenius, ABP Group Chief Executive, said:

"We are delighted to be building on our relationship with P&O Cruises in Southampton. This agreement represents a significant commitment by both companies to serving the needs of the rapidly growing UK cruise market. In today's business it is vital that port companies are able to invest in market-leading customer facilities and to back their investment with long-term agreements of this kind."

The Port of Southampton is the UK's premier cruise port with over 300,000 passengers set to visit in 2000. This year, with the arrival of Aurora, P&O will have four ships sailing from Southampton on 61 cruises to the Mediterranean, the Atlantic islands, the Baltic, the Norwegian fjords and the Caribbean.

Visit the IAPH website to access information about the Association's wide ranging activities, the benefits of membership, how its worldwide members work together to help ports in developing countries and what's new. The websites of major ports are also accessed via the IAPH website.

<http://www.iaph.or.jp>

Asia/Oceania



Sydney heads towards the 2000 Olympics

From SPA Newsletter "Olympic Port Update"

WELCOME to the first Olympic Port Update, designed to provide port users with the latest information on preparations for the Olympic Games. Sydney Ports Corporation now has a full-time staff of three dedicated to Olympic planning and coordination, while many other staff have been involved in specific projects. Our aim is to minimise the impact of the Games on port operations by preparing now, and working with customers on plans to carry us over what is really only a limited time period. The information in this newsletter has been drawn from the Olympic Roads and Transport Authority (ORTA), with which Sydney Ports Corporation has been working closely, and from our own planning. Further editions will be distributed over coming months. As Sydney heads toward the 2000 Olympics, the statement "business as usual", as far as the port is concerned, needs to be understood. Both of Sydney's ports will indeed be open for business. While some Sydney Harbour berths will be dedicated for Hotel Ships and crowds will have some impact, Port Botany will be largely unaffected. This document aims to answer some general questions. However if you have specific queries, please refer to the back page for the contact details of those who can offer you further advice and assistance.

John Hayes
General Manager – Property and Planning
Sydney Port Corporation

Key Dates

- 2 Sept 2000: Olympic Village Opens
- 10-15 Sept 2000: The Torch Relay – Sydney Metropolitan
- 11 Sept 2000: Start School Holidays
- 14 Sept 2000: The Torch Relay–Sydney CBD
- 15 Sept 2000: Opening Ceremony
- 16 Sept –1 Oct 2000: Olympic Competition
- 24 Sept 2000: Women's Marathon
- 1 Oct 2000: Men's Marathon
- 1 Oct 2000: Closing Ceremony
- 3 Oct 2000: Athletes' Ticker-tape Parade – Sydney CBD
- 3 Oct 2000: Finish School Holidays

Moving around Sydney during the Games will be about:

- 10,200 athletes
- 5,100 team support staff
- Over 15,000 members of accredited media
- An Olympic workforce of about 100,000
- Holders of more than 9 million Olympic tickets including sponsors and their guests

There will also be tourists and the daily workforce. On the busiest days of the Games, more than 400,000 people, including spectators, athletes and workers, will travel to Homebush Bay. An additional 100,000 people will travel to Darling Harbour, the second biggest Olympic competition venue. There will be approximately 100,000 people travelling to other venues in Sydney's eastern and western suburbs, including Bondi Beach, Moore Park, Bankstown, Penrith and Horsley Park.

Sydney Ports Olympic Team

Sydney Ports Corporation has two principal roles in the Olympics – providing services to the 11 vessels to be used as floating hotels; and working with industry to ensure minimum disruption to freight links serving the ports. Sydney Ports will also fulfil important functions in its traditional navigation and emergency response roles. In recognition of the deadlines imposed by the Olympics, a core project team was set-up as a separate unit with a single focus, but integrated with and drawing from, the reservoir of knowledge and experience within SPC as a whole.

Olympic Hotel Ship Berths

On behalf of SOCOG, nine ships will be berthed in Sydney Harbour as hotel ships ("floating hotels"), and there will also be two or three tall ships. These vessels arrive immediately prior to the Games and depart soon after. Three ships will occupy converted cargo berths at Darling Harbour and one at White Bay. A berth at Glebe Island is also likely

to be required by SOCOG (see map below). The map shows that the two dedicated passenger terminals plus berths at Pyrmont and Garden Island will also be occupied by hotel or tall ships.

Converted cargo berths require bus access and a clear apron alongside the vessel. These areas will be separated from the adjacent ongoing cargo operations. Buses and other hotel ship traffic will use different gates to freight vehicles.

Sydney Ports Corporation will be undertaking permanent and temporary works to upgrade services (electricity, water, sewerage, etc.) and to provide security fencing and gates.

In order to minimise the impact, work to prepare the hotel ship facilities will take place between cargo vessels. The "wheel-in, wheel-out" concept applies for rapid conversion and reinstatement.

Please note that, during the Games, Patrick and P&O Ports will maintain some cargo handling activities at their sites in Sydney Harbour, albeit with a reduced number of berths and the impact of external traffic intensity.

FACT:

In the 17-day period from September 15 to October 1, 1999 there were only 14 vessel visits to the particular Patrick and P&O Ports berths which will accommodate hotel ships during the Games. A similar pattern of demand during the Games would result in an average of 1 vessel per day being inconvenienced by the use of some cargo berths for hotel ships. It is important to bear this figure in mind rather than assume that the impact on vessel activities will be severe.

Consideration is presently being given to whether any ships and their cargo will need to be diverted to Botany Bay due to possible delays in availability of cargo berths in Sydney Harbour. Serious delays to ships are unlikely to occur.

Handling capacity of China's main ports reaches 505 million metric tons

AS of April 30, according to a report from the China Communications News summarized by China Online (www.chinaonline.com), the handling capacity of China's main ports reached 505 million metric tons, up 26% from the same period a year ago. That included 172 million tons of handling capacity for foreign

More competitive

More reliable

More user-friendly

The Port of Nagoya

In May 2000, the Port of Nagoya implemented several new incentive systems for ships calling under certain conditions as a part of our ongoing efforts to provide better port services to our users. With a strategic location at the center of the Japanese Archipelago, and an integrated transport network connecting the Port and its hinterland, the Chubu Region, whose output accounts for 17%* of the nation's GDP, the Port of Nagoya plays an important role in the economic activity and distribution in the region, the nation and the world. We continue to upgrade our technology and enhance our services because we know it is the best way to increase our user's satisfaction.

* Survey conducted in 1997

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trade, an increase over last year of 37.3%.

From January through April, actual cargo throughput at China's leading ports had increased by 23.6% from a year ago to 390 million tons, with foreign trade alone accounting for 159 million tons (+36.2%). First ranked Shanghai reported capacity of 65 million tons (+11.9%) and a total throughput of 16.6 million tons (+10.7%).

With respect to container traffic, handling capacity had reached 6.6 million "standard containers" by the end of April, a 48.8 percent increase from the previous year. Throughput for the first four months of 2000 at the country's top 10 ports amounted to 5.5 million containers, an increase of 37% from January-April 1999.

(AAPA ADVISORY)

Highlights of enforcement in reforms and other projects

Part A – Constitutional changes

1. Rationalization of stevedore hiring system (completed on January 1, 1999)

1.1 The government sets up a compensation scheme and pays retirement & severance allowances to stevedores to solve their problems in the exclusive right to work.

1.2 Guide the stevedores who decide to continually stay to work in the port, in consideration of their seniority, to be continually hired and supervised by private stevedoring companies under the Labor Standard Law.

Benefits: (1) Lower labor costs in cargo handling activities; (2) Elimination of undesirable traditions of tipping through efficient private sector management; (3) Enhancement of operating safety and efficiency; and (4) Liberalization of the labor market's port operation.

2. Privatization of cargo handling services (completed on January 1, 1999)

2.1 Before privatization, when the authority took trust orders from carriers or shipping agents or cargo owners, members of the Dock Labor Union were assigned to work, leaving carriers no option.

2.2 In concert with the rationalization of stevedores hiring system, the cargo handling system and cargo handling services were privatized on January 1, 1999, covering 8 general & bulk cargo stevedoring companies and 7 container stevedoring companies in



Miug-Hui Shieh
Director
Keelung Harbour Bureau

the preliminary phase. Now, all carriers, shipping agents or shippers can choose a stevedoring company or companies on grounds of respective service terms offered.

Benefits: (1) Lowering of handling rates to reduce cargo handling costs of cargo owners and carriers; (2) Upgrading of the quality of handling services; (3) Improvement on cargo operational efficiency; and (4) Reduction of turnaround time and running costs.

3. "ISO 9002 accreditation for ship operation in port (officially accredited on May 7, 1999)

3.1 ISO 9002 accreditation on June 30, 1999

3.2 Quality Policy: Sincere services, streamlined formality for greater convenience to customers, promptness, solving of problems, implementation of quality objectives

Benefits: Satisfaction level in port operation of carriers boosts to 75 in December 1999. In the wake of the accreditation, Keelung Harbors Bureau has received firm recommendations and quality assurance certificates from the UK, the Netherlands and Canada and has thus effectively upgraded the port's service quality and image.

4. Vessel traffic management system (under operation since December 1, 1999)

4.1 To control/monitor vessel status sailing within 20 nautical miles of territorial waters

4.2 Channel control

4.3 To record vessel status

4.4 To offer meteorological data

Benefits: (1) To prevent ships from collision and stranding and to enhance marine navigation safety; (2) to upgrade the efficiency of port operation; (3) to offer pilot service; and (4) to record vessel movements and to facilitate dealings with maritime/nautical affairs.

5. Establishment of a key customers manager system (started March 1, 1999)

5.1 Selection of young, educated and enthusiastic employees from the Keelung Harbor Bureau as key customer manager to serve key carriers through unitary windows

Benefits: To offer prompt customer services, take the initiative in marketing, closer relationships with clients and upgrade service quality.

Part B – Port Tariff

1. Lower port tariff (Since January 1, 1999)

1.1 General & bulk cargoes handling charges: 10% off the prevailing port tariff,

1.2 Warehousing charges: Withdrawal of the rules for the first 5-day exemption and progressive rates for inbound cargoes,

1.3 Miscellaneous charges: Withdrawal of the charges for stand-by labor, meals, cotton bale marking for sorting, manual stevedoring, gunny bag custody, raft fastening, services on rafts, pipe settling & discharging,

1.4 Container handling charges: Consolidation of container handling charges, 20% off the old port tariff, and inclusion of equipment charges into "container handling charges."

1.5 All new port tariff stands for the companies from carriers' ceiling price collected by the Keelung Harbor Bureau and/or stevedoring. No floor price is set.

1.6 Charges for container handling, use of container handling machines & equipment, storage, passage via wharves of import-export transshipment containers around the island: 50%, while the passage fee will be collected just one time (since December 1999) and night operation time will be changed from 1700-0800 to 1800-0700. (since January 2000)

1.7 Ro/ro container handling charges will be reduced to an appropriate level.

Benefits: In line with the rationalization of the stevedore hiring system and pri-

vation of cargo handling services, it will effectively save carriers' operating costs and enhance Keelung Port's competitiveness.

2. Lower preferential fees for container wharves and gantry cranes (as of April 1, 1999)
- 2.1 By cutting NTS20,000 per voyage in Degree and NTS10,000 per voyage in all other degrees.
- 2.2 Avolition of preferential fees for use of the second gantry crane.

Benefits: Lower preferential fees for use of container wharves and 2nd gantry crane to significantly reduce carriers' operational costs in Keelung Port.

3. Handling volume-based incentive rates: in Keelung Container Terminal (as of February 3, 1999)
- 3.1 For new routes: (1) Entitled to incentive rates: Container vessels on new routes qualified for the incentive rate should not call at Keelung Port for last two years before the date of application; (2) Guaranteed volume: To be dealt on a case-by-case basis; (3) items and amounts under incentive rates shall include (a) costs related to vessel: 20% off, (b) costs related to cargo: appropriately 20% off, (c) others: outbound containers stored at rear line of container terminal, which are not stored in CY-inspection-district of Keelung Port instead, may enjoy two-day exemption of demurrage, while inbound containers enjoy one-day exemption of demurrage.
- 3.2 For routes: (1) Entitled to incentive rates: Including inbound, outbound and transshipment containers handled with gantry cranes, (2) guaranteed volume: To be dealt on a case-by-case basis, not lower than the volume of the preceding year in principle, (3) Classify different favorable ranges through tier rates, according to handling volumes. The rebate on total container handling charge, wharfage and machinery & equipment charges are enumerated pursuant to the agreement; (4) the outbound containers stored at rear line of container terminal 24 hours prior to mooring and delivered 4 hours after unmooring, which are not stored in CY-inspection-district of Keelung Port, may enjoy exemption of demurrage and the machinery & equipment charge will be reduced 50%.

Benefits: By means of tier rates to lower

Total Container Throughput in 1999 through Keelung Port from Jan. 1st to Dec. 31st					
		Tear 1999	Import	Export	Transship
TEU	Total	1,665,960.50	845,992.25	744,830.50	75,137.75
	Empty	238,136.00	200,026.50	37,496.50	613.00
	Loaded	1,427,824.50	645,965.75	707,334.00	74,524.75
BOX	Total	1,166,248.00	586,915.00	542,001.00	55,332.00
	Empty	160,308.00	133,506.00	26,361.00	441.00
	Loaded	1,005,940.00	453,409.00	497,640.00	54,891.00

carriers' operating costs and to attract more carriers to Keelung Port and to stimulate cargo handling volumes.

4. Incentive rate for storing in East Bank Container Terminal (as of April 1, 1999)
- 4.1 Entitled to incentive rates: Containers, including inbound and outbound, on board the vessels berthing at East Bank Container Terminal.
- 4.2 Incentive rates: (a) Demurrage: One-day exemption for inbound containers, and two-day exemption for outbound containers, (b) Rear-line machinery & equipment fees are reduced 50%.

Part C - Container Terminal Operation

1. Customs clearance for outbound CY-containers stored in West Bank Container Terminal (as of December 7, 1998)
 - 1.1 Operated by Keelung Harbor Bureau employees
 - 1.2 Carriers having signed contracts with the Keelung Harbor Bureau may enjoy incentive rates pursuant to the agreement

Benefits: While directly handling Customs clearance for containers in port, the carriers may significantly reduce inland haulage and CFS operating costs, say, save as much as US\$100 per container as anticipated by carriers.

2. Customs clearance for outbound CY-containers stored in East Bank Container Terminal (Started in October 1999)
 - 2.1 Expansion of the operation areas for customs clearance of outbound CY-containers

Benefits: Same as above 1.

3. Continually promoting the container terminal automation project to be completed by 2003

- 3.1 Stress on PORTNET system blue-printing to assure uniformity, interrelation and integrity of documentation, operating procedures and information transmission in Container Terminal.
- 3.2 Planning for EDI standards and operations.
- 3.3 The project is for the innovation of the existing automatic equipment, hightech equipment and integrated application of information processing
- 3.4 All application systems for the project will be modularized with stress on independence, flexibility and integration in an open type systematic operation.
- 3.5 The project will be capable of satisfying shipping-related circles in need of container operating information.

Benefits: (1) Boosting of container operation efficiency and strengthening of competitiveness, (2) Full command of the most up-to-date status of containers to attain just-in-time tracing of containers, (3) by setting the Container Location Management system to boost the turnover rates of container yard and performances, (4) By simplifying the gate control operation to eliminate the bottlenecks and to upgrade the quality of services, (5) Blueprinting the automatic operation of loading and unloading of container vessels to boost efficiency and shorten turnaround time, (6) Setting up a database to provide management information as reference while making decisions in the container terminal handling system, (7) Building the PORTNET system to satisfy the shipping-related circles in information transmission.

For further details, write to:
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Port Klang: No Longer A Feeder Port

PORT Klang has emerged as one of the world's deepest and sophisticated ports with the capability to handle latest-generation containerships such as the Regina Maersk and Clifford Maersk which have a capacity to carry more than 6,000 teus.

The Prime Minister, Dato Seri Dr Mahathir Mohamed said the maiden call by Clifford Maersk, the newest in the series of S-Class Large post-Panamax vessels of Maersk Sealand, reflected the capability of Port Klang to serve world-class vessels.

Dato Seri Dr Mahathir Mohamed said calls by such large vessels revealed that Port Klang is no longer a feeder port serving only small feeder ships.

"It (Port Klang) used to be a feeder port a few years ago. Now you find most of the MLOs having regular weekly calls at Port Klang. The concerted efforts by the Minister of Transport and others in the transport pipeline in persuading more shipowners and shipping lines to use Port Klang is starting to pay off. Today we have more than 69 mainline services and 50 feeder services calling regularly," said Dato Seri Dr Mahathir.

The Prime Minister also paid tribute to the port workers. "Our valuable asset is the human resource. It is heartening to note that they have set yet another new record of 264 moves per hour using six cranes on the Clifford Maersk. We have not only the physical capability to handle bigger size vessels but also a trained work force to clear the cargo much faster than the record set by the well established ports around the world," said Dato Seri Dr Mahathir.

The 6,600 TEU Clifford Maersk called at Port Klang on December 10, 1999 and marked a major milestone in the development of Port Klang. To cope with such bigger carriers and meet the growing demand for up-to-date facilities and services, Westport will have an additional

600 metres of berth by the middle part of next year. The expansion will extend the 1.2 km quay length to 1.8 km.

"The expansion for the most modern port in the country would enable it to provide better customer service by increasing its handling capacity to 2.1 million TEUs," said Datuk Seri Dr Mahathir:

The RM140 million container terminal development plan includes the construction of an additional container yard area and the delivery of two more quay cranes. The Westport container terminal, which commenced operations in 1994, has recorded 40.8 per cent growth and

the transshipment volume rose by more than 130 per cent this year.

Clifford Maersk left Aarhus, Denmark, in November 1999, called at Felixstowe, Rotterdam, Bremerhaven and passed the Suez Canal before sailing into her very first port-of call in the Far East, at Westport, Port Klang. After it discharged 922 containers comprising 863 FEUs and 59 forty-five-foot containers, she sailed the same day to Singapore.

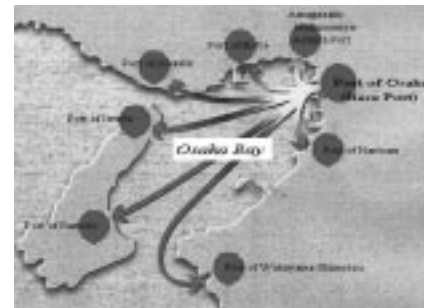
Other Far East ports covered in the AEI services by Maersk-Sealand include Kaoshiung, Kobe, Nagoya, Yokohama and Hong Kong.

Construction of Emergency Floating Base at the Port of Osaka

THE earthquake which hit the Kobe area on January 17, 1995 did great damage to the port facilities and seriously affected the Japanese economy. In the aftermath of the quake, the Japanese Ministry of Transport has been constructing stronger wharves in major Japanese ports able to withstand an earthquake directly above the epicentre. However, since a little more time is required to complete such wharves, floating bases have been constructed to cope with heavy disasters, especially in the three largest bays of Tokyo, Ise and Osaka in which Japan's major ports are concentrated. As for the Osaka Bay, the floating base to be berthed in the Shimaya area arrived at the Port of Osaka on March 14, 2000.

The pontoon will usually be used as a public pier for passenger boat access to the large theme park scheduled to open in spring 2001, and in emergencies in the

Area of Rescue Activities



Osaka bay, it will be tugged to the site and used as a floating base.

This facility consists of a large pontoon (80 meters long, 40 meters wide, 4 meters high), a detachable gangway and berthing dolphins. It features a floating PC hybrid structure to enhance mobility, durability and harmony with the background scenery.

As a base in emergencies, this facility



Dato Seri Dr Mahathir Mohamed





has the following functions:

Berthing dolphins, berthing anchorage, berthing ability up to 1,000 D/W, emergency boats, a large heliport (35m x 30m), hooks for tents, strength to support a 25-ton truck crane, truck and three store rooms (totaling 3,500m³). These store rooms can contain 2.7 million litres of water on which some 100 thousand people can live for a week.

At the same time, as a usual berthing facility, a 2,000-GT class passenger boat can berth at this partitions equipped

with retractable fences and roofs for passengers.

Based on experience in the Kobe earthquake in 1995, supporting activities will be provided inshore for about two weeks. When requested from a disaster-stricken area, the pontoon will be tugged to the site and used as an emergency berth in place of damaged wharves. The facility can meet the various needs of the site; Goods will be stored inside, supporting boats with staff and goods on board can be berthed alongside, or helicopters can land on top of it. The area of activity is supposed to be within a 24-hour tow range within the Osaka Bay, from the Port of Akashi and the eastern part of Awaji Island in the west to the Port of Wakayama-Shimotsu in the south.

With this emergency floating base, smoother rescue activities will be expected in the Osaka Bay area.

Qingdao, China. The Kampu Ferry line offers a daily service with two vessels. Ours is the only Japanese port which serves two international ferry lines. Because of these ferry lines, which bring people and cargo together, Shimonoseki is a gateway port into Japan.

In addition, we offer various services to meet users' needs: regular container services to Busan and Kaohsiung and liner services by multipurpose vessels to North America's West Coast and to Eastern Australia.

With these services, our port will also play a new role as a key transit area, where the route to the Asian continent and the Sea of Japan route connecting North America and Asia intersect. You can say that our port is an access point that connects people, goods, the ocean and the future.

Therefore, the city of Shimonoseki is a "Gateway City" both in name and in reality.

A Pioneer of Excellent Service and Growing Cargos

Our port has a dominant position in Japan because we are the only operator and pioneer to offer daily and speedy inspection services such as immigration service, animal and plant testing. An accurate and quick service is high priority in this field and is proudly offered by our port with the collaboration of all our authorities.

Because of our reliable service and good transportation network both at sea and ashore, the volume of cargo has been on the increase. The total number of containers handled increased by 20% in 1999 from 1998. Ferry cargo handling increased 70% in the first quarter of 2000 from a year ago. Passengers by ferry

Shimonoseki - *"Gate City to the Asian Continent"* **a new IAPH member**

*Greetings from
Ejima Kiyoshi
Mayor, City of Shimonoseki*

AS a new member of IAPH, it is a great honor for me to offer greetings from the city of Shimonoseki, Japan.

First of all, we would sincerely like to thank the entire membership for its warm welcome, which will give us confidence and courage to face the challenges of the next century.

Our aim for the new era is to make our city a key location for cultural exchange and economic collaboration conducted in a friendly atmosphere. As a first step, we have already improved all of our port facilities to strengthen their productivity.

Being a member of IAPH will boost us as we head for our goal.

I wish you all great prosperity and progress. Thank you.

Introduction of the Port

The Port of Shimonoseki, located on the western edge of Honshu Island, has played an important role as a gateway port to the Asian continent and Kyushu, our neighboring island. The history of



Shimonoseki Port is long and remarkable. The reason is our geographical advantage, which will never change and augurs well for the next century.

Supporting this advantage, we have two international ferry lines; the Kampu Ferry Line between Shimonoseki and Busan, Korea; and the Orient Ferry Line between Shimonoseki and



have also increased.

Although the Kanmon Channel that we face is famous for the difficulty of navigation and it is a compulsory pilotage area, you can see we conquered this disadvantage.

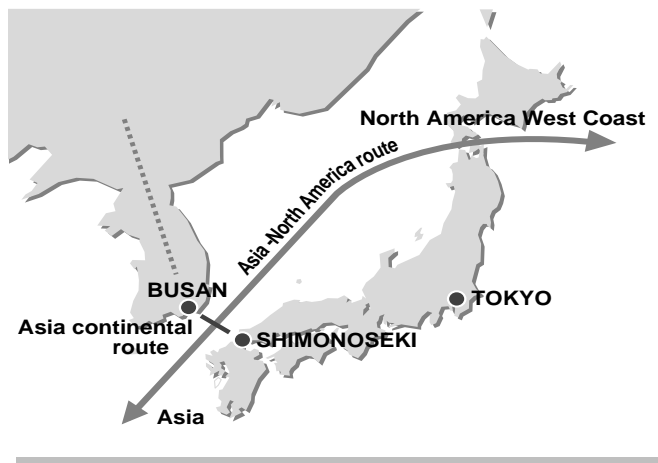
In 2002, the World Cup Soccer match will be held in Japan and Korea. This will bring a great increase in passengers and cargos, and enhance the value of our port.

Great progress in the next century

Utilizing all our advantages, maintaining a strong connection with other ports of Asia and meeting our users' needs, such as low costs, speed and appropriate services, our port will continuously offer a high quality service.

Furthermore, we have been engaged in the "Offshore Man-made Island

Project" since 1995. This will expand our facilities in order to help us prepare for the new era of East Asia, and the huge market this represents. The merit of this man-made island, which is called Hibickland, is easily accessed unaffected by the difficulty of navigating the Kanmon Channel. This will be a new center for our port as a key transit area. The island will be partially open in 2006 and should become an important transit port on the North America and Asia routes, offering a



great advantage to international trade between those areas.

You can rely on our high quality service and continuous progress. Our port will always be your friendly partner.

Tokyo and New York celebrate the 20th anniversary of the sister port relationship

A joint communique was announced by the Port Authority of New York and New Jersey and the Tokyo Metropolitan Government in Tokyo on June 12, 2000. Mr. William F. Fallon, who represented Lillian C. Borrone, Director, Port Commerce Department, and Mr. Katsuumi Namikoshi, Director of Port and Harbor Bureau, Tokyo Metropolitan Government, signed the communique, which follows.

In commemoration of the 20th anniversary of their sister port agreement, Bureau of Port and Harbor of the Tokyo Metropolitan Government and The Port Authority of New York & New Jersey hereby make their joint announcement as follows:

1. On May 15, 1980, the two ports signed a sister port agreement for the purpose of contributing to their mutual prosperity and promoting their economic, social and cultural exchange. Since then, they have dispatched missions and trainees, exchanged opinions on port management and continued technical interchange activities. Two decades later, the two ports have well established positions not only as international trading ports representing their respective countries but also global major distribution hubs. It is our

belief that the ports play an important role in promoting global trade and in strengthening friendship between Japan and the U.S.

2. With the globalization of the economy, trade and distribution activities are expanding throughout the world. The two ports have agreed to pursue advanced strategic port management planning; to continue leading the world in port facilities and service and; to contribute to the further development of international distribution and the world economy.
3. The two ports have also agreed to continue their technical interchange and exchange views on

port management; to reinforce their cooperation as sister ports and; to strive for growth in the future.

June 12, 2000

Lillian C. Borrone
Director, Port Commerce Department
The Port Authority of
New York & New Jersey

Katsuumi Namikoshi
Director General
Bureau of Port and Harbor
Tokyo Metropolitan Government



William F. Fallon and Katsuumi Namikoshi