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Aerial view of the northern part of the port of Antwerp (Right Bank area)

On the foreground: the Antwerp plant of German chemical giant BASF and the North Sea Container Terminal, operated by Noord Natie and the Belgian Railways.

In the middle of the picture: the two main sealocks and the Europe Container Terminal, operated by Hessenatie.

In the background: more petrochemical installations and (to the left) the Delwaide Dock, where 3 container terminals and a bulk terminal (for handling coal and ores) are situated. Related story on page 30.

Picture by "Foto Guido Coolens N.V."

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IAPH ANNOUNCEMENTS AND NEWS

HIS year, IAPH marks the 45th anniversary of its foundation. It was on November 7, 1955 that our organization was officially established at a meeting held at the Hollywood-Roosevelt Hotel, Los Angeles, USA, which was already famous as the site of the first Academy Awards presentations.

The IAPH founders had a clear concept of the importance of the benefit derived from human networks by working together to find ways for promoting ports throughout the world as engines for economic development. The ultimate goal conceived by our founders was that people working for ports could and should contribute to world peace as they endeavored to help one another for the development of their own ports, whereby to better contribute to the common benefit of people in the world.

Since then, IAPH has been steadily evolving and maturing into the well recognized association of the world port community that it is today. It now comprises 230 Regular Members and 120 Associate Members from 88 maritime countries and economies. The IAPH member ports altogether handle about a half of the world's sea-borne trade and more than 90% of the international container traffic. IAPH is also unique in the composition of Associate Membership, which, in addition to port-related industries, includes as many as 17 major national and regional associations of ports from around the world. In addition, nearly 30 research and educational institutes are active members. Such a diversified membership has made IAPH a truly international association able to provide tangible benefits to its members and at the same time to play an influential role in the global context.

Challenges facing ports

To cope with the ever-growing volume of world trade, ports will no doubt continue to play a critical and indispensable role. In his keynote address at the IAPH's World Ports Conference in Kuala Lumpur in May last year, Dr. Mahathir, Prime Minister of Malaysia, clearly stated: "No matter how information technology advances, world trade cannot be materialized without ports. This is exactly why every country needs to develop much more advanced and efficient ports for its prosperity."

Challenges facing the world's ports today are not only related to the quantity of cargoes but also the quality of services. The continuous progress of globalization in the world economy is resulting in enormous pressures on

IAPH J5 th anniversary



Dr. Satoshi Inoue Secretary General

ports to reduce terminal costs and to improve operational efficiency. Moreover, international transport management is rapidly changing from a fragmented approach by respective players to an integrated logistics system so as to better meet the needs of individual customers. Therefore, ports are increasingly required to play a more active role in the integration of logistics, while continued efforts are simultaneously needed to provide better terminal services at a lower cost. In this way, ports are expected to function not just as transfer points between different modes but also as integrated logistics centers in the seamless transport chain. In particular, the advancement of information technology such as EDI and ecommerce is accelerating the far-reaching integration of transport systems.

A global survey conducted by IAPH in 1998 clearly indicates the increasing involvement of the private sector in its member ports. In some cases this takes the form of sharing investment costs with the port authority, and in other cases is aimed at improving the efficiency of terminal operations. Thus, among the world's ports it is clear that the provision of port services has been shifting from the hands of the port authority to those of the private sector in the quest for better and more efficient operations. This trend is likely to become more prevailing through the implementation of privatization and deregulation. However, it cannot be overlooked in any sense that the effective and farsighted management of a port as an integrated system is the prerequisite for the active involvement of the private sector in port operations.

Under the emerging circumstances, port authorities will focus more on (1) their land-lord function, such as long-term planning, infra-

structure development, asset management and coordination with city development; (2) their regulatory function, such as maritime safety, environment protection and fair competition; and (3) their facilitation/promotion function, such as the provision of port EDI, inter-port cooperation and strategic mar-

keting. All these call for the development of new partnerships between public and private sectors in ports, between ports and their users, and between port authorities and terminal operators.

IAPH in the IT era

The future ahead of us seems to be full of changes and challenges. Unthinkably drastic changes and trends that are as yet unperceived may quickly emerge to replace the present ones. To tackle these challenges and issues of common interest, IAPH needs even closer cooperation among its members and their active participation in the committees' work and projects.

In entering the IT era, we have become able to overcome - to some extent, if not entirely the long-standing problem of the geographical distance among our members. It is our urgent task, therefore, to introduce the new information technology to the entire work process of IAPH. In other words, the IAPH founders' concept of "to help each other for the development of their own ports" needs to be translated into the work style of the IT era. By communicating through the Internet system, members will be able to exchange views and share their experiences more easily and effectively. Without doubt, IT will help IAPH to achieve its goals efficiently. As an initial step, we have already started compilation work for the Membership Directory 2001 via the Internet, Furthermore, under the overall guidance of the Committee of Communication and Networking, the IAPH website is being renewed completely with improvements such as interactive functions, better visual and navigational features, and wider linkages. The new website is to be operational from January 1, 2001.

Next year, IAPH will hold the 22nd World Ports Conference in Montreal, Canada, from May 19 to 26 with the theme "2001, A Maritime Odyssey," hosted by the Montreal Port Authority.

IAPH is committed to the further advancement of the world port community, with its motto "World peace through world trade -World trade through world ports".

Ningbo Port Authority joins IAPH as a temporary member

INGBO is the 12th port from mainland China to have joined IAPH. In joining IAPH the port decided to first become a temporary member* before joyning as a full-fledged regular member. The decision reached by the port had already been

supported by the China Ports and Harbors Association in Shanghai, which coordinated with the existing IAPH member ports and prospective members concerning procedures for membership application and participation in the activities and meetings of IAPH.

*IAPH Temporary Membership Status

The temporary membership status was created by IAPH in 1980 for the purpose of providing ports with opportunities to experience IAPH's multi-faceted activities and the biennial conference at a minimum cost before they become regular members, whose annual membership dues are based on the tonnage handled at their port facilities. Over 90 ports have used this system before acquiring regular membership status.

The temporary membership status lasts twelve (12) months from the date of application or until the end of the conference following the date of application, whichever longer. After expiration of one of the periods, temporary members must join the association as regular members or, their temporary membership having lapsed, they shall cease to be members of this association. Temporary members shall pay a membership due of SDR600 (US\$825) at the time of filing with the application.

Temporary members are eligible to attend the next IAPH Conference (the 22nd World Ports Conference, Montreal, May 19-25, 2001), with the full privileges of regular members except for the right to vote at the conference.

Report on UNCITRAL Meeting 2000

ESSRS. Patrick J. Falvey and Hugh H. Welsh, former and current chair of the IAPH Legal Counselors, attended meetings of UNCITRAL (the United Nations Commission on International Trade Law) as observers for IAPH on June 30, July 6, 7, 8 covering discussions of Model ules for lectronic Commerce and a colloquium (UNCITRAL and CMI) on Transport International Law on July 6. Mr. Falvey attended the former while both Mr. Welsh and Mr. Falvey participated in the latter.

As to E-commerce, the Commission generally accepted the work of the Working Group on digital signatures and certification authorities but urged the WG to complete all of its remaining work on encryption and other issues by September 2000, so that UNCITRAL may be able to approve the entire Model Rules work in 2001.

The Transport Law Colloquium relat-



Patrick J. Falvey



Hugh H. Welsh

ed the UNCITRAL request to CMI to study existing maritime conventions and advise as to any need to update and to harmonize the existing body of law. The objective is to cure problems due to the existing lack of uniformity. CMI reported on the work of a subcommittee of experts which will be taken up at the CMI biennial meeting in Singapore, in spring 2001. The IAPH delegates noted that the work to date fails to address liability for environmental injuries in transport and the respective responsibilities of all the participants in the process of transporting

goods in world trade. They also pointed out that existing conventions, e.g., MARPOL, imposes duties and costs on ports without providing means of covering the cost to ports.

The point was acknowledged to warrant consideration. The United States chief delegate informally advised that he welcomed our intervention and said that he would insure that we would be involved in the future CMI work on the project.

We think it is advisable for IAPH to follow these UNCITRAL projects, at future meetings, such as those in Vienna, September 18-29, 2000 and New York, February 16 - March 9, 2001; CMI Singapore, in spring 2001 and UNCTRAL Vienna on June 13 - July 13, 2001.

Directory 2001

Entries are reaching Tokyo by e-mail

N response to the Secretary General's appeal to all IAPH members asking them to send their updated entries forms to the 2001 edition of the IAPH Membership Directory, the majority of members have e-mailed their entries to the Tokyo head office well in advance for the deadline, which is set for October 31, 2000. Members who are yet to complete their entries to the 2001 Directory are requested to do so as soon as possible via e-mail < directory@iaph.or.jp>

Port Health and Safety News No. 7 to be circulated

OGETHER with this issue, 'Port Health and Safety News' No.7, originally prepared by PSO, London, and printed in Tokyo, is to be distributed to all members of IAPH and relevant organizations.

IAPH ANNOUNCEMENTS & NEWS

Visitors

N September 3, a sevenmember delegation of Chinese port officials visited the head office and was welcomed by Secretary General Inoue and his staff. The delegation, headed by Chairman Tu Deming, China Ports & Harbours Association (CPHA)*, comprised members from the ports of Tianjin, Qinhuangdao, Shanghai,

Dalian, and one from Waterborne Transportation Institute, Ministry of Communications, China. The party was visiting Japan to attend the 'Port Symposium', which was to be held in Nagasaki on September 15, on the occasion of the first Northeast Asia Port Director-General Meeting at the Ministry of Transport (MOT) on September 14, involving port and harbor authorities of Japan, China and South Korea.

Hideo Kayahara, Director-General, Japan Ports and Harbors Association, was there to receive the delegation and to join the IAPH officials for an exchange of information and views.



Seated from left: Kayahara, Tu Deming and Inoue

Dr. Satoshi Inoue, IAPH Secretary General, gave the delegations a warm welcome. "IAPH, which marks its 45th anniversary this year, is highly appreciative of the positive participation by the Chinese ports in the association's work," he said. "The most satisfactory relation we enjoy with our Chinese members have been made possible by the generous cooperation and guidance that the Shanghai-based CPHA has so consistently afforded us in liaising with its respective members."

In response to the Secretary General's words of welcome, Chairman Tu Deming said, "Our association is determined to support Chinese ports in their participation in the activities of IAPH so as to help promote those ports on an international basis." Tu Deming outlined the major roles played by his organization as follows:

Tu Deming reconfirmed what he had already offered earlier to the IAPH Board concerning his willingness to invite the 2005 IAPH World Ports Conference to Shanghai.

* The China Ports and Harbors Association (CPHA)

STABLISHED in 1981, its headquarters is located in Shanghai. Some 160 members representing leading ports and transport-related companies are members. Among other things, it coordinates with individual ports to promote exchanges among them and provides consultancy services to the government and business organizations. Due to the recent restructuring of the government, the work, which used to be undertaken by the Department of Water Transport, MOC, has been allocated to the CPHA. It undertakes market research and studies on port facilities and reports on the outcome of these activities to the government. Moreover, it submits an annual white paper to the MOC.

In China there are some 1,200 ports, of which around 130 ports have international links, amongst which 20 have a status similar to the 14 major ports designated by the government in Japan. The majority of the ports are already with IAPH. It is the CPHA's plan to let the other ports join IAPH step by step in the near future.



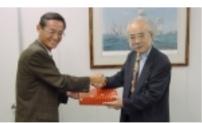
Tu Deming



Inoue (standing) greets the delegation members.

On September 14, a
12-member delegation
of Korean ports visited
the IAPH head office,
where Deputy
Secretary General
Kondoh and the other
secretariat staff welcomed the party. The
delegation was headed by Kwangho Lee,

Chief Executive Director, Korea Port and Harbour Association, and was visiting Japan to attend the 'Port Symposium', which was scheduled for September 15, following the first Northeast Asia Port Director-General Meeting at the Ministry of Transport



Lee (left), leader of the Korean delegation and Kondoh of IAPH

(MOT) held the previous day in Tokyo.

Among other things, the Korean

visitors recounted the 1987 IAPH World Ports Conference held in Seoul, for which



The delegation members are pictured with the IAPH offficials at the head office.

both the Korean hosts and the Tokyo head office staff worked closely together

IAPH ANNOUNCEMENTS & NEWS

13 years ago. The delegation leader Lee briefed the Tokyo staff on the recent situations concerning Korean ports and the ongoing changes in the relationship between the South and the North, whereby the ports in the South will be able to assist their Northern counterparts to become international ports.

On the early morning of September 21, Dr. Satoshi Inoue, IAPH Secretary General, together with his senior staff, visited Ms. Lillian C. Borrone of the Port Authority of New York & New Jersey, who was visiting Tokyo for the first time following her recent promotion to the position of the authority's assistant executive director from port commerce director

Ms. Borrone, who is IAPH liaison officer



from left: Kondoh, Takeda, Borrone and Inoue

with the UNECOSOC, took time out of her busy morning schedule to meet IAPH officials, with whom she enjoyed chats over breakfast on the latest developments in New York and in Tokyo.

During her one-and-a-halfday stay in Tokyo, she reportedly visited the Port of Tokyo's Director General and major shipping lines, and

ended her Tokyo visit with a meeting with the top official of the Tokyo International Airport Corporation at Narita, a sister airport of JFK Airport in New York.

On September 28, an eight-man delegation from Stockton, California, visited

the head office, where Secretary General Inoue and his staff welcomed the party. The Stockton delegation consisted of Gary Podesto, Mayor of Stockton; Richard Aschieris, Post Port Director; Mark C. Tollini, Deputy Director, Trade & Operations; Edmund S. Coy, Chairman of the Board of Commissioners; W. Ronald Coale, Vice Chairman, the Board of Commissioners; Steven A. Herum, Port



A group photo of the Port of Stockton delegation

Commissioner; and Akira Yoshimura, the port's representative in Japan, together with his assistant T. Inoue.

Richard Aschieris, who succeeded Alexander Krygsman as port director earlier this year, assured the Secretary General of Stockton's continuing support of the work of IAPH, and in particular promised to assign some experts from his port to serve on the IAPH committees after he has further studied the respective committees' structure and the issues being addressed by them.

During their stay in Japan, the delegation members reportedly visited the Port of Shimizu, Stockton's sister port, and in Tokyo an agreement was signed with a leading cement company, which had decided to open a cement terminal at the Port of Stockton.

13 September

Obituary

Mrs. Cheung Yeun Sei, Soeul

AD news has reached IAPH to the effect that Mrs. Cheung Yeun Sei, wife of Mr. Cheung Yeun Sei, an IAPH Honorary Member and former Vice President, who in his capacity as the KMPA administrator hosted the 15th World Ports Conference of IAPH in 1987, passed away recently in Seoul. On behalf of the Secretary General and all IAPH officers and members, the following letter was sent to Mr. Cheung via the delegation leader Lee.



Mrs. Cheung (third from left) with Mr. Cheung (right), chairman of the IAPH Conference and KMPA administrator, together with Dr. Hahn-Tae-Youl, KMPA deputy administrator and Mrs. Hahn.

Mr. Cheung Yeun-Sei IAPH Honorary Member President. KR Engineering Co., Ltd. Sucho-Dong 1557-4 Kumsung B/D 2F, Sucho-ku Seoul 137-070, Korea

Dear Mr. Cheung,

We at the IAPH Head Office are deeply saddened to learn from the MOMAF delegation - now visiting Japan of Mrs. Cheung's untimely departure.

We would like to take this opportunity to express, on behalf of our Secretary General, Dr. Satoshi Inoue and all the officers and members of IAPH, and especially on behalf of all those who participated in the 1987 Seoul Conference, our deep condolences to you for your great loss.

Mrs. Cheung headed the accompanying persons' program committee for the Seoul Conference and played a vital role in making the Conference such a successful and memorable event. We believe that the delegates and their ladies were deeply impressed by her elegance and Oriental wisdom not only at the Seoul Conference but also at various other IAPH gatherings held in various cities, including Auckland, Miami, Barcelona and Sydney. We know that IAPH will miss her in our future gatherings.

Please accept our deep condolences to you and your son and daughters, with whom we sincerely mourn the passing of our respected friend.

With our deepest sympathy,

R. Kondoh Deputy Secretary General Kimiko Takeda Under Secretary

The 5th IT Award 2001:

IAPH invites entries in the following two different categories:

CATEGORY ONE: Any Regular or Associate Member of IAPH will be eligible to submit an entry for the award. Any application of information technology within a port may be submitted, whether purely internal to the port authority or involving other outside organizations in such areas as EDI. The winner will be the entrant whose project or application, implemented in the previous two years, has resulted in the greatest benefit to the port judged by the Selection Committee on the following criteria:-

- Lower costs;
- · Increased revenues;
- Improved safety;
- Environmental protection; and
- · Enhanced efficiency

It is specifically intended that these criteria will enable ports in developing countries, with limited resources and their own particular circumstances, to compete for the award alongside those who already use the available technologies extensively. Relative improvement for a port will be the key factor for comparison.

Description of Application:

- Summary Briefly describe (up to 400 words) the application, including the business problem, the technology solution, the time taken to achieve results and the date of implementation.
- Results (up to 400 words) -Provide specific performance measurements which show the improvement brought about through the IT application, e.g., increase in revenues, decrease in costs, percentage change in results, time savings, operating impact, increase in port capabilities.
- Technology or Services used (up to 200 words) - List hardware, software and services that were used in the application.
- Obstacles Overcome (up to 300 words) Explain the primary problems (technological, organisational, human or other) overcome or avoided that threatened the success of the project, and the measures used to overcome these difficulties.
- Technology Base (up to 300 words) Give an indication of the level and extent of technology in use within the organization before implementation of the project or application submitted.

Gold, silver and bronze plaques will be presented for the best entries.

CATEGORY TWO: Universities, Institutes, Non-Governmental Organizations and any other non-commercial institutions dedicated to investigation, study and research in the field of maritime transport and port industry will be eligible to submit an entry for the award. Any project involving research, a survey or an investigation within the maritime



IAPH invites entries reporting on a project involving research into the application of Information Technology in Ports and Maritime Transport

BACKGROUND: Since 1996, the IAPH Trade Facilitation
Committee has organized the IAPH Information Technology
Award, for the purpose of demonstrating IAPH's
commitment to promoting the use of information technology in
ports and maritime transport by presenting the award for
outstanding research in the application of Information
Technology (IT) in this field. Following the first three
competitions, during which period the award was open to IAPH
members only, starting with the 1999 IT Award, IAPH has
launched a second category open to research institutes,
universities, Non-Governmental Organizations (NGO) and
other non-commercial institutions.

The recipients of the 1999 IT Award were:

Category One (applicants from IAPH member ports)

- Gold: "Free Commercial Zone EDI System" Port Klang Authority, Malaysia
- Silver: "IMS Integrated Maritime Information System" Ports and Railways Authority, Israel
 - Bronze: "Realization of the Integrated Information System in the Port of Tallinn," Estonia

Category Two (applicants from academic institutes)

- Gold: MERMAID (Marine Economic Resources and Marine Intermodal Directory) Center for Ports and Waterways, Texas Transportation Institute, The Texas A&M University
 - Silver: "European Marine Motorways (EMMA) Project"
 Napier University of Edinburgh, UK
 - Bronze: "Harbour Vessel Traffic Management"
 - World Maritime University of Malmö, Sweden

transport sector may be submitted. The winner will be the entrant whose project, research or study, developed in the previous two years, is judged the most interesting and valuable by the Selection Committee according to the following criteria:

- Innovation;
- Relevance to maritime transport and the port industry; and
- Potential for implementation

Description of Application:

The application for the second category of the award should include the whole project, paper or report along with all the existing supporting evidence.

The gold, silver and bronze plaques will be presented for the best entries.

SELECTION COMMITTEE:

The Selection Committee of four will receive, review and judge the merits of all entries. The Selection Committee will be composed of:

- Emili Arbos, Port of Barcelona, Spain, Chairman of the IAPH Trade Facilitation Committee;
- Dominic J. Taddeo, President and CEO, Port of Montreal, the host port of the 22nd IAPH Conference, at which the Award will be presented;
- A member to be nominated by the Chairman of the Trade Facilitation Committee from a region not represented by the other two members; and
- Satoshi Inoue, Secretary General, IAPH

LANGUAGE: English

DEADLINE: Entries in quadruplicate (four copies) must be received at the IAPH Head Office by 4 p.m., Japan time, **December 29, 2000** so as to allow the Selection Committee enough time to judge the entries effectively.

RESULTS: The winners of the gold, silver or bronze award of

both categories will be notified in good time to allow presentation of the awards to be made during the 22nd World Ports Conference of IAPH in Montreal, Canada, May 19 - 26, 2001.

PUBLICITY: The award-winning entries will be published in the IAPH magazine "Ports and Harbors."

Entry submission by mail, e-mail or fax to:

The IAPH Information Technology Award 2001 c/o The International Association of Ports and Harbors 5th floor, North Tower, 1-11-1 Kaigan, Minato-ku, Tokyo, 105-0022, lanan

Tel: +81-3-5403-2770 Fax: +81-3-5403-7651

E-mail: info@iaph.or.jp Website: http://www.iaph.or.jp

OIL SPILL RESPONSE

Experience, Trends and Challenges

(edited version of a paper presented at SPILLCON 2000, Darwin, Australia, August 2000)

by Dr Ian C. White OBE

Managing Director The International Tanker Owners Pollution Federation Limited (ITOPF) Staple Hall, 87-90 Houndsditch, London EC3A 7AX, UK



and coastal resources is all too plainly demonstrated to an increasingly environment-conscious public by a media that now has the capability to

relay dramatic real-time pictures around the world, sometimes faster than responders can get on scene.

Whilst the world is much better prepared and equipped to deal with major marine oil spills than it was thirty years ago, it remains the case that we are not able to overcome some of the fundamental technical problems associated with combating such events. What is more regrettable is the fact that most significant oil spills are not dealt with as effectively as current technology should allow. This is frequently because those

responsible for managing the response operations take insufficient account of the extensive technical knowledge and experience that is available, especially in terms of the lessons that have been learnt from previous spills around the world.

FATE AND BEHAVIOUR OF SPILLED OIL

When oil is spilled onto the surface of the sea it spreads very rapidly. After a few hours the slick will usually also begin to break up. Within a very short time, therefore, the oil will often be scattered within an area of many square miles with large variations in oil thickness being evident. This is one of the fundamental factors that limits the effectiveness of all at-sea response techniques.

Once oil is split it also undergoes a number of physical and chemical changes, collectively termed weathering. Most of these weathering processes, such as evaporation, dispersion, dissolution and sedimentation, lead to the disappearance of oil from the sea surface. On the other hand, the formation of water-in-oil emulsion ("mousse") and the accompanying increase in viscosity as the oil absorbs up to four times its own volume of water, promote the oil's persistence.

INTRODUCTION

Major tanker spills are now exceptionally rare events (see figure 1). However, world-wide statistics are no consolation to those whose coastlines and livelihoods are affected by the consequences of accidents such as the ERIKA off the west coast of France in December 1999 or by smaller spills such as the LAURA D'AMATO in Sydney Harbour in August 1999. In such cases the inability of responders to prevent spilled oil from fouling beaches and damaging wildlife

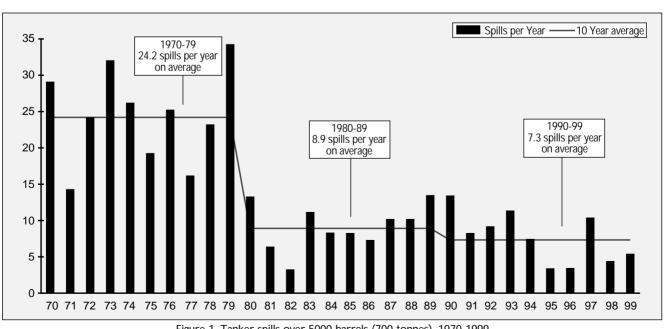


Figure 1. Tanker spills over 5000 barrels (700 tonnes), 1970-1999



The cleanup of heavy fuel oil poses particular problems, as demonstrated by the ERIKA incident in France in December 1999.

One of the most significant factors in any spill is the type of oil, with heavy crudes and heavy fuel oils frequently posing the greatest problems because of their high viscosity. This means that they do not readily dissipate or degrade naturally. They are therefore highly persistent in the marine environment and so can travel great distances from the original spill location, causing widespread contamination of coastlines as well as damage to amenity areas, fishing gear and wildlife, mainly through physical smothering. As a consequence, the cleanup of heavy oil spills can be extremely difficult, extend over large areas and be costly. This is also why small spills of bunker fuel from nontankers can often cause problems that are far greater than might be suggested by the amount of oil spilled.

SELECTING THE APPROPRIATE RESPONSE

At-sea Response

Knowledge of the type of oil and predictions of its probable movement, behaviour and fate are vital in order to evaluate the risk to coastlines and the likely impact of a spill on environmental and economic resources. If the evaluation of a spill suggests that the oil poses a serious threat, there are two main response options while it remains at sea: containment and recovery, and chemical dispersion.

Containment and Recovery

The use of floating booms to contain and concentrate floating oil prior to its recovery by specialised skimmers is often seen as the ideal solution since, if effective, it would remove the pollutant from the marine environment. Unfortunately, this approach suffers from a number of fundamental problems not the least of which is the fact that it is in direct opposition to the natural tendency of the oil to spread, fragment and disperse. Thus, even if ship-borne containment and recovery systems are operating within a few hours of an initial release (which is rare) they will tend to encounter floating oil at an extremely low rate. Winds, waves and currents, even quite moderate ones, also limit the effectiveness of recovery systems on the open sea. Because of these limiting factors it is rare, even in ideal conditions, for more than a relatively small proportion (10-15%) of spilled oil to be recovered from open water situations, although greater success can sometimes be achieved in sheltered coastal areas or within ports and harbours.

Dispersants

The main alternative is to try to enhance natural dispersion through the use of chemical dispersants. This is one technique where there have been major advances over the past 30 years, especially in terms of improved, low-toxicity products and more effective application systems, especially using aircraft.

The use of dispersants is restricted in many countries because of concerns about possible adverse environmental consequences. In reality, the issue is one of policy and priorities rather than science. Thus, the decision on whether or not to use dispersants should be based on a comparison of the probabilities of significant damage being caused by floating oil slicks (e.g., to birds and amenity beaches) as against dispersed oil droplets (e.g., to plankton and fisheries), in order to establish whether the use of chemicals will result in a "net environmental benefit." The decision

making process also needs to recognise the relative ineffectiveness of other atsea cleanup options and the fact that some types of oil such as heavy fuel oil and viscous crude can be resistant to dispersant treatment.

Other Techniques

Effective alternatives to at-sea recovery and chemical dispersion continued to be sought. In-situ burning, sinking agents, sorbents, chemicals that solidify oil, and bacteria and nutrients to enhance biodegradation are among the options that regularly attract attention. Whilst each can be shown to be effective in the laboratory and under highly controlled test conditions, in reality they all have severe limitations in a major marine oil spill on the open sea.

Protecting Sensitive Resources

The protective booming of sensitive coastal resources, such as mariculture facilities, power stations and ecological and wildlife sites of particular importance, is a response option which can be highly successful. Similarly, simple measures such as surrounding fish cages with weighted plastic sheeting can afford a high degree of protection from floating oil. However, it is rare that protective strategies are employed to full advantage during an actual spill, usually due to inadequate planning.

Shoreline Cleanup

It is impossible to protect an entire coastline and every sensitive resource with equal success and so some contamination of coastal areas is virtually inevitable in a major spill, unless winds and currents carry the oil offshore where it breaks down naturally.

Shoreline cleanup is usually a 'low-tech' business with most reliance being placed on locally-available non-specialised equipment and manpower. However, it needs to be carried out in accordance with a clear strategy that takes account of the characteristics of the particular oil, the level of contamination and the relative environmental, economic and amenity sensitivities of different locations.

Effort should first be directed to areas which have the heaviest concentrations of mobile oil, which might otherwise move under the influence of changing winds and currents, leading to a greater length of coastline becoming contaminated. The removal of floating oil from harbours and elsewhere where it becomes concentrated is relatively straightforward, using a combination of specialised booms and skimmers and

locally-available resources such as vacuum trucks and similar suction devices. Mobile oil trapped along inaccessible parts of a coastline poses more difficult problems.

The cleanup of oil stranded on shorelines is usually accomplished using a combination of cleanup techniques. Bulk oil can usually be removed without difficulty from hard-packed sand beaches using a combination of well-organised cleanup teams assisted by front-end loaders and road-graders, so long as care is taken not to remove excessive quantities of uncontaminated sand or to mix the oil deeply into the beach substrate.

Greater problems are caused where oil penetrates deeply into shorelines consisting of boulders, cobbles or gravel since it is rarely practical to do more than remove surface accumulations. If amenity or wildlife concerns dictate a more thorough cleanup, a range of washing techniques may need to be employed. However, 'aggressive' techniques such as high pressure (hot or cold) water washing can do more environmental damage than the residual oil. In many cases it is therefore more appropriate and least damaging to the resident animals and plants to leave natural processes such as wave action and scouring to remove any remaining oil over a longer period of time. The same applies in the case of sensitive shoreline types such as salt marshes and mangroves which have been shown to be more easily damaged by the physical disturbance caused by cleanup teams and vehicles than by oil.

The concept of balancing environmental sensitives against socio-economic factors (e.g., fisheries, tourism) in order to determine the most appropriate techniques and level of cleanliness is widely accepted. It is frustrating, therefore, that such issues are frequently not adequately addressed in contingency plans or are ignored by those in charge of actual operations. As a result, shoreline cleanup is often not carried out with the degree of care and control that is warranted. This can mean that operations are unnecessarily prolonged, that excessive amounts of material are generated for disposal, that additional environmental and economic damage is caused, and that the cost of cleanup and third party damages is higher than it should be.

WILDLIFE RESCUE AND REHABILITATION

The collection, cleaning and rehabilitation of oiled birds, marine mammals and

other animals is now a common and high profile feature of many oil spills. Whilst individual animals may be saved, the rationale for such operations is usually based more on animal welfare considerations than on any expectation of promoting the recovery of populations. This depends, of course, on the species in question and the long-term survival potential of rehabilitated and released individuals.

The collection, transport, handling and care of injured and ill animals requires trained personnel if further distress is to be avoided. The cleaning and feeding of animals is also very labour intensive. However, well-meaning volunteers can sometimes be more of a hindrance than a help, especially if they try to operate independently of 'professional' animal welfare groups and veterinary surgeons, or if they are unwilling to undertake training, follow orders or carry out menial tasks.

HEALTH AND SAFETY

The health and safety of cleanup workers should always be a primary consideration, especially if unskilled labour or volunteers are employed. Whilst it can sometimes be taken to extreme levels, for example by dressing workers in protective clothing that makes it difficult for them to work or exposes them to the likelihood of heat exhaustion, appropriate personal protective clothing and equipment should always be supplied.

Among the other issues that might require attention are protection from hazardous materials (e.g., sewage, discarded hypodermic syringes) at cleanup sites where both oil and other floating waste naturally collects. It will also be necessary to make arrangements to decontaminate, feed and accommodate workers, and to ensure appropriate rest and relief periods for all those involved in the response operations, including those in charge.

DISPOSAL OF OILY WASTE

At-sea recovery and shoreline cleanup always generate substantial amounts of oil material that needs to be temporarily stored, transported and ultimately disposed of in an environmentally-acceptable manner. The disposal of such waste often continues long after the cleanup phase is over, especially if the material falls under regulations designed to deal with highly toxic or hazardous waste. In such circumstances it is even more

regrettable when the relevant government agencies have been reluctant to address the issue at the contingency planning stage, with the result that when a spill occurs cleanup operations have to be suspended until at least a temporary storage solution is worked out. This is an issue that needs to be addressed urgently in many countries.

MANAGEMENT OF SPILL RESPONSE

The technical aspects of dealing with an oil spill, as well as the prompt availability of well-maintained and appropriate equipment with trained operators are clearly important. However, the effectiveness of the response to a major spill will ultimately depend on the quality of the contingency plan and the organisation and control of the various aspects of the cleanup operation.

Because major spills are rare, the organisational structure for controlling a response operation tends to follow administrative structures created for other purposes. This is particularly evident when it comes to shoreline cleanup, where the responsibility usually falls on a multitude of local and regional government authorities. In harbour areas responsibility may also fall on the port authority and on the users of terminals and other facilities. This is frequently a recipe for organisation confusion, especially if insufficient effort has been devoted prior to a spill to developing an integrated and consistent approach.

Such spill management problems are not during a spill by inviting all interested parties to serve on one or more committees and thereby participate in the decision-making process (whether or not they are technically qualified to do so). Whilst this may be democratic, it usually leads to very large, unwieldy spill management teams, delayed decision making and, frequently, the adoption of inappropriate response strategies. It is preferable that the legitimate concerns of all interested parties in relation to oil spill response techniques and priorities are addressed during contingency planning, leaving a single On-scene Commander and a small team to direct operations during an actual incident from a secure single command centre that has all the necessary communications and other equipment.

CONTINGENCY PLANNING

A major oil spill will inevitably present those in charge with numerous, complex



Oil terminals in sensitive areas face particular challenges when it comes to contingency planning.

problems, some of which will be nontechnical in nature. There is a greater likelihood that prompt and effective response decisions will be made if considerable effort has been devoted in advance of any spill to the preparation of comprehensive, realistic and integrated contingency plans for different levels of risk. Issues which are difficult to resolve in 'peace time' are likely to become major conflicts in the highly charged atmosphere following a major spill when everyone should be working together with the common purpose of cleaning up the oil as effectively as possible with the minimum of damage to the environment and economic resources.

Unfortunately, contingency plans frequently fail to adequately address a wide range of key issues. All too often they are little more than a list of contact points (often with out-of-date names, organisational structures and telephone numbers) and generic information. They frequently adorn someone's bookshelves (especially if they are suitably glossy in appearance!) and are only 'dusted off' in an actual incident when their inadequacy rapidly becomes apparent.

In reality, the final product is less important than the actual process of contingency planning. Thus the main benefit comes from gathering all the necessary data, consulting and getting to know all potential interests, and resolving potential disputes in a calm atmosphere. For this reason it is important that those who will be required to implement the plan should also be closely involved in its preparation.

CONCLUSIONS AND CHALLENGES FOR THE FUTURE

Major marine oil spills from both tankers and other types of ship are rare events. However, further effort is still required in terms of prevention, since once oil is spilled on to the surface of the sea there is no technological solution and the best that we can do is to mitigate the damage.

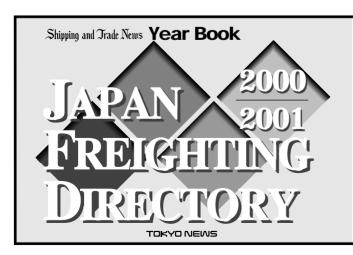
The challenge as far as improved cleanup is clear. Far more effort needs to be put into ensuring that the lessons of past spills and the accumulated technical knowledge that exists around the world are taken fully into account in future response operations. This can only be achieved through developing improved organisational structures, as well as realistic, integrated and wellrehearsed local area and national contingency plans.

Biographical notes

R Ian White is a marine biologist by training. He joined ITOPE in 1997, having previously worked for the UK Government's fisheries department where he was in charge of research programmes into the biological effects of various marine pollutants and activities. He was appointed Managing Director of ITOPF at the beginning of 1987.

He and his colleagues at ITOPF attend most of the world's significant shipsource oil spills on behalf of shipowners, their oil pollution liability insurers (P&I Clubs) and the IOPC Funds. They therefore have extensive first-hand knowledge of the realities of combating major marine oil spills, the damage that they can cause to the environment and economic resources, and compensation

Dr White was awarded the Order of the British Empire (OBE) in 1998 for "services to the environment".



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Development of China's Container Ports

Ms. Gao Huijun

Associate Professor, Waterborne Transportation Institute, Ministry of Communications, China

Present situation of the development of container ports in China

In 1999, the throughout of containers in China's ports was 18.06 million TEU (excluding Hong Kong, Macao and Taiwan, same as hereafter), a 37.6% increase compared to 1998. Within 20 years from 1980 to 1999, the throughput in ports of mainland China has been increasing rapidly as shown in Figure 1.

delta area. It owns 18 special berths for container with over 4500 meter-long water front and 28 quayside container cranes. Among them, the Waigaoqiao Port can handle the 5th generation container vessels. In order to improve the water depth in the Shanghai Port and ports of Changjiang downstream the channel, the central government has decided to dredge waterways in the mouth of Changjiang River. At present, the 1st phase of the project has been

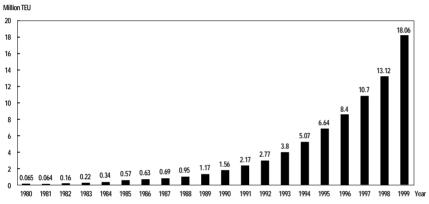


Fig.1 The throughout of containers in China's ports from 1980 to 1999

The top ten ports with largest throughput of containers in China are as follows:

Million TEU

| Port name | Shanghai | Shenzhen | Qingdao | Tianjin | Guangzhou | Xiamen | Dalian | Ningbo | Zhongshan | Fuzhou |
|------------------------------------|----------|----------|---------|---------|-----------|--------|--------|--------|-----------|--------|
| Throughput | 4.216 | 2.824 | 1.543 | 1.302 | 1.12 | 0.848 | 0.736 | 0.601 | 0.415 | 0.318 |
| Increase compared to last year (%) | 37.5 | 44.7 | 27.2 | 27.9 | 32.4 | 29.7 | 39.9 | 70.3 | 9.5 | 25.7 |

The container port layout has been formed: in South China, the center of Hong Kong and make-up of Shenzhen and Guangzhou; in East China, focus on Shanghai International Shipping Center; in North China, mainly the group of ports of Qingdao, Tianjin and Dalian.

Shanghai Port, the hub port of the Changjiang Delta, posted 4.216 million-TEU throughput of containers in 1999, an increase of 37.5% compared to the preceding year, which is in the seventh place of largest container ports in the world. Its container throughput is over 70% of the total amount of that area. Since 1995, there have been great changes in the shipping lines structure of Shanghai Port with increases in main ocean shipping lines, and branch inland shipping lines. It has become the pivotal container port in the Changjiang

completed with up to 8.5m water depth. It is planned that after completion of the 3rd phase, the water depth will be up to 12.5m

Qingdao, Tianjin and Dalian ports are on the Bohai Bay with good infrastructure and sources of commodities. The three ports compete and cooperate with one another, enjoying common development. Qingdao Port owns 6 deep-water container berths, an 1853m long water front and 11 quayside container cranes. The largest front water depth is – 14.5m. Tianjin Port has 8 special container berths, a 2,243 meter long water front and 15 quayside container cranes and a -12 ~ -14m deep berth. Dalian Port has 5 special container berths, 1,120m long water front, 9 quayside container cranes and a -12 ~ -14m deep berth.

Shenzhen Port is a container port in mainland China with fastest development

in recent years. In 1990, its container throughput was only 33,000 TEU but was up to 1,147 million TEU in 1997, leaping to the 2nd place in China. In 1999, its handling capacity was 2,824 million TEU and became the 11th largest container port in the world. The shipping line of Shenzhen Port focuses on main ocean transport lines, whose container throughput is 62.7% of the total throughput. The Yantian Port Area of Shenzhen Port has 8 container berths, a 1,955m long water front, and 14 quayside container cranes with -14 deep water of berth front. In 1999, the Guangzhou Port is of 1.12 million TEU of container throughput with up to 32.4% increase rate. The good economic growth in the Zhujiang Delta area provides an abundant source of containers for Shenzhen Port and Guangzhou Port. The 1st project of dredging waterways in the Zhujiang Mouth has been finished with up to -11.5m depth of water.

Main factors influencing the development of container ports in China

Economic development and increases in foreign trade volume are the basic reason for the continuous and rapid development of container trade in China. Since China adopted a policy of reform and opening to the outside world from 1978, the Chinese economy has entered a rapid increase period with over 8% average annual increase and over 10% average annual increase in foreign trade volume. In 1997, China ranked the top ten of world trade with US\$325.1 billion total import and export amount. In 1998, although influenced by the Asian financial crisis, the foreign trade volume still was up to US\$345.0 billion. In 1999, it was US\$360.7 billion. Meanwhile, the adjustment of national economic and industrial structure has a big influence on the development of container trade. The containerization rate in 1996 was 49%. In 1999, it was up to 65%, approaching the world level.

The Shanghai International Shipping Center promotes the development of international container transport in China. After 4 years of its founding, it has achieved initial success. The Shanghai Shipping Exchange formally put up its plate in November 1996. The lst phase of the project of dredging the Changjiang mouth deep water channel has been finished. The 1st and 2nd phases of Shanghai Waigaoqiao Container Quay have been completed and put into operation. In September 1997, the Shanghai Integrated Port was set up, forming the center of Shanghai and two wings of Jiangsu and Zhejiang. The container quays were integrated with a mutual make up of advantages and coordinate development to meet the requirement of economic development and opening to the outside world for the Changjiang Delta area. The construction of Shanghai International Shipping Center

can improve the distributing and transporting system in the Changjiang Delta area. It can increase the adaptability of developing port to the shipping industry, speed up the cultivation of the shipping market, improving attractiveness to the ship owners and consignors. It can also perfect shipping supporting functions improving the port comprehensive management and supporting service level and upgrade the complex force of developing relevant industries.

The joint venture of container quay speeds up the construction of port and improves the managerial level. The last 20 years of development of China's container ports, especially at the end of the 1980s and at the beginning of the 1990s, witnessed contradiction, between the rapid increase of handling capacity and insufficient quay throughput capacity and the lack of construction funds. To achieve rapid development, the Chinese government has formulated a policy that the foreign investors are encouraged to directly invest in the construction and operation of berths. Along with the reform of China's economic system and opening wider to the outside world, more and more port construction projects, attract foreign direct investment. By the end of 1999, there were 45 joint-venture berths with designed handling capacity of 9.76 million TEU, which respectively are 60% and 68% of the total number of container berths and the total handling capacity. The joint-venture construction and operation of ports with foreign ports and shipping businesses solves the problem of inadequate port construction funds. With foreign investors introducing advanced loading equipment, management technology and experience to the port, the efficiency and benefits of quays are increased and modernization process of port is accelerat-

The rapid development of domestic container trade became a new spot of China's container transport in 1999. Since the difference in industrial structure between the North and South China and long coastline in China, there are many containerizable commodities for domestic shipping. Since 1996, costal container transport for domestic trade has gained rapid growth. In 1996, handling capacity of containers for domestic trade was 50,000 TEU, 260,000 TEU in 1997, and 670,000 TEU in 1998 and 1.8 million TEU in 1999. At present, the shipping lines for containers in domestic trade mainly are from South China to North coast, from South China to East China coast and Changjiang downstream, and from East China coast to North coast.

Prospect of development of container ports in China

The development of container ports in the 21st century will focus on the construction of international container hub ports with a reasonable layout and forming com-

plete main and branch networks as well as improving the technological and managerial level of container ports. In the next few years, China's entering WTO will have a big influence on the development of container ports. With China's entering WTO approaching the final stage of negotiations, it is expected that all negotiations will be finished in this year. Entering WTO provides the development of foreign trade with a stable multi-lateral trade environment. Under the tendency of modern economic globalization, China's entering WTO can make the resources into the general channel of preferable distribution internationally. Advantages like our labor force, land, natural resources and governmental macro-control capacity, etc. can mutually make up foreign preferable resources like capital, advanced technology and management, etc. After entering the WTO, China will further lower tariff and reduce non-tariff barrier. At the same time, our country will enjoy MFN (most favored nation) treatment of the members of WTO and low tariff and low non-tariff barrier treatment. We will have a big increase in the trade volume with other countries in the world. While sea transport is a main method of transport for our foreign commodities, about 90% of goods for foreign trade are transported by sea. Therefore, the total amount of the ocean transport market will be greatly upgraded. Relevant industries such as port industry, shipping industry, foreign trade agency, goods distribution and shipping agency will obtain sufficient assurance of sources of goods. It is predicted that if China enters WTO in 2000, the amount of ocean transport for foreign trade will increase from 0.41 billion tons in 1999 to about 0.7 billion tons in 2005. Container transport, which has a close relationship with ocean transport for foreign trade, will be developed rapidly. And China will become the largest latent market for container transport in the world.

In the 21st century, China's economy will enter an important period of continuous development and realization of industrialization process. According to the prediction made by the China Economic Research Institute, the annual increase rate of China's economy in $2000 \sim 2010$ will be $7 \sim 7.5\%$, 6% in $2010 \sim 2020$. It is expected that in 2005 the throughput of containers in the ports of mainland China will be up to or over 40 million TEU, in 2010 up to or over 60 million TEU.

The management, investment and financing systems of China ports will face a significant reform. This will further motivate the local areas and enterprises, attract more port construction funds, be favorable for improving the port technological level and modernizing the management and promote the rapid development of container ports in China.

In addition, the big development strategy of the western area will increase the

generation of container goods in this area, and create conditions for container multimodal transport and the connection between ports generating sources of inland container goods. The increase in domestic container trade will also add the total amount of container throughput.

China is now trying to improve the port information level. EDI networks have been established in all big container ports. The development and construction of an E-commerce system will be dedicated to shipping in the future.

Along with the growth of the Chinese economy, the ports will be further developed and more construction funds are needed. China will continue to encourage foreign investors directly investing in the construction of quays.

Although China's container transport has a good prospect, it is still facing difficulty and pressure: such as insufficient capacity of container quays, undeveloped in-land transport network, inadequate port management system reform, and quay operation and management level to be improved, etc.

In conclusion, China's container ports are facing a very good development opportunity. To meet the transport requirement, each port formulates its plan to build or extend container berths and enlarge port's capacity. The development prospects of several container ports in North China are as follows:

Shanghai basically determines to become the international shipping center in 2010 and speed up the construction of international container deep-water ports. Recently, 2 container berths will be constructed in the 3rd phase of the Waigaoqiao project. It is planned that 4 container berths will be built in the Wuhaogou port area. Meanwhile, the important plan of large and small Yangshan international container deepwater ports will meet the need of full loading, all-whether in and out and anchoring of 5th and 6th generation container vessels.

The Qingdao Port is planned to finish the 3rd phase of the Qianwan project in 2005, 6 large container deep-water berths will be constructed to realize container handling capacity of 3.2 million TEU. In 2010, the 4th phase of the Qianwan project will be completed, 8 container deep-water berths will be newly built to increase container-handling capacity up to 4.5 million TEU.

Tianjin Port is planning to transform and extend 8 container berths. In 2005, the planned handling capacity will be up to 3.5 million TEU; in 2010, it will exceed 5.6 million TEU.

Dalian Port plans to finish the 2nd phase of the Dayaowan project in 2005. 5 container berths of over 16m-water depth will be newly built to make port capacity up to 3.5 million TEU. In 2010, 5 deep-water berths will be added with capacity up to 5 million TEU.

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Maximising efficiency through the use of e-business in ports

Day One - Thursday December 7th, 2000

- 08:30 Registration and coffee
- 08:50 Chairman's Opening Remarks Rob Bagchus, Directory, SVZ Port Industries Association Rotterdam
- 09:00 Facing up to the challenges of e-commerce in ports
 - Update on the development of e-commerce in ports
 - What are the implications of ecommerce for ports and terminal operators?
 - Which ports are developing ecommerce as a way of doing business and is it working?
 - How to achieve competitive differentiation through e-commerce

Mark Kadar, Vice President, Mercer Management Consulting

- 09:40 Planning, implementing and managing e-commerce in ports
 - Case study: how e-commerce has improved operations within the Port of Dubai
 - Examining how a dedicated

portal on the web can improve customer care

 What advantages can e-commerce tools provide for support and administration functions?

Len Chapman, Director Corporate Planning and Information Systems, Dubai Ports Authority

10:15 Coffee and networking

10:45 Analysing if ports and port operators can afford not to invest in e-commerce in ports

- How is the Port of Rotterdam addressing Internet issues and practicalities?
- Examining how the e-business model is developing at the Port of Rotterdam
- How to create a dedicated business-to-business portal
- Developing the optimum business model for portals

K.A. Noordanus, ICT Project Manager, Port of Rotterdam

- 11:20 Examining the main advancements in web development in ports
 - Why are the main terminal operators building web-based communities?
 - What are the benefits for both operators and shipping lines?
 - Analysing the extent to which this trend will develop
 - What are the benefits of global connections?
 - Analysing the industry standards
 - What can service providers offer their clients?

Marc Sheldon, Chief Operating Officer, Portsnportals.com

- 12:00 Panel Discussion: Emerging trends in e-system implementation
 - Maximising the potential benefits of e-commerce for ports and their users
 - Analysing to what extent integrated systems are required
 - What are the key factors driving the success of projects and programmes that deliver e-commerce benefits?
 - Do port communities help standards or are they an obstacle to standardisation?

Moderators: Bryan Stone, Chairman, Stone Intermodal Consulting; Nico Westpalm van Hoorn, Director of ICT, Port of Rotterdam; Rudy Martens, Director, Cosmos NV; Soren Balken, Marketing Co-ordinator, Port of Copenhagen; and Finn Norgaard, IT Manager, CSA

13:00 Lunch

- 14:15 Examining the development of port community systems in a web portal environment
 - What are the practicalities of the old EDI port community providers developing their products into web-based systems?
 - Exploring the benefits for ports
 - How to extend the port community to include more users

Derek Dubber, Head of Business Development, Community Network Services Ltd.

- 14:50 Analysing how e-commerce is streamlining the shipping process for both ocean carriers and shippers
 - Exploring the significance of ecommerce developments
 - How e-commerce is eliminating steps in the shipping process and decreasing paperwork for exporters/importers
 - Case study: how to eliminate steps in the shipping process through e-commerce applications

Marc Boyer-Chammard, Vice President, Information Systems, ANZDL (Australia-New Zealand Direct Line)

15:30 Coffee and networking

- 16:00 Ports and railroads: What are the challenges and opportunities?
 - Analysing how railroads function within the supply chain
 - What are the railroad costs and the impact on ports and port opportunities?
 - Can asset-based components of the transport supply chain use e-commerce to leverage their position?
 - Logistics intermediation and the beneficial owner:
 - where have we been?
 - where should we be going?
 - What is the state of joint e-commerce efforts in the North American railroad industry?

Rob Martinez, Vice President, Ports & Development, Norfolk Southern Corporation

- 16:40 What are the implications of e-commerce for the freight forwarding sec-
 - What is the perspective of freight forwarders on the development in the e-commerce and ports sector?
 - How are they reacting to changes in information flows in transportation system?
 - Exploring the opportunities for strategic alliances between freight forwarders and terminal

Henrik Baasch, Director, CLECAT (European Liaison Committee of Freight Forwarders)

17:20 Closing remarks from the Chair

17:30 Close of day one followed by drinks

Day Two - Friday December 8th, 2000

08:30 Registration

- 08:50 Chairman's Opening Remarks Rob Bagchus, Director, SVZ Port Industries Association Rotterdam
- 09:00 Examining the future of EDI in a webbased world
 - · As business moves towards web-based applications, what will be the role of its precursor -Electronic Data Interchange?
 - Will EDI be superseded?
 - · What are the barriers to change?
 - Is there a happy compromise? Simon Spoormaker, Consultancy Executive, ECT Rotterdam
- 09:30 Exploring the developments in international standards in e-commerce
 - Can the regulatory authorities keep up with changing technology?
 - · What impact will legal developments have on such issues as trading security and security of information?
 - What initiatives can be taken to overcome the legal barriers to e-commerce?

Senior lawyer to be announced

- 10:00 Analysing XML versus Value Added Networks (VANs)
 - · What are the industry trends for the use of XML as a replacement for traditional EDI?
 - · How does XML change e-commerce?
 - · Where can a network provider add value in an XML implementation?
 - · What are the costs associated in implementing XML/EDI?

Jay Armstrong, Director, Product Management, E-Transport Inc.

10:30 Coffee and networking

- 11:00 Panel discussion: The Internet and XML - is this the end of the network providers?
 - Analysing if **EDIFACT** (Electronic Data Interchange for Administration, Commerce and Transport) will survive as stan-
 - Is XML offering more than EDI?
 - · Will XML bring all the existing standards together?
 - · Examining how this new technology can be made more user friendly for all parties in the supply chain

Moderators: Rob Bagchus, Director, SVZ Port Industries Association Rotterdam:

Simon Spoormaker, Consultancy Executive, ECT Rotterdam Jay Armstrong, Director, Project Management, E-Transport Inc.; and Ummon Bruns, European Representative, The Port Authority of New York & New Jersey

- 12:00 Clarifying the complexities of implementing e-commerce in ports
 - · Examining the position, role and influence of ports in the value chain
 - · Case studies: bulk and break bulk – thinking outside the box
 - · How to manage expectations, internally and with the customer
 - · What are the key ingredients for success in e-commerce?

Paul de St Croix, Managing Director, The Open Consultancy Network Ltd.

12:40 Lunch

- 13:45 Examining the role of neutral 3rd parties in bridging the operational information divide
 - · Analysing how global information hubs can overcome the limitations of EDI and port community systems
 - · What do container operations suffer from poor information
 - · How much is information inefficiency costing?
 - · Why are EDI and port community systems only part of the solution?
 - How can a global information hub integrate existing systems?
 - · What is the future of a global information hub?

Dr. Jeff Martin, Vice President, Strategy and Business Development, Container-Hub.Com

- 14:20 Facing up to the challenges of systems integration in port
 - · How to achieve higher standards

- · What are the benefits of global connections:
- · Examining the integration of the logistics chain
- · Analysing the integration of all parties into an electronic logistics chain transaction

Eduard Rodes, Director of Portic, Port of Barcelona

- 15:00 Panel discussion: Maximising terminal efficiency for port operations
 - · What do terminal operators want from their suppliers?
 - · Examining the integration of existing operating procedures with new systems
 - · Analysing new developments for increasing efficiency in container terminal operations through more advanced planning software
 - Looking at the bigger picture how to ensure that all terminal participants know when and where to share systems

Moderators: Rob Bagchuss, Director, SVZ Port Industries Association Rotterdam:

Jim Schreitmuller, Vice President, Navis:

John Cushing, President, eModal; Peter van Vooren, International Sales Manager, Cosmos NV; and Tapio Mattila, Unit Director, Steveco Containers

15:50 Closing remarks from the Chair 16:00 Close of conference

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AAPA 2001 Education and Training Programs

For Professionals in the Port and Port Service Industries

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AAPA offers an extensive array of education and training programs which covers virtually all areas of interest to the port industry. These programs provide invaluable information on the latest trends and developments affecting seaports in the Western Hemisphere. Programs generally include: panel discussions comprised of industry experts, question and answer sessions, interactive participant activities, technical tours of port facilities, and breaks, lunches and receptions that allow for informal networking. All program registration fees include conference materials and papers, continental breakfast, coffee breaks, and lunches.

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The American Association of Port Authorities was founded in 1912 and today represents more than 150 public port agencies throughout the Western Hemisphere. The Association provides a variety of services to meet the needs of fulltime professional port managers. In addition, there are over 250 sustaining and associate members, firms and individuals with an interest in the seaports of the Western Hemisphere.

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US Coast Guard Roles and Missions

HE US Transportation Secretary Rodney E Slater released in February a report which demonstrates how the United States Coast Guard will continue to play a vital role in maritime safety and security well into the 21st century. The report was the first such high-level survey of the Coast Guard since 1982 and the fourth since World War II.

'Safety is the highest transportation priority of President Clinton and Vice President Gore and these findings affirm the Coast Guard's importance to the nation's maritime safety and security," said Secretary Slater. He added, "... the Coast Guard will continue to meet the nation's need for safety, security and environmental protection of our waterways.

A 16-member inter-agency Task Force had been established to consider the Coast Guard's roles and missions and unanimously endorsed findings which show how the Coast Guard supports a wide variety of important national missions. The Task Force reached the following conclusions:

• The Coast Guard's roles and missions support national policies and objectives that will endure into the 21st century. An example of such a mission is drug interdiction - the

^{*} Lunch is not included in this price

Coast Guard seized a record 54 million tons of illegal drugs last year, and heavy trafficking is expected in coming years.

- The United States will continue to need a flexible, adaptable and multi-missioned, military Coast Guard to meet national maritime interests and requirements into the next century.
- In order to prepare for tomorrow's uncertainties, the Coast Guard should be rebuilt, through recapitalisation of its ships and aircraft, to make it adaptable to future realities. The Coast Guard should continue to pursue new methods and technologies to enhance its ability to perform its vital missions.
- The modernisation of the Coast Guard's Deepwater capability is a near-term national priority.
- The Deepwater acquisition project

 in which the Coast Guard planned
 the acquisition of its next fleet of ships, aircraft and communications
 equipment as a single co-ordinated
 system is a sound approach, and
 the Task Force strongly endorsed its process and timeline.

Patrick Verhoeven Appointed Secretary General of ESPO

HE General
Assembly of the
European Sea
Ports Organisation
(ESPO) recently
appointed Patrick
Verhoeven (31, Belgian)
as its new Secretary
General. He succeeds Pamela
Le Garrec in this function, who retired
at the end of June this year.

After completing his studies in transport economics and maritime law at the University of Antwerp, Patrick Verhoeven started his career in the maritime sector in 1991, working as a commercial assistant for the Antwerpbased ship agent Grisar & Velge.

In 1993, he moved to Brussels as permanent representative of FEPORT, the Federation of European Private Port Operators. During this period he also represented the interests of UNISTOCK – the European Federation of Agribulk Storekeepers – and ECASBA – the European Association of Ship Brokers and Agents.

Patrick Verhoeven will assume his new function in ESPO as from

September 1, 2000.

The European Sea Ports Organisation (ESPO) was set up in 1993 in response to a growing perception among seaport authorities that a body should represent their interests within the European Community. ESPO represents over 98% of the seaports of the EU and has members in Norway, Iceland, Poland, Latvia, Malta and Cyprus. For more information, please contact the ESPO secretariat at: tel.: +32 2 736.34.63 fax: +32 2 736.63.25 e-mail: mail@espo.be

Mandatory Use of Reception Facilities in Baltic Sea Area

S of July 1, 2000 it has become mandatory for vessels to deliver 'all' ship generated wastes and cargo residues before leaving ports of the Baltic Sea States. A circular letter distributed by the International Maritime Organisation explains that the contracting States of the Helsinki Commission have amended Regulation 7 to Annex IV "Prevention of Pollution from Ships" of the 1992 Helsinki Convention to incorporate this requirement.

Entering into force on 1 July 2000, it states that all ships must deliver, before leaving a Baltic port:

- all ship generated wastes which are not allowed to be discharged into the Baltic Sea in accordance with the 1992 Helsinki Convention and MARPOL 73/78; and
- all cargo residues in accordance with MARPOL 73/78

Ships with 'minor amounts of wastes', which are deemed unreasonable to discharge, are however exempted from this requirement. 'Minor amounts of wastes' are defined as follows:

- Minor amounts in relation to delivery of oil or oily mixtures from ship's machinery space wastes oil tanks:
 25% of the storage capacity, taking into account the special situation of ships with small capacities of storage tanks.
- Minor amounts in relation to delivery of garbage, excluding food wastes: All collected garbage ready for delivery at the time of departure must be delivered.
- Minor amounts in relation to delivery of cargo residues from ship's

- cargo tanks are not applicable as:
- apart from situations described in Regulations 8 (2) (b) and 8 (6) (b) and (c) of Annex II of MARPOL 73/78, all pre-washes from category A and B noxious liquid substances, as well as
- pumpable oil cargo residues available for delivery at the time of departure must be delivered.

The full text of MARPOL 73/78 Annex II, Regulations 8 (2) (b) and 8 (6) (b) and (c) is available on our web site.

For any further clarification or expansion to the references regarding either MARPOL 73/78 or the Helsinki Convention please contact tim.wilkins@intertanko.com.

(INTERTANKO)

Report of the RNAV Workshop Chile 10 - 12 April - IALARAD 2

By Mar P Kent IALA Technical Representative

HE workshop was held at the Hotel O'Higgins, Viña del Mar, Chile, on the 10th – 12th April 2000 and addressed planning a DGPS service and the use of the frequency band 285 – 325 kHz in South America. There were 35 participants from 19 countries.

Opening

The Workshop was opened by Vice Admiral Jorge Arancibia Clavel, who welcomed all participants to Chile and expressed his hopes that the Workshop would be of benefit to the countries of South America, with regard to their future planning of the radio-beacon band. In response, Mr Kruuse, Secretary General of IALA, thanked Chile for hosting the workshop and expressed the pleasure of IALA in being invited to hold a meeting in this part of the world. Mr Kruuse also expressed a warm welcome to all participants, especially those attending an IALA Workshop for the first time.

Recommendations

- IALA should notify Maritime
 Administrations of all South
 American countries that this
 Workshop was held, and:
 - provide each Administration with paper and digital copies of the report of the Workshop in the Spanish and English languages;



- · inform each Administration of the intention to replan the 285 - 325 kHz band with respect to the provision of maritime DGPS services;
- · request each Administration to provide IALA with information on the name of each station that is currently using, or is planned to use, the frequency band, its position, frequency of transmission, type of modulation, radiated power and purpose.
- 2. On receipt of the information requested about existing and planned users of the 285 - 325 kHz frequency band, an initial plan should be developed by IALA using coverage analysis and optimum station location and frequency of operation, possibly using the technique developed by the University of Wales.
- 3. IALA and Spain should co-operate to prepare a package in the Spanish language of documentation relating to DGPS, including international standards and specifications, resolutions and recommendations and guidelines as well as any other relevant information.
- 4. IALA should consider arranging a meeting of South American Maritime Administrations to consider the possible establishment of a maritime radionavigation co-operative organisation to exchange views, experiences and technical expertise on relevant matters.
- 5. IALA members should be requested to consider providing experts, including those from within their organisation, to advise countries in South America on economic and effective means of providing DGPS services. The activities of the experts should be co-ordinated by IALA.
- 6. South American members of IALA to

consider the benefits of obtaining up to date information on developments of radionavigation services through participation in the work of the Radionavigation Committee.

Conclusions

- 1. The Workshop was successful in demonstrating the need to co-ordinate with neighbouring countries when planning DGPS services and was an excellent start to this process in South America.
- 2. Further technical information relating to all aspects of DGPS should be provided in the Spanish language to South American countries as a matter of urgency.
- 3. Information is needed on the location, radiated power and types of modulation of all existing and proposed users of the 285 - 325 kHz frequency band in South America before useful system coverage and frequency planning for DGPS can be achieved.
- 4. Countries may continue to implement their national projects, carrying out trials as necessary to ensure adequate service levels.
- 5. There would be advantage in establishing a regional radionavigation group to co-operate on all civil maritime radionavigation matters. A proposed name for the group is the "South American Co-operative Group on Radionavigation Services" (SAC-
- 6. IALA should continue to co-ordinate meetings of South American countries on the development of DGPS in the continent and the possible establishment of SACGRS.
- 7. It would be helpful to South American countries if technical assistance were to be provided to advise on the most appropriate way of developing DGPS services.

The Northern Corridor Links Asia and Europe by Rail

N 10 June, 2000 a special train trip was organized on the initiative of the "Kazakhstan Temir Zholy" state railway enterprise for visits to the Druzhba station (Kazakhstan) and Alashankou station (China). FIATA Senior Vice President, Aldo da Ros, took part at the invitation of the Kazakhstan forwarding company, freight Transsystem.

Main purpose of the event was to demonstrate the Druzhba station's capacity to about 100 representatives of state and private entities from throughout Asia and Europe. They came from Azerbaijan, Belarus, Bulgaria, China, Estonia, Finland, France, Great Britain, Germany, Georgia, Hungary, India, Iran, Italy, Japan, Kyrgyzstan, Korea, Latvia, Lithuania, Poland, Russia, Slovakia, Tadjikistan, Taiwan and Uzbekistan. The event was also attended by some 60 Kazakhstani participants.

The Druzhba-Alashankou railway border point started operations in 1992. Nearly 12,000 kilometres of railway crosses the entire Asian continent, linking up the large Chinese port of Lianyungang with the Dutch port of Rotterda and Rotterdam. In accordance with the classification of UN ESCAP, the route was designated a Northern Corridor of the Trans-Asian Main Line while the classification of OSJD is Corridor II.

In terms of the link between Europe and China via Kazakhstan, the distance is almost half that of the sea route and is some 1500 - 2000 kilometres shorter than the Trans-Siberian route. For example, cargo shipped by rail from Lianyungang to Berlin (11,000 km) takes 11 days while the sea route takes 20 to 30 days. The transit time for transport from Japan to Kazakhstan in ordinary trains is approximately 25 days. Container transport by the Trans-Asian route is more attractive when compared with the Trans-Siberian route (about 35 - 40 days for the same shipment).

Main Line Development

In October 1994 Beijing hosted a conference of transport ministers and railway administrators from China, Kazakhstan, Kyrgyzstan, Russia, Tadjikistan and Turkmenistan regarding development of international main line transport through the Druzhba-Alashankou border point.

Last year, the first meeting of a work-



ing group on operation of the Northern Corridor of Trans-Asian Main Line was attended by representatives of UN ESCAP and of transport ministries and railway administrations from Belarus, China, Germany, Kazakhstan, Poland and Russia. In addition, a traffic schedule was coordinated between the railway administrations of the People's Republic of China and the Republic of Uzbekistan. Regular services of container block trains have also been inaugurated to Uzbekistan from the Republic of South Korea.

Faster than by Sea

The length of the Kazakhstan section of the Northern Corridor is 2000 kilometres (60% of the section is electrified double-track railway). Transit time en route via Kazakhstan is two days. The speed of ordinary freight trains along the section averages is more than 40 kilometres per hour, and along all sectors of the corridor there are reserves for a carrying capacity.

Given these conditions, there are real opportunities for the movement of priority container trains within the corridor at a route speed of 1000 kilometres per day or 47 kilometres per hour. Comparison analysis showed that transit time for the delivery of goods between the Republic of Korea and Central Europe via the L i a n y u n g a n g - D r u z h b a - Presnogorkovskaya-Brest route is 10 days. This is almost at three times faster than by sea. But currently, containerised cargoes are relatively small – 5 to 10% of total volume of the region's international traffic

In 1999 a total of 79,842 wagons (an average of 219 wagons a day) crossed through the Druzhba border station. They carried mainly ferrous metal, mineral fertilisers, cotton, etc. from

Kazakhstan, Uzbekistan and Russia. In general, cargoes from China (food-stuffs, technical equipment, chemistry products) are forwarded to a third country – Afghanistan or Iran. In 1999 Druzhba handled 3.2 million tons of cargo to China and – in the opposite direction – 0.3 million tons. During the period 1992 – 1999, total cargo transported through Druzhba station doubled in volume.

Reloading Capacity

Since Kazakhstan and China have different gauge widths, Druzhba station is replacing rail bogies of freight and passenger wagons and reloading containers and cargo to the appropriate platforms and wagons.

The guests who visited Druzhba in June saw a reloading terminal for container cargoes with a volume of up to 4 to 4,5 million tons per year (300,000 TEU), terminals for re-loading of packages, oil and grain shipments and large capacity containers. Within five to six hours it is possible to handle a container train of 26 - 40 platforms and, simultaneously, to pass border and customs controls. A break gauge point designed to change the rail bogies has a capacity of 30 positions for cargo wagons and 24 - 25 positions for passenger wagons. In future, its reloading capacity will be increased to 150 loaded and 150 empty wagons per day.

Visitors to the Druzhba station also took part in the extended meeting in Almaty (10 – 13 June) on prospects for the Northern Corridor development of the Trans-Asian Main Railway. The floor was taken by B. Kaneshev, Deputy Minister of Transport & Communications of the Republic of Kazakhstan; E. Kazantsev, Deputy Minister of Transport & Communications of the Russian

Federation; Aldo da Ros, FIATA Senior Vice President; P. Chartier, UN ESCAPE, Head of Railway Sector; A. Sidenko, Chairman of CSZhT; B. Lukov, Deputy General Secretary of the International Coordination Council on TransSiberian Transport; A. Myrzakhmetov, General Director of the "Kazakhstan Temir Zholy" state railway enterprise; and Go Min Dze, Chief of the Urumqi Railway of the Peoples' Republic of China.

Strategy for Transit

During the June extended meeting, the following solutions were proposed for enhancing development of the Corridor:

- The use of one information system on transport management and on tracking and tracing along the entire Corridor;
- 2. Elaboration of common mechanism to establish a through tariff;
- 3. Safer transport of cargoes;
- Coordinating border control services and transport operations;
- 5. Elimination of imbalances in container movement between Eastern Asia and Central Asia, Asia and Europe.

On 14 and 15 June, the Ministry of Transport & Communications organized in Astana a 3rd International Conference on "Strategy for Eurasian Transit".

Among guests and participants were representatives of Eurasian state authorities, transport entities, non-commercial and intergovernmental international and national organizations, head of the EU Mission in Kazakhsta; Onder Ozar, ECO General Secretary; Aldo da Ros, FIATA Senior Vice President; representatives of the UN ECE, UNCTAD, UN ESCAP, IRU, WBRD, Islamic Bank of Development, EBRD, Coordinating Unit, UN Development Program, CSZhT, Ministers of Transport from Czech Republic, Estonia, Pakistan, Turkey, as well as Deputy Ministers of Transport from Kyrgyzstan, Lithuania, Poland, Russia and Tadjikistan.

Key topics of plenary sessions were as follows:

- Development prospects for Eurasian transport corridors;
- Efforts by international organisations in the creation of transport links between Europe and Asia;
- Partnership strategy in the creation of northern routes of the Transasian Main Line
- Eurasian transit the path to integration.

On 14 June, S. Byrkitbayev, Minister of Transport & Communications of the Republic of Kazakhstan, officially opened a three-day international exhibition in Astana "TransitTransKazakhstan 2000". An active part in the exhibition was taken by Baltic, Chinese, Kazakhstan, Russian and Ukrainian transport and forwarding companies and - among foreign specialist companies - Danzas Eurocargo Italy and Marangony-Italy.

Eduard Kaplan, Transsytem Almaty (FIATA REVIEW) corresponding broad coverage in the media. Yet three months later, when the bulk carrier Leader L sank in heavy seas off Nova Scotia with the loss of 18 lives, there was barely a mention.'

Models, drawings and other material from the three short listed sculptors will go on display at the IMO in September with the final choice being announced by Mr. O'Neil on World Maritime Day, 28 September. The unveiling of the completed work is scheduled for September

(IFSMA News)

IMO Commissions Seafarers' Memorial for London HQ

HE International Maritime Organization has announced a short list of three leading sculptors to create a memorial to the world's seafarers at the organization's riverside headquarters on the Albert Embankment in London.

IMO Secretary General, Mr. William A. O'Neil said the sculpture would primarily serve as a memorial to all seafarers who had been lost at sea, but it would also be a reminder of the pivotal role seafaring plays in world trade and development. Some 95% of cargo still moves by sea.

Mr. O'Neil said it had been thought for some time that the IMO building, in its prominent position opposite the Houses of Parliament, was an excellent site for such a long overdue and unique monument. "In our discussions it was decided early on that the sculpture chosen should be figurative in nature and visually striking. The reason for this is that every member of the IMO Assembly, and every visitor to the building, should be immediately aware of the subject matter," he said.

The memorial project is being financed from a \$1 million fund established two years ago to mark the IMO's 50th anniversary. Other projects earmarked for the fund include the establishment of an additional teaching chair at the World Maritime University in

A key contributor to the fund is the International Transport Workers Federation whose General Secretary, David Cockcroft said "We welcome this memorial and hope it will remind people of the hazards faced daily by the world's seafarers. For example, when the tanker Erika sank off the coast of France last December there was no loss of life, but there was extensive oil pollution and

The importance of public perception

ARITIME safety and the avoidance of pollution of every sort has become, very properly most people might think, an overwhelming preoccupation with everyone in the industry today.

Even thinking such things is "politically incorrect" these days, but for that majority of operators who run their ships just as well as they are able, just sometimes the thought might cross their minds whether this preoccupation is either rational or justified, bearing in mind the continued improvement in the incidence of marine casualty. Statistics can always be used to prove a point, but one would have to twist accident and loss statistics out of all recognition to alter the reality that shipping over the past 150 years has become consistently safer. Similarly, the amount of pollutants entering the sea from shipping has greatly declined over the past thirty years, and even the greenest environmentalist would be hard put to deny the

But public perception, fed by the headlines which follow statistically rare accidents, is fickle and tends to believe the very opposite. The same public which finds it difficult to work up any genuine sense of outrage at the consistent and heavy loss of life on roads and fails to regard a road vehicle as one of the 20th century's most lethal weapons, now confidently equates an oil tanker with "pollution". It is a dilemma that is difficult to resolve. And, of course, public perception drives politicians who feel impelled into precipitate action in the wake of a single, well-publicised accident. The difficulty for the industry is in keeping this action actually relevant to the problem which has been highlighted by the single accident. Nobody could argue that the need for the ISM Code

was not demonstrated by dreadful accidents which clearly illustrated the need for proper management procedures, although many well-run companies will point out that they had these anyway. But often, the action subsequent to the accident is completely and arguably inappropriate, pandering to the political pressures and public perceptions, which may well be completely wrong.

It has been pointed out on previous occasions that the U.S. Government's action after the stranding of the Exxon Valdez failed to take into account that the stranding was an operational/navigational/human error type of accident. The imposed solutions, with regulators driven hard by politicians pandering to public perceptions were almost entirely technical and structural, with years passing before the USCG "PTP" initiatives.

The aftermath of the Erika sinking demonstrates much the same pattern of behaviour, with the European Commission driving to a political agenda, using a sledgehammer to crack a nut. The problem illustrated by this accident was one of small, old, singleskinned tankers carrying black residual oils. The Commission's prescribed solution would penalise the entire tanker industry, arguably the safest and most tightly policed sector, with rules that could well destabilise the market.

But more importantly, the action by Brussels, should no accommodation be reached with the international community, could reduce the relevance of the International Maritime Organization, through the enforcement of regional regulations, which other maritime nations, notably those in the Far East, consider to be unjustified. The patchwork of regulations which is likely to result would be, to say the least, chaotic.

The problem with safety initiatives being driven by public perception is that they deflect the attention of regulators and their limited time and money from many other important issues that do not attract public attention.

There was no public pressure to discover solutions of problems with dry bulkers, no clamour for the allocation of budgets for the collation and distribution of casualty information, or any other number of preventative measures outside the focus of the media. Because money and resources are provided for the issues in the political spotlight, more deserving causes, which need research and technical investigation are postponed. The solution is clearly to educate the public as to the realities of shipping, something which many peo-

ple believe to be next to nigh impossi-

(Articles written by Watchkeeper and other outside contributors do not necessarily reflect the views or policy of BIMCO.)

Marine Pollution Prevention in the Pacific

N international Workshop on the Prevention of Marine Pollution in the Asia-Pacific Region was held from 7 to 12 May 2000 in Townsville, Australia. Over 100 representatives from some 30 countries from Asia-Pacific and beyond, including international, regional and non-governmental organisations and the private sector participated in the five-day workshop organised by the International Maritime Organisation and Environment Australia and sponsored by a variety of institutions from around the world. Speakers included government officials, members of the secretariats of a number of international and regional organisations, academics, scientists and others with an impressive array of credentials, knowledge and experience. Topics for discussion ranged from pollution from ships, land-based sources, oil spill response, dredging, transportation of hazardous waste and the introduction of marine pests via ships' ballast water and bottom fouling. It was a packed agenda but delegates were treated to some interesting presentations. Delegates were split into five working groups, dealing with MARPOL; the Global Programme of Action (dealing with land-based sources of marine pollution) and the Regional Seas Programme; the London (Dumping) Convention; the Basel and Waigani Conventions (dealing with the transboundary movement of hazardous wastes) and draft instruments for ballast water and antifouling.

The Regional Maritime Legal Adviser (RMLA), Captain Dr. Peter Heathcote made a joint address with Dr. Michael White QC of the University of Queensland on Legal Regimes in the Pacific Island Countries. The RMLA delivered a paper on the model Marine Pollution Prevention Act for a mythical country called 'Pasifika'. This model legislation was based on material developed for the Government of the Kingdom of Tonga in 1996, but updated as part of a joint SPREP/SPC project funded by IMO. The presentation covered the history of the development of the legislation, the changes to the international regimes in the intervening period. It also focused on some of the salient points such as the incorporation of the six international maritime conventions dealing with marine pollution (MARPOL 73/78, INTERVENTION, OPRC, London, CLC and FUND), marine spills and counter-measures, the establishment of a trust fund, board of trustees and a levy on potential polluters, the creation of offences and fines that will act as a

Somehow, this presentation and the concept of model marine pollution legislation for 'Pasifika' must have cast a spell over delegates, since the concept was referred to many times in the next

four days. Many delegates from Asian countries requested copies of the model legislation, as well as the accompanying slides. This, together with a presentation by Sefanaia Nawadra of SPREP on the PACPOL programme, showed that the Pacific was at the forefront of measures being taken worldwide to prevent the deleterious effects of marine environment in our waters and preserve the pristine marine environment that we enjoy in the Pacific.

(MARITIME NEWSLETTER) Regional Maritime Programme, Secretariat of the Pacific Community, P.M.B. Suva, Fiji. Tel: (679) 370733, Fax: (679) 370146 E-mail Maritime@spc.int

New Publications

Ports of the Seven Seas

ODY ships spend an increasing amount of time at sea. Port calls are very brief and the demands on crew members for routine jobs, watch keeping and maintenance work are ever increasing; and with the levels of wages earned by many seafarers they do not have a lot of money to spend ashore. Recognising these facts, the International Committee for Seafarers' Welfare (ICSW) has produced a new directory Ports of the Seven Seas. This directory is for the maritime professional, whether from labour, government, industry or the welfare provider. It contains information on ports, trade unions, shipping companies, seafarers' centres and services, health and medical facilities, transportation, communications, shore leave, local regulations and much more.

The book gives information on different countries and cultures. Each country has its own history, people, languages, religions and customs. Understanding a little of these may help seafarers to feel more at home and be more accepted by those met in a spell ashore.

Over 500 ports are listed. In the pages are the answers to simple questions like, 'Can I make an international phone call?' 'Are there buses into the town?' 'Do I have to buy a ticket before getting on board the bus?' 'If I need to change money, what time do the banks and money exchange shops open?' 'Are

there welfare facilities here?' 'Where can I find access to the Internet to send a message to my friends and family?

One of the main objectives of the ICSW is to promote and foster on an international basis the provision of welfare services at sea and ashore for seafarers of all nationalities, races, colours and creeds in line with the International Labour Office Instruments concerning seafarers' welfare. ICSW Chairman Roger Korner says, 'With the publication of Ports of the Seven Seas the ICSW has sought to provide a basic resource that cuts across cultural, political and economic boundaries to benefit all seafarers'.

Speaking in London Mr Korner acknowledged the financial support that the ICSW had received from the ITF Seafarers' Trust for this project.

Copies may be obtained from ICSW on

Telephone: +44 20 7402 1544 +44 20 7402 1522 Fax: a.elliott@icsw.org.uk E-mail: Or, from the ITF on

Telephone: +44 7403 2733 +44 7357 7871 Fax:

E-mail: Lappalainen_timo@itf.org.uk

Or, from the ISF on

Telephone: +44 20 7417 8844 +44 20 7417 8877 Fax: E-mail: isf@marisec.org

Note: The International Committee for Seafarers Welfare comprises representatives from the International Transport Workers' Federation, International Shipping Federation and International Christian Maritime Association. It was a voluntary organisation established for the purpose of bringing together appropriate interests in the field of seafarers' welfare and providing a forum for the exchange of information.

Contact ICSW as above for further information, or see www.seafarerswelfare.org

Recreation at the Port

HE Port of Redwood City is preparing a new brochure that will feature a map and photos featuring the recreational amenities at

The new brochure will be available in early November. If you would like to have a copy, please email us at info@redwoodcityport.com, or call us at 650-306-4150. The new map and updated information also will be posted on our website, www.redwoodcityport.com, after Thanksgiving.

A FIATA Introduction to **Dangerous Goods**

IATA's latest publication will, ■ hopefully, not be 'just another document" to be added to the list of numerous guides and books on hazardous cargo, already on the market.

With its new publication, "A FIATA Introduction to the Regulations for the Safe Handling and Transport of Dangerous Goods," the Advisory Body Dangerous Goods (ABDG) has compiled a comprehensive introduction to this very important subject. The brochure is intended as a guideline to better orientation and practicability of the rather complex network comprising hazardous goods. The ABDG wishes to thank its chairman, Göran Berg, for his efforts and expertise in the creation of this vade mecum.

A brief preface covers all main topics of what might be called the "hidden risk" of hazardous cargo.

Further contents are dangerous goods policy, quality systems, national and international regulations, awareness and training, safety adviser, responsibilities of shippers, carriers and forwarders. Rules, agreements, conventions and recommendations for all modes of transport, are also included.

A very important point is the UN classification connected with the packaging, labelling and placarding of the cargo and the vehicle.

This comprehensive booklet has also an educational aspect - the user can check on his or her knowledge by answering key questions.

The document is completed with abbreviations of names and organizations, international codes and regula-

This latest FIAT manual will be presented officially at the FIAT World Congress in Rotterdam. Members are invited to acquire this interesting and informative guide.

Your comments will be most welcome. Do not hesitate to contact the ABDG at the FIATA Secretariat.

"A FIATA Introduction to the Regulations for the Safe Handling and Transport of Dangerous Goods" can be ordered from the FIATA Secretariat in Zurich. It will also be available at the FIATA booth during the World Congress in Rotterdam.

FIATA International Federation of Freight **Forwarders Associations**

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The Americas

Washington Report

.S. TRADE BALANCE - The Bureau of Census reports U.S. exports increased in June but by a lesser dollar amount than imports, with the result that the nation's trade deficit rose to a record \$30.6 billion, up from the revised May total of \$30.3 billion.

With respect to exports, the June data show growth over May for both goods (+6%) and service (+1%). Imports also increased in both respects, with gains of 4.2% for goods and 1.1% for services.

Despite the ongoing revival of its export trade, the U.S. ended the first half with a record \$177.6 billion deficit, up from the year-earlier total of \$116.0

1. U.S. International Trade in Goods and Service Seasonally Adjusted (Millions of U.S. Dollars)

| | 200 | 00 | January-June | | |
|----------|------------|------------|--------------|-------------|--------|
| | June | May(Rev) | 2000 | 1999 | Change |
| | | EXP | ORTS | | |
| Goods | \$66,495 | \$62,749 | \$375,538 | \$330,392 | 13.7% |
| Services | \$24,068 | \$23,818 | \$143,212 | \$134,226 | 6.7% |
| Total | \$90,563 | \$86,567 | \$518,750 | \$464,618 | 11.7% |
| | | IMP | ORTS | | |
| Goods | \$103,342 | \$99,224 | \$591,592 | \$487,400 | 21.4% |
| Services | \$17,840 | \$17,650 | \$104,759 | \$93,194 | 12.4% |
| Total | \$121,182 | \$116,874 | \$696,351 | \$580,594 | 19.9% |
| BALANCE | | | | | |
| Goods | (\$36,847) | (\$36,475) | (\$216,054) | (157,008) | 37.6% |
| Services | \$6,228 | \$6,168 | \$38,453 | \$41,032 | -6.3% |
| Total | (\$30,619) | (\$30,307) | (\$177,601) | (\$115,976) | 53.1% |

Source: U.S. Bureau of Census: www.census.gov/foreign



were capital goods (primarily semiconductors and computer accessories), industrial supplies and materials, consumer goods, and automotive vehicles, parts, and engines.

The largest increases among imports were in industrial supplies and materials (primarily crude oil), automotive vehicles, parts, and engines; capital goods, and other goods. Table 2 profiles U.S. merchandise trade in greater detail.

2. U.S. Export and Import of Goods by **Principal End-Use Category** Seasonally Adjusted (Millions of U.S. Dollars)

| GOODS CATEGORY | Ja | | |
|-------------------------|---------------|-----------|--------|
| | 2000 | 1999 | Change |
| | EXPORT | S | |
| Foods, Feeds, Beverages | \$83,684 | \$69,265 | 20.8% |
| Industrial Supplies (1) | \$23,622 | \$21,991 | 7.4% |
| Capital Goods | \$170,871 | \$151,014 | 13.1% |
| Automotive Vehicles | \$40,119 | \$37,017 | 8.4% |
| Consumer Goods | \$44,009 | \$39,703 | 10.8% |
| Other Goods | \$18,050 | \$17,800 | 1.4% |
| | IMPORT | S | |
| Foods, Feeds, Beverages | \$22,555 | \$21,425 | 5.3% |
| Industrial Supplies (1) | \$142,774 | \$100,039 | 42.7% |
| Capital Goods | \$168,202 | \$142,790 | 17.8% |
| Automotive Vehicles | \$97,128 | \$85,700 | 13.3% |
| Consumer Goods | \$134,210 | \$115,356 | 16.3% |
| Other Goods | \$23,563 | \$20,719 | 13.7% |

(1) Includes petroleum Source: U.S. Bureau of Census: www,census.gov/foreign

3. Exports, Imports and Balance of Goods by Selected Countries and Geographic Areas Not Seasonably Adjusted (Millions of U.S. Dollars)

| COUNTRY/REGION/ | | January-June | |
|-----------------|-----------|--------------|--------|
| TRADING BLOC | 2000 | 1999 | Change |
| THE DECO | EXPORT | | onungo |
| NORTH AMERICA | \$145,598 | \$122,334 | 19.0% |
| Canada | \$92,061 | \$83,011 | 10.9% |
| Mexico | \$53,536 | \$39,323 | 36.1% |
| WESTERN EUROPE | \$89,460 | \$83,095 | 7.7% |
| European Union | \$80,514 | \$76,724 | 4.9% |
| EASTERN EUROPE | \$1,187 | \$1,268 | -6.4% |
| FORMER USSR | \$1,796 | \$1,349 | 33.1% |
| Russia | \$1,225 | \$631 | 94.1% |
| PACIFIC RIM | \$97,022 | \$82,827 | 17.1% |
| Australia | \$6,330 | \$5,360 | 18.1% |
| China | \$7,288 | \$6,372 | 14.4% |
| Japan | \$31,598 | \$28,346 | 11.5% |
| NICS(*) | \$40,356 | \$33,209 | 21.5% |
| SO/CENT America | \$28,076 | \$27,207 | 3.2% |
| Argentina | \$2,264 | \$2,337 | -3.1% |
| Brazil | \$6,867 | \$6,226 | 10.3% |
| Colombia | \$1,800 | \$1,769 | 1.8% |
| Venezuela (2) | \$2,644 | \$2,734 | -3.3% |
| OPEC | \$8,805 | \$9,748 | -9.7% |
| Saudi Arabia | \$2,850 | \$3,994 | -28.6% |
| | IMPORT: | S | |
| NORTH AMERICA | \$180,067 | \$148,140 | 21.6% |
| Canada | \$114,620 | \$96,542 | 18.7% |
| Mexico | \$65,447 | \$51,598 | 26.8% |
| WESTERN EUROPE | \$117,106 | \$101,089 | 15.8% |
| European Union | \$107,002 | \$92,856 | 15.2% |
| EASTERN EUROPE | \$2,695 | \$1,960 | 37.5% |
| FORMER USSR | \$5,136 | \$3,549 | 44.7% |
| Russia | \$3,833 | \$2,891 | 32.6% |
| PACIFIC RIM | \$194,202 | \$165,369 | 17.4% |
| Australia | \$3,027 | \$2,466 | 22.7% |
| China | \$43,402 | \$35,720 | 21.5% |
| Japan | \$71,312 | \$61,793 | 15.4% |
| NICS (1) | \$51,758 | \$43,898 | 17.9% |
| SO/CENT America | \$35,590 | \$26,395 | 34.8% |
| Argentina | \$1,482 | \$1,203 | 23.2% |
| Brazil | \$6,761 | \$5,264 | 28.4% |
| Colombia | \$3,516 | \$2,676 | 31.4% |
| Venezuela (2) | \$8,865 | \$4,470 | 98.3% |
| OPEC | \$31,112 | \$17,221 | 80.7% |
| Saudi Arabia | \$6,801 | \$3,184 | 113.6% |

(1) NICS = Newly Industrialized Countries - Hong Kong, Singapore, Taiwan, South Korea. (2) Venezuela also included with OPEC Source: U.S. Bureau of the Census: -www.census.gov

With respect to U.S. trade patterns by region and country, the June Census report highlights:

 Mexico: Compared to May, exports increased \$0.7 billion (primarily electrical machinery and automobiles and automobile parts) to \$9.6 billion; imports increased \$0.6 billion (primarily automobiles and automobile parts and computers/computer products) to \$11.9 billion

- China: Exports decreased \$0.2 billion (primarily transport equipment) to \$1.3 billion; imports increased \$0.7 billion (primarily toys, games, and sporting goods; apparel; and computers/computer products) to \$8.6 billion.
- Western Europe: Exports increased \$0.6 billion (primarily pharmaceutical products, works of art, and non-monetary gold) to \$15.4 billion; while imports decreased \$0.8 billion (primarily works of art and automobiles and automobile parts) to \$19.7 billion.
- OPEC: Exports increased by \$0.2 billion to \$1.45 billion, and imports by \$0.6 billion, or 11.5%, to \$6.0 billion.

Strong Mid-Year Results at Fraser Port

EW Westminster – September 8, 2000 – Total shipments through Fraser Port in the first six months increased by 22% to 12,689,245 tonnes compared to 10,406,866 tonnes during the same period in 1999. Total international cargo reached 1,360,716 tonnes while domestic volumes accounted for 11,318,529. Ship arrivals increased to 315 from 275 in the same period last year.

Boosting the international volumes for the year are stronger than forecast steel imports at 499,957 tonnes and an 18% increase in pulp exports to 183,616 tonnes. Total automobile shipments in the first two quarters increased 9% to near capacity volumes of 156,568 units.

Container shipments dipped slightly to 16,589 TEUs compared to the 1999 cumulative shipment of 19,179 TEUs. "Most of the new container business from CSAV, FANAL and Norasia are not yet reflected in these numbers," notes Ed Kargl, Vice President, Corporate Development for Fraser River Port Authority. "Business is strong and ship traffic is up at all terminals thanks to the team work of the Fraser River pilots, the terminal operators, the longshoremen and teamsters, all providing excellent customer service," added Kargl.

For further information contact: Raija Orava, Public Affairs Fraser River Port Authority (604) 524-6655 email: raijao@frpa.com

Port of Halifax Celebrates Excellent Year

ARGO volumes through the Port of Halifax remained strong through 1999 with total traffic reaching 14 million tonnes, up 6% from 1998. Imports accounted for 6.6 million tonnes, an increase of 4% over the previous year, while exports increased 8% to 7.4 million tonnes over the same period.

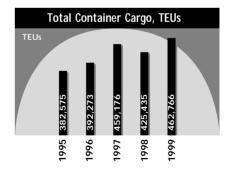
These totals include record-setting performances in container and cruise business. Breakbulk, containerized, and roll-on/roll-off cargo volumes have grown steadily over the past five years. During 1999, bulk and breakbulk categories both posted gains and the cruise business had its strongest year ever. Only RoRo cargo volumes decreased slightly compared to the previous year.

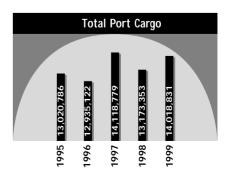
Bulk

With a total of 9.8 million metric tonnes handled, bulk product shipments rose 6% in 1999 compared to the previous year, led by a 15% increase in gypsum exports. Wood pellet exports and coal imports were up significantly, as were grain imports.

Breakbulk

Breakbulk cargoes posted significant growth in 1999, up 12% from 1998 with 189,885 tonnes handled. Leading commodities were forest products, notably woodpulp, newsprint and other paper, which increased by 119%, rubber, up by 21% over 1998; and sulphides, up 8% over 1998.





Roll on/roll off

In 1999, RoRo cargoes dropped slightly to 240,619 metric tonnes, 3% less than in 1998. In July 1999, the newly merged Wallenius-Wilhelmsen Lines Americas increased their calling frequency at Autoport, contributing to a rise in RoRo at that terminal. RoRo cargoes elsewhere experienced a decrease.

Container

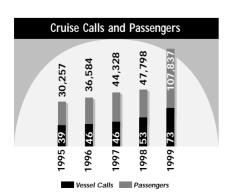
This cargo sector had an excellent year. In 1999, the Port of Halifax handled 462,766 TEUs (3.8 million tonnes) of containerized cargo, an increase of 9% over the previous year. It also breaks the previous annual record for container traffic set in 1997. Containerized exports increased by 13% to 2.3 million tonnes; imports increased by 3% to 1.5 million tonnes. This increase reflects strong export trade performance and greater volumes for the Port's longstanding liner accounts. Halifax also welcomed two new customers in 1999 -Coral Container Lines and Licorne Navigation.

Since 1995, Canadian National's activities south of the border, beginning with the opening of the St. Clair Tunnel, have significantly increased container traffic through the Port of Halifax. In July 1999, CN completed a merger with the Illinois Central Railroad, creating a seamless service to Chicago and the U.S. Midwest, and a continuous pipeline to Iowa, St. Louis, Kansas City, and Memphis.

As well, the entrance to the Bedford Basin was dredged to remove three high spots and improve vessel maneuverability through 'The Narrows'.

Cruise Infrastructure

There has been an extraordinary growth in the cruise industry along the East Coast in recent years. To help ensure that Halifax retains its position as the preferred Atlantic Canadian port of call, we spent \$1 million in 1999 to renovate Shed 21 South, creating a new Cruise Pavilion. Improvements in the





refurbished 23,000 square foot space include more amenities for passengers and crew, covered gangways, protected pedestrian lanes and a ship-side marketplace that offers locally produced arts, crafts and souvenirs. There's also a new exterior marshalling area for up to 40 motor coaches, limousines and taxis. In 2000, we will invest a further \$400,000 on land and dockside improvements on the Seawall, which will benefit cruise passengers, as well as on aesthetic enhancements to the Pavilion's interior.

Grain Elevator

The Port Authority has committed a total of \$2.5 million to improve the Grain Elevator facility. Spanning several years, this program involves upgrading the steel structures in Towers A and B, the marine unloading tower and in Galleries 1,2 and 25.

Terminal A

At a total cost of \$6.3 million, HPA has now redeveloped Pier A Terminal at Ocean Terminals. This project has vastly improved cargo handling efficiency at the terminal by easing congestion at the Port's other common user facilities. As a result, we can compete more effectively for breakbulk cargo, particularly forest products.

Richmond Terminals

In 1999, capital spending included reconstruction of the wharf face at Pier 9C. Major work to improve Richmond Terminals was completed in 1998 and included reconstructing the Pier 9A wharf and reinstating the CN rail siding from Pier 9C to the land side of Shed 9A. This investment revitalized Richmond Terminals by creating a multi-use facility and it is now the site of considerable breakbulk and project cargo activity.

Immigration Annex

July 1, 1999 marked the opening of the Pier 21 Visitor Interpretive Centre. The Centre has been designated a National Historic Site and celebrates the Port's role as a gateway for 1.5 million immigrants, refugees, war brides and children entering Canada between 1928 and 1961.

The project prompted a renovation of the Immigration Annex to relocate tenants previously housed in Upper Pier 21. The \$1.3 million, 23,000 square-foot renovation of the Annex created modern office space and studios for local artisans, who began occupying their new space in the first quarter of 1999.

Looking forward

During 2000, the \$6.4 million planned for capital spending will cover a large number of smaller improvement projects. The \$7.1 million scheduled for 2001 includes \$1.6 million for reconstruction of Pier A1 and \$1 million for deepening berths.

The Port in Action Preparing for the Future Growth and development on Port lands and in the neighbourhood create both challenges and opportunities. For example, the Pier 21 Centre, and the new Cruise Pavilion are attracting a growing number of visitors to the Seawall. HPA is planning carefully to ensure we manage such issues effectively. We are revising our Land Use Plan to identify and incorporate community development initiatives as well as our own plans so that we can develop appropriate strategies for managing future changes. As well, consultants are currently in the final stages of a Container Terminal Capacity Study that will review the maximum container handling capacity at each of the two

container terminals. Their report will also identify the constraining factors, as well as the most cost-effective method of increasing terminal capacities, and at what traffic volume terminal enlargement or new construction will be needed.

Montevideo on course for record

Recovery made from 1999 downturn, Uruquay

ONTEVIDEO'S container terminal is on course to beat all previous throughput records, according to Edison González Lapeyre, president of the Uruguayan Ports Authority (ANP). Up to May 15, the terminal had handled 91,856 TEU, which should translate into an end-of-year figure of around 280,000 TEU, easily beating the previous best year, 1998, when the throughput reached 265,000 TEU, itself a 32% increase over 1997. González explained that this is a direct result of the improving regional economy, with the 5% traffic downturn experienced during 1888 mainly due to the devaluation of the Brazilian real.

ANP has already held negotiations with major shipping lines with a view to increasing the frequency of calls at the port of Montevideo, with both Maersk and Cosco agreeing to do so. Maersk, which was one of the main bidders for the terminal during the abortive first attempt at privatisation, now makes weekly calls at the port.

US\$5 million has been sourced by the ANP to fund the purchase of a new shipto-shore crane, replacing the incumbent gantry, which has reached the end of its working life. Given a pressing need to get the crane into service as quickly as possible, it appears that the ANP will negotiate directly with suppliers, rather than go through a long drawn-out tender process.

The port authority is also addressing the problem of draught restrictions at the container terminal, where depth alongside the quays is dredgeable to no more than 10m, whereas most vessels calling in the region require at least 12m. Instead, a new 200m long quay is to be developed on the present Rowing Club site, which will have clearance of up to 14m. Funding for the project will come from various sources, although ANP views the best option as selling the existing petroleum quay to operator ANCAP.

(CARGO SYSTEMS)

Grand Alliance Chooses Charleston

S carriers in the trans-Atlantic market continue to reorganize, the Grand Alliance adds a new competitive force.

The Port of Charleston was selected in July as the South Atlantic port of call for the Grand Alliance's new trans-Atlantic "butterfly" container service.

'We are very pleased that these fine carriers selected the Port of Charleston," said George Young, vice president, marketing and sales for the Port of Charleston. "In this service we gain the immediate volume plus the future growth of six of the world's top container carriers' Europe business. This further solidifies Charleston's longstanding role as the European gateway and offers our cargo customers new opportunities to access European markets. Europe is a particularly strong market for our South Carolina manufacturers, many of whom have tight European connections."

Although contract details were still being worked out at the time of this writing, the first ship called Charleston on July 31.

The Grand Alliance consists of P&O Nedlloyd, OOCL, Hapag-Lloyd, and NYK. Those four lines are offering three European strings on their own (two of which call Charleston) and will soon be slot chartering on several additional services of Americana Ships.

The new service is unique in its size and its rotation. At the time of writing, the primary trans-Atlantic service is a dual-string, butterfly service. The two strings are known as the Atlantic Express and the South Atlantic Express. The port rotation is as follows: Hamburg, Rotterdam, Antwerp, Southampton, New York/New Jersey, Norfolk, Charleston, New York/New Jersey, Southampton, Le Havre, Rotterdam, Hamburg, Charleston, Miami, Houston, Charleston, Hamburg. The service uses eight 2,800-2,900 TEU vessels, the first of which left Hamburg on July 21.

The vessels expected to be deployed include the OOCL Harmony, OOCL Haven, NYK Minerva, Bonn Express, P&O Nedlloyd Jakarta, P&O Nedlloyd Sydney, P&O Nedlloyd Auckland, and P&O Nedlloyd Genoa.

The decision to run the service as two strings of the same deployment is said to save the Grand partners upwards of \$10 million a year and the use of one ship.



Americana Ships comes into the equation more fully in October when that group's participation in the New World Alliance with MOL, APL, and Hyundai Merchant Marine comes to an end. In October, the other Grand partners will take slots on Americana's GuMex and Gass services. The participating carriers in those Americana services include TMM and Lykes Lines. The GuMex service will be marketed as The Gulf Mexico Express and calls Antwerp, Thamesport, Bremerhaven, Le Havre, Houston, Veracruz, Altimira, and Charleston. The Gass service will be marketed as the Gulf Atlantic Express and will call Antwerp. Thamesport. Bremerhaven, Charleston, Houston, New Orleans. Charleston and Norfolk.

In terms of volume, the selection of Charleston commits a substantial number of containers to the port. About half of the projected volume is already in the Port of Charleston which are the containers of the Grand Alliance in the Vessel Sharing Agreement with Maersk Sealand. Those containers come out of the VSA and into the general user yard at the Wando Welch Terminal. Another smaller percentage are already in Charleston on the Hapag-Lloyd and the Americana Ships (TMM and Lykes) portion of the existing GuMex service. On top of that volume, a substantial amount of new business is expected as the new rotation gives the combined group six calls per week in Charleston and a huge number of European port calls.

The Grand Alliance announcement came in close proximity to the time that the alliance's participation in the Vessel Sharing Agreement with Maersk Sealand officially came to an end in July.

Houston/Galveston Ship **Channel Project**

N Houston, TX, as of June 6, a ship channel project is well underway and moving well.

With two dredging contracts complete and five more ongoing, the dredging of the Houston Galveston Ship Channel Project is well underway and will likely be completed on schedule by the end of 2002, according to Dalton Krueger, project manager for the Galveston District, U.S. Army Corps of Engineers.

Work on the Entrance Channel and the Entrance Channel Extension conboth awarded tracts Bean/Stuyvesant, has been completed. The Lower Bayou Contract, with work started in April, and the Upper Bay Contract, which was awarded in January, are the only new contracts on the project to be awarded in the year

The Lower Bay Contract, awarded to **Great Lakes Dredge & Dock Company** with dredging being accomplished by the dredge California, is 75% completed. All the containment levees for the initial construction have been completed and fill is being pumped into a cell for the creation of approximately 300 ac. of marsh near the western end of Bolivar

Peninsula.

The nearby bird island, has also been created from the dredged material to prevent erosion. Subcontractors, Luhr **Brothers Construction** began placing rock on the island June 1st.

Work on the Upper Bay Contract by Renda Marine is lagging behind with only 62% done while scheduled for total completion. Production has been averaging about 6,000 yd3 per day. Nearly 5,000 lineal ft. of levee is now in place. The dredge Millennium is working on this contract

The Lower Bayou Contract was awarded to Bean/Stuyvesant in April with work started in May. Levee work at two disposal areas will be performed by a subcontractor and dredging will start in October or November of this vear. Low bid for the work was \$18,959,913. An estimated 7,423,900 vd3 of material is to be moved.

The construction of the oyster reef pads by Luhr Brothers is well ahead of schedule. The reef pad contract now is at 70% complete compared to the 58% that was scheduled for this same time period. Eight of the 12 pads are completed and reportedly have oysters already growing on them.

The Upper Bay Contract, where work started in February following the contract award to Weeks Marine on a low

> bid of \$21,171,216, is on schedule with 22% complete. Levee material has been placed for nearly 10,000 ft but final shaping is yet to be performed. dredge George D. Williams is handling this job. More than 2.0M yd3 have been moved.

Great Lakes & the California

Great Lakes Dredge & Dock Co.'s 30" cutter suction (CS) dredge California has achieved new levels of efficiency in its new working configuration currently in use in the Houston-Galveston Navigation Channel. Coupled to the 218-ft power barge Key West, which feeds electrical current to

the dredge's 8,000-hp main pump motor, and the 120-ft spud carriage, the California now measures more than 643 ft long (to the end of the cutter).

This means she can dig across the entire width of the 800-ft channel from a single position. The spud carriage gives the dredge improved efficiency in its digging pattern. With traffic in the channel averaging 36 vessels/day, her new digging radius means the California can interrupt her work with ease when traffic needs to pass, then resume operation simply by swinging back into the channel, requiring fewer set times and yielding greater operating efficiency for the dredge.

Material is being removed to a depth of 49 ft in the shipping channel. Boosters aid disposal into a containment area being constructed on **Bolivar** island. The California will pump material more than 50,000 ft at the far northern end of the project.

> (WORLD DREDGING Mining & Construction)

Public's invited Free harbor cruises

OU see them in the distance, looming through the morning fog along Long Beach's coastline. They're giant containerships carrying millions of dollars of clothing, toys and more. Now is your chance to see these huge vessels (and a lot more) up close.

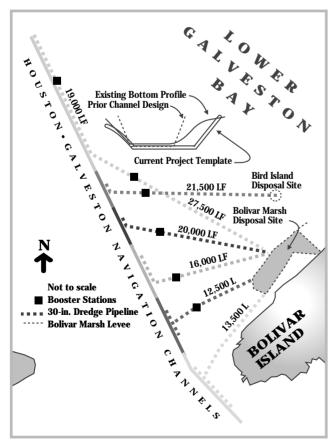
The Port of Long Beach will host free harbor cruises for the public on Sept. 16

The 90-minute cruises, aboard the Pacific Spirit and Motor Yacht Spirit, begin at 9 a.m., departing every 45-minutes through 2:15 p.m. The cruises will set sail from downtown Long Beach's Pine Avenue Pier, between the Aquarium of the Pacific and Shoreline

Last year, more than 2,800 people took the free harbor cruises. It was the largest crowd ever to visit the port during a single weekend.

'Hands down and without a doubt, this has been my favorite experience in Long Beach," wrote Michael O'Connell in a letter to the port's Communications

Long Beach Communications Division at 562-590-4121.



Big Start in July with Record-setting Imports

HE port's total container volume jumped to the equivalent of 409,979 20-foot container units in July, a 17.8 percent increase over July 1999. Long Beach's previous best month was May's 406,772 20-foot equivalent units (TEUs).

The July-through-October period is usually Long Beach's busiest, boosted by shipments of imported back-to-school and end-of-the-year holiday clothing, toys, shoes and consumer electronics products made in Asia.

In July, the number of imported containers climbed to 224,865 TEUs, a 19.2 percent gain over July 1999. Exports increased 17.2 percent to 86,874 TEUs. The number of empty containers increased 15.3 percent to 98,259 TEUs.

Port of Los Angeles News

Cargo Record Set

ORT of Los Angeles container volume for the fiscal year ending June 30, 2000, is 4,354,422 TEUs (twenty-foot equivalent units), the first time in history that the Port has surpassed the four million mark.

The Port handled 402,557 units of 20-foot-long containers last month, increasing its container volume total in the first six months of 2000 to 2,270,051 TEUs. That's 30.1% ahead of the record-setting pace established in January-June of last year.

Port Executive Director Larry Keller commented, "Most containerships are continuing to arrive here from Asia fully loaded with cargo, which accounts for our strong, consistent import growth. And while there are statistical indications that the U.S. economy is cooling down, we have not yet seen any negative impact on inbound cargo traffic."

He added, "We also are pleased with export growth this year compared to last year. Economic recovery in Asia opens doors for U.S. exporters and manufacturers seeking business expansion in a key region of the Pacific Rim marketplace."

With its June 2000 performance, the Port has now moved 400,000 or more TEUs for three consecutive months, and 300,000 or more TEUs for 14 consecutive months. Inbound loaded traffic was 211,118 TEUs, 30.5% greater than in June 1999. Outbound loaded traffic was 79,135 TEUs, or 17.5% higher than last

June.

In the first half of the calendar year, the Port's total container traffic of 2,270,051 TEUs includes a record-setting 1,160,998 inbound loaded TEUs, which is 31.4% greater than January-June 1999. The 2000 figure also includes 479,294 outbound loaded TEUs, which is 23.4% higher than last year.

Eyes of a Hawkes

PORT Police Officer Kenneth Hawkes will be awarded with the International Association of Autotheft

Investigators 2000 LoJack Award for his keen work that has resulted in the recovery of 10 stolen vehicles.

Officer Hawkes picked up a silent signal from a stolen Mercedes and tracked the signal to a container at the Port of Long Beach. U.S. Customs opened the container and discovered the Mercedes along with a stolen Cadillac. The value of this recovery is estimated to be in excess of \$100.000.

For his excellent work, Officer Hawkes will be receiving this prestigious award at the 48th Annual International Association of Autotheft Investigators.

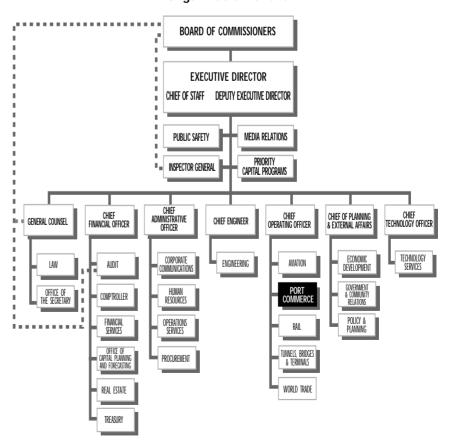
Enjoying robust financial performance

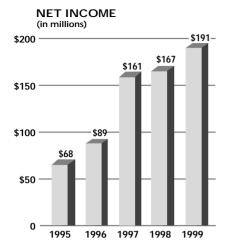
HE Port Authority of New York and New Jersey began and ended 1999 in a position of exceptional financial strength – characterized by remarkable earnings, record traffic levels, historic capital investments and improved customer satisfaction.

Gross operating revenues totaled a record \$2.5 billion, up from \$2.4 billion

in 1998. Net income, a key gauge of fiscal efficiency, reached an all-time high of \$191 million, an increase of \$24 million over the previous year. Current reserves at year-end were \$1.6 billion, another all-time high, and net revenues available for debt service and reserves totaled \$939 million. Total capital spending was \$992 million, the highest outlay in agency history. New efficiencies and a vibrant economy generated record traffic and business activity that underpinned the agency's robust finan-

Organization Chart





cial performance:

• The Port Authority's Port Commerce facilities handled a record 2 million containers (measured in 20-foot equivalent units, or TEUs), a rise of nearly 8 percent over the previous year. The oceanborne general cargo was a record 17.9 million long tons, representing a year-over-year increase of 7.3 percent. The overall value of general cargo was \$72 billion, up 5.4 percent. Greater productivity, growing international trade and the strong economy are credited with the New York-New Jersey port's impressive gains in 1999.

For Lease

Over Three Million Square Feet of Warehouse Space Located at the Port of Stockton

HERE are exciting, though critical, challenges ahead for the Port of Stockton. Since it is not a tax supported entity, but is self-supporting, investments must be wisely and cautiously considered before they are made. The Port's primary covenant has always been to create jobs and that will not change. In order to continue meeting that objective, there must be a new heads-up, competitive marketing strategy, and it must, in a timely manner, envision and fulfill the global needs of business and industry.

As in the past, future progress will require and insightful staff, advance planning, and a heightened awareness to environmental concerns and regulations. In many ways, it will amount to a juggling act. The ever-increasing size of ships in the World's Bulk Fleet, carrying larger volumes of cargo, will, in the not too distant future, need deeper water. The Port and the U.S. Army Corps of



Engineers are presently studying the feasibility of such a project, which would increase the Channel depth from 35 feet (MLLW) to 40 feet.

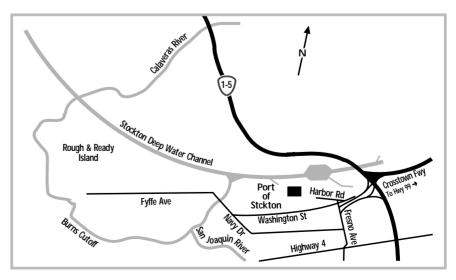
The imminent acquisition of the former Naval Communications Station at Rough and Ready Island - west of the present Port facilities – will bring about changes of tremendous proportions. When the conveyance is complete, the Port will be over three times the size it is today. Mandated by special legislation, the Public Port Benefit Conveyance was proposed, authored, and shepherded through the U.S. Senate by Senator Dianne Feinstein, and through the House of Representatives by Congressman Richard Pombo. To realize the Island's full potential, the Port is re-examining and expanding its strategies, and exploring new business opportunities for development, within the context as well as the constraints of the legislation.

The Island contains more than five million square feet of warehousing, over

a mile of docks, open storage areas, 40 miles of railroad tracks, and approximately 500 acres of land for future development. The challenge to utilize these facilities, which need to be upgraded from military/government standards to civilian use, is formidable.

This past year, another important milestone was realized when the Port, Contra Costa County, and industries utilizing the waterway for transportation of goods, finalized a cost sharing maintenance dredging agreement. This will ensure a continued minimum draft of 35 feet in the San Joaquin River.

The past fiscal year has been one of good fortune, with near record tonnages producing an increase of net profits of one million dollars. This, in spite of the significant funds expended to enhance and protect the environment. The Port is proud of its leading edge programs to train employees, tenants and contractors, and to implement sound environmental oversight.



Africa/Europe

Continued spectacular growth of container traffic and record maritime cargo turnover for the first six months of this year!

Half yearly results:

During this period, the Port of Antwerp registered 63,476,127 tonnes of cargo. Compared to the same period of the previous year this represents a 14.1% increase (7,852,264 tonnes). Even compared to 1998, a record year, results show a positive score of some 3,135,780 tonnes.

The month of June (11,265,911 tonnes) is the highest monthly achievement in the annals of the port. Additionally maritime cargo turnover during each of the other five months exceeded the 10 million tonnes threshold.

Continued spectacular growth in container traffic:

During the first half of this year 22,002,185 tonnes of containerised cargo was handled. This represents an impressive 3,518,004 tonnes (19%) more than for the same period in 1999. Results show that after the first five months of this year



c o n t a i n e r cargo was handled as during the first six months of 1999. Expressed in units, container handling increased by some 18.4%

Conventional cargo also produced strong results, growing by 23.3% to 9,348,730 tonnes. Even though this growth is somewhat distorted due to poor results registered during 1999, these latest handling figures are one of the highest achieved in the last five years. The two main contenders which contributed to this growth were steel products (+32.1%) as also paper & cellulose (+11.5%).

There were also impressive

to 1,998,845 TEU.

growth rates for non-containerised general cargoes such as meal, sugar and wood. On the other hand, maritime turnover of both fruit and rolling stock declined as compared to 1999.

Handling of liquid bulk products increased by 13.7% to 15,991,512 tonnes, whereas dry bulk goods remained unchanged compared to 1999. Fertilisers increased by some 19% whilst ore which had been declining now regained a growth of 6.1%. Coal is remaining stable.

During the first half of 2000 a total of 8,049 vessels called at the Port of Antwerp, representing an increase of 289 compared to the same period in 1999.



The port of Antwerp has the necessary handling equipment for all kinds of cargo. The floating derrick Brabo (photo) has a lifting capacity of 800 tonnes and is frequently used for project cargo.

Le Havre and Osaka Celebrate the 20th Anniversary of Sister Port

N 1980, a first ceremony for the twinning of the ports of Osaka and Le Havre took place in July in Osaka and a second in Le Havre in October. Twenty years later, the same process was observed:

- on July 14 (French National Commemoration Day), the port of Osaka organised a big event to commemorate the twining. On this occasion young pupils from Le Havre made a presentation of their port in drawings which were displayed in Osaka, and also planted an oak, a popular tree in Normanday.

– on August 30, an important delegation of 19 people, headed by General Manager Semba of the Port of Osaka visited Le Havre. At the same time STS Akogare, the sailing ship of the city of Osaka called at Le Havere. Many events took place to celebrate the friendship between the two ports: drawings from Osaka children were displayed in the building of the Port of Le Havre

Authority, a cherry tree was planted near the Harbour Master Building, and a half-day seminar with the participation of more than one hundred people was organized. During this seminar, opened by Chairman Lecomte of the Board, Semba made a presentation of the Port of Osaka and its future developments and Mr. Lacave did the same for Le Havre. During the second part of the seminar, in a very fruitful discussion, the Japanese and French professionals

exchanged their views on logistics, and representatives from the two port decided to tighten their links for the benefit of the two communities.



From left: Hiroshi Kawamoto, Jean Pierre Lecomte and Atsushi Semba uncover a plaque commemorating the plantation of the cherry tree.



Sail Training Ship "Akogare" of Osaka entering the port of Le Havre on August 30, 2000.

Port of Hamburg Marketing forges ahead

ESPITE no increase resources, Port of Hamburg Marketing and Public Relations - HHVW - has considerably stepped up its activities. This applies not just to its expanded range of publications, representing the port at international trade fairs and maintaining its schedule of workshops in its hinterland and overseas, but also to the continuous expansion of its Internet presentations. The Port of Hamburg is presently truly worldwide. New partnerships with the ports of Kaohsiung (Taiwan) and Alexandria have created new focal points. The existing city partnership with St. Petersburg will in future also be reflected in cooperation between the two ports.

The association has also paid special attention to strengthening its links in inland Europe. Client contacts in the "new" federated states have been expanded, for a start, and a basis created for the further development of economic and traffic growth in the Baltic region.

The association's constantly growing membership - currently totalling 190 firms - is a sure indication that the port business community feels well served by HHVW. In the process new memberships have been attracted from the Elbe area of the hinterland.

<www.hafen-hamburg.de> being developed as a logistics portal for the port business community and interested users

OLLOWING the fresh start for presentation of the Port of Hamburg on the Internet launched at the "transport" trade fair in Munich a year ago, the comprehensive range of information supplied has won many friends and users in Germany and abroad. Constantly

growing numbers of hits and direct feedback by E-mail emphasize that the Port of Hamburg chose the right moment for developing a comprehensive display for the World Wide Web. User acceptance has been excellent. Whether it's the map of the port, sailing lists, terminal descriptions, cargo handling returns, general news or direct contacts with firms

in the port industry, on < www.hafenhamburg.de> the enquiring Internet surfer will find virtually everybody and everything.

This favourable trend has now promoted HHVW, in cooperation with the Hamburg Ministry of Economics, Dakosy and expert agencies, to make a start on developing the Internet presence as a data and business portal for businesses in the port and their logistics partners. Following completion of review of the present situation and various pieces of research as well as the design and implementation stage, HHVW reckons that the first logistics portals should be ready in the first half of 2001.

The existing range is meanwhile continually being expanded and updated. Part of this process is an upgrading of the news area, for instance. A selection of pictures of port subjects is being offered in addition to the latest extracts from the national and international press. These digitalized photos are wholly suitable for reprinting.

Ports of Hamburg and Kaohsiung Sign Partnership Agreement

IGH-RANKING officials from Hamburg and its new twin city Kaohsiung, Taiwan, signed a partnership agreement in Hamburg this April. Regular exchanges of port personnel and publications, mutual information and support in staging seminars and other events, and joint research and training schemes are just some of the projects detailed in the agreement. The Port of Kaohsiung is of particular significance to the Port of Hamburg. After all, Taiwanese shipping lines are among Hamburg's most important customers. Moreover, with its annual container throughput of nearly 7 m TEUs, Kaohsiung is the world's third biggest container port. More than 20 container services regularly operate between the two main ports, carrying around 156,000 TEUs of cargo in 1998 (the last year figures are currently available).



Officials from Hamburg and its new twin city Kaohsiung visiting Burchardkai Container Terminal

Minister Opens New Facilities at Port of Cork

N the presence of Mr. Frank Boland, Chairman, Port of Cork, Chief Executive Mr. Pat Keenan and a representative gathering of port customers, Mr. Frank Fahey T.D., Irish Minister for the Marine & Natural Resources formally opened a number of port facilities at the Port of Cork on Tuesday, 5 September. Four separate facilities involved capital investment of £24.6 million of which European Union Cohesion and Structural Funds' grant aid amounted to £9.8 million. The grant aid applied exclusively to the Ringaskiddy Deepwater Terminal and the Tivoli Container Terminal. The four facilities were as follows:-

Ringaskiddy Deepwater Terminal Extension

This involved a 150 metre berthage extension to bring total deepwater berthage at Ringaskiddy to 485 metres with 13.4m alongside at low water. Reclamation of almost 5 ha. of land has increased total cargo marshalling/storage areas to 16 ha. The Terminal is the only multi-user facility in Ireland capable of handling fully laden Panamax size vessels (60,000 d.w.t.). A new mobile portside crane has a grated grab capacity of 600 tonnes per hour and together with a new sophisticated Dockside Mobile Hopper will augment the two existing dockside cranes. The new crane is also geared to handle lift-on lift-off container traffic. At present the principal commodities handled at the Deepwater Terminal include animal feedstuffs. molasses and trade vehicles together with Grimaldi Euro-Med Line's weekly ro-ro service linking the Mediterranean with Northern Europe, including Scandinavia.

Tivoli Container Terminal Extension

This project involved the installation of a second 40 tonne Liebherr Container Crane, four Noell 40 tonne straddle carriers, a new computerised container tracking system and expansion of the container marshalling area. The port's container traffic has grown steadily in recent years to a point where Cork is the No. 2 container port in the country. Last year container traffic grew by 18% to 116,000 teus and continues to perform satisfactorily this year. Approximately ten sailings a week are operated to continental ports by BG Freightline, HKCIL, Eucon and Rheintainer/Seawheel.



Unveiling of Plaque at Ringaskiddy

(L-R) Frank Boland, Chairman, Port of Cork; Frank Fahey T.D., Department of the Marine & Natural Resources; Pat Keenan, Chief Executive, Port of Cork.

Tivoli Bulk Facility

The new purpose built bulk facility has been built to cater for the entire output of zinc and lead concentrates from the Lisheen Mine in Co. Tipperary. Cork was chosen as the port of shipment in face of competition from other ports. The impressive facility was constructed following a rigorous planning appraisal and is subject to stringent environmental controls. It comprises a 4,100 sq. metre building with segregated storage of zinc and lead concentrates. The material is transferred by means of front end loaders on to a fully enclosed conveying system from which the concentrates are discharged into the ship's hold by means of a ship loader fitted with a telescopic boom and a Cleveland Cascade chute. The concentrates are shipped in vessels ranging from 4,000 tonnes to 15,000 tonnes.

Port of Cork 2000 Garden

This unique and highly attractive amenity was developed to mark the dawning of the new millennium. Situated at the water's edge at the western end of the Tivoli Estate, the Garden affords excellent views up river towards the City and down river towards the Marina and Blackrock. Designed as a year round garden, it has a wonderful variety of trees, shrubs and perennial plants. It has a most interesting gravel garden area with a collection of bamboos and Japanese maples. There is a central path running the length of the long, rectangular site and at both ends stand a pair of modern wroughtiron gates. Attractive seated areas are an important feature of the Garden while other distinctive features include:

- · A sunken paved area with seating containing a centre piece of a marble sculpture depicting a fish swimming under water:
- A sundial on a base of Liscannor paving:
- Circular stone pillars linked with chain and with climbing plants trailing from one pillar to another;
- The coat of arms of the Port and City depicted in cobbles with "Millennium 2000" picked out in creative stones surrounded by contemporary plant-
- Lighting accommodated in stone bollards:

Why the port deserves a little bit of tax independence

OT the 2,000 billion lire that the Treasury collects from the wharves but 40 from port taxes. The examples Barcelona and Marseilles, and not just North Europe. Immediate goahead requested for the master plan



Giuliano Gallanti President Port Authority of

The port of Genoa is flourishing. This can be measured not only in terms of traffic figures, which have surged the first months of 2000, but also by the fact that the 1999 financial year ended in the

black, after decades of banking debts (now practically eliminated). In addition, now there are interesting selffinancing prospects thanks to a glimmer of tax independence. This is what Giuliano Gallanti, the president of the Authority, outlined in his budget report, pointing out that the ports have the right to request a "devolution" of port taxes. Naturally, no one expects all 2.000 billion lire that the Treasury collects every year from the importsexports passing through the Genoese terminals; instead, just 40 billion, i.e., 2 percent.

The size of the figures already demonstrates just how reasonable contrary to widespread pretentiousness - the requests are. "Those 40 billion explains Gallanti- involve three port taxes, concerning maritime fees, anchorage and loaded or unloaded cargo. In particular, 50% of the last type of tax is still collected by the Treasury, despite the fact that the situation for which such a collection was authorised no longer exists. In fact, the deficit of the old port institutions, that initially justified the measure, is rapidly disappearing."

What positive consequences would it have on the port?

"In a few years we would be able to create the central core of the port master plan directly. Plans for the period 2000-2002 - continues the president of the Genovese Authority- call for the start of works worth 400 billion lire: half financed by the government and the other half by us. And with definite time schedules. And that's not a small feat recalling that we waited a year and a half for the funds, already prepared and allocated, for a crane yard at ponte Libia destroyed by a tornado. Everything was put on hold only because the Treasury was unable to transfer the funds to the Transport Ministry, since an ad hoc expense item was missing...'

Just practical, functional advantages? "This initial tax autonomy - points out Gallanti - would confirm another no less important principle: it would establish that the most active port obtains greater resources and is responsible for its choices. Afterwards, whoever makes a mistake will pay for it. On the other hand, the reform is a mandatory choice to be able to compete with the same Mediterranean ports. North European regions and municipalities have been applying a real devolution for some time. Catatonia directly withholds a part of the taxes and Barcelona has invested no less than 2,000 billion lire in ten years (including the spectacular Gehry build-

ing on the waterfront). Then, despite the centralised structure of the French system. Marseilles has invested 1,200. And there's more: Spain and France are implementing an incredible policy to improve the railway network to serve the terminals, guaranteeing continuous ship-train transportation."

And what steps are we taking? "It's clear that we must keep pace... The main tool remains the national transport plan indicating what port systems the activities should focus on. A recent research project by Censis (commissioned by the Genoa Authority) indicated that Italy is far behind other countries in considering the port activity as a driving force of the national economy instead of a mere element of local development. This leads to delays and disruptions in terms of financial, organisational and cultural resources."

In the meantime, the master plan of the port of Genoa is still on hold...

"The new plan for the coastal area involves the city almost more than the port zones: a million square metres of port areas are at stake, from Vesima to ponte Parodi, to be converted to urban functions. If they don't decide, we'll keep them. However, the current impasse must be resolved as soon as possible. More than anything else because penalising us, the first Italian port to draft the plan in strict co-operation with the City, as prescribed by law, disavows the new direction and fuels the actions to follow the old method of trying to do the best one can, piece by piece. Don't forget that the Genoese port committee, in approving the budget, agreed with my list of priorities, at the top of which is approval of the port master plan."

The 1999 financial statement ended in the black and not only because of the traffic trend.

"For the first time in decades, the accounts came out eight and a half billion lire in the black. And with a progressive reduction in bank debt, that now basically has been eliminated. The budget was not balanced by increasing fees or as a result of government contributions. It was mainly due to the reduction in current expenditures for personnel, thanks to completion of the preretirement process. Thus, funds could be spent on infrastructure maintenance (about 12 billion lire, an increase of 50%) and investments (38 billion, of which 12 were self-financed). We're convinced that this is what's needed to develop the port and to increase employment for the younger generations."

Put a free zone in the port at the service of e-commerce

logistics base in a zone outside Customs, plus the Internet, can speed up cargo distribution - a contemporary problem in the era of high-speed economy:

The telematic boom, that stunned the entire world, along with e-commerce, perhaps will get the "free zone" project in the port of Genoa off the ground. Though possibilities abound, caution is a must, considering the past: everyone has been waiting for years (ten to be exact) for what is certainly a good initiative to become a reality. And the wait almost led Prof. Victor Uckmar to resign as president of srl Zona Franca, established with great expectations by the port, city, province, Chamber of Commerce and Carige. Now, something has changed. Two businessmen, Marino Abbo and Sebastiano Gattorno, together with a public manager, Marco Sanguineri of the Port Authority, developed a plan to relaunch the project based on the close relationship between the Internet and the free port.

< Up to now - they explain - there was no adequate means of speeding up cargo distribution, a rather important problem without any solution in sight, to match the advent of electronic commerce that is changing and accelerating the economy. One possible solution is to offer customers a logistics base, a real industrial hub where various products can be handled and prepared for shipment in a zone outside customs, within the main Mediterranean port, and all just a short distance from the airport and the main railway and motorway connections. This is also rather significant in terms of another aspect: that the entire structure will operate on line, linked to the Internet and to the entire port computer system (terminal operators, agencies, shippers, customs, etc.) to truly operate in real time and to reduce the actual delays between order and deliveries to a minimum.>

Where will the free zone be located? The original project site was Cornigliano, in that segment of the Riva area that should become available when the hot steel mill shut's down. And, as far as the relative infrastructures are concerned - as Sanguineri points out - it will be possible to utilise the funds allocated by law 426 regarding reconversion of the former steelworks. However, if additional complications or delays should arise, nothing says that the free zone can't be located at Voltri, since the law states that it can be delimited where required within the commercial port. < What's important -emphasises Uckmar- is to avoid any other losses, like the Fiumara or Mira Lanza areas. because this is a unique opportunity that shouldn't be missed...>

There would seem to be many positive consequences. Starting with employment. Once fully operational, the zone will increase the labour force with two thousand direct employees and even more units externally, considering that each job in the distriparks corresponds to seven in sideline businesses.

The foreseen increase in the amount of traffic leads to the problem of communications, especially with the North, and therefore of upgrading the railway connections. < It's useless for us to continue complaining about the delays in the third mountain pass: the real situation - states Gattorno with conviction - will be the driving force behind the projects. In this sense the free zone will help us, because by relying on logistics, a source of employment and richness for everyone, we are rendering a service for the entire country.>

< Already today, by using what's available, we can do more and better>, mentions Abbo. And he explains: < There are lines, for example between Savona and Cairo, that are underutilised. It's a question of equipment, the use of wagons, but also of mental barriers. And finally the State railways are changing...> In fact, during his recent visit to Genoa, Mr.Bersani, the Transport Minister, confirmed that liberalisation of the railways would be completed by June: the network of tracks will remain with the company, while management of the rolling stock, starting from the cargo yard, will shift to private enterprise; in other words, it's a brand new game in the world of transportation, and the free zone is the ace up Genoa's sleeve. That should be played right away.

The Amsterdam Port Heads for Record Year

VER the past half year goods transhipments through Amsterdam ports increased by ten percent. In total 31.5 million tons of goods were transhipped. Should this growth continue, Amsterdam will amply exceed the 1999 results of 56 million tons, reaching a transhipment record. With this 10% growth Amsterdam Ports is one of the fastest growing ports in the Le Havre-Hamburg range. All sectors showed growth over the period. Liquid bulk increased by 27% to 6.5 million tons,

dry bulk went up 6.2% to 21.4 million tons, and general cargo movement is still improving with a total 8% transhipment growth recorded at 3.5 million tons.

"Considering the growth forecasts for the national and international economy I am almost positive we will see a record this year," says Port Authority Executive Director Godfried van den Heuvel. "I certainly expect us to reach 60 million tons of goods transhipped. And I am also optimistic about coming years, as the container terminal that will be ready next year and the new Afrikahaven will both give major support to growth."

Liquid bulk

The increase in liquid bulk by 27%, to 6.5 million tons, was partly due to rising trade in crude oil and oil products. There was particularly healthy demand from the United States, causing transhipment of oil products to increase by 28.7% to over five million tons. The amount of crude oil increased by 5.4%, reaching 150,000 tons. The category of "other liquid bulk" (including chemicals) also increased strongly (28%) over the past six month period to 1.3 tons.

Dry bulk

Over the past six months Amsterdam Ports processed 21.4 million tons of dry bulk (+6.2%).

Over five million tons consisted of agribulk (grains, cattle feed and oil seeds). Compared to the first half of 1999 this meant a slight decline of 1.5% caused by the Dutch livestock reorganisation plan.

Coal transhipment encountered rising demand from Germany and increased by 11% to reach 8.3 million tons.

The steel and scrap market is now gently recovering from the crisis it suffered over the recent period. Production levels in the steel industry are now 10% higher than they were one year ago. Over the past year Amsterdam handled about five million tons of ore and scrap; a 5% increase against the same period last year.

The drop of fertilisers by 9.6% down to 413,000 tons was a temporary one. Supply and the trade are expected to concentrate ever more on Amsterdam.

Over the past six months the category "other dry bulk" including sand, gravel and minerals, booked a 12.4% improvement to reach a total of 2.7 million tons. Given the current boom in the building industry, the growth of this category is expected to continue.

General cargo

In the past six months general cargo

transhipments increased by 8%, to a total of 3.5 million tons. Within this sector the movement of containers increased by 54% to reach 490,000 tons (34,282 TEU). Roll-on/roll-off traffic was also on the rise, increasing by 8.7% to reach 331,000 tons.

Other general cargo (including bagged products) rose 2.4% to 2.7 million tons.

Vessels

The number of sea-going vessels calling in at the port over the last six month period totalled 4,439 compared to 4,432 in the same period last year.

SADC: Namibia

HE Southern African Development Community (SADC) was founded in the capital of Namibia, Windhoek, in August 1992. Its origins, however, date back to the creation of a regional Coordination Conference held in the Zambian capital, Lusaka, in 1980. The conference, which was attended by nine future members of the SADC, committed the governments to cooperate with each other in the quest for economic development.

Today, the SADC has 14 members: Angola, Botswana, the Democratic Republic of Congo, Lesotho, Malawi, Mauritius, Mozambique, Namibia, the Seychelles, South Africa, Swaziland, Tanzania, Zambia and Zimbabwe. The organisation's central office is in Gaborone, the capital of Botswana.

The objectives of the SADC members include the development of common political values, the promotion of peace and security within the region, and self-sustaining economic development, based on collective self-reliance. Community members are also committed to maximising employment, the sustainable use of natural resources and protecting the environment.

The current chairman of the SADC is the president of Namibia, Sam Nujoma, who was elected at a summit meeting of political leaders at Windhoek in August. He replaced Mozambican president Joaquim Chissano.

Mr Nujoma says that his task will consist of developing economic interaction between the member states, and establishing links with other economic blocks in Africa, such as ECOWAS (the West African Economic Union), the Arab Maghreb Union in North Africa, and the East African Community.

Green Award Managing Director's Report

1999

For Green Award, 1999 has been a year of celebrations. No only did the organisation celebrate its fifth anniversary, but we also officially issued the 100th Green Award certificate. On 4 September 1999, the Dutch Minister for Transport, Public Works and Water Management, Mrs Tinek Netelenbos, presented this 100th certificate to Mr Abdullah Al Roumi, Chairman of the Kuwait Oil Tanker Company, at the World Port Party in Rotterdam.

Forty applications for certification

The growing acceptance and appreciation of the Green Award as the only viable, globally effective system to promote clean and safe shipping is illustrated by the rapidly growing number of applications for certification. In 1999 we received no less than 40 applications, the highest number in any year so far! The increasing number naturally placed much pressure upon our team of auditors. It goes without saying that we never let this growing workload affect the quality of the inspections they perform.



Five new owners/managers

The growing number of applications is in part caused by the fact that more and more tanker owners and managers are joining the Green Award scheme, and partly because existing participants are reporting new ships. In 1999 we registered five new owners/managers, bringing 15 vessels under the Green Award flag. These are:

- V.Ships Norway;
- · Kuwait Oil Tanker Company;
- · Cabodoro Shipping;
- · BP Shipping;
- Ugland Marine Services.

Three new ports

In the second half of the year, we were informed that the Portuguese ports of Lisbon and Leixoes had adopted the Green Award scheme, thus adding to the impact of the system. The Dutch port of Moerdijk also joined, bringing the total number supporting the Green Award scheme to 41.

Growing percentage

Although Green Award ships still represent a minority of the total number of tankers of 20,000 tonnes DWT and above, the percentage is growing. Of all tankers in the relevant worldwide tonnage class by the end of 1999, 7 per cent were Green Award certified.

In some ports, such as Sullom Voe and Rotterdam, the number of calls by Green Award Ships as a percentage of the total number of calls by crude oil and product tankers of 20,000 tonnes DWT and more is substantially larger. In 1999 Sullom Voe was visited by 361 tankers of 20,000 tonnes and more, 58 (16 per cent) of them Green Award Ships. Rotterdam saw 797 tankers of 20,000+ tonnes, 26 per cent of which were flying the Green Award flag (1998: 14 per cent).

NEW DEVEROPMENT

Dry bulk certificate from January 1st 2001

During 1999, the Green Award Bureau produced a preparatory study on the extension of certification to dry bulk ships. This assumed that bulkers measuring 50,000 tonnes DWT and above would be eligible for Green Award certification. The Board of Experts accepted the report in principle and asked the Bureau to complete the rating system, so that after the consent of the Committee the certificate could become operational. The Committee decided to extend the Green Award system to smaller bulkers; ships of 20,000 tonnes DWT and above will now be included. This, however, requires a more comprehensive study. The requirements will be based partly on the existing tanker rules and partly on newly developed ones.

By decreasing the tonnage to 20,000 tonnes DWT, the Committee's intention is to open a wide-scale market for the adoption of the Green Award. The certification of bulkers of 20,000 tonnes DWT and upwards is planned to be introduced on 1 January, 2001.

Operational crew

Since the Green Award system is

growing in two ways - within the original tanker sector and by extension to a new sector, dry bulk - the need for more manpower is urgent. In order to overcome growing pains caused by the pressure on the present team of Green Award auditors, it has been decided that a pool of part-time auditors will be created in co-operation with several first-class independent survey bureaus. Designated experts will be trained by Green Award auditors to carry out annual surveys when needed. The initial surveys and office audits which precede the issuing of the Green Award certificate will be carried out by the Green Award auditors only.

The Green Award Philosophy

Win-win - and the ultimate winner is the environment

Green Award is the only truly international, independent, incentive-based system for safe and environmentallyfriendly shipping which operates on a global scale. The system is not yet perfect and it is not yet complete. Gradually, a growing number of shipowners and ships are joining the GA system. For shipowners, a Green Award application costs some effort and money. However, the fee is quickly recouped by the financial incentives, which Green Award vessels obtain from the participating ports. That is why it is so important that more and more ports join the scheme.

As more ports do realise the unique win-win properties of the system and so join it, the Green Award will become increasingly effective in improving the environmental quality of shipping worldwide. Green Award can also truly be called a win-win system, since the trouble to which shipowners and managers have to go in order to obtain certification is repaid through the improvement of procedures on and the technical qualities of the ship which are achieved thanks to the certification procedure.

Those port authorities which co-operate in the Green Award scheme are aware of the fact that our success - the introduction of new ships and new categories into the system - costs them money. Their part in the win-win situation is far less direct than that of the shipowners, who see substantial reductions on their bills as a reward for participation. For ports, the rewards are mostly indirect, in the form of less pollution and a better relationship with government and the local population. But more and more port authorities are realising that their place under the sun

depends to a large extent on the way they handle the environmental aspects of their job. The Green Award scheme helps them in that respect.

Without oil tankers, the lights would go out

Tanker shipping in general has recently been under pressure - to the extent that people sometimes seem to forget that most of the energy which keeps our economy and our households going comes from the burning of mineral oils. Without the worldwide network of oil tanker shipping, the lights would

From the perspective of the Green Award Bureau, the image problem of the energy sector - especially oil tankers - means that we have to intensify our efforts to promote clean and safe shipping. As the quality of shipping itself is improved, so the image will follow.

People must know that "old" in shipping does not mean "derelict". A wellmaintained 20-year old oil tanker which deserves its Green Award is a welcome guest in any port, whereas it is not difficult to build a badly-designed new ship or to neglect the management and maintenance of a recently-built tanker.

Governments which try to find easy ways to convince public option about their seriousness on the issue of clean seas by introducing rules concerning the age of tankers are on the wrong track. There are more than enough rules and regulations. Governments would be better concentrating on compliance with IMO regulations and other international rules. The difference between bad and good in ships is not a matter of age. It is a matter of design, construction, equipment, maintenance and management.

The Green Award Bureau concentrates on just those issues.

Hand de Goeij April 2000

Rotterdam Pilots Support Green Award

VITH the world's largest port, Rotterdam, under their auspices, Dutch pilots have always prioritised security. By providing highly-trained and skilled pilots to the international world of shipping, the safety of the vessels themselves and of the wider environment is ensured. If you yourself focus upon quality and safety, then you learn to recognise and appreciate them

in others. There are considerable variations in the quality of the ships and crews which call at Dutch ports. The pilot, who as an "ambassador" of the port is the first to board the vessels, realises this better than anybody.

When the Green Award Foundation was set up, we as an origanisation immediately understood that if you embrace safety and quality yourselves, then you should also reward those of your clients who observe the strictest environmental and safety standards.

Moreover, the pilotage service's clients are not only international shipping. We are also there to protect expensive port infrastructures, local residents and the environment against the potential dangers which that shipping can pose.

The Dutch Pilots Corporation therefore realized that it should support the Green Award Foundation internationally from the beginning, providing substantial financial support to bring it to the attention of the international shipping world. Now, from the year 2000, we have resolved that ships certified by the Green Award Foundation which call at Rotterdam and the other Dutch ports will receive a bonus for every visit they make.

In this way, we are demonstrating that we want Rotterdam not only to be the world's biggest port, but also its safest and cleanest. If you as our clients work with us to achieve this, we will be more than happy to show our appreciation

René M. Eichelsheim President "Rotterdam Pilots"

Portnet restructures (again)

OUTH Africa's National Ports Authority, Portnet, is having to live with a constant shortfall in its infrastructure funding budget, according to new CEO, Siyabonga Gama. In theory, R1.7 billion will have to be invested every year over the next decade if the backlog of current work is to be cleared. However, for the current fiscal, just R1.14 billion is to be made available by the governments, down from last year's R1.24 billion.

The gap, argues Gama, will have to be filled through an injection of private sector investment for both new facilities and the upgrading of existing infrastructure. The current backlog of work is the direct result of a near starvation funding policy,

which saw a paltry R185 million made available in 1993-94, from which time crisis management policies have had to be adopted in order to keep Portnet's head above water.

Gama emphasised that no new money will be available to invest in new ports or terminals, since spending will outstrip revenue just by maintaining the status quo. One exception is the planned deep water facility at Coega, for which R1.64 billion has been included in the budget. The overall short fall in finance, it is claimed, has forced Portnet into undertaking an intern restructuring, which will see the creation of a separate port authority overseeing a port operations department, although this has been mooted for several years now. Henceforth, a variety of methods of innovative financing will be pursued, including public/private partnerships, concessions and BOT schemes. Portnet will retain ownership of assets but management of operations will be outsourced.

Portnet's organisational revamp has seen a number of new appointments.

Portnet, itself, now has Mvikeli Matutu heading up property and physical planning, Riah Phiyega in charge of strategic co-ordination and Patrick Dada taking care of corporate services. Yet to be appointed is a general manager responsible for marine and port engineering. Meanwhile, on the operational side, Tau Morwe comes in as CEO, backed by Mdu Nene in charge of bulk handling, Ronnie Kingwell taking care of container terminals and Sylvester Haanyama overseeing corporate services, with Pumi Sithole heading up the marketing department. A breakbulk general manager is also being sought.

(Cargo Systems)

Port of Tarragona: Now one of the busiest ports in Spain and the Mediterranean

HE port of Tarragona handled more than 25.5 million tons of cargo during 1999, making it one of the busiest ports in Spain and the whole Mediterranean. Above all, it is one of the most important gateways for merchandise entering the European Union.

In terms of specific cargos, liquid bulks reached 15,489,000 tons, of which 14,114,000 tons were petroleum products and 1,375,000 tons other liquid bulks. Solid bulks, at 8,709,000 tons, represented an increase of 9.2% over the previous year.

The port handled a total of 925,000 tons of general cargo, an increase of 10.7% over 1998. This increase was a result of the policy of diversification in port traffic that has, for example, brought about a rise in fresh fruit to 75,000 tons (an increase of 71.10% over the previous year) and in container traffic to 330,000 tons (an increase of 30.2%), mainly due to the opening up of new regular lines.

Position

Tarragona is located at the confluence of two highly important industrial and commercial routes, the Mediterranean Arc and the Ebro River Valley, specifically in the southern counties of Catalonia. It is one of Europe's most dynamic regions and home to the largest petro-



chemical complex in Spain and the most important manufacturing and processing industries. The Port of Tarragona is one of the major driving forces behind the economy of this extensive area and a major influence on a wide hinterland. It is constantly giving rise to synergies that facilitate the realization of all the economic actions in the area.

Its extensive road, motorway and rail communications network, together with a wide availability of deep-draught docks and adjacent surface areas, make it a major strategic and logistical centre for the south of Europe.

The Port of Tarragona has several specialized port terminals with a total area of 612 ha. and 12 kilometres of berths with draughts of up to 20 metres. It has large areas available for logistical activities related to port operations, twelve roll on/roll off ramps and unloading equipment with cranes of up to 40 tonnes. All wharves can be accessed by an extensive internal twin-track rail network which provides quick and easy connections to the national and international networks. There is direct access from the port to the main roads and motorways of the area without having to pass through built-up areas.

With such advantages, the Port of Tarragona is well placed to meet the challenges of the future. The wide range and versatility of its terminals and logistical areas, its excellent facilities, the diversity of available land adjacent to the port area, the creation of a logistical activity zone (ZAL), the application of quality plans and the large concentration of industry within its area of influence place it in an unbeatable position to be the southern port of access for the European Union.

Investments in Infrastructure:

The globalization of the economy has meant an increased importance for maritime transport. Shipping accounts for more than 90% of the total world traffic and, as such, plays a highly significant strategic role. However, this type of transportation requires the constant incorporation of new methods and technologies, fresh investment and personnel training. Only in this way can it meet the demands and challenges it is continually faced with.

In the area of infrastructure investment, the Port of Tarragona has undertaken a wide-ranging programme which is due to end in the year 2000 and which, in the last decade, has seen an outlay of 50,000 million pesetas.

Now, a new investment programme for the next ten years has been prepared, with a further 50,000 million pesetas to be spent on the infrastructure and equipment envisaged in the Port Strategic Plan.

This substantial sum has been earmarked for reinforcing two of the Port's crucial logistical elements: on the one hand, the construction of new docks and the preparation of new areas of land, and on the other, the improvement of equipment, access roads and overland communication links - all designed to facilitate the rapid entry and departure of port traffic as well as smooth connections with the main national and international road and rail networks. As far as this section is concerned, an important event seen during the past year was the opening of the north-south raisable bridge, linking the eastern docks to the rest of the port and to the transversal artery access road to the port. This has brought about a substantial improvement in the flow of port traffic, with the added benefit that vehicles carrying merchandise no longer have to pass through residential areas of the city.

Another major project is the work on the Aragon Wharf, which will continue during the year 2000, and will, when finished, provide a 33 hectare port terminal for handling cargos such as vehicles, grain, cement and other general merchandise.

A further investment has been made in the construction of covered warehouses on the Reus and Castilla wharfs.

A total of some 3,400 million pesetas has been spent on infrastructure during the 1999 fiscal year.

The Tarragona Port Promotion Group (Apportt)

APPORTT is a non-profit "Business Interest Group" formed in July 1992 to bring together all business sectors in the province with connections to maritime

Its main objectives are the promotion and management of the common interests of the companies working in the Port of Tarragona and the coordination of the services they offer in order to assist, facilitate, develop and improve the business interests of the group's members.

The main areas of activity are:

- To promote and provide information and publications about the Port of Tarragona and its services and activi-
- To organize events, functions, technical conferences and specialized visits related to port activities.
- To undertake studies and prepare publications according to the common needs of the members.

- To provide assessment and orientation of the use of the services available in the Port.
- To provide group members with business contacts and visits to groups of exporters and importers and to organize trade missions, in order to improve their business interests.
- To participate in international conferences, forums and exhibitions.

TT CLUB:

Fumigation of containers

■ IVE containers were recently imported through one port, transported by road to another port and unstuffed in the second port area. The containers, carrying plywood from Brazil, each had inside them a residue of grey dust/ash in two bowls. These bowls were found at the rear of the containers opposite the doors. The containers had not been declared as moving under fumigation, nor were any of the containers bearing the fumigation sign at the door end. Nobody was affected by the residues, which were the remains of Phosphine

Nor that Methyl Bromide is being phased out, Phosphine is becoming the increasingly preferred fumigant. In this instance, a specialist company was retained to collect the residue and dispose of it in an appropriate manner.

Phosphine gas, or Hydrogen Phosphide, results from the action of water or damp conditions on Calcium, Magnesium, Aluminum or Sodium Phosphides and it has been assigned a very low threshold limit value of 0.3 parts per million in air. It would appear that there are regular instances where containerised cargo is shipped under fumigation using Phosphine and not declared as such. It is particularly important to note that damp conditions can reactivate the fumigant, so lack of declaration can be

Undeclared consignments do not comply with the IMDG Code provisions. Cargo transport units moving under fumigation are Class 9 movements and must be declared as such and bear the fumigation sign at the door end. The UN Committee of Experts recently allocated a specific UN number to this movement -UN 3359 - and this is likely to be incorporated in Amendment 30 to the IMDG Code.

Everyone involved in the movement of containers and other freight units should

be aware of the possibility of units moving under fumigation without having been declared as such. Care should always be taken in opening units, and once it is established that cargo fall from the open door is not likely to happen, then the doors should be fully opened to allow dissipation of any fumigant. If there is any doubt, contact a fumigation expert.

TT CLUB

The Transport Mutual
Through Transport Mutual Services (UK) Ltd.

Asia/Oceania

Tauranga-Brisbane Port Agreement First Step to World Alliance

WO of Australasia's leading ports, Port of Tauranga and the Port of Brisbane, today announced heads of agreement which is the first step in establishing a world-wide strategic alliance of leading ports.

The agreement between Tauranga and Brisbane paves the way for sharing technologies, marketing, trade information, and specialised expertise.

Port of Tauranga Chief Executive Jon Mayson says there is compelling logic behind the strategic alliance of non-competing ports.

He says Tauranga and Brisbane share similar cargo interests, and both have strategic geographical significance.

"Furthermore, we share similar goals, culture, values, and visions for the future."

The heads of agreement between the two ports, and a scoping framework to be developed over the next month, will form the basis of a 'Oneport' strategy.

Port of Brisbane Corporation Chief Executive Officer Graham Mulligan says this strategy will progressively deliver mutual advantages for both ports and give them a competitive edge in their respective countries.

"The ultimate goal of the Oneport strategy is to have a network of ports around the globe working together. This will enable us to develop information of mutual benefit and economic strategies that promote and advance Oneport participants by effectively utilising globalisation strategies.

"We will be looking for ways to enhance the shipping advantages to be gained by using 'Oneport' participants, enabling each port to build business opportunities, particularly outside their traditional regional boundaries," he said.

Both chief executives say the Oneport strategy will enable the ports to pursue further growth opportunities that may not



"This is a natural extension of what we have been doing with Metroport and more recently our joint venture with Northland Port Corporation to develop a deepwater log export port at Marsden Point," Mr Mayson says.

"We have to grow our business to succeed and we see the Oneport strategy as a major driver in this growth."

Mr Mulligan says, "Aiming for best practice in all our activities is fundamental to the way we do business. We have received world-class ratings in our health and safety management, and were the first port management group in Australasia to receive ISO 14001 accreditation for our environmental management.

"Through the Oneport initiative, Brisbane and Tauranga will benchmark against each other to set best practice targets across all areas of operation. We will be developing and implementing key performance indicators that accurately reflect and promote efficiency, and maximise utilisation of port facilities.

"Through these various strategies, coupled with the opportunity to share technologies and research and development knowledge, Oneport partners can gain competitive advantages, which will inevitably lead to their becoming the port of choice within their respective regions."

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|------------------|---------------------|
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Sydney exceeds one million TEUs

OR the first time, Sydney's ports have moved more than one million cargo containers in the 12 months ending June 30, 2000.

The New South Wales Minister for Transport, Mr Carl Scully, said the milestone of 1,013,000 TEUs had been achieved at Port Botany and Port Jackson as a result of remarkable growth in containerised cargo movements.

Mr Scully said container trade had increased by 45 per cent in the last four years and had doubled since 1992.

"Recent trade growth in Sydney has been phenomenal, with a further 15 per cent growth this year on top of 10 per cent growth last year," Mr Scully said.

"The milestone has been achieved 10 years earlier than predicted in a port study prepared in 1992."

Mr Scully said the Government would examine the ability of Sydney's ports facilities to handle further growth in container movements, conservatively estimated to reach 2.6 million TEUs by 2025.

The value of containerised trade handled through the seaports of Sydney in 1999/2000 reached \$40 billion and represented over 20 per cent of the total value of Australia's international trade.

australasia ships & ports

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Reunion in Taichung

IKUCHI Okubo, former Director General, Ports and Harbours Bureau, Ministry of Transport (MOT), Japan, and currently chairman of Nittodaito Construction Co. Ltd., an IAPH associate member, recently visited Taichung, where he was warmly welcomed by his long term friends, Mr. Ming Cheng Chen (the frist director of the Taichung Harbor Bureau) and Mr. Huang, Ching-Tern (present director of the bureau) and other port officials.

It was in 1968 that Okubo first visited Taichung as deputy leader of a Japanese port expert group, which made a master plan for the development of the port of Taichung. He shuttled Taichung and Tokyo until the port was officially opened in 1976. Then Okubo returned to Taichun to see his friends at the port,





while the IAPH conferences have provided Okubo and his friends from Taichung with good opportunities to renew their friendships.

In August this year, Okubo made a brief visit to Taichung on his summer vacation. To welcome Okubo, his friends gathered to show him the latest situation of the port. Okubo (4th from left) is pictured with his friends Ming (to his left) and Mr. Huang (to his right) and other people from the ports and he photographed a view of the port, one of his brainchildren.

(by Kimiko Takeda, IAPH Head Office)

Base cargo forges growth at Johor Port

HE continued high volume of foreign direct investment in the manufacturing sector received by the state of Johor over the last few years has boosted the growth of volume of containers handled by the Port.

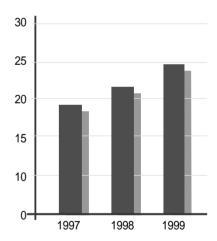
Container traffic at the Port rose by 15 per cent in the first five months of this year.

The Director of Port Operations of Johor Port Bhd, Dr Lim Meng Soon, said Pasir Gudang remains one of the fastest expanding industrial regions in the state of Johor.

"Taking the advantage of lower Ringgit value a few years ago, a number of foreign investors expanded their operational activities and a steady stream of new investors have ventured aggressively into electronic & electrical and furniture industries," he said.

Dr Lim said cargo generated from these investments are largely shipped

Container traffic (TEUs) handlet at Johor Port (January-May)



via the Port's container terminal.

"Almost 80 per cent of our traffic is "base cargo" generated from Pasir Gudang and Tanjung Langsat Industrial Estate which is located some five to seven kilometers from our container terminal.

The industrial site is within the reach of Johor Port and allows shippers to ship their consignments without any delay," said Dr Lim.

The remaining 20 per cent of the box traffic comes from Larkin, Tebrau, Johor Bahru, Mersing industrial estates that are being developed by the Johor State Economic Development Corporation and other private sector.

FROM THE EXECUTIVE CHAIRMAN'S DESK

S a major trading nation, it is incumbent that shippers in Malaysia strive to keep the costs on logistics low in order to be competitive in the world markets. Good logistics also ensure prices of landed goods are kept low and allow producers to concentrate on core competencies while outsourcing warehousing and distribution needs.

Proper planning of logistics requirements can thus help keep inventory management costs low as well as total manufacturing or production costs under control. Ports, which form a vital link in the total transportation pipeline, can play a useful role in this. It is with this concept in view that Johor Port embarked on providing value-added services by directly engaging in logistics services covering consolidation, de-consolidation, sorting, re-labelling, re-packing, distribution and related services. The services are provided at the four warehouse facilities located within the Free Zone in the Port.

In venturing into the provision of such total logistics services, Johor Port is amongst the few ports in this region to engage in logistics and physical distribution services. Our decision to provide logistics services has been consistent with our primary objective to offer our port users a comprehensive and integrated service with a view to keeping the logistics costs via Johor Port as low as possible. The logistics service is extended via JP Logistics Sdn Bhd, a wholly owned subsidiary of Johor Port Bhd.

A particular advantage of the logistics services provided by the Port to shippers is that there is better control over the movement of the inventories. Aside from the absence of double handling charges, movement of cargo

from the container freight station can be effected swiftly. This saves not only handling charges but also time.

The logistics services provided by the Port benefit large volume shippers of FCL shipments as well as small shippers of LCL cargo who need consolidation and de-consolidation services.

The provision of logistics services was also viewed necessary in the light of the dramatic growth of container traffic via the Port.

Johor Port, which has an annual capacity of one million TEUs, last year handled a total of 558,056 TEUs. This year we expect a commendable growth with the throughput in the first five months of the year recording a 15 per cent growth totalling 247,945 TEUs.

Our services have convinced shippers that we are able to offer total logistics services at economical and reasonable costs with a high degree of reliability. Consistent with our desire to become a regional distribution hub, we hope to further extend our services to strategic locations outside the Port.

Best Regards

Dato' Mohd Taufik Abdullah

Investment Pace Enhances Prospects for Port

UANTAN Port looks set to play a bigger role as an important seaport to cater for the increasing number of investments in the state of Pahang.

Kuantan Port has come a long way from a port handling mainly timber related products to major multi-purpose deep-sea port and a gateway port for petrochemical products.

"Kuantan Port has emerged as the important gateway to handle growing volume of petrochemical products following the Federal Government's policy to develop Eastern Corridor as Malaysia's petrochemical hub," said the Malaysian Industrial Development Authority Director for the Pahang State, Hasdi bin Mohamood.

"The investment drive initiated by the government has started to show positive results. The response from investors has been encouraging. So far we have managed to attract RM12.76 billion investments to the state of Pahang. Of this RM8.73 billion has been approved for the petrochemical industries," said Hasdi.

"We have opened up 1,902 hectares for the Gebeng Industrial Estate. As of last year we approved almost 50 per cent of the planned area. The remaining 754 ha in the Gebeng Industrial Estate –



Phase I, II and III – are still available for capital incentive investments. The 99-year lease term with an attractive lease rate makes Gebeng Industrial Estate the popular site for investors. In view of this the state government has allocated an additional 2,000 ha site under Phase IV," said Hasdi.

The Malaysian Industrial Development Authority has approved 31 projects worth of RM2.47 billion in 1999 in the state of Pahang. Pahang remained as the favorite site for gigantic petrochemical investors.

Among the attractions of the industrial site are:

- Federal Government's Eastern Corridor Incentives on Investment Tax Allowance. The income base of the ITA allowance will be 80 per cent of the qualifying capital expenditure incurred and it can be used to offset 85 per cent of the statutory income.
- ii. Other non-income base incentives like pioneer status, reinvestment allowancee, infrastructure allowance, exemption on import duty and monthly electricity bills discount are other special incentives under the Eastern Corridor packages.
- iii. The clear vision of the Kuantan Port Consortium Sdn Bhd to develop Kuantan Port as the petrochemical hub port. The port's handling capacity for liquid bulk traffic will be greatly enhanced from present 870 meters to 2.62 km. This has prompted some shippers to look into the possibility of developing and operating own berthing facilities.
- iv. The completion of common user piperacks facilities and Central Utility facility by Petronas's subsidiary, Kuantan Terminal Sdn Bhd which is projected to reduce investor's initial cost of operation at least by 20 per cent.
- The commissioning of the dedicated railway line between Kertih Petrochemical Complex and Kuantan Port with a spur to Gebeng Industrial Estate.
- vi. The upgrading activities of the present two-lane carriage way and the development of RM2.3 billion East Coast Expressway have prompted many investors to expand their existing facilities and acquire additional land for their production activities.

The Dangerous Goods EDI System

Value-Adding on a Successful and Proven Infrastructure

Introduction

Port Klang has the benefit of hosting Malaysia's maiden e-commerce project. The award-winning Port Klang Community System (PKCS), which went 'live' in 1993, remains one of the most successful e-commerce implementations in Malaysia to date.

As part of the continuing value-adding process, the Port Klang Authority (PKA) and the implementor of PKCS, Dagang Not Technologies Sdn Bhd (Formerly known as EDI Sdn Bhd), have successfully built several value-added systems on the existing infrastructure to bring more benefits to the port community.

The Dangerous Goods EDI System (DG-EDI) is another successful step forward in efforts to create an efficient paperless environment for Malaysia's premier sea port.

The DG-EDI System, which went 'live' on May 2,2000 after a six-month parallel run, was created to enable the electronic submission of declarations for dangerous goods.

The system connects PKA with exporters, importers, port operators and other relevant authorities via the DagangNet network to enable one-stop approval for dangerous goods handling at Port Klang.

Port Klang is the first port in Malaysia to use an EDI system for dangerous goods clearance.

It enhances the safety level of the port

and that of port users. With accurate and timely information, the authorities and port operators can better prepare themselves to receive and handle dangerous cargoes that move through the port.

Objectives

The objectives of the DG-EDI System are to:

- 1. Improve the response and clearance time of dangerous goods
- Enable PKA, licensed operators, warehouse operators and port users to have accurate updates and monitoring of goods movements in the port area
- 3. Provide accurate and timely submission of declarations by agents
- 4. Standardise trade documents and practices
- 5. Eliminate manual errors and excessive paper work
- 6. Reduce delay in transit and manpower costs
- 7. Link trading partners directly and electronically through the DagangNet network
- 8. Ensure better accountability of dangerous goods handling

DG-EDI System

The DG-EDI System enables declarants to submit Dangerous Goods declarations electronically to PKA.

Upon approval, PKA issues handling instructions and sends the approved declaration via PKCS to the declarant, the port/warehouse operator.

The exchange of UN/EDIFACT standard electronic messages between all

the parties via PKCS managed to resolve various direct and indirect issues associated with the previous manual system.

System Benefits

The implementation of the DG-EDI System meant faster response time by both PKA and port operators to declarations submitted.

Despite being at the early stage of implementation, the system has contributed to significant savings in manpower, paper and time costs to both the authorities and declarants.

Future Direction

The use of UN/EDIFACT standard messages in the DG-EDI System means that Port Klang could be easily integrated into the international port system to enable sharing of messages with other ports in the region.

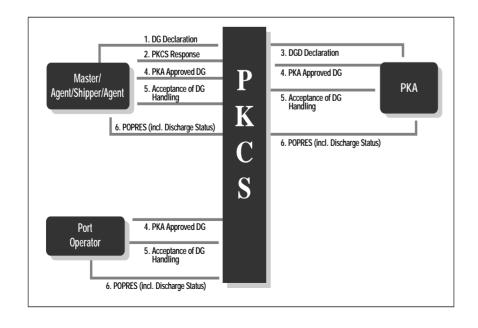
This possibility further enhances cooperation and the level of safety in the transportation and handling of dangerous goods as authorities and port operators at each destination are better informed and, thus, better prepared for any eventualities.

This system will be extended to other ports in Malaysia and eventually there will be one uniform system for the Malaysian Ports.

PKA in Iranian distribution venture

ORT Klang Authority has concluded a joint venture agreement with Tidewater Marine Co. Middle East Marine Services of Iran to set-up Tide Klang Company Ltd (TKC) which will look into the development of a distribution park in the Shahid Rajaee Special Economic Zone of Bandar Abbas. The details of the venture have been finalised in a recent discussion with the Iranian delegation which visited Port Klang Authority on March 25, 2000.

The Iranian delegates to the three-day meeting were led by the Chairman of Tide Water Marine Co., Mr. Ghodrat Allah Farhang, the Managing Director of Tidewater Marine Co, Mr.Jamal Mirshokraee, the Hormozon Province Ports Operation Deputy, Mr. Mohammad Reza Ashkriz and the Port Affairs Manager Mr. Masoud Rashidi and the Legal Affairs Manager, Mr. Hamid Reza Ghaderi.





Following the mutual agreement of the Malaysian government and the Iranian government, both parties agreed that the Distribution Centre, operated by TKC, would be given priority in all aspects related to the distribution business at Bandar Abbas Port to ensure its viability and future growth.

The Ports and Shipping Organization (P.S.O.) and Tide Water Marine Co. through the support of the Iranian government plans to upgrade its present distribution and logistics business arrangement at Bandar Abbas. This will enable TKC to be the main provider of distribution and logistics services in the Shahid Rajaee Special Economic Zone of Bandar Abbas.

The distribution park will be linked to the Shahid Rajaee Port Special Economic Zone which has an area of 32.5 sq. km. with a complete range of port facilities and services.

The Bandar Abbas Port has a main and two secondary basins with 15.8 meters depth and quays with a total length of five kilometers capable of handling larger vessels including container vessels and oil tankers. Vessel traffic and pilotage are monitored from a control tower using advanced electronic devices.

To facilitate the joint venture project and to create greater awareness of the potential opportunities in Iran, Port Klang Authority, Tidewater Co. and Ports and Shipping Organization (P.S.O) will be organising a special seminar for shippers in Kuala Lumpur.

Currently, Port Klang is well linked with Bandar Abbas in Iran by six dedicated container shipping services. The shipping lines serving the ports are expected to position Port Klang as a transhipment center for cargo coming into and from Iran besides expanding trade into CIS countries and the Middle East area.

The Islamic Republic of Iran Shipping Lines commenced a regular weekly service in March this year calling Westport-G.Khomeyni-Bandar Abbas-Dammam-Dubai-Hong Kong-Inchon-Kaoshiung-Singapore. This service also partly caters for cargo originating from Kuwait, Baharin and Commonwealth of Independent States.

Meanwhile, other services which link Port Klang and Bandar Abbas are offered by P&O Nedlloyd, Nippon Yusen Kaisha Line, Pacific International Lines, UASC, Cho Yang, DSR Senator, Hanjin Shipping, Malaysia International Shipping Corporation and Yang Ming Line.

PSA's Portnet.com and Informa Group jointly develop maritime news hub on the Internet

ortnet.com Pte Ltd, a subsidiary of PSA Corporation Limited (PSA), one of the world's largest container terminal operators, has signed an agreement to co-operate with the Informa Group, publishers of Lloyd's List, to set up a one-stop, realtime news and information hub on the Internet for the global shipping and maritime industries.

informa

Informa Group, publishers of the leading daily shipping newspaper Lloyd's List, and Portnet.com Pte Ltd, the newly launched e-commerce arm of PSA which provides internet businessto-business solutions and comprehensive information for the global shipping community, signed a Memorandum of Understanding (MOU) at a ceremony in Singapore on 6 July 2000.

The two companies will work together to create a unique one-stop site for all maritime information and shipping enquiries called "InfoHub". This site will be developed under Portnet com

The partnership hetween Portnet.com Pte Ltd and Informa will create an Internet hub that will be one of the most comprehensive and accessible sources of maritime information for the global shipping community on the web today.

The InfoHub aims to provide realtime shipping news, industry analyses on demand, customised reports, industry links and a host of other businessrelated information at a glance.

The MOU was signed by Mr Khoo Teng Chye, Group President, PSA Corporation and Mr Peter Rigby, Chairman, Informa Group PLC.

Mr Khoo said, "The synergies between Informa and Portnet.com will generate news and valuable industry information like shipping schedules and movements that will not be found anywhere else in the world. We are confident that our collaboration with Informa will make Portnet's InfoHub a "must visit" website for the global shipping community.'

Mr Rigby said, "We are delighted to be associated with this initiative of PSA and to be working on the Portnet.com project along with PSA and our other partners. It is an exciting step which brings us a long way from our humble beginnings in 1734 into the new economy."

The Informa Group of the UK becomes the fourth international strategic partner of Portnet.Com Pte Ltd after Sun Microsystems, iPlanet and Oracle Corporation.

Background on the companies

Portnet.com was launched on 8 May to create more value through e-commerce solutions for the shipping community. It builds on PSA's expertise in establishing PORTNET® as the only nationwide e-commerce community for ports and shipping in the world today since 1984. PORTNET® has 6,400 users and 5 million transactions a month.

Informa publishes the world's oldest international daily newspaper, Lloyd's List. First published in 1734, Lloyd's List is the leading information source for the maritime industry worldwide. As well as through its flagship Lloyd's List, Informa, through a variety of publications, electronic databases, conferences and exhibitions provides business information to many vertical markets such as Telecommunications, Finance, Insurance, Energy, Law, Life Sciences and Commodities as well as Maritime Trade and Transport.

Joint Maersk-PSA Statement

N response to press queries, Maersk and PSA wish to state that the two companies are finalising negotiations for a new commercial agreement for services from 1 October 2000.

Maersk states that it intends to continue to call at PSA in order to serve its customers.

In turn, PSA states that it will serve Maersk ships calling at PSA.

Jointly Issued by Maersk Sealand and PSA Corpration Ltd

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responsibility of the Port Authority of Thailand begin from the Memorial Bridge on the Chao Phraya River downstream to the km.-18 in the Gulf of Thailand, about 66 km. long.

PAT is responsible for the dredging and maintenance of the bar channel and berthing areas to a depth of -8.5 and -10.72 meters below mean sea level, respectively. Installation of navigation aids and other related facilities such as leading light beacons, sideranges, light buoys, etc., is included.

Inland Area

The Bangkok Port covers an area of about 930 acres, of which 340 acres inside of the Customs premises and 51 acres outside of the Customs premises are set for operation purposes.

The rest is reserved for expansion, commercial use, housing and transport networks.

PAT: Dedicated to developping Thailand's trade with the world

AT is a public utility state enterprise under the general supervision of the Ministry of Transport and Communications. It was established by the Port Authority of Thailand Act B.E. 2494 (A.D. 1951) with the objective of conducting the business pertaining to the port for the interest of the state and the public. At present, PAT is responsible for two main ports, i.e., Bangkok Port and Laem Chabang Port.

BANGKOK PORT

Location

The Bangkok Port is located on the left side of the Chao Phraya River between km.+26.5 and km.+28.5, Klongtoey District, Bangkok.



Area

Offshore Area

The jurisdiction waters under the



Port Development

Bangkok Port Modernization Plan

The Bangkok Port Modernization Plan is aimed to standardize container terminal operations at the Bangkok Port up to international level. Under this plan the container terminal is divided into 2 areas: Terminal I and Terminal II. Meanwhile, a closed terminal system was introduced to ensure smooth and efficient services. PAT has also adopted computer systems to its services, including berthing allocation, tug service, container movement control, yard planning, warehouse service and billing. The development results in an increase in container handling capability, a decrease in ship turnround time and transport costs as well as the reduced rate of berth occupancy according to international practice.

One Stop Service

A One-Stop-Service has been set up to facilitate port customers' documenta-

tion procedures which include vessel and cargo services, billing and Customs clearance. Currently, the One-Stop-Service system is in the trial phase at Transit Shed Section 14. The feedback is found satisfactory as the service takes only half an hour. Upon completion of the new headquarters, the one-stop-service is to be stationed there.

LAEM CHABANG PORT (LCP)

Location

Laem Chabang Port is situated in the districts of Sriracha and Banglamung of Chol Buri Province, at a distance of about 100 kilometers from Bangkok. The port covers an area of around 2,506 acres.

Port Development

Expansion

Out of the 11 berths at Basin 1, 8 berths are now in operation, i.e., 5 container berths (B1-B5), coastal berth (A1), agri-bulk berth for sugar and molasses (A4) and bulk berth for coal and conventional cargoes (A5). Due to the government policy to boost the LCP, the volume of container throughput has increased rapidly. Besides, PAT has set



up a plan to develop the terminals at Basin 1 by allowing the private sector to operate and mnage 3 additional berths which include Multi-Purpose Berth (A2), Conventional Berth (A3) as well as expansion of Coastal Berth (A). It is expected that upon full operation of these berths, Laem Chabang Port's throughput will increase to 1.6 million T.E.Us. per year.

Moreover, the survey and construction design of Basin 2 with 6-8 terminals was completed. The first terminal (C3) 500 meters long with a capacity of 0.6 million T.E.Us./year is now under construction. It will be able to accom-



modate post-Panamax vessels of 80,000 DWT with the capacity of 4,700 T.E.Us. and is expected to be operational in the year 2000. After completion of the 2 basins, the volume of container throughput will increase to 5.1 million T.E.Us./year.

Besides, a master plan for Basin 3 has been prepared. Upon completion of the 3 basins, Laem Chabang Port's capacity will be increased to 8.6 million T.E.Us./year.

Services

- Providing Domestic Berth (A) to serve coastal vessels and ferries on a lump sum price basis according to the size of vessel. It is expected to operate in the year 2000.
- Providing Coastal Berth (A1) to serve lighters and coastal vessels.
- Setting up the Help Desk for Port Customers and Information Centre at Laem Chabang Port since January 1998 to handle all complaints, provide preliminary assistance to port customers and pass on those problems to other agencies concerned for further action.

Moreover LCP is adopting the ISO 9002 quality system to the management of its entire organization and will achieve ISO 14000 accreditation for the management of port environment later. This is to ensure the customers of quality services as well as the port's concern for the environment.



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.

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