

**Ports & Harbors**  
**January-February 2001**  
**Vol. 46**  
**No. 1**

# Ports&Harbors

Published by  
The International Association of  
Ports and Harbors  
NGO Consultative Status, United Nations  
(ECOSOC, UNCTAD, IMO, CCC, UNEP)  
Secretary General  
**Satoshi Inoue**  
Head Office  
5th fl. North Tower New Pier Takeshiba  
1-11-1 Kaigan, Minato-ku,  
Tokyo 105-0022, Japan  
Tel: 81-3-5403-2770  
Fax: 81-3-5403-7651  
Web site: <http://www.iaphworldports.org>  
E-mail: [info@iaphworldports.org](mailto:info@iaphworldports.org)

## IAPH Officers

(1999 - 2001)

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

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

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

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

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

Secretary General  
**Satoshi Inoue**  
IAPH Head Office  
Tokyo  
Japan



**M**ONTREAL Port Authority (MPA), an autonomous federal agency, is in a position to facilitate domestic and international trade and thus contribute to the achievement of local, regional and national socioeconomic objects. The two major national railways serve the Port of Montreal linking to North American markets. Economic benefits of port activity are estimated at \$1.7 billion per year. The Port generates some 17,000 direct and indirect jobs. There are 4 container terminals; the throughput of these marked 1 million TEU/s for the handling of containers in 2000.

Related article on page 27.

## Contents

### New Year's Message

President Taddeo, Secretary General Inoue .....3

### IAPH ANNOUNCEMENTS AND NEWS

Dr. Satoshi Inoue and Mr. Peter van der Kluit go to Buenos Aires .....4  
Members of the Board of Directors Your attention please! .....4  
Minutes of Meeting of the IAPH Committee on Combined Transport, Distribution and Logistics .....5  
IAPH/Trade Policy Committee: Minutes of the Vera Cruz October 2000 Meeting .....6  
Mr. Peter van der Kluit, IAPH Representative in Europe.....7  
IMO Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities.....8  
Membership Notes • Deadline of Entry of IAPH IT Award 2001 • 2001 Membership  
Dues: Invoices sent to Members .....9  
22nd IAPH World Ports Conference .....10  
Visitors • New IAPH Web site is open!.....12

### OPEN FORUM

European Short Sea Shipping - Constraints and Developments .....13  
Trends in Port Privatisation .....16

### INTERNATIONAL MARITIME INFORMATION

Senior officials to deliver keynote addresses at TOC Asia 2001 • Tentative PACON 2001  
Technical Program • PSA Exhibitions and Reed Exhibition to Organise Inaugural  
Presentation of "Asia Pacific Maritime" in Sep 2001 .....22  
15th IALA Conference Sydney Convention and Exhibition Center •  
UNCTAD: World seaborne trade continues growth in 1999 .....23  
New Publications .....24

### WORD PORT NEWS

#### The Americas

Buenos Aires: Embarking on US\$170 m River Plate channel improvement project • Millennium  
Fund Grant Links People to the Fraser River .....25  
Canaveral: Canaveral Cruise Lines' new Carnival Pride offering first western Caribbean  
eco-tourism opportunities • Charleston: New Post-Panamax Cranes Arrive • LA/LB: Cutting  
smog-producing emissions by reducing incoming/outgoing ship speeds.....26  
Montreal: Joins Select One-Million Container Club .....27  
NY/NJ: Assistant executive director Borrone of NY/NJ Ports Authority ends her 30 years of public  
service • NY/NJ: Port Newark Container Terminal leases 158-acre Box Terminal for 30 years .....28  
Prince Rupert: Steel project attracts Korean interest • Prince Rupert: Cruise ship facilities development plan  
underway • Redwood City: Tonnage grows to record 945,304 metric tons; up 16% over prior fiscal year .. 29  
Vancouver (BC): VPA's President & CEO Capt. Norman Stark resigning .....30

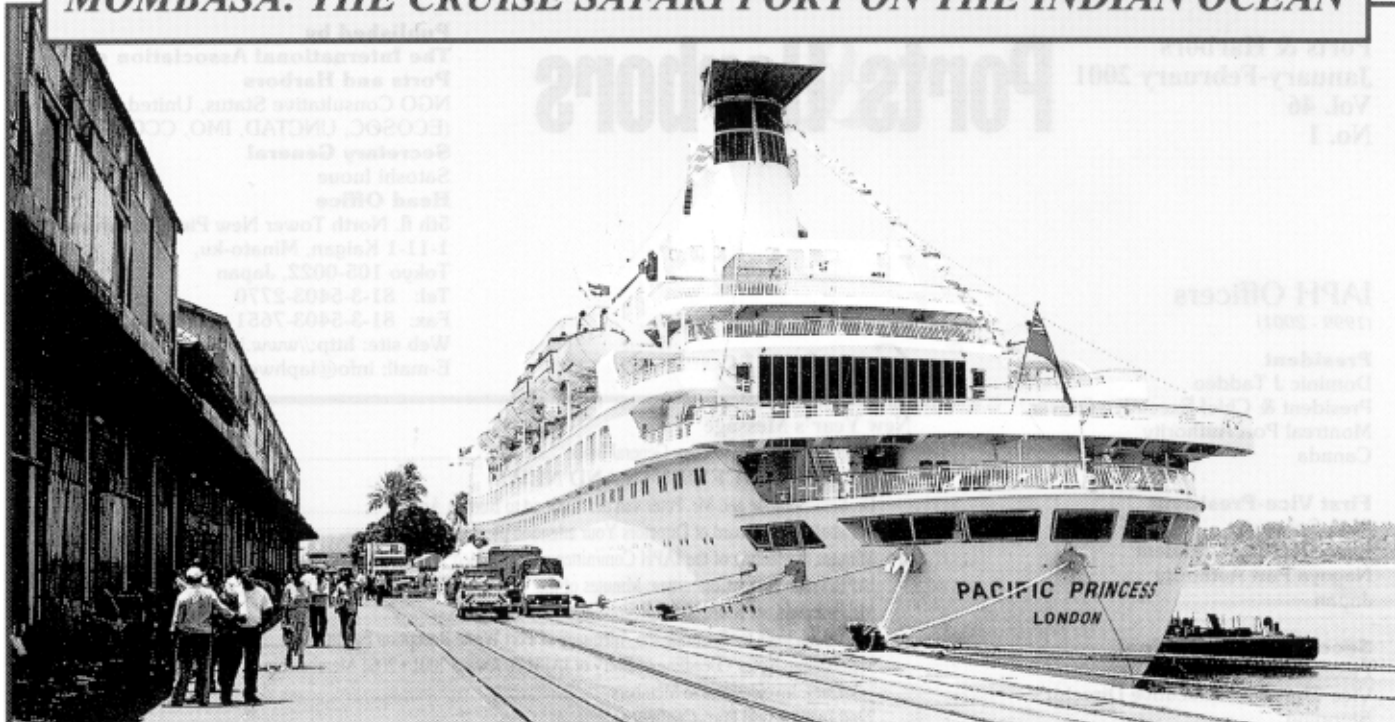
#### Africa/Europe

ABPH: Trading Update .....30  
AMS: Worldwide attention for Amsterdam's new container terminal • AMS Sliethof takes over remaining  
interest of Mammoet Shipping • Antwerp: Grimaldi to centralize services in Verrebroek Dock .....31  
Antwerp: Petrochemicals add more value • Hamburg: Equipped with new 45-ft side-opening palletwide  
Europe-Container.....32  
Hamburg: Germany's biggest all-round port poised for further intermodal container growth • Le Havre:  
C.A.T. Group Chooses Le Havre as Transshipment Base for Spain • Rotterdam: Extending  
current exemption of compulsory pilotage from 60- to 70-meter vessels .....33  
Rotterdam: Cooperation with the Port of New York • Rotterdam: Veterinary Inspection station  
Reopened • Southampton: Dibden Terminal/surrounding region development project at  
final stage • TT Club: Incompatible container lashing gear .....34

#### Asia/Oceania

Auckland: New Chairman elected • Auckland: Armed with hi-tech system to automatically gather  
data from straddle carriers • Brisbane: Environmental experts in Vietnam .....35  
Chiba/Portland: Chiba Government & Business Officials Head for Portland • Fremantle: Port Profile .....36  
Okinawa: Port and Coral Formation in Okinawa .....37  
PSA: PSA-led consortium picked for major Japanese port privatisation .....38  
PSA set to bag Japan project • PSA Corp to be first foreign port developer in Japan .....39  
Sydney: Port service quality continuously ranked high unaffected by Olympic Games • Yokohama/Oakland:  
20th Anniversary Celebration .....40

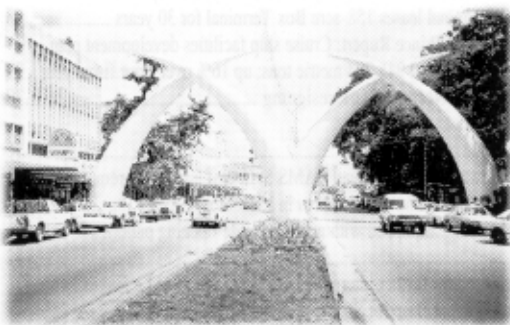
## MOMBASA: THE CRUISE SAFARI PORT ON THE INDIAN OCEAN



*Luxurious Passenger Liner M.V. Pacific Princess at the Port of Mombasa.*



*Lions in Game Reserve*



*The Historical Elephant Tusks Arch along the Moi Avenue which leads to the Port of Mombasa*

## THE PORT OF MOMBASA

### *Your Dream World Cruise Destination*

The Port of Mombasa is one of the world's favourite ports of call for Cruise liners on international itineraries. The attractiveness of Mombasa with its unique cruise/safari experience makes it the most exciting and exotic destination for cruise passengers.

#### **This attractive destination offers:-**

- \* Dedicated berthing facilities and all harbour services for cruise liners.
- \* Well organised and memorable shore excursions which include the game safaris to Kenya's world famous game reserves which are within close proximity to the port.
- \* The port's close proximity to an international airport (only 8 kms away) makes the port ideal for sea/air and air/sea interchange for cruise passengers.
- \* Mombasa has World Class and well developed Hotel facilities, friendly people, beautiful and clean sunny beaches that stretch along the entire Kenyan Coastline.



### **Kenya Ports Authority**

P.O. Box 95009, Mombasa, Kenya  
Telephone: 312211 - 221211  
Telex: 21243 BANDARI  
Grams: "KENPORTS"

# New year's Message

**I**T'S our pleasure and privilege to wish A Happy and Prosperous New Year to friends and colleagues from around the world. We have moved definitively into the New Millennium, and a new era of globalization, that offers a wealth of opportunities to our industry.

About 60% of the world's international trade, some \$3.5 trillion annually, moves through ports and harbors around the globe. Some 5 billion tons of goods, accounting for fully half the world's seaborne trade, are handled by the nearly 350 IAPH members in 88 countries around the world.

Such is the importance of maritime ports to the global economy, a role that is, if anything, growing with globalization. Whether shipments are from new or old economies, whether from developed or developing economies, they move through our member ports with remarkable speed and security, facilitated by the latest high technology systems.

The maritime shipping industry is one of the oldest in the world, but it employs many of the newest technologies in the world. Satellite tracking ensures that ships are never lost at sea. Shipments are inventoried on the internet, free of time-consuming paperwork at ports of departure and destination, a remarkable productivity gain. Computerized systems optimize loading and offloading cargo to intermodal transport, with shipments never touching the ground.



By

**Dominic J. Taddeo**

President, International Association of Ports  
And Harbors (IAPH) and  
President and CEO of the Montreal Port  
Authority

And

**Satoshi Inoue**

Secretary General  
IAPH



Our industry traces its roots to the Phoenicians and Venetians of earlier millennia, but we are employing the technology of the third millennium. THE WORLD'S PORTS are portals to the new economy. From its historic origins to its participation in globalization of the world's economy, our industry has been on a continuous voyage of delivering goods to ever expanding international markets. Thus we have chosen the theme "2001, A Maritime Odyssey" for the 22nd biennial IAPH WORLD PORTS CONFERENCE to be held in the port city of Montreal, May 19-26.

The Montreal Conference will be an important opportunity for measuring the waterline of global maritime commerce, for assessing the prospects for maritime trade in a new era of globalization, and for evaluating innovations in high technology. It will also be an opportunity to enjoy one of the world's most cosmopolitan cities.

In Montreal, we will also have the opportunity to report fully on progress made by the IAPH over the last two years. We have increased our membership, taken a pro-active policy in communications and networking activities, renewed our website, created a research database to serve the needs of members and have developed new bylaws for consideration and approval by the members.

Until we meet again in Montreal, may your most cherished wishes and dreams come true.

A Bientot!

Dominic J. Taddeo  
President

Satoshi Inoue  
Secretary General

# IAPH ANNOUNCEMENTS AND NEWS

## Dr. Satoshi Inoue and Mr. Peter van der Kluit go to Buenos Aires

**D**R. S. Inoue, Secretary General, together with Mr. Peter van der Kluit, IAPH Representative in Europe, visited Buenos Aires, Argentina, to attend the Seminar of the PIANC Permanent Commission for Development and Cooperation (PCDC) from November 20 to 23, 2000. Their visit was made following discussions at the Tokyo Exco Meeting last October, especially with a view to developing further cooperative relations between the two organizations. Mr. Eric Eede, President of PIANC and Prof. H. Velsink, Chair of PCDC, kindly introduced the IAPH delegates to the seminar audience and they were warmly received. Dr. S. Inoue made a special presentation on IAPH, highlighting its historical evolution, global membership, and activities of the technical committees as well as liaison works with UN organizations. He stressed the IAPH's hopes to enhance the cooperative relations between the two associations and asked the audience to take active part in IAPH committee works as well.

The PIANC PCDC Seminar aims to provide its members in developing countries with a forum to exchange latest information on port/navigation-related engineering technology and projects. This time, some 150 port engineers gathered at the historic building of Centro Argentino de Ingenieros in the central part of Buenos Aires for the four-day long seminar, which dealt with a variety of topics such as port planning, coastal and marine investigation, marine terminals, river and maritime navigation, and port development and construction. Puertos del Estado, Spain and Argentine Consultant Association, supported the seminar. A majority of the attendants were from across Argentina with some other 50 people coming from both the neighboring countries such as Chile, Uruguay and Mexico and European countries including Spain, France, Belgium, the Netherlands and Germany. Among the attendants were also representatives from Administracion General de Puertos and Administracion Portuaria Bonaerense, two long standing members



*From left: Carlos Ibarz del Olmo, Chief, Presidential Office, Puertos del Estado, Spain; M. Fioravaati, Secretary, Public Works, Ministry of Economy; Eric Eede, President, PIANC; D. Levy, Sub-Secretary, Transport of Waterways and Ports, Ministry of Economy; and Prof. H. Velsink, Chair, PCDC, PIANC.*



of IAPH in Argentina. On behalf of the Puertos del Estado, Spain, Mr. Carlos Ibarz del Olmo, Chief, Presidential Office and IAPH Alternate Director from Spain, delivered a message at the opening ceremony.

IAPH Secretary General and European Representative had a series of discussions with PIANC President and Secretary General over a common subject that is how to further advance cooperation works between the two organizations. Although IAPH and PIANC had been working closely together over the decades, the both sides felt it appropriate to spell out more precisely ways to promote the cooperation in the form of a letter of intent. They wrote up a draft letter of intent in the hope of finalizing conclusions at the Montreal Conference for IAPH and the Annual General Assembly for PIANC in May next year. The draft includes a wide range of measures such as mutual participation in committees' works, setting up of coordinated working groups where and when appropriate, mutual invitation of the management level to major meetings. The concerned officers of both sides are now

reviewing the draft letter of intent, and it is expected that the agreement will be finalized before long.

## Members of the Board of Directors Your attention please!

**E**FFECTIVE 2001, the home page of IAPH, in its "Members' Area", will constantly carry the list of Directors and Alternate Directors. However, the first stage list is not fully up-dated but a combination of the fresh data received by this office as of December 27 and the data listed previously that were appended to our request for the updating of the Membership Directory 2001.

Therefore, should you find any discrepancy in the information on the homepage, at any time, you are kindly requested to notify this office by fax or e-mail.

Furthermore, as the Montreal Conference is coming nearer, you are kindly requested to cooperate with us for our further requests for procedural aspects such as the submission of credentials and proxy forms, and others that will be sent to Board Members in due course of time.

Your kind assistance and cooperation for building up the up-dated listing will be highly appreciated.

# Minutes of Meeting of the IAPH Committee On Combined Transport, Distribution and Logistics

**Monday, 23rd October, 2000, 2-5 p.m.  
at the IAPH Facilities, Tokyo**

## Attendants:

- |                            |                               |
|----------------------------|-------------------------------|
| • <b>Mr. Sumardy</b>       | Surabaya, Indonesia           |
| • <b>Mr. Nakamura</b>      | Port of Kobe                  |
| • <b>Mr. Sasashima</b>     | Nagoya Port                   |
| • <b>Dr. Kawasaki</b>      | FPCD, Tokyo                   |
| • <b>Mr. Van der Kluit</b> | IAPH Officer                  |
| • <b>Mr. Kondoh</b>        | IAPH Secretariat              |
| • <b>Dr. Beth</b>          | Port of Hamburg<br>(Chairman) |

## Administrative Affairs

- Changes in the members' list: Mrs. Boghita (Constantza) and Mr. Lotz (New York) are deleted. Mr. Paul Seo Tet Chong from Port Klang has to be added. A new members' list is attached. Please check whether addresses are complete and correct.

- The committee chairman will retire in October 2001. His last function in IAPH will be in the Montreal Conference.

**Given here is the chairman's brief and summarizing report** on the previous meetings in Madrid and Marseilles:

## Ports as Logistics Centers

Following is a brief paper presented by the chairman:

In order to avoid a shrinking role in the intermodal transport, ports will have to extend their activity pattern. The precondition for this is a new definition of universality not only comprising terminal handling of all kinds of commodities but also referring to:

- the widening of liner networks;
- the implementation of value added services;
- the penetration of the hinterland; and
- the development of activities along the transport chain.

Tools in this respect among others are:

- EDI services;
- logistics and distribution services; and
- port co-operation, internal and external.

Ideas are demonstrated by a number of examples which were discussed by the group.

## Port Co-operation

The Group discusses a system of intensifying steps of port co-operation. A number of cases are discussed showing synergy effects:

- from joint projects followed by co-operating partners;
- from hinterland and seaside co-operation between ports;
- up to cases of concentration and even mergers. So the effects from the merg-

er of Copenhagen/Malmoe should be carefully observed.

The Group discusses a number of potential fields of co-operation, including public relations, representative offices, management training, data communication systems and hinterland networks.

The Group elaborates a number of ideas, nevertheless it is accepted that there is no common advice as every port has its very individual starting points.

The Group makes up its mind that the effectivity of port co-operation should be checked and proven by collecting further examples. We for that reason might elaborate a questionnaire to be sent out to interested ports.

## Future Plans

The Group envisages to have another meeting in Cork, Ireland, on the occasion of the Europe/Africa IAPH Meeting early in March 2001.

Thanking the Secretariat for providing facilities the committee meeting is concluded.

---

## List of Members

**Dr. Hans Ludwig Beth**  
Port of Hamburg  
Marketing and Public Relations (Regd.Assn.)  
Mattenwiete 2  
Germany-20457 Hamburg  
Tel: +49-40-37709-100  
Fax: +49-30-37709-109

**Mr. Dato Mohd. Taufik Abdullah**  
Johor Port Bhd.  
3F., JPA Administration Building 81700 Pasir  
Guidang  
Malaysia - Johor  
Tel: +60-7-252-5888  
Fax: +60-7-251-0991/2609

**Mr. Paul Seo Tet Chong**  
Port Klang Authority  
Mail Bag Service 202 Jalan Pelabuhan  
Malaysia - 42005 Port Klang  
Tel: +603-3688211 ext. 114  
Fax: +603-31688229

**Mr. Jose Luis Estrade Llaquet**  
Puertos del Estado  
Avda. Del Partenon, 10  
E-28042 Madrid  
Tel: +34-91-524 5560  
Fax: +34-91-524 5506

**Ing. Renato A. Facondini**  
Administracion General de Puertos SE  
Puerto Buenos Aires  
Ing. Huergo 431  
Argentina - 1107 Capital Federal  
Tel: +54-11-4342-6826/8710  
Fax: +54-11-4331-9640

**Mr. John Hirst**  
The Association of Australian Ports and Marine  
Authorities Inc.  
P.O. Box 590, Grosvenor Place  
Australia - Sydney NSW 1220

Tel: +61 2 9247 7581  
Fax: +61 2 9247 7585

**Dr. Yoshikazu Kawasaki**  
IPCD of Japan  
Koun Kaikan  
6-11-10, Shimbashi, Minatoku, Japan - Tokyo 105-0004  
Tel: +81-3-3435-8835  
Fax: +81-3-3435-8837

**Mr. Keh-Shuh Li**  
Hualien Harbour Bureau  
No. 66 Hai Ann road, China - Hualien, Taiwan  
Tel: +886-38-333710  
Fax: +886-38-333757

**Mr. Leonids Loginovs**  
Riga Port Authority  
4, Eksporta Str.  
Latvia - Riga, LV-1010  
Tel: +371-7030800  
Fax: +371-7830051/7030835

**Mr. Daniel Loosveldt**  
Port of Le Havre Authority  
Terre-Plein de la Barre - B.P. 1413  
F-76067 Le Havre Cedex  
Tel: +33-2-32747385  
Fax: +33-2-32747220

**Mr. Gerard Patey**  
Port Autonome de Nantes Saint Nazaire BP  
18609  
F-44086 Nantes Cedex 04  
Tel: +33.2.40.20.20  
Fax: +33.2.40.44.20.01

**Mr. Vasile Pistolea**  
Maritime Training Centre  
101, Baba Novac Street  
Romania - 8700 Constantza  
Tel: +4041-639595  
Fax: +4041-631415

## IAPH ANNOUNCEMENTS & NEWS

**Mrs. Andrea Riniker**  
Port of Tacoma  
P.O. Box 1837  
USA - Tacoma, Washington 98401-1837  
Tel: +1-253-383-5841  
Fax: 1-253-593-4534

**Mrs. Clementine Tanoh Adiko**  
Port Autonome d'Abidjan  
Boite Postale V-85 Cote d'Ivoire - Abidjan  
Tel: +45/24 08 66, 24 26 40, 24 23 71  
Fax: 45/24 23 28

**Dr. Leon Thin Yin**  
PSA CORPORATION LIMITED  
PSA Building, 460 Alexandra Road  
Singapore - Singapore 119963

Tel: +65-2747-111/3212300  
Fax: +65-2744-677/7748916

**Mr. Takao Yanagihara**  
Osaka Port Terminal Public Corporation  
Osaka World Trade Center Bldg 31 F  
1-14-16 Nanko-kita, Suminoe-ku  
Osaka 559, Japan  
Tel: +81-6-6615-7227/7211  
Fax: +81-6-6615-7210

**Mr. Tang Yingxi**  
Nanjing Port Authority  
19 Jiangbian Road  
China - Nanjing 210011  
Tel: +86-25-8802803  
Fax: +86-25-8823898

2001);

4. Preparation of Report and Proposed Plan of Action for the Executive Board meeting during the Montreal Conference (February 2001);
5. Trade Policy Committee Meeting to discuss and approve Report and Proposed Plan of Action (end February 2001);
6. Presentation of Report and Plan of Action at Executive Board Meeting during Montreal Conference (end May 2001).

The letter to the membership will be drafted by Roy Jaeger and he will also be preparing the draft survey.

The Committee agreed that the topics to be dealt with in the survey would in general be limited to policy issues concerning regulatory, financial and economic issues impacting seaports. It was however appreciated by the Committee that "Trade Policy" could be interpreted in a much broader sense. If the broader meaning were to be addressed in the survey, the danger existed that too many issues would have to be dealt with. This in turn would make it quite difficult to identify general trends and issues. The Committee agreed that in order to make the survey "manageable", Roy and Fer would prepare a list of some twenty subjects which in their view are of major interest to Ports in general. This list will be distributed for comments by the Committee members and will then be transformed into a survey format.

It was discussed and agreed that the IAPH office and Messrs. Inoue and Kondoh would be requested to play an important administrative role in the distribution and collection of the survey and related correspondence. In all likelihood, it would be necessary to make several overtures to the membership to encourage a satisfactory response rate. Once the raw survey data is received, the Committee members will analyze the survey responses and prepare the final report.

It was recognized by the Committee that it would be useful that ports would indicate what "type of port" they considered themselves to be, e.g. container port, bulk port, general cargo port, etc. The survey's questions should be short and to the point and preferably in the multiple choice format. Apart from the subjects referred to above, the survey should provide the possibility for a port to add additional topics of interest to that port.

It was recognized by the Committee that some of the topics which might be

### International Association of Ports and Harbors / Trade Policy Committee

## Minutes of the Vera Cruz October 2000 Meeting

Venue: The Continental Plaza, Vera Cruz, Mexico; Headquarters Hotel of the 89th  
Conference of the American Association of Port Authorities

Date : Tuesday 17 October 2000

Time : 02.30 p.m.

### The following persons were present:

<b>Doris Bautch</b>	<i>DOT Marad, Washington</i>
<b>David Bellefontaine</b>	<i>Port of Halifax</i>
<b>Herman Deutsch</b>	<i>Port of Madero</i>
<b>Godfried van den Heuvel</b>	<i>Port of Amsterdam, Chairman</i>
<b>Roy Jaeger</b>	<i>Port of Amsterdam</i>
<b>Thomas Kornegay</b>	<i>Port of Houston</i>
<b>Fer van de Laar</b>	<i>Port of Amsterdam</i>
<b>Frank Martini</b>	<i>Port of Montreal</i>
<b>Hugh Welsh</b>	<i>Port of New York and New Jersey</i>

### Apologies were received from

<b>Ibrahima Jangana</b>	<i>Gambia Ports Authority</i>
<b>V. Balakrishnan</b>	<i>Klang Port Authority</i>

Godfried opened the meeting with a word of welcome.

He recalled that the new Terms of Reference which had been prepared during the Committee's April 2000 meeting in Montreal, had been approved by the Executive Committee during their May 2000 meeting in Marseilles.

It was recognized by those present that it would require some effort to encourage an active participation and interest of the IAPH Membership to sustain the position of the Association

as the true representative of port interests in discussion with other organizations such as the IMO, ILO, NAFTA and EU.

Godfried put forward the suggestion of David Bellefontaine that this commitment could be reinforced by organizing a limited survey of the Membership of the Association to solicit their views on trade policy topics which they think are of importance to the Port Community. The Committee agreed that this was an excellent way to proceed.

In this respect Godfried reported that he had been in contact with the Chairman of the Long Range Planning and Review Committee, Mr. Bernard Groseclose and had discussed the plans of the Trade Policy Committee; Mr. Groseclose was supportive of the TPC and Godfried agreed to closely coordinate our respective efforts.

### Members agreed to the action plan proposed by Godfried as follows :

1. Letter by Godfried to the Membership of the Association introducing the new Terms of Reference and announcing the upcoming Survey (November 2000);
2. Preparation of the survey; input and approval by the Committee members (December 2000);
3. Distribution of the Survey to the Membership of the Association through the Tokyo Office (January



## IAPH ANNOUNCEMENTS & NEWS

of interest to ports could come within the Terms of Reference of various other standing Committees of the Association. It was restated and agreed that the Committee in preparing the Report is dedicated to assisting the Executive Committee in setting a strategic direction and highlighting membership interests for other committees. The TPC is not responsible for selecting issues and/or implementation. TPC would only offer suggestions on how specific items resulting from the survey might be dealt with by such Committees.

It was agreed that the topics which are included in the agenda for this meeting could in one form or another be included in the list of points of interest and if agreement there to was reached, could be included as a topic in the survey.

Special attention was drawn to agenda point 6. UNCTAD and GATT agenda and points of possible interest for ports such as differing requirements for vari-

ous product groups in different economic groups such as NAFTA, Mercosur, APEC, EU.

Some members of the Committee expressed the need to be informed about developments in the Organizations referred to in this agenda, item, since some of these developments e.g. changing of tariff barriers, had a direct impact on the nature and volume of trade through specific ports. Although the importance of this point was realized the Committee did not reach a conclusion as to the function it might have to solve this problem. Members were invited to consider the matter and it was agreed that this subject would again be dealt with at a future meeting of the Committee.

Godfried thanked all those present for the valuable contributions to the discussion and he also recognized Herman Deutsch and encouraged him to join the committee. Godfried adjourned the meeting at 5.00 p.m.

### Agenda of the Vera Cruz October 2000 meeting

1. Minutes of meeting, Montreal 18 April 2000
2. Do alliances of container ship operators require a similar action from ports?
3. Effects of the development of super container carriers - the Malaccamax design - on ports.
4. Action in view of allegations of ship operators that port tariffs lead to the design of unsafe ships.
5. Dot-com companies: requirements for their places of business. What role can ports play?
6. UNCTAD and GATT agenda and points of possible interest for ports such as differing requirements for various product groups in different economic groups such as NAFTA, Mercosur, APEC, EU.
7. Emerging markets, life science, chemicals, fine chemicals,
8. Educational affairs : Management exchange programs. necessity, value.

## Mr. Peter van der Kluit, IAPH Representative in Europe, Reports

**On the visit of IAPH Delegation to South Africa  
(December 5-9 2000)  
In support of IAPH World Ports Conference in Durban, 2003**

In the year 2003 the biennial IAPH's World Ports Conference will be held in Durban, South Africa. A memorable occasion, because this is the first time in the then almost 50 years existence of IAPH that this important event takes place on the African continent. Durban has been selected as the meeting place. Durban, as the main gateway of South Africa to the rest of the world, is the natural venue for the conference.

The importance of this first time ever IAPH conference on African soil was recognized by the Executive Committee during its annual meeting in Tokyo in October of this year. It was therefore decided to send a special delegation to South Africa, in order to pledge the full support of the Association to Portnet's Port Authority Division, the conference host and organizer, and to offer all possible support in the process leading up to the conference in May 2003.

The IAPH delegation consisted of Mr. Jean Smagghe, Immediate Past President of IAPH, Mr. Aliou Diallo, EXCO member of the Africa/Europe

Region and representing the Port Management Association of West and Central Africa (PMAWCA), Mr. Oliver Hartmann, Secretary General of the Port Management Association of East and Southern Africa (PMAESA) and Mr. Peter van der Kluit, head of the European Office of IAPH, representing the Secretary General of IAPH, Dr. Satoshi Inoue. The presence of the representatives of the two African Port Associations underlined the support of their ports for the IAPH conference to take place on African soil.

The delegation experienced an example of the warm welcome that conference participants may expect when they arrive in South Africa for the 2003 World Ports Conference. But apart from the warm hospitality the delegation was impressed by the dedication of their hosts to make this event a success. A group of dedicated professionals, headed by Mr. Siyabonga Gama, Chief Executive Officer of the Portnet Port Authority Division, and Mrs. Riah Phiyega, General Manager, Strategy Co-

ordination of Portnet and chair of the Organizing Committee, made it convincingly clear that they were determined that this first ever IAPH conference in Africa was to become an event that would be memorised for a long period.

During meetings with high-ranking officials of relevant ministries it became clear that the IAPH conference was considered to be of national importance, warranting the full support of the South African government. Also the Mayor of host city Durban, Mr. Obed Mlaba, personally underlined his commitment.

The IAPH representatives stressed the importance that the Association attaches to holding this conference in a country that in such a short period of time, under the leadership of Mr. Mandela and presently of Mr. Mbeki, has managed to abolish "apartheid" and to establish a state in which "white" is only one of the palette of colours.

An extensive programme of meetings had been arranged to cover all possible elements of the conference. Portnet has secured the services of professionals in organizing the IAPH event: Global Conferences, a company that is specialized in organizing high level and large-scale international conferences. Details of previous IAPH conferences, compiled by the IAPH Head Office, proved to be of invaluable help in discussing the many "details" of the conference, "details", that in practice often prove to be of major importance.

## IAPH ANNOUNCEMENTS & NEWS

The conference venue, the Durban International Convention Center (ICC), will be a delight to everybody involved in the conference. It provides world-class facilities for the conference organisers, the IAPH participants and exhibitors.

Needless to say that also the hotels that have been selected as conference hotels are first class. The Hilton Hotel is next to the International Convention Center, and others, such as the Royal or the two Holiday Inns, are within walking distance, the latter providing their guests with a beautiful view of the beach and the Indian Ocean. For those wishing to reside somewhat remote

from the busy city hotels, there is the possibility to stay in a seaside Inter-Continental Hotel at 15 taxi minutes from the conference centre.

All in all, it was a very successful visit through which essential information was exchanged that may contribute to the quality and value of the conference in 2003. Participants at the conference in Montreal in May 2001 will have the opportunity to meet many of their South African hosts in person when these will produce specific and no doubt appetising and attractive details on the Durban conference.

All four members of the IAPH delegation were unanimously observed just

before each took leave for home that the IAPH conference in Durban would be the most appropriate place to meet in May 2003. And, further unanimously observed that a highly interesting programme would be in store for delegates and partners who no doubt will feel impressed by the South African hospitality, which means arriving as a colleague and leaving as a friend.

Visiting South Africa for the conference will also provide an excellent opportunity to enjoy South Africa's spectacular and unrivalled tourist attractions, many of which are within easy reach from Durban.

### FLASH NEWS

## IMO Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities

### Sales Mo. IMO-598E, PRICE £7.50 (English)

The printed version of the above-mentioned publication is now available. (IMO Member States will receive two free copies) The publication is on sale from IMO and any copies required may be ordered by completing the form below.

English posted December 2000

To: IMO Secretariat  
Publications Section  
4 Albert Embankment  
London SE1 7SR

From:

Address:

Telephone:

Fax:

Please supply additional copies of GUIDELINES FOR ENSURING THE ADEQUACY OF PORT WASTE RECEPTION FACILITIES (£7.50 including free surface postage- add £2.00 per copy for airmail) as follows:

English \_\_\_\_\_ Copies, IMO-598E, each

### PREPAYMENT IS REQUIRED FOR ALL ORDERS

A remittance for \_\_\_\_\_ is enclosed.

### WE ACCEPT ALL MAJOR CREDIT CARDS

Signature: \_\_\_\_\_

Credit card number: \_\_\_\_\_ Expiry date: \_\_\_\_\_



## IAPH ANNOUNCEMENTS & NEWS

### Membership Notes:

**Changes** (Changes involved are underlined)

**Port Autonome d' Abidjan** [Regular] (Cote d' Ivoire)  
Mailing addressee: Marcel GOSSIO, Directeur Général  
Tel: 225-2123-8000  
Fax: 225-2123-8080

**Informa Publishing Group** [Class D] (U.K.)  
(Formerly LLP Limited)  
Mailing addressee: Kim Marks, Editor, Lloyd's List Ports of the World  
Tel: +44 20 7553 1258  
Fax: +44 20 7553 1622  
E-mail: [directories@informa.com](mailto:directories@informa.com)  
Website: <http://www.informa.com>

**Freeport of Riga Authority** [Regular] (Latvia)  
(Formerly Riga Port Authority)  
Address: 12 Kalpaka Blvd., Riga, LV-1050

**Ports and Harbours Bureau,**  
**Ministry of Land, Infrastructure and Transport** [Regular]  
(Japan)  
(Formerly Ministry of Transport)  
Address: 2-1-3 Kasumigaseki, Chiyoda-ku, Tokyo 100-8918  
Mailing addressee: Takeshi Kawashima, Director-General  
Tel: +81-3-5253-8679  
Fax: +81-3-5253-1652  
E-mail: [moriki-a2cv@mlit.go.jp](mailto:moriki-a2cv@mlit.go.jp)

**New Temporary Member**  
**Sociedad Portuaria de Santa Marta** (Colombia)  
Address: Cra 1 No.10 A-12 Santa Marta, Colombia  
Mailing addressee: Juli-n Palacio  
Tel: 57 5 4211311  
Fax: 57 5 4212161  
E-mail: [spsm@spsm.com.co](mailto:spsm@spsm.com.co)  
Website: [www.puertodesantamarta.com](http://www.puertodesantamarta.com)

### Deadline of Entry of IAPH IT Award 2001 is now Feb 28 2001

AT the Committee's advice of December 13, 2000, this is to announce that the deadline of entry to the IAPH Information Technology Award 2001 has been revised to February 28, 2001. Committee asked this office to encourage every member to respond to the call by entering their own IT systems or inviting the related institutions to do so. A poster announcing the postponement was circulated to all members in the latter part of December 2000.

## 2001 Membership Dues: Invoices Sent to Members

INVOICE for 2001 dues has been sent to all IAPH members in the last week of December 2000. There is no change in the dues scheme for

2001. However, reflecting the monetary fluctuation, the exchange rates between the SDR (Special Drawing Rights, of IMF), the basis of monetary

units of IAPH dues scheme, there will be certain changes.

Based upon the established practice of IAPH, the exchange rates existed on December 20, or the closest working day to it, of each fiscal year have been quoted as the basis of payment. The situation is as tabled hereunder.

Items	Currency	Japanese yen	U.S. dollar	Euro	Pounds sterling
Rates	1 SDR	143.14100	1.29049	1.46580	0.89295
<b>Regular Members</b>					
1 unit	1,070	153,160	1,380	1,568	955
2 units	2,140	306,321	2,761	3,136	1,910
3 units	3,210	459,482	4,142	4,705	2,866
4 units	4,280	612,643	5,523	6,273	3,821
5 units	5,350	765,804	6,904	7,842	4,777
6 units	6,420	918,965	8,284	9,410	5,732
7 units	7,490	1,072,126	9,665	10,978	6,688
8 units	8,560	1,225,286	11,046	12,547	7,643
Temporary Members	600	85,884	774	879	535
<b>Associate Members</b>					
A-X-1, B&C	900	128,826	1,161	1,319	803
A-X-2	610	87,316	787	894	544
A-X-3	310	44,373	400	454	276
D	160	22,902	206	234	142
E	140	20,039	180	205	125

Suggestions for Payment:

1. Bank Account Number: The Fuji Bank Ltd., Marunouchi Branch, Swift Code: FUJI JP JT. No. 883953
2. Account Holder Number: The International Association of Ports and Harbors
3. Please quote the Invoice Number and the name of your organization.

# montréal 2001 MONTREAL 2001

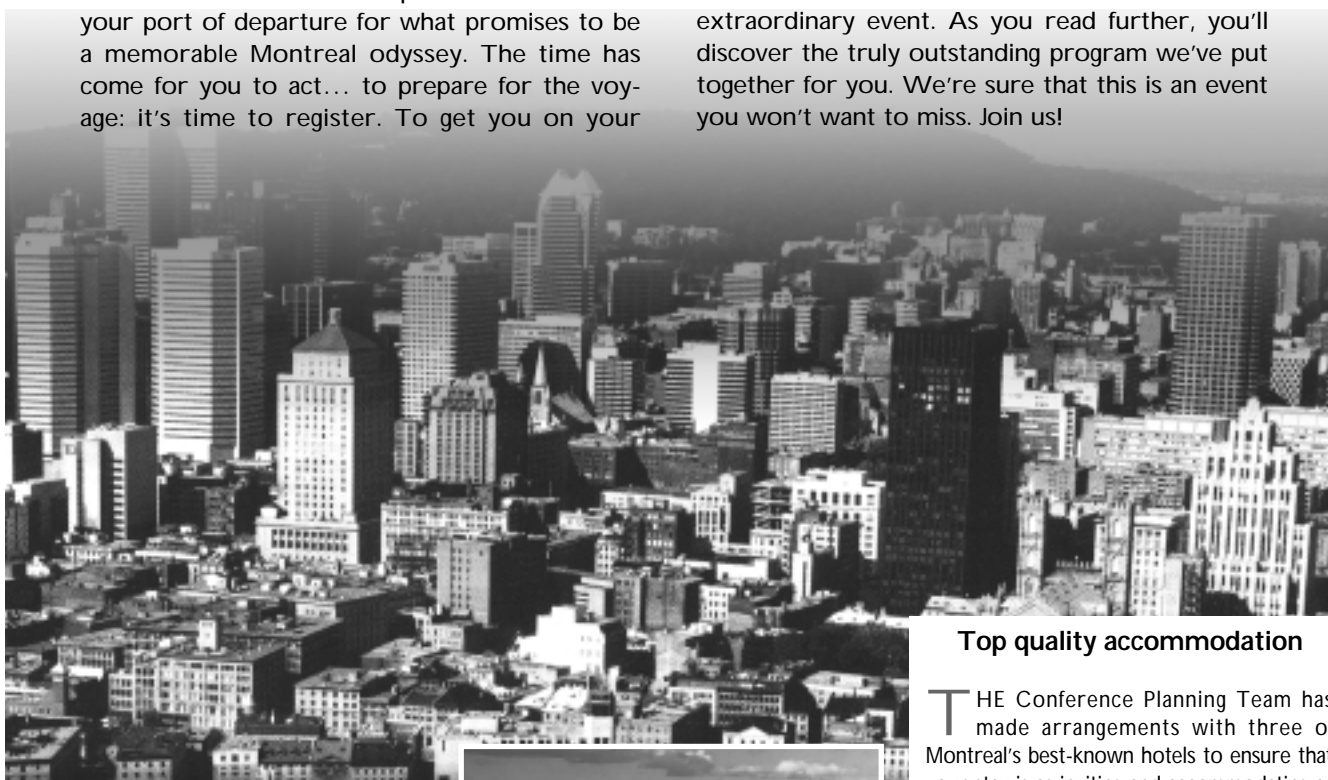


22e CONFÉRENCE MONDIALE DES PORTS DE L'AIPH, DU 19 AU 26 MAI 2001  
22ND IAPH WORLD PORTS CONFERENCE, MAY 19-26, 2001

**W**ITH preparations for the 22nd IAPH World Ports Conference in mid-stream, this second newsletter offers you a great deal more than an update of the work that has been accomplished to date. It is your port of departure for what promises to be a memorable Montreal odyssey. The time has come for you to act... to prepare for the voyage: it's time to register. To get you on your

way, we've enclosed a registration form for delegates and accompanying persons with this newsletter.

Our team is working hard to ensure that this first Conference of the new millennium is an extraordinary event. As you read further, you'll discover the truly outstanding program we've put together for you. We're sure that this is an event you won't want to miss. Join us!



## Charting your course for this unique voyage

**I**T gives us great pleasure to send you this second newsletter. We've entered an exciting new phase in our preparations. We're enthusiastic about it and we hope you will be too.

Enclosed with this newsletter is the registration form for delegates and accompanying persons. If you require more information or additional copies, or if these documents have been omitted, we'll be happy to send them to you. Please address your request to Marie Jos' Moo-Sang by fax at (514) 283-7019 or by E-mail at: moosangmj@port-montreal.com

Please, don't wait until the last minute: register now and you'll have the peace of mind of knowing that you're well on your way to experiencing a sensational Montreal voyage.



## We're here to meet you and greet you.

**A** welcome cocktail reception will be held on Saturday from 6 p.m. to 9 p.m. at the Chalet atop Mount Royal featuring a superb view of Montreal. This get-together will be a relaxed, friendly way to meet your fellow delegates for the first time.

## Top quality accommodation

**T**HE Conference Planning Team has made arrangements with three of Montreal's best-known hotels to ensure that your stay is as inviting and accommodating as can be. The recommended rooms are spacious and comfortable, offering every amenity necessary to make you feel at home. As you will notice on the registration and reservation form, two levels of comfort are available – standard and superior. No matter which option you choose, you can be assured that the accommodations



- ▲ Le Reine Élisabeth
- ◀ Hilton Montréal Bonaventure
- ▼ Marriott Château

offered will be elegant and conducive to a relaxed stay.

## 22ND IAPH WORLD PORTS CONFERENCE

**Montreal welcomes you to a rich, stimulating, productive Conference Programme that hosts the world's leading authorities in the field.**

**A**PPROPRIATELY, the theme of the 22nd IAPH World Ports Conference is 2001, a Maritime Odyssey since it deals with the most pressing issues being faced by the maritime community as we enter the new millennium. Delegates will meet for five days during which six working sessions and a technical visit will be held.

We're proud to offer you stimulating content in each of the working sessions. Here is a brief overview of the sessions you can look forward to. The theme of the first session is "The development of the world economy at the outset of the third millennium". It will provide key information on the world economy and pinpoint the tools that are required to meet the challenge of globalization.

The following working session will deal with "The realities and challenges facing the ports industry" and more specifically, the difficulties of accessing port facilities and the necessity of working in partnership to meet logistical and cargo distribution needs. The third session will deal with "Productivity and competitiveness in the world marketplace". Our conference speakers will delve into the evolution of world markets and their impact on the development of ports, the cruise ship industry and its importance for ports, as well as government recognition of the economic role played by ports.

The fourth and fifth working sessions will be dedicated to themes that will have an important direct impact on the productivity and competitiveness of ports in the years to come, notably management techniques and technological innovation.

Our conference speakers will also deal with current issues including globalization trends and alliances at the outset of the 21st century, port security and its implementation, plus an overview of the status of electronic commerce.

The sixth and last working session will provide an overview of new environmental and other responsibilities faced by the ports industry. As well, delegates will be informed of the role that national and international

legislation is having on the maritime industry and the environmental coexistence that ports and cities face.

This is just a brief programme summary of what promises to be a truly stimulating conference. Within these six themes, a great many additional subjects of interest to delegates will also be covered.



### Outline Programme

Time	Business Programme	Social Programme	Accompanying Persons' Programme
<b>Saturday 19 May</b>			
Morning	IAPH Statutory Committee Meetings		
Afternoon	IAPH Statutory Committee Meetings	Montreal City Tour	Montreal City Tour
Evening		Early Arrivals' Cocktail Reception	Early Arrivals' Cocktail Reception
<b>Sunday 20 May</b>			
Morning	IAPH Statutory Committee Meetings	Montreal City Tour	Montreal City Tour
Afternoon	Pre-Conference Joint Meeting of the IAPH Board and Executive Committee		
Evening		Opening Ceremony/Dinner	Opening Ceremony/Dinner
<b>Monday 21 May</b>			
Morning	Official opening of the Conference and Trade Exhibition		Official Opening of the Conference and Trade Exhibition
Afternoon	Working Session No. 1		St-Joseph's Oratory and Botanical Garden
Evening	First Plenary Session	A "Québécois"-style evening at the "Sugar Shack"	A "Québécois"-style evening at the "Sugar Shack"
<b>Tuesday 22 May</b>			
Morning	Working Session No. 2		Walking Tour of Old Montreal including a visit of the Historical Houses of New France and the Archaeology Museum
Afternoon	Working Session No. 3		
Evening		Free evening	Free evening
<b>Wednesday 23 May</b>			
Morning	Working Session No. 4		
Afternoon	Regional Meetings and Technical Committee Meeting as required		
Evening		A Special Evening at "Place des Arts"	A Special Evening at "Place des Arts"
<b>Thursday 24 May</b>			
Morning	Working Session No. 5		Fine Arts Museum Fashion Show
Afternoon	Working Session No. 6		
Evening		"Africa-A World in a Continent"	"Africa-A World in a Country"
<b>Friday 25 May</b>			
Morning	Working Session No. 7		Culinary Lessons or Shopping in the Underground City
Afternoon	Second Plenary Session and Closing		
Evening		Gala Dinner	Gala Dinner

#### At your service

Marie José Moo-Sang  
 Montreal Port Authority  
 Port of Montreal Building, Wing 1  
 Cité du Havre  
 Montreal, Quebec, Canada H3C 3R5  
 Telephone: (514) 283-7038  
 Fax: (514) 283-7019  
 E-mail: moosangmj@port-montreal.com

## Visitors

**O**N November 2, 2000, Mr. Kristian R. Fuglesang, Intertanko, Norway, visited the Head Office and was received by Dr. Satoshi Inoue and exchanged views and comments on the issues of mutual concern and of interest.

**O**n November 4, 2000, Ms. Feon K.F. Lee, Underwriter, Thomas Miller (Hong Kong) Limited (TT Club Hong Kong Branch), and Mr. Masaki Oiwa, ISS P&I (Japan) Limited, visit-



ed the Head Office to exchange views on the local situations of ship-

ping and ports with Mr. R. Kondoh.

**O**n December 15, 2000, Mr. Antoni Casablanclas, Director of General Management and Finance, Tarragona Port Authority, Spain, and Mr. Hiroshi Ozaki, Japan Office of the Port, visited the head office and met with Mr. R. Kondoh.

**O**n December 16, 2000, Mr. Stephen Thomas, the Seatrade Organisation, UK, visited the Head Office, and was received by Mr. R. Kondoh to exchange views on the local situation of shipping and ports.

## New IAPH Web site is open!

IAPH successfully launched its totally redesigned Web site with a new domain name on 1 January 2001 at the start of the 21st century. The new site is now located at < "http://www.iaphworldports.org/" http://www.iaphworldports.org/ >.

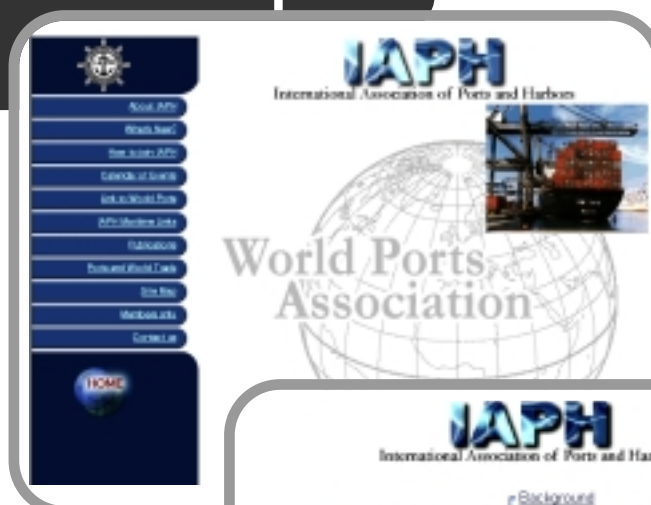
It is totally new in design and functions, and offers "Members Area" where only IAPH members with their user ID and password can enter and have access to the latest information on our activities including IAPH publications on-line. Such IDs and passwords were issued to the chief executive officer of every member port or organization in December 2000. Members are requested to share their own user ID and password among concerned staff of the organization.

In the Members Area, we have also installed the "Open Forum" where IAPH members may post their opinions or raise questions on any subject of common interest to initiate on-line

discussion. In parallel with "Open Forum", the "IAPH Email Discussion" has also started, where members can exchange views and opinions regarding

various issues by means of email. For better and enhanced communication, IAPH members are strongly requested to visit the new

Web site and take part in these newly installed "Open Forum" and "IAPH Email Discussion".



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

**<http://www.iaphworldports.org>**

# OPEN FORUM

## Presentation on Short Sea Shipping

Ladies and Gentlemen,

A lot of work has been done over the years to develop a safe and sustainable transport system throughout Europe. But it is clear that a lot still remains to be done. One of the key areas is maritime transport where - apart from safety and port efficiency - initiatives to promote short sea shipping are high up on the Commission's agenda. This priority will also be clearly spelled out in the forthcoming review of the 1992 White Paper on Common Transport Policy.

Overall, the European transport policy aims to meet the increasing demand for fast, safe and reliable transport in a just-in-time environment. It also contributes to economic and social cohesion among the Member States. The approach chosen is multi-modal; encouraging the use of the most appropriate means of transport for door-to-door operations and ensuring smooth transfers between modes. Add to this the need to reduce damage to the environment and at the same time to reduce congestion, and you can see the special importance of maritime transport within the Community and, particularly, that of short sea shipping.

While short sea shipping is one of the oldest forms of transport we have, its modern capabilities have been neglected for too long now. The reason for this is essentially simple: roads and lorries improved so rapidly in the sixties and seventies that other modes were left behind. It is only today, with high-speed trains, more flight connections and better, faster ships that the balance is being redressed and that short sea shipping is being rediscovered.

The Commission started to promote greater use of short sea shipping through its Communication in 1995. It financed a number of studies and monitored progress. In 1999, it was able to present a new Communication with a clearer analysis of problem areas and a comprehensive door-to-door approach with one-stop shops to promote the mode.

## European Short Sea Shipping - Constraints and Developments

**By Wolfgang Elsner**

Head of Unit for Short Sea Shipping  
and  
Port Policy in the Directorate General  
for Energy  
and  
Transport in the European  
Commission, Brussels

### Short Sea Shipping Is Growing

For a long time, we may have been guilty of talking short sea shipping down; we concentrated on its potential and - by doing so - implied that it was not doing really well. But the fact is that it is successful. For instance, it was the only mode of transport in the 1990s which could more or less keep

pace with the increase of road transport. So we should give credit to the short sea shipping industry for all the work it has done and is doing.

More specifically, short sea shipping grew by some 27% in tonne-kilometres in the 1990s. Even though road transport increased even more (by 35%) during the same period, the growth figure at least shows that short sea shipping is recognised in the European transport market and that it is a reality and not only a potential. Between the EU Member States, short sea shipping carries around 30% of goods while around 50% still goes by road. This is the very market where short sea shipping actually has the greatest potential and should quickly be able to capture more market share.

### Short Sea Shipping is Sustainable

Generally speaking, the disaster of Erika on the north-western coast of France gives a wrong impression of short sea shipping. This is because, as all of us know, shipping is safe and environmentally one of the least damaging modes of transport. Strangely enough it has until now been difficult to find independent studies that would have confirmed this statement. However, the Commission Communication on short sea shipping from last year produced some estimates, and, in February this year, the Italian branch of the Friends of the Earth International published a study on the environmental benefits of maritime transport. The figures quoted both in the Communication and the Italian study show clearly that shipping is environmentally sustainable.

Shipping produces less carbon dioxide than other modes of transport and a shift to short sea shipping could therefore even help the Community fulfil its Kyoto obligations. However, without any doubt, the environmental record of shipping can be further improved; in particular, sulphur dioxide emissions can and should be reduced.

## Why Has Short Sea Shipping Not Been the Outright Winner So Far?

In spite of continuous political backing and the efforts of the maritime industry, short sea shipping suffers from a number of problems that need - first of all - to be identified and - then - tackled with determination.

First, short sea shipping seems to lack an efficient door-to-door image and has not achieved full integration in the intermodal supply chain. However, contrary to this image, short sea shipping can nowadays offer considerable speed, reliability, regularity and cargo safety. Actually, more and more containers are coming off the road and onto ships. But transport users need to be convinced of this new dynamism in short sea shipping so that they can make their decisions based on current facts and not past images.

Second, short sea shipping is admittedly an administratively complex mode. Consequently, there must be scope for improvement in the procedures. Life needs to be as easy for short-sea operators as it is for other modes of transport. The present documentary and administrative procedures in short sea shipping create a burden, not least because requirements vary significantly from one Member State to another within the EU.

The third area that can be characterised as problematic for short sea shipping is the efficiency of ports and the relative inflexibility of port service providers, including their charging practices. Turnaround delays, infrastructure constraints and non-transparent charging in some ports need to be addressed. Port services should operate on a commercial basis in a liberalised environment, while offering the required service levels to all users.

## How Can We Solve the Problems?

After having now touched upon the general obstacles to the development of short sea shipping, I will say a few words about the Commission's approach.

### *Identification of Bottlenecks*

First, obstacles of any kind need to be identified at concrete level. For this purpose, the Commission initiated last December an exercise to identify bottlenecks in door-to-door short sea ship-

ping, their potential solutions and to find best practices or success stories. A considerable number of contributions have already reached the Commission from the Member States, ports, shipowners and others. They will be grouped together, classified and made public before the end of the year.

After this exercise we should have a more comprehensive picture of the situation. And, consequently, the Commission - together with national administrations - can start considering what can be done and on which levels, such as commercial, regional, national or Community levels.

The bottleneck exercise is continuous, and contributions can be made at any time. If you have any problems, solutions or success stories to highlight, they can be addressed to our short-sea mailbox: [SSS@cec.eu.int](mailto:SSS@cec.eu.int).

### *Image*

As to the general problem of image, short sea shipping is too often associated with port-to-port operations but it should also be seen as a dynamic element in the door-to-door logistics chain. Intermodality is a key to the future - the best mode for each leg of the journey, with the most efficient connections between them. Customers are looking for door-to-door services and one-stop shopping, so short sea shipping needs to establish its position in multi-modal networks. For this, shipping must actively seek co-operation and partnerships with other parties in the supply chain. Everybody has to work on this but, above all, the industry.

Further, short sea shipping promotion bureaux have been established in a number of Member States. The Commission strongly encourages the creation of these bureaux so that short sea shipping can be better promoted taking national characteristics into consideration. The best example of such a bureau is the Dutch one, but, in addition, promotion bureaux exist already in Greece, France, Belgium and Finland. Denmark is in the process of creating such a bureau, and so are Germany, Italy and Sweden.

Very soon we will have a European coverage of national short sea promotion. As soon as a critical mass of these bureaux is there, the Commission aims to help establish a network of European promotion. This network could create a simple tool to exchange information but also a powerful instrument to target commonly agreed mea-

sures.

Initiatives, such as the bottleneck exercise and designing European promotion, are carried out in co-operation with the national authorities. This is ensured by a network of national Short Sea Shipping Focal Points. This network brings together representatives from national maritime administrations to develop or elaborate initiatives, and it involves the industry, shippers and forwarders.

To contribute to distribution of information, the European Commission has set up general Internet pages for short sea shipping on its Internet server 'Europa' (<http://europa.eu.int/en/comm/dg07/maritime/sss/>). The pages can be accessed under the maritime web pages of the Directorate General for Energy and Transport.

### *Administrative and Documentary Procedures*

Further, to simplify the administrative burden on short sea shipping, the Commission intends to bring forward, by the end of the year, a proposal for a Directive introducing uniform use of the facilitation forms developed by IMO for ships arriving in and departing from EU ports (called IMO FAL forms). The idea is to simplify short sea shipping by enabling routine information to be submitted in the same way all over Europe. The proposal is foreseen to cover the basic reporting formalities relating to the ship, its stores, its crew's effects, its crew, and - for cargo ships - also its passengers.

This seems to be a clear example which should cheaply and effectively serve to promote not only short sea shipping but also have a more global effect.

### *Port efficiency and services*

And, last but not least, short sea shipping needs efficient ports, reasonable turnaround times, and transparent procedures and charges. Only with ports operating seamlessly in the intermodal chain, short sea shipping can enhance its true role and recapture its importance.

Let me now spend some more time on ports. Substantial discussions have taken place following the December 1997 Commission Green Paper on Sea Ports and Maritime Infrastructures. This has resulted in identifying areas where Community action is required and where it can help short sea shipping.



The area of port services has in recent years undergone fundamental changes, and these changes are far from over. Whereas previously single, monopolistic service providers, in many cases publicly owned or controlled, were the rule, competitive market forces have now gained ground and the public sector has often been pushed back.

The results are generally positive: the quality of service has improved and prices have decreased. Ports have become more attractive. In fact, the attractiveness of a port is today more and more judged by the services it provides.

However, currently restrictions to market access still exists in the form of exclusive rights and monopolies. Furthermore, the methods for authorising service providers are still often not transparent, the conditions of the authorisations are unclear and, at the same time, authorisations - such as cargo handling concessions - are often granted for unacceptably long periods.

To enhance the general development and to ensure open access to the port services market, the Commission plans to make a proposal before the end of this year. This legislation will essentially require open and fair selection procedures (in the form of public tenders) for granting authorisations (concessions/licences) to providers of cargo handling services and technical nautical services (pilotage, towage and mooring), in major Community ports.

The legislation will enable maritime safety and public service aspects as well as local characteristics to be taken into account since it will allow the competent national/local authorities to lay down the conditions that the service providers need to meet. However, these conditions will have to be non-discriminatory, objective, transparent, proportional and relevant.

The legislation will include notably the following:

- Access to the market and fair competition between service providers selected in an open and fair manner (e.g. public tendering) by a neutral and objective entity;
- Market access and self-handling restrictions should only be accepted when objectively justified, e.g. to ensure maritime safety and/or public service;
- Where a public entity carries out port services, separate accounts will be required;
- Where a public entity carries out port services, it may not at the same time be responsible for granting authorisations to

service providers (conflict of interest).

Further, the Commission will also try to shed some light on port financing and transparency of financing, i.e. on the flow of public money into ports and on what is done with this money by the port authority. We are currently finalising an Inventory of Public Financing in Ports. The Inventory is based on replies from the Member States and will constitute part of the 'Ports Package'.

When complete, the Inventory will provide a clearer picture of the overall situation in the Community. And hopefully it will give us clues as to how to improve the situation. But we know that the port sector is complex, with very different geographical characteristics and organisational and financial arrangements in place, so the Commission will not be aiming for harmonisation. Rather, it will aim at enhancing efficiency and supporting efforts to realise the full potential of ports in the intermodal supply chain.

As a last point on ports, efficient land connections to the hinterland constitute a precondition for a port to be able to operate efficiently. Lorries queuing up for hours to get into or out of port will not make short sea shipping credible. Also missing or insufficient rail connections to/from the port or inside the port area need to be promptly addressed. The Commission intends to pay special attention to these connections and to their quality in its forthcoming revision of the Guidelines for the Trans-European Transport Networks.

### Several Community Instruments Support Short Sea Shipping

#### *Pilot Action for Combined Transport (PACT)*

The Community supports short-sea-related projects in different ways. One main instrument for giving support to feasibility studies and to the start-up phase of short-sea projects is Community Pilot Actions for Combined Transport (PACT). In addition to short sea shipping, this instrument covers the other combined modes: rail and inland waterways. It has proven to be very useful for short sea shipping which has in the recent years received between 30-50% of the annual PACT budget. The Commission is currently planning to propose the instrument to be continued beyond its current expiry

date of the end of 2001. In this context discussions are taking place as to extending the instrument and ensuring that short sea shipping will get its fair share also in the future.

#### *Research and Development*

Research and Development has a considerable role to play when it goes hand in hand with policy needs. For instance, the 5th Framework Programme foresees a Thematic Network for Short Sea Shipping. This network is planned to deal with several issues of interest to short-sea policy. Among these, one could mention dissemination of research results, developing a framework for comparability of statistical information across modes, and establishing intermodal environmental performance indicators for short sea shipping.

Further, the Commission foresees that one of the Accompanying Measures under this Thematic Network could examine the price of door-to-door transport involving short sea shipping and compare it with other modes. This is an important issue because we need to establish whether price is an obstacle to short sea shipping or whether it is just an image problem. Also, to break down the total price into its constituents is essential to see the impacts of different parts of the intermodal chain on the total door-to-door price.

#### *In Conclusion*

Ladies and Gentlemen,

In conclusion, it is good to remember that as road congestion and road bottlenecks increase, sea-lanes will remain relatively uncongested and with capacity to spare. Relatively and factually, therefore, the sea route is increasingly quick and reliable. These are big advantages of short sea shipping, which operators will be able to use more and more in their marketing of services door-to-door with one-stop shops.

Short sea shipping cannot be made success over night. Its promotion is a slow process. But the results will be rewarding. And, what is at stake is not short sea shipping for its own sake. Instead, it is using short sea shipping optimally, and letting it make its true contribution to the EU's global transport requirements in the third Millennium.

# Trends in Port Privatisation

## 1. Introduction

The increasing intervention of the private sector in performing a number of essential activities related to the effective functioning of seaports has generally been an accepted trend during recent years. However, in seeking to probe deeper into the phenomenon of what has become known as 'port privatisation', certain questions arise that require further investigation. Far from an exhaustible list, these questions might include:

- What is the extent of private sector intervention in seaports;
- Which specific seaport activities do the public and private sector perform;
- What methods of privatisation are used, and what changes does this imply for the role of both the public and private sector, and;
- What are perceived to be the main advantages and disadvantages of these changing institutional arrangements.

This paper seeks to tackle these questions using the following approach.

First, the paper provides a review of a survey designed to establish the extent of institutional reform in seaports, undertaken during 1998-99 by the International Association of Ports & Harbors (IAPH). This survey highlights the split of seaport activities and responsibilities vis-à-vis public and private sector organisations for most of the world's significant ports.

Second, a further survey of seaports is undertaken, this time by Napier University. This latter survey, with a focus on the world's top 100 container ports, identifies the objectives, and methods used by ports to effect privatisation, establishing the share of investments made by private and public entities over recent years. The survey also considers the perceived advantages and disadvantages, from the port point of view, of increased private sector intervention, identifying the role of the port authority in the midst of ongoing institutional changes.

Findings from both surveys are considered to be complementary. The IAPH survey offered an essential basis and starting point for the subsequent Napier survey, and raised questions and issues requiring further exploration. The Napier survey permitted some of these additional aspects concerning port privatisation to be investigated.

The findings contained in this paper are expected to be of



By

**Alfred J. Baird**

Head, Maritime Transport Research Unit

Napier University Business School

Sighthill Court

Edinburgh EH11 4BN

Scotland, UK

Tel: 00 44 131 455 3459

Fax: 00 44 131 455 3484

E-mail: a.baird@napier.ac.uk

Presented at the

**5th Annual (PDI) Financing & Investing in Ports Conference**

London

18-19 September, 2000

interest to the ports and shipping industry, to investors in ports, to policy makers, and to the maritime research community.

## 2. Private sector intervention in seaports

### 2.1 IAPH Survey

During 1999, an IAPH Task Force formed as the Institutional Reform Working Group and headed by Malcolm Ravenscroft, formerly of Associated British Ports (ABP), undertook a major survey of IAPH members. The survey was intended to establish the overall extent of public and private sector intervention in seaports.

The survey enjoyed a very good response rate, with 188 ports replying, equivalent to over 80% of IAPH membership, and demonstrating a consistent geographic regional balance. Most of the world's major ports responded, as well as many medium sized ports.

Specific parts of the IAPH survey, which are reproduced here in a different format, essentially relate to the split or extent of public and private sector intervention in ports with regard to the following three contexts:

- Port organisation
- Port assets
- Port operations

It should be noted that some of the results do not round to 100%. This is probably due to some incomplete responses being received, and is not regarded as significant. Findings from the study were

as follows.

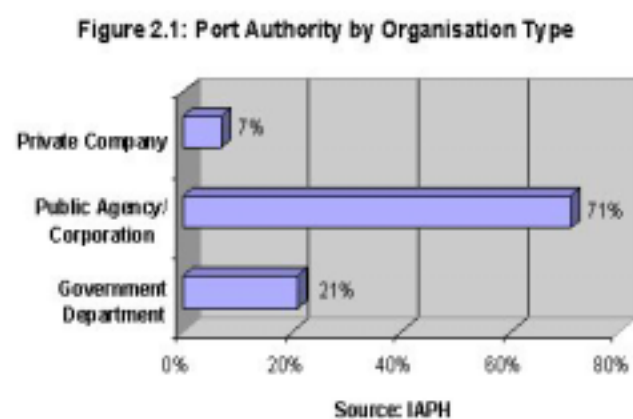
### 2.2 Port organisation

Some 92% of ports responding to the IAPH survey were public organisations. Of these, 71% were either a public agency or corporation, and 21% were a department of government (Figure 2.1). Only 7% of ports were private companies, and of these, over two-thirds have a government shareholding varying from 60% to 100%. The overwhelming majority of seaports therefore appear to be in some form of public ownership.

The few private ports where the state does not have a vested interest are primarily in evidence in the UK, where the policy has been toward outright disposal of port property rights,

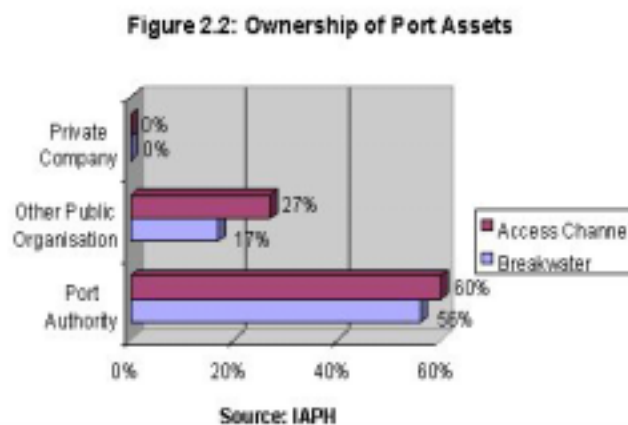
duties, and obligations, to private sector successor companies. Whilst the IAPH survey states that more ports are considering some form of privatisation over the medium term (i.e. over the next five years), this is expected to relate to private sector provision of port assets and port services (see below), rather than outright transfer of port property rights as in the UK.

Nevertheless, when considering the undernoted survey findings, it is worth remembering that of the 'port authorities' mentioned, 7% are private (or partially private), the remainder public.



### 2.3 Port assets

Figure 2.2 shows that, in the main, either the port authority or some other form of public organisation owns port breakwaters and access channels. Private ownership of these particular assets on a worldwide basis appears to be, at best, negligible.



The reason for this may be largely due to the difficulty private companies would tend to have in seeking to recover costs for breakwaters and channels, in addition to the public good nature of such assets (e.g. flood protection).

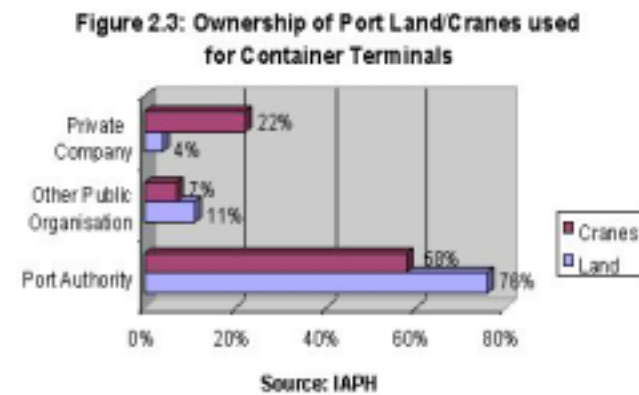
Analysis of port terminal and crane ownership in the IAPH survey is further broken down into the following three categories:

- Container terminals
- Bulk terminals
- General cargo terminals

With regard to container terminals, almost 90% of container

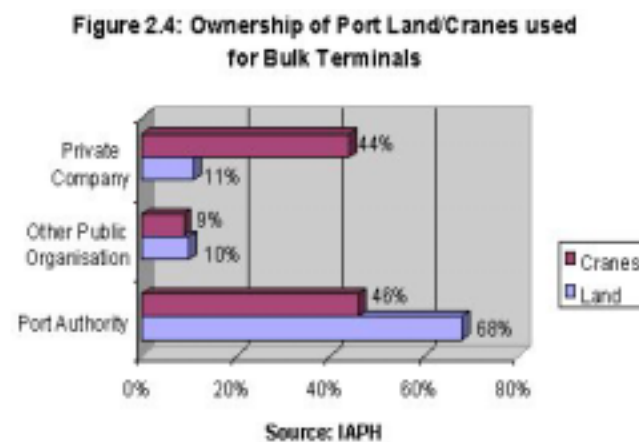
terminal land within ports is either owned by the port authority or by another public body, with only 4% owned by a private company (Figure 2.3).

Provision of container cranes is maintained by some 65% of port authority's/public bodies, with container cranes owned by private companies identified at 22% of ports.

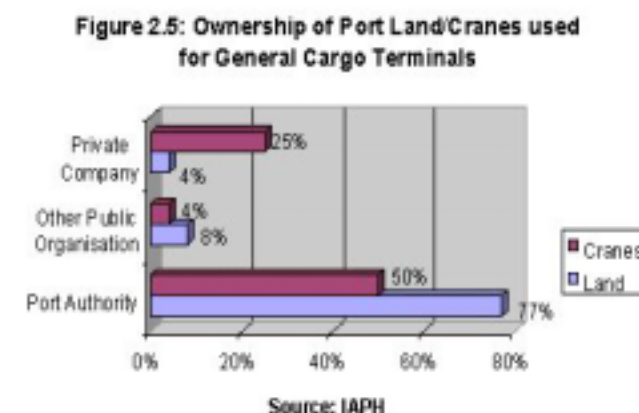


In the case of bulk cargo terminals, port authorities own 68% of port land, with some other public body owning a further 10%, and private companies owning 11% (Figure 2.4).

Provision of handling equipment at bulk terminals appears to be more evenly split between the port and private stevedores (55% and 44% respectively).



In the case of general cargo terminals, again the majority of respondents (about 80%) stated such facilities were either owned by the port authority or another public body, with only



4% owned by some other private company.

Port authorities also own the majority of cranes used in general cargo terminals (54%), with the private sector owning 25% of cranes.

#### 2.4 Port operations

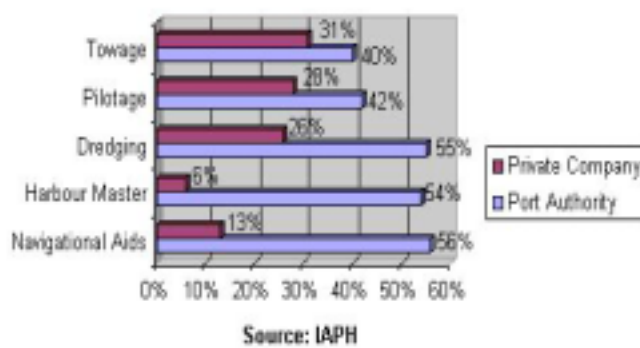
For ease of analysis, evaluation of public and private sector intervention in port services, based on IAPH data, has been split into three categories. These categories are:

- Port navigation services
- Stevedoring services
- Added value services

The breakdown of entities providing port navigation services is shown in Figure 2.6. The port authority (of which to restate, 7% are private, or partially private) provide navigation aids in 56% of cases, the harbour master (54%), dredging (55%), pilotage (42%), and towage (40%).

Private companies provide navigation aids in 12% of cases, harbour master (6%), dredging (26%), pilotage (28%), and towage (31%).

Figure 2.6: Provision of Port Navigation Services



Private sector companies not unexpectedly perform rather better with regard to the share of stevedoring services (Figure 2.7), although the role of port authorities is still significant. Of the ports responding, 36% of container terminals are run by private stevedores, with 34% operated by the port authority.

For bulk terminals, private stevedores operate 37%, and port authorities operate 30%. For 'other' terminals, port authorities operate 38%, and private stevedores 34%.

In regard to port added value services, port authorities\* have a significant role in providing warehousing and port

Figure 2.7: Provision of Stevedoring Services

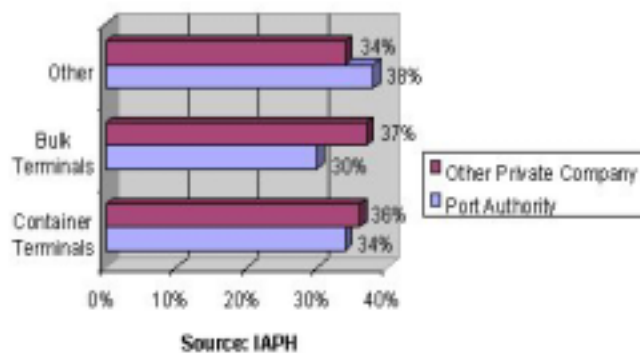
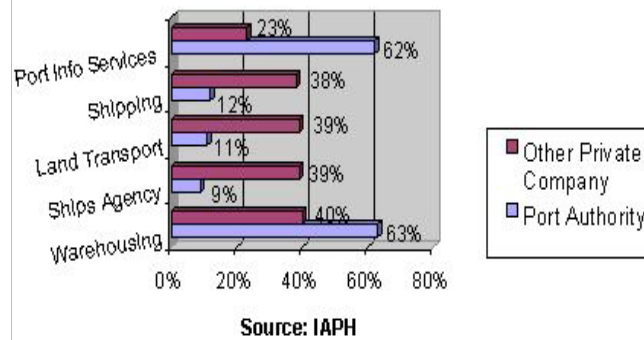


Figure 2.8: Provision of Added Value Services



information services, whilst private companies mostly provide other services such as ships agency, land transport, and shipping (Figure 2.8).

### 3. Methods and Impacts of private sector intervention in seaports

#### 3.1 Napier University survey

The Napier University survey was intended to build on the extensive findings of the IAPH survey, albeit with a more specific emphasis on private sector intervention in container terminals. The aim was to probe a little deeper, to:

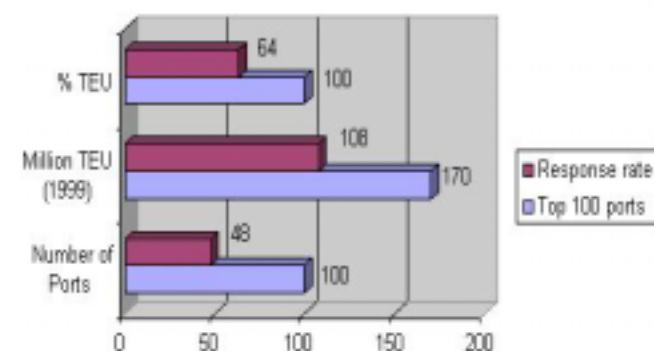
- Consider the aims of privatisation;
- Establish the methods of privatisation used, and;
- Assess the split of port investment for the public and private sector.

Other aspects considered in the survey included assessing the importance of port labour reform in attracting private investment, identifying some of the perceived advantages and disadvantages of private sector intervention from the port authority perspective, and establishing what the role of the 'new' port authority itself should be.

Each of the top 100 container ports received a questionnaire and covering letter, copies of which are shown as Appendix I. As the top 100 container ports collectively account for an estimated 80% of world container trade, it was thought that an extensive survey of these ports would provide sufficient data upon which generalisations concerning the remainder of the ports population might be made. Inevitably, however, this would depend on the level of response.

Of the top 100 ports, a total of 48 ports returned the ques-

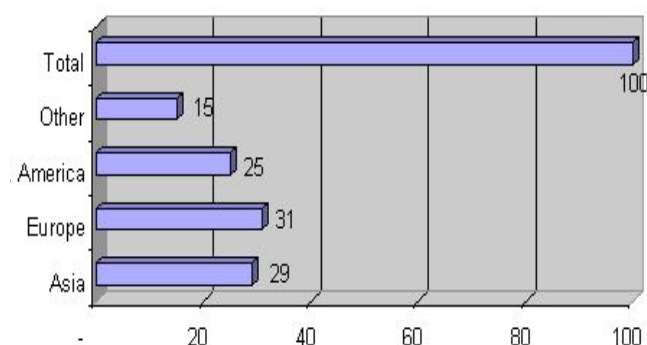
Figure 3.1: Napier port survey response rate



tionnaire, resulting in a response rate of 48% (Figure 3.1). This level of response is regarded as reasonably satisfactory for such a study, and the findings are believed to offer a good indication of the overall picture in the container ports sector. Moreover, the ports that did respond collectively accounted for 108 million TEU in 1999, equivalent to 64% of the top 100 port throughput overall, and equal to approximately half of world container port traffic.

Geographically, the survey responses yielded a balanced return with ports being representative of all the main economic regions (Figure 3.2). Of the 48 ports responding, 15 (31%) were European, 14 (29%) Asian, 12 (25%) North American, and 7 (15%) from other regions.

Figure 3.2: Ports responding by geographic region (Percentages)

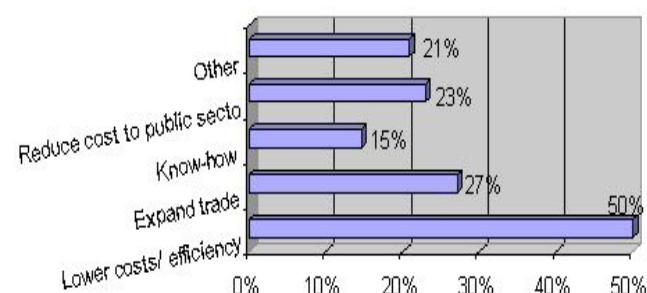


The results of the survey are described as follows.

### 3.2 Aims of privatisation

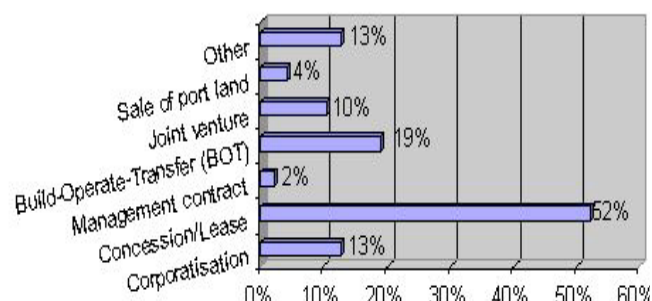
By far the most common aim or motivation behind a port seeking to bring in the private sector is to increase efficiency, and consequently to lower port costs, with half of ports (50%) mentioning this factor (Figure 3.3). Expanding trade as a specific aim of privatisation was mentioned by 27% of ports, and reducing the cost of investment to the public sector by 23%. To obtain management know-how was mentioned by 15% of ports.

Figure 3.3: Aims behind bringing in private sector



A significant 21% of ports mentioned a number of 'other' reasons or aims behind bringing in the private sector to operate and/or develop container terminals. These reasons included the speed of developing new terminals, complying with ports

Table 3.4: Methods of privatisation used by ports



and harbour legislation, developing a public-private partnership, and increasing port revenue.

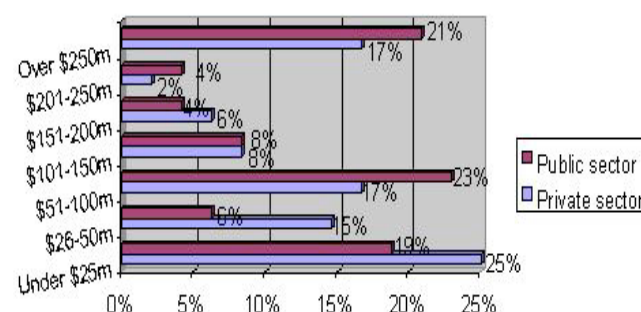
### 3.3 Methods of privatisation

Terminal concessions and leasehold arrangements are the most common methods used by ports to facilitate private sector intervention. These methods have been used by 52% of ports (Figure 3.4). Build-operate-transfer (BOT) has been used by 19% of ports, joint venture by 10%, and outright sale of port land by 4%.

Corporatisation of a port authority (13%) is generally combined with some form of concession/lease arrangement for terminal operations, with a number of ports mentioning both methods.

'Other' methods of privatisation largely relate to shorter-term terminal rentals, or formation of a separate container terminal corporation, which might be wholly or partially owned either by the port authority or by some other public body.

Figure 3.5: Private/public sector investment split in container terminals, 1995-2000



### 3.4 Public and private sector investment

The survey sought to establish the approximate public/private investment split in container terminals over the past five years (1995-2000).

The graph in Figure 3.5 shows the split of private/public investment covering a range of values from under \$25 million to over \$250 million. Overall, and across all values, the results indicate that both public and private sector organisations are significant investors in port container terminals.

In approximately half of all ports, the level of investment over the last 5 years exceeds \$100 million, for both public and private sector entities, with absolute investments (for both sectors) appearing to be relatively equal.



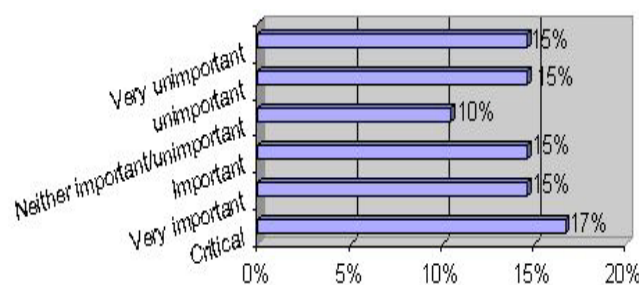
What the data also indicates is that the public sector matches, and in some cases exceeds private sector investments made in container terminals. Moreover, this excludes the cost of creating basic infrastructure (e.g. dredging, breakwater, etc.) which to a great extent is an additional cost met by the public sector.

This is not to say that all ports will necessarily have a mix of both public and private sector investment. On the contrary, some ports were found to depend largely on private sector investment, whilst others were the opposite, depending much more on public sector finance.

### 3.5 Labour reform

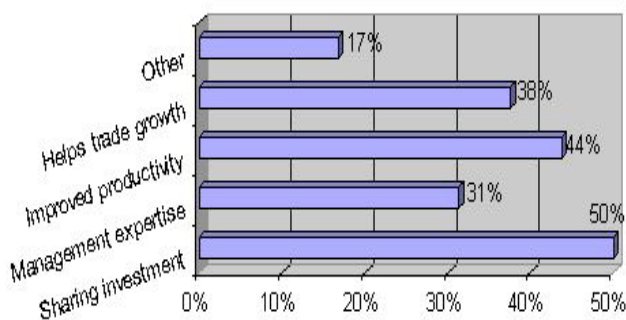
Respondents were asked to consider the importance of dockworker labour reform in attracting private sector investment.

Figure 3.6: Importance of port labour reform for port privatisation



Some 17% of ports regarded labour reform as a critical element, with a further 30% claiming it was either very important, or important (Figure 3.6). Overall, a slight majority of ports considered labour reform to be a significant issue. However, about 40% of ports viewed labour reform to be of rather less significance.

Figure 3.7: Main advantages of private sector investment in ports



There appeared to be no geographical similarity in this aspect of the study. For example, while some ports in North America and in Asia regarded labour reform as critical, other ports in the same regions viewed it to be rather less important. It is not the aim of this study to consider the reasons for such divergent views, but there is perhaps a need for other researchers to establish why there are different views within

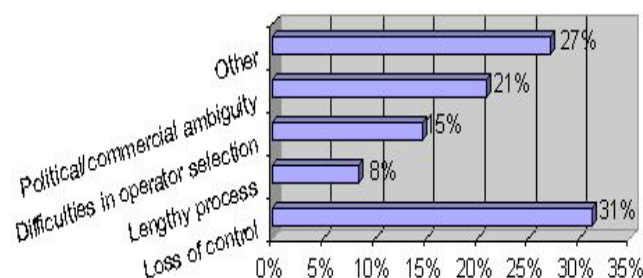
the same regions, albeit in different countries/states.

### 3.6 Advantages and disadvantages of privatisation

The sharing of investment was considered by most ports (i.e. 50%) to be the main advantage of private sector intervention, followed by benefits gained through improved productivity (44%). Helping trade growth was mentioned by 38% of ports, with management expertise mentioned by 31% (Figure 3.7).

'Other' advantages of private sector intervention given by ports included making terminals profitable, keeping carriers in a port (e.g. where a carrier leases a terminal), competition between terminals (in a port), improved management, and better facilitation of development.

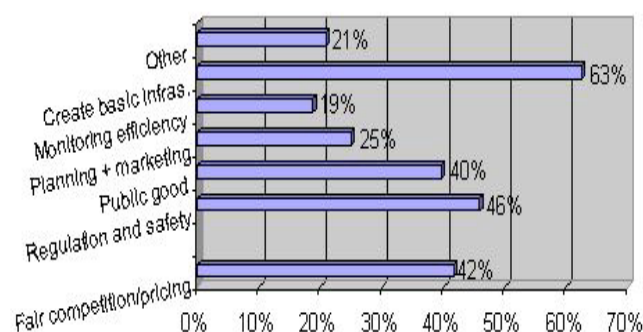
Figure 3.8: Main disadvantages of private sector investment in ports



The main disadvantages of private sector investment, according to ports, are shown in Figure 3.8. Most ports (31%) stated the loss of control as an issue, with 21% mentioning political and commercial ambiguity as a problem. Difficulties in operator selection (15%), and the lengthy process for securing concessions etc, (8%) were also highlighted.

Under 'other' disadvantages, several ports stated that they did not perceive any disadvantages with private sector intervention. However, some ports mentioned other disadvantages such as inadequate income for the state, the possibility of an oligarchy developing, difficulties coordinating public and private investments, and the potential for unfair competition or preferential treatment.

Figure 3.9: Role of the public sector port authority



### 3.7 Role of the public sector port authority

A significant 63% of ports believed that the role of the public



port authority should include creating basic infrastructure (Figure 3.9). Other roles for a public port authority included overseeing port regulation and safety (46%), ensuring fair competition and pricing (42%), and protecting the public good aspect (40%).

The public good aspect of a port might be expected to include flood protection measures, the presence of 'free-riders' (e.g. leisure and small craft freely using navigation channels), and protecting the strategic importance of the port to the economy and for national security.

Additional functions a public port authority was expected to undertake included planning and marketing (25%), and monitoring efficiency (19%).

Under 'other' roles, where appropriate a public port authority was expected to reflect a regional as opposed to a local viewpoint, to finance terminals and cranes in certain instances, to enhance trade facilitation, and provide property management.

Conversely, the few wholly privately owned ports in the sample tended to criticise the role and indeed the very existence of a public port authority. The main reasons given to justify such a view included the lack of commercial focus, bureaucratic inefficiency, delay, and uncertainty, and a 'civil service' attitude, which restricted entrepreneurial development. Curiously, the port stating the latter impediment also argued that the role of a public port authority should include creating basic infrastructure.

#### 4. Conclusions

The IAPH survey highlighted a number of issues with regard to changing institutional arrangements in the context of seaports. The main findings of the study are summarised as follows:

- The port authority is to all intents and purposes generally a public body, with very few exceptions;
- The port authority, or some other form of public body, will generally hold title to virtually all port land/terminals and access channels, with very few exceptions;
- Private companies are increasing their role in providing cargo handling equipment, but the role of the port authority/public bodies in this regard is still significant;
- The private sector now has a major role in provision of stevedoring services, although the port authority/public bodies are also significant in this aspect;
- Provision and maintenance of navigation aids, channels (dredging) and harbour master responsibilities are still largely port authority/public body activities. However, private companies appear to be increasing their role, particularly in pilotage and towage;
- The port authority/public body is largely responsible for provision of warehousing and port information services, whilst the private sector provides most other port added value services.

The Napier survey sought to build and extend upon the IAPH survey, albeit more specifically in the context of the top 100 container ports. The objectives of the Napier study were to consider the aims of privatisation, the methods of privatisation, and the investment role of both private and public sector organisations over the past 5 years. The Napier survey also sought to probe some of the advantages and disadvantages of increasing private sector intervention in seaports. The principal findings from this survey were as follows:

- Lower port costs and improved efficiency (stated by 50% of ports),

expanding trade, and reducing the dependence on public sector investment, appear to be the main aims of port privatisation;

- Terminal concession or lease (52% of ports) is the most common method of privatisation, followed by BOT, joint venture, and terminal rental;
- Investments in container terminals amongst the top 100 ports appear to be relatively evenly split between private and public sector. However, this tends to mask the reality in that, while some ports do have a mix of public and private investment, others depend mainly on private sector capital, whereas other ports depend mainly on public sector investment;
- In attracting private sector investment, almost half of ports (47%) consider port labour reform to be either critical, very important, or important;
- The main advantages to the port of private sector investment are sharing costs (50%), better productivity (44%), and helping trade growth (38%);
- The main disadvantages of private sector investment are loss of control (31%), political and commercial ambiguity, difficulties associated with selecting an operator, and the lengthy process this entails;
- The role of a public port authority is considered to include creating basic infrastructure (63%), regulation and safety (46%), ensuring fair competition and pricing (42%), and the public good (40%).

A key conclusion from this paper is that there does not appear to be a single, common, standard approach to port investment/port privatisation. Yes, some approaches or models are used more than others, and particularly the public port authority/private concession or lease arrangement. But, in general, the method used, and the public/private investment split, will depend on a range of factors. Such factors will inevitably include prevailing local/national laws, the local 'way of doing things', the level of demand/supply, and the extent and nature of competition.

However, while the evidence suggests significant involvement of the private sector, especially in port operations and services, this does not detract from the fact that the public sector, in virtually all instances, takes much more than just a passing interest in its seaport system. Whether through a port authority, marine department, or other body, the public sector retains a central role in seaport planning, regulation, development and investment.

#### References

IAPH 2000 Task Force (1999), Institutional Reform Working Group, Final Report. Presented at the IAPH World Ports Conference, Kuala Lumpur, May.

#### Acknowledgements

I am especially indebted to Malcolm Ravenscroft and his colleagues in the IAPH Institutional Reform Working Group. Their comprehensive survey of institutional arrangements across the world's seaports provided a valuable starting point for the subsequent Napier survey. I would also like to thank all of the ports that took the time to complete and return my questionnaire. Without their contribution this paper would not exist. My final thanks go to my wife, Lynda, who ably assisted the data collection exercise, and who a number of port executives may recall was instrumental in requesting (and sometimes cajoling) them into returning completed questionnaires!

---

# INTERNATIONAL MARITIME INFORMATION

# WORLD PORT NEWS

## Senior officials to deliver keynote addresses at TOC Asia 2001

**20-22 February 2001**  
(Hong Kong Convention and Exhibition Centre, Hong Kong)

**G**AO Weijie, Senior Vice President, China Ocean Shipping Company; Peder Søndergaard, Vice President, Terminal & Intermodal, Maersk Ports; and Erik Bøgh Christensen, Managing Director, Modern Terminals Ltd, will deliver keynote addresses at the fifth Terminal Operations Conference and Exhibition in Asia, taking place at the Hong Kong Convention and Exhibition Centre on 20-22 February 2001. Their participation is in addition to that of Dato Seri Dr Ling Liong Sik, the Malaysian Minister for Transport, who will open the three-day event, and Tim Harris, former Chief Executive Officer of P&O Nedlloyd, who will chair the plenary session.

Taking Shipping, Ports and Terminals in the Global Economy as their central theme, the keynote speakers will provide delegates with their thoughts on the key issues facing the container shipping and ports industries. Topics for discussion will include:

- Container shipping in the era of size, speed and integrated logistics
- Ocean carrier ownership of terminals; why and when should shipping lines invest in ports and terminals?
- The quest for profitable capacity: challenges and opportunities for the container terminal industry.

The participation of such senior figures provides yet another boost to a highly impressive line-up of international speakers. Other leading industry players participating in TOC Asia 2001 include: Roger Davies, Director, South East Asia, P&O Ports; Robert Grassi, President, CSX World Terminals; Aaron Mak, Chief Executive, Portsnportals.com Ltd; C Davis Rudolf III, Director of Engineering and Maintenance, Virginal International Terminals; and Mohd Sidik Shaik Osman, Executive Director, Port of Tanjung Pelapas.

Anyone wishing to register as a delegate or

exhibitor for TOC Asia 2001 should contact Michelle Fisk at Informa on tel: +44 20 7453 5483, fax: +44 20 7453 5480 or email: [michelle.fisk@informa.com](mailto:michelle.fisk@informa.com).

## Tentative PACON 2001 Technical Program July 8-11, 2001 Burlingame, California

### *Environmental Technologies For Sustainable Maritime Development*

#### **OBJECTIVE:**

The role of marine science and technology in the economic development of ocean resources is of vital concern to planners, policy makers, administrators, educators and scholars. PACON 2001 brings together scholars and resource people to address key issues concerning marine technology related to the ocean's economic potential for the region from a multi-disciplinary perspective. This Symposium provides a forum for the exchange of views and ideas between representatives of many nations, thereby strengthening future information exchange and collaborative research linkages.

Technical Sessions for PACON 2001 will cover a variety of topics with a particular focus on ***Environmental Technologies for Sustainable Maritime Development*** in three broad areas of concern.

Please check the PACON website at <http://www.Hawaii.edu/pacon> for updates to the Technical Program

#### **Invitation for Papers/Presentations**

The Technical Program Committee invites papers for presentation at PACON 2001 in the sessions outlined on the following pages. Presentations on new developments in the industry are also invited. Papers and presentations on topics outside the areas listed will be considered.

All interested presenters must submit an abstract. The Committee reserves the right to cancel or combine sessions as appropriate if response is insufficient.

#### **Address for All Correspondence**

PACON 2001  
PACON International  
P.O. Box 11568  
Honolulu, HI 96828-0568 USA  
Telephone: 808-956-6163  
Fax: 808-956-2580  
Email: [pacon@hawaii.edu](mailto:pacon@hawaii.edu)

For general information, please see our homepage: <http://www.hawaii.edu/pacon>

## PSA Exhibitions and Reed Exhibition to Organise Inaugural Presentation of "Asia Pacific Maritime" in Sep 2001

**P**SA Exhibitions Pte Ltd, a fully-owned subsidiary of PSA Corporation Ltd, and Reed Exhibition Companies, will be hosting the inaugural presentation of 'Asia Pacific Maritime' - the region's premier maritime exhibition and conference - from 5 to 7 Sep 2001. Formerly known as SingaPort, Asia Pacific Maritime showcases the latest technologies and services in shipping, ports, marine, communication and navigation systems, off-shore technology, shipbuilding, and ship repair and conversion.

Asia Pacific Maritime 2001 is expected to attract industry players from some 500 companies worldwide. There will be international participation from 12 country groups, covering Belgium, China, Denmark, France, Germany, Italy, the Netherlands, Norway, Singapore, South Korea, Spain and the United Kingdom.

Mr. Henry Tan, Chairman, Asia Pacific Maritime 2001 Organising Committee and Executive Vice President (Logistics/International Business Division), PSA Corporation Ltd, said, "Singapore aims to be a premier International Maritime Centre providing the best services to shipping communities in the world. Asia Pacific Maritime provides the best forum for the exchange of ideas and technology, and a wealth of opportunities for industry players to participate in this surge forward into the new economy."

Besides the conference which will address the latest trends in the maritime industry, Asia Pacific Maritime 2001 will showcase the following special features:

## INTERNATIONAL MARITIME INFORMATION

- **The technology transfer pavilion** featuring a wide range of maritime products, services, technical know-how and financing options available to developing countries. A specialist clinic staffed by lawyers, insurers and bankers will offer consultation to visitors on how they can access and implement these technologies.
- **The International Maritime and Port Authorities Pavilion** where regulatory bodies in the maritime industry will provide updates on their policies, services and plans for the development of their ports.
- **The Maritime IT and E-Commerce Pavilion** will feature major hardware and software solution providers who will showcase cutting-edge technologies, products and services for the maritime industry. Buyers and visitors can source for the latest technologies to grow their businesses.
- **On-line Appointment Scheduler - APM Contact.** Exhibitors and pre-registered visitors can use APM Contact, an online appointment scheduling system, to secure business meetings prior to the event. This enables participants to plan their time and resources effectively at the exhibition. APM Contact will be available by end-2000 at the event's web site- [www.apmaritime.com](http://www.apmaritime.com).

*For corporate enquiries, please contact:*  
Ms Pang Hui Siang  
Senior Corporate Communications Officer  
PSA Corporation Ltd  
Tel: (65) 279 4074  
Pager: 9597 2007

### 15th IALA Conference Sydney Convention and Exhibition Centre

**10 - 15 March 2002**

*"Aids to Navigation and the Environment"*

#### Areas to be discussed:

- Sustaining the Environment Using Technology
- Training in Aids to Navigation and VTS
- Risk Analysis and Quality Assurance Techniques
- Integrated Navigation Services and Harmonised Standards.
- Practical Problems and Efficient

#### Solutions

- Future Developments and New Technologies

#### *For enquiries please contact:*

IALA CONFERENCE SECRETARIAT  
GPO BOX 128  
Sydney NSW Australia 2001  
Tel: +61 2 9262 2277  
Fax: +61 2 9262 3135  
Email: [iala@tourhosts.com.au](mailto:iala@tourhosts.com.au)

### UNCTAD: World seaborne trade

#### *continues growth in 1999 (EXCERPT)*

**W**ORLD seaborne trade recorded its fourteenth consecutive annual increase in absolute terms in 1999, reaching a record high of 5.23 billion tons, according to UNCTAD's Review of Maritime Transport, 2000, released on December 8, 2000. And although in percentage terms the annual growth rate actually declined to 1.3% - the lowest since 1987 - this year the figure is projected to recover to 2.0%.

The annual report focuses on devel-

# AMC Leading the way in Maritime Business

## ENROL NOW COURSES commence 26th February (Advanced Diploma: 2nd intake commences 16 July)

### Research Higher Degrees

- Doctor of Philosophy
- Master of Philosophy

### Post Graduate Courses

- Master of Business Administration (Maritime Management)
- Graduate Diploma in Maritime Management
- Graduate Certificate in Maritime Management

### Undergraduate courses

- Bachelor of Business (Maritime Management) With Honours
- Bachelor of Business (Maritime & Logistics Management)
- Advanced Diploma in Maritime Business
- Certificate III in Maritime Business

**Courses are available by distance study & on-campus study. Two intakes a year**

For further information: **Department of Maritime Business**

## Australian Maritime College

PO Box 986, Launceston TASMANIA AUSTRALIA 7250  
Telephone 61 3 6335 4711 Facsimile 61 3 6326 6493  
Email: [amcinfo@mariner.amc.edu.au](mailto:amcinfo@mariner.amc.edu.au) [www.amc.edu.au](http://www.amc.edu.au)

Member of the Association of Commonwealth Universities & the International Association of Maritime Universities

## INTERNATIONAL MARITIME INFORMATION

opments in maritime transport, particularly for developing countries, and this year looks closely at African trade and maritime transport. In this year's Review:

- Developing countries maintained a steady share in global cargo movements and boosted their share of the world merchant fleet, mainly due to increased deadweight tonnage in Asia;
- Trade in sub-Saharan Africa has risen, but the region's total merchant fleet has declined; and in general,
- African shipping and trade are impeded by ageing fleets and the high costs of freight and inland transport.

Sustained demand in the United States, and the recovery in Asia, were the main engines of global trade expansion in 1999, thus contributing to the continued growth in world seaborne trade. Both exports and imports of Europe rose substantially in the dry cargo sector, although crude oil imports from non-European countries declined. In Asia, import expansion last year offset the previous year's import contraction in terms of dry cargo volume. Asia's exports also improved significantly as the exports of Japan, the ASEAN-4 (Indonesia, Malaysia, the Philippines and Thailand) and the Republic of Korea recovered from the 1997-1998 economic and financial crises. Despite relatively lower intraregional trade, Latin America as a whole reported a favourable export expansion of dry cargo in 1999. Crude oil exports of Africa slumped considerably, but exports of non-oil cargo rose moderately.

UNCTAD's statistics indicate that the overall share of developing countries in world seaborne trade remained virtually unchanged in 1999. These countries accounted for 28% of goods unloaded and about half of goods loaded; the latter figure reflects the large volume of their oil exports.

Asia's share of total goods loaded and unloaded also did not alter last year (26.1% and 18.8%, respectively). In Africa, sea borne exports dropped from 10.1% to 9.8%, but imports were stable, at 4.0%. For the developing countries of America, maritime trade in 1999 held steady at 14.1% for loading and 4.3% for unloading.

Looking in detail at the 1999 trends in global seaborne trade, the Review reports that a moderate 2.8% increase in the main dry bulk commodities pushed the overall level of growth of dry cargo shipment to 3.1% - the lowest since 1996. Among main dry bulk commodi-

ties, coal and grain rose by 1.5% and 7.1% in 1999, while shipments of iron ore fell by 1.7%. Containerized manufactured goods, which are another main dry cargo, rose by 1.0% in 1999, reflecting a substantial recovery from the Asian crisis and its aftermath. Oil trade in tankers, by contrast, which represented 42% of all world trade, slipped by 1.0%.

UNCTAD/RMT (2000)/1  
UNITED NATIONS PUBLICATION  
Sales No. E.00.II.D.34  
ISBN 92-1-11250-4  
ISSN 0556-7682  
(TADIINF12876: Dec 8 2000)

### New Publications

#### COMPREHENSIVE PORT INFORMATION FOR 2001

LOYD'S List, part of the Informa Publishing Group Ltd is happy to announce the publication of Lloyd's List Ports of the World 2001. Now in two volumes, this directory has been fully updated and contains all the world's 2560 commercially active ports. Lloyd's List Ports of the World 2001 classifies ports via highly accurate single-ports definitions and which are officially recognized by the IHMA (International Harbour Masters Association) and the IAPH (International Association of Ports and Harbours). This 2001 directory has been fully revised in format, showing a new tabular data representation enabling easy cross-reference, analysis and comparisons by the user. The Directory provides comprehensive coverage, providing information of the world's 2560 ports with precise geographical location details, and 2500 of these are listed with full contacts and facility details. A 68-page full-colour world port location map is also included.

#### Unparalleled contents include:

Latitude & Longitude • Approach & Pilotage Requirements • Port Authority & Officials Contact Details • Storage Facilities • Mechanical Handling Equipment • Admiralty Chart & Admiralty Pilot Numbers • UNCTAD Locode • Key to Principal Facilities • Port & Terminal Facilities for: Containers/RoRo, Ore/Bulk, Tankers • Berth Descriptions • Holidays & Normal

Working Hours • Shipping Agents • Shiprepair Facilities • Medical Facilities • Surveyors • Pilotage & Radio Frequency Information • Cranes • Tide Information • Berth Capacity (largest vessels) • Bunker Suppliers • Towage Services • Ship Supplies & Waste Reception • Anchorages • Weather Conditions • Free Trade Zone Data

ISBN 1 85978 493 3

Price £250/US\$425/HK\$3315

Publishing October 2000

For further information or to receive a copy for review please contact: Sarah Witts, Informa Publishing Group, 69-77 Paul Street, London, EC2A 4LQ, United Kingdom.

Tel: +44(0)20 7553 1816

Fax: +44(0)20 7553 1106

Email: sarah.witts@informa.com

Requests for new editions not yet published will be recorded by our Customer Service Team and dispatched on publication.

#### IFSMA Register of Technical Consultants and Maritime Experts (IFSMA RTCME)

##### Introduction

The main parts of this Register are arranged in three sections. Section 1 contains a list of the 40 categories used.

Section 2 contains an Index of those registered, organized by category. For each category each entry is listed in alphabetical order first by Country and then by Surname, therefore some persons' names will appear more than once.

Some persons may only offer services in the country listed, others may offer services on a world wide basis.

Section 3 contains a Profile for each person registered. This section should be used to find summary information on each person's background and experience.

Despite the disclaimer, it bears repeating here that anyone using this Register to locate Technical Consultants or Maritime Experts is advised to verify the suitability of any services offered, directly with the person concerned. You should not rely solely on the information contained in this Register.

Anyone finding errors or omissions in this Register is requested to notify IFSMA immediately.

The RTCME may also be found on the IFSMA web site <www.ifsma.org> This may contain more up to date information than the printed version.

#### For details contact:

The Secretary General, IFSMA

## WORLD PORT NEWS

202 Lambeth Road, London SE1 7JY,  
England  
Tel: + (44) 20 7261 0450  
Fax: + (44) 20 7928 9030  
Email: HQ@ifsma.org  
Web Site: <http://www.ifsma.org>

### Corrosion Onboard Crude Oil Tankers - Cargo Tank Corrosion Awareness Guide

USD50 per copy for Members/Associate Members  
USD100 per copy for non-members

INTERTANKO, BOX 5804 Majorstua, 0308 Oslo, Norway  
Tel: +47 22 12 26 40  
Fax: +47 22 12 26 41  
E-mail: [publications@intertanko.com](mailto:publications@intertanko.com)  
Visit our online bookshop:  
[www.intertanko.com/publications](http://www.intertanko.com/publications)

### NORTH EUROPEAN CONTAINERISATION

- Analysis of:
- Deepsea, transshipment and intra-Europe demand projections
  - Container trade growth and port demand
  - Trends in container shipping & port implications
  - Container terminal investment and capacity projections
  - Container terminal productivity indicators
  - Intermodal investment - current and future capacity
  - Required additional port/terminal investment

Price £540.00(UK) or US\$920.00  
(all overseas sales) each, inclusive of airmail delivery and packing.

### THE GLOBAL CONTAINERPORT MARKET TO 2015

- Analysis of:
- Container Throughput by Port
  - Regional and Port Developments
  - Forecast Demand to 2015 by Region & Country/Port Range
  - Investment Projects and Plans
  - Port Capacity Utilisation Forecasts
  - Port Investment Requirements to 2015

Price £510.00(UK) or US\$920.00  
(all overseas sales) each, inclusive of airmail delivery and packing.

Write to:

Study Sales Department  
Ocean Shipping Consultants Limited  
Ocean House, 60 Guildford Street  
Chertsey, Surrey KT 16 9BE, England  
Tel: 01932 560332  
(international +44 1932 560332)  
Fax: 01932 57084  
(international +44 1932 567084)  
Email: [oceanshipping@compuserve.com](mailto:oceanshipping@compuserve.com)

Ocean Shipping Consultants Ltd. (OSC) has been monitoring these developments and forecasting demand since the mid-1980s. This new study represents a complete revision of trade, port capacity and shipping projections, and provides detailed assessments of market development for the period to 2012. OSC has been directly involved in numerous shipping and terminal development projects in the European market and this experience is utilized to develop an informed view of prospects.

## The Americas

### Buenos Aires: Embarking on US\$170 m River Plate channel improvement project

THE Port of Buenos Aires is seeking bidders for a major channel improvement project, which will cost an estimated 170 million pesos (US\$170 million). The Project, which will deepen the north and access channels from 32 to 36 feet, also entails navigation safety measures, including the installation of buoys in the access channel.

To further improve navigation in the Rio de la Plata, the Port Authority has reached agreement with the Argentine Navy District and the Undersecretary for Water Transport and Ports to implement a Vessel Traffic System.

During the first eight months of 2000, the Port of Buenos Aires handled 5,007,180 tons of cargo, a slight drop from a year ago that reflects declines in liquid and dry bulk shipments of 48% and 21%, respectively. However, general cargo tonnage increased by 3.5%. Container movements also increased, by 6.9% to 484,200 TEUs.

(AAPA "ADVISORY" 27 Nov.)

struction of a new pedestrian trail system planned to ultimately link Ladner Village with trails on Deas Island Regional Park.

The Fraser Port Millennium Fund was designed to support community projects which contribute to the quality of life in the Fraser River Communities. "This trail will ensure that future generations will have public access to the Fraser River to both enjoy and appreciate the social and economic importance of the river in our lives," said Allan Collerman.

(<http://www.froa.com/new/112800.html>)



Photo: (left to right) Ron Toigo, Co-chair, Delta Millennium Committee; Pat Rogers, President, Delta Arts Council; Allan Collerman, Vice Chair, Fraser River Port Authority; Ann Claggett, Councillor, Corporation of Delta; Mike Owen, Owner, Mike's Marine Services Ltd.

### Millennium Fund Grant Links People to the Fraser River

NOVEMBER 22, 2000: At a river-side ceremony in Delta this morning, the Fraser River Port Authority helped get the Spirit of Delta's Millennium Trail one step closer to reality.

The Port Authority's Vice Chair, Allan Collerman, presented a cheque for \$25,000 to the Spirit of Delta 2000 organization which is coordinating the con-

## WORLD PORT NEWS

### **Canaveral: Canaveral Cruise Lines' new Carnival Pride offering first western Caribbean eco-tourism opportunities**

**I**N January 2000, Carnival Cruise Lines' new *Carnival Pride* will join two other Carnival ships homeporting at Port Canaveral, offering the first western Caribbean cruises from the Florida port.

The 2,124-passenger *Carnival Pride*, which is still under construction, will offer cruise passengers eco-tourism opportunities with calls at the ports of Progreso/Merida (Mexico) and Belize City (Belize). Other ports of call for the western Caribbean sailing include Key West and Playa del Carmen/Cozumel (Mexico).

*Carnival Pride's* eastern itinerary includes the first call for a Carnival ship at a private island, Half Moon Cay or Salt Cay. Other calls include St. Thomas/St. John in the U.S. Virgin Islands and St. Maarten in the Netherlands Antilles.

("ADVISORY" 20 Nov.)

### **Charleston: New Post-Panamax Cranes Arrive**

*Capital investment plan keeps Port of Charleston Productive in times of high growth.*

**T**HE port of Charleston has boosted its record-setting productivity again with the recent delivery of two new super post-Panamax container cranes to the Wando Welch Terminal. The Paceco-Hyundai cranes are part of a six-crane purchase by the port including two from Paceco Espangna in 1999 that were delivered to Columbus Street

Terminal. That purchase included an option on the purchase of up to four more container cranes. That option has been exercised with two of those cranes arriving Sept. 1 and two more scheduled for arrival in early November.

"These new cranes are a welcome addition to our facilities," said George Young, vice president, marketing and sales for the Port of Charleston. "I'm sure our customers will see it that way too. We understand the investment that our ocean carrier customers have in their assets and that they aren't producing return on their investment when a ship is sitting still. So we are doing everything we can to safely get those ships in and out quickly. These new cranes will be a big help."

The Port of Charleston is well known for high crane production. The port set a new record last year by working a ship at 64.8 gross moves per hour per crane and consistently tops 40 gross moves per hour per crane.

The new super post-Panamax container cranes arrived in the Port of Charleston from South Korea aboard the Dockwise ship DOCK EXPRESS 10. Each of the four new cranes features a 190-foot outreach, allowing it to reach across ships 21 containers wide. They were ordered from Paceco, who subcontracted with Hyundai Heavy Industries of Ulsan, South Korea, for the manufacturing and delivery of the new cranes. The cranes were assembled, erected and tested in South Korea. They were then partially disassembled and shipped to Charleston, where they will be reassembled, tested and commissioned.

The 21-container outreach is important for two reasons. First it helps prepare the port for the larger ships that will be calling in the years to come. And secondly, it is a benefit when working

smaller vessels, less than 21 containers wide. Using a super post-Panamax crane on smaller ships allows the crane operator to work more quickly. Container cranes have automatic braking mechanisms that slow the cab trolled down as it nears the end of the boom and the backreach to avoid slamming into the ends. Using less of the full operating envelope allows the operator to safely work with increased efficiency.

All four cranes will be delivered to the Wando Welch Terminal. The Wando handled 982,000 TEUs last year and serves Maersk Sealand, Americana Ships, the New World Alliance, the Grand Alliance, CSAV, Farrell and a number of other carriers. Several cranes will be moved from the Wando Welch Terminal to other Port of Charleston terminals later this fall. Details on that move have not been released. Of Charleston's 19 container cranes currently in service, 10 are post-Panamax or larger.

The new cranes are part of the port's five-year, \$165 million capital plan for new equipment and improvements to existing facilities

("PORT NEWS" Oct. 2000)

### **LA/LB: Cutting smog-producing emissions by reducing incoming/outgoing ship speed**

**G**OVERNMENT regulatory agencies, port authorities and the shipping industry have developed a program to significantly cut smog-producing emissions by reducing speed or power on the thousands of vessels that sail in and out of the ports of Long Beach and Los Angeles each year.

The Memorandum of Understanding (MOU) employs a private-public sector approach toward improving air quality in which the shipping industry will monitor itself and demonstrate compliance.

Under the accord, the maritime industry has voluntarily agreed to reduce vessel speed by approximately 5 to 10 knots, depending on vessel type. The average cruising speed of vessels has been about 20 knots or 23 mph. The reduction in speed will reduce fuel consumption, which in turn reduces smog-producing air emissions.

The MOU covers an area of the Pacific within a 20-mile radius of Point Fermin,





## WORLD PORT NEWS

including the two major San Pedro Bay ports of Long Beach and Los Angeles.

The two ports were expected to formally approve the MOU during the week of November 20. The other parties, which are expected to sign the accord by December 10, include the U.S. Environmental Protection Agency, California Air Resources Board, South Coast Air Quality Management District, Steamship Association of Southern California, Pacific Merchant Shipping Association and the Marine Exchange of LA/LB Harbor.

The target date for implementation is January 1, 2001. The Ports of Long Beach and Los Angeles will each contribute \$3,000 toward the initial start-up cost for the monitoring program.

(AAPA "ADVISORY" 27 Nov.)

### Montreal: Joins Select One-million Container Club

**M**ONTREAL, December 20, 2000 - The Port of Montreal has reached another milestone by handling for the very first time one million containers or TEUs (20-foot equivalent units) in a single and same year. The one-millionth container arrives this week in the port, which serves numerous container carriers calling Montreal on a regular basis.

"We have been looking very forward to joining the select one-million TEU club as we missed this important milestone by less than 7,000 containers last year," said Dominic J. Taddeo, president and chief executive officer of the Montreal Port Authority.

By handling one million containers in a single year, Montreal joins a very

exclusive group of ports. Based on the latest statistics available, only some 50 ports throughout the world, 12 of which are in North America, handle one million TEUs in a single year.

The number of containers moving through the Port of Montreal, which handled its very first box in 1967, has doubled over the past 14 years or since the port reached the half-million container mark in 1986. In fact, traffic in this cargo category continues to experience the strongest growth at the port. The average annual growth rate in this sector has been seven percent over the past five years.

The Port of Montreal's containerized cargo comprises a wide variety of products reflecting the industrial mix of its North American markets.

Among the goods transported in containers through the port are foodstuffs (fruit, nuts, vegetables, alcoholic beverages, etc.), forest, metallic, chemical and iron and steel products, construction materials, grains and cereals, vehicles and accessories, nonmetallic ores and textile products.

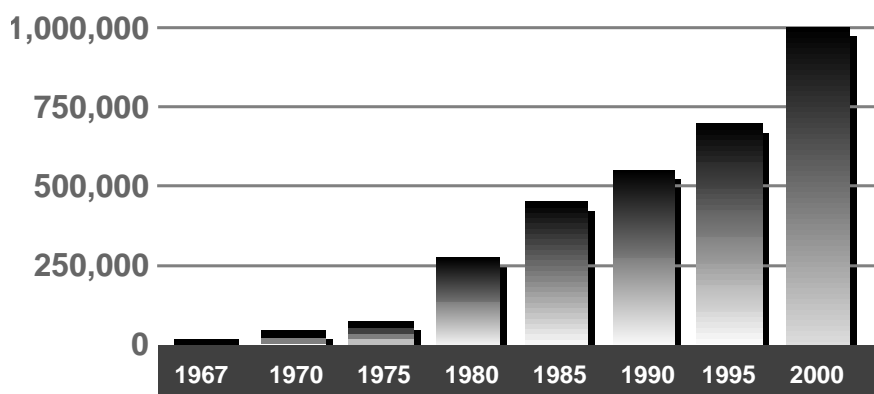
The Port of Montreal is the leading North American container port on the North Atlantic route, which links North America's industrial heartland (Central Canada and the U.S. Northeast and Midwest) with northern Europe and the Mediterranean. About 95 per cent of the



### Port of Montreal joins select one-million container club

The Port of Montreal reaches a special milestone during the week of December 18, 2000: one million TEUs (20-foot equivalent units) handled in a single and same year. The one-millionth box was transported aboard one of the numerous container carriers serving the Port of Montreal on a regular basis. Container shipping lines offering regular weekly liner services through the port include Canada Maritime, Cast, Hapag-Lloyd, Maersk Sealand, NYK Line, OOCL, P&O Nedlloyd and Senator Lines. Other lines that transport containers regularly through Montreal are Coral Line, Federal Atlantic Lakes Line, Lykes Line, Norgate Marine and, in the domestic market, Oceanex.

### Evolution of container traffic 1997\*-2000 In number of 20-foot containers (TEUs)



\* The Port of Montreal handled its first container in 1967.

Port of Montreal's containerized cargo traffic is transported on this route.

In North America, the Canadian market - mainly Quebec and Ontario - is the point of origin/destination for approximately half of the Port of Montreal's containerized cargo traffic. The other half moves to/from the U.S. market, mainly the Midwest and Northeast.

"The highly-competitive services offered throughout our port system on the whole and the strength of the North American economies are among the reasons for the increase in container cargo throughput via the port this year," said Taddeo.

Among the Port of Montreal's many competitive advantages are its strate-

## WORLD PORT NEWS

gic geographic location right on the doorstep of North America's industrial heartland and its excellent intermodal links to all parts of the continent. The port is also a terminus for the numerous container shipping lines calling Montreal, where vessels are completely unloaded and loaded at the port's container berths.

"Over the past few years, almost all of the lines serving the port have made huge investments to improve their services and fleets, thereby reinforcing Montreal's role as a major gateway in North America," Taddeo said. "Meanwhile, our container terminal operators have invested millions of dollars to upgrade their handling equipment."

Equipped with 15 dockside gantry cranes for loading and unloading vessels, the Port of Montreal's container terminals cover more than 70 hectares. Cast Terminal Inc., Racine Terminal (Montreal) Ltd., Termont Terminal Inc. and Empire Stevedoring Co. Ltd. are the private stevedoring companies that operate container facilities in the port.

"In addition to our shipping lines and agents and terminal operators, we share this one-million container honour with land carriers, freight forwarders, importers and exporters, and all those involved in port activity in Montreal," Taddeo said.

A major Canadian container port, Montreal is also a multifunctional port that handles all types of non-containerized general cargo and dry and liquid bulk cargo. In all, some 20 million tones of highly-diversified cargo move through the port each year, in all seasons.

### **NY/NJ: Assistant executive director Borrone of NY/NJ Ports Authority ends her 30 years of public service**

by William Armbruster  
JoC Online

LILLIAN C. Borrone, assistant executive director of the Port Authority of New York and New Jersey, said Friday that she plans to retire at the end of this month.

Borrone's announcement came just two days after her boss, executive director Robert Boyle, announced his retirement. Boyle plans to stay on until Governors George Pataki of New York and Christie Whitman of New Jersey agree on a successor.

Borrone, 55, served as director of the agency's port commerce department from June 1988 until her promotion to assistant executive director in September of this year. Her 12-year tenure made her one of the longest-serving port directors in the nation.

#### **Statement by Lillian C. Borrone**

Assistant Executive Director of The Port Authority of New York and New Jersey

**A**FTER more than 30 years of public service, I have made the difficult, but happy decision to retire from the Port Authority. I close this chapter of my professional life proud of a number of accomplishments. I have been honored to be appointed Assistant Executive Director of an agency to which I have dedicated much of my career and whose interests I have always tried to put first. I was the first woman to be named a facility manager, the first director of the Management & Budget Department, and the first woman to be appointed Port Director. It is in that role that I am especially proud of being part of the amazing resurgence of the Port of New York and New Jersey. Today the port is more competitive; the partnership between management and labor is stronger than ever and long awaited projects to deepen channels in the harbor are underway. These accomplishments provide the platform for even greater achievements in the port's future. New leases with major terminal operators have been signed and a strategic investment plan is in place to insure that the port will continue to solidify its position as the number one port on the East Coast of North America.

What I have valued most, however, are the professional relationships and personal friendships that I have forged both within the Port Authority and around the world. It has been an honor to serve with such a distinguished and professional group of individuals.

My husband and I will now take time to relax, enjoy our family and think about our future. As I look forward to new opportunities and challenges I carry with me the satisfaction of having made a lasting contribution to the region, the Port Authority and the maritime industry.

Borrone said her decision to leave was not tied to Boyle's announcement, which took many port authority officials by surprise. "Bob and I had discussed this in October. He told me was going to leave around this time," she said in a telephone interview with JoC Online.



Her announcement comes a little more than six months after Pataki and Whitman settled a bitter feud that had stalled numerous projects, including the signing of leases for the Maersk Sealand and Maher terminals in the port.

That deal paved the way for a recent agreement with P&O Ports to take over the former Meaersk terminal in Port Newark.

Borrone joined the port authority in August 1970 and left the agency in July 1978. She returned in April 1982. She served as budget director prior to her appointment as port director.

"After more than 30 years of public service, I have made the difficult, but happy decision to retire from the port authority," said Borrone, the first woman to hold a variety of key management positions at the port authority, including port director. "It is in that role that I am especially proud of being part of the amazing resurgence of the Port of New York and New Jersey," she said.

After seeing its market share decline for a number of years, the port now has a 58% share of the North Atlantic cargo market. Cargo volume is expected to double by 2010 and to rise 4.2% annually.

(Fax from the Port Authority of New York & New Jersey on 12 Dec.)

### **NY/NJ: Port Newark Container Terminal leases 158-acre BOX terminal for 30 years**

**P**ORT Newark Container Terminal LLC (PNCT), a joint venture of P&O Nedlloyd and P&O Ports, on November 1 signed a 30-year lease with the Port Authority of New York and New Jersey to operate a 158-acre container terminal in Port Newark.

The first phase of redevelopment, which will cost \$150 million, will include strengthening and deepening berths to accommodate super post-Panamax vessels, deployment of state-of-the-art cranes and straddle carriers, and the installation of advanced terminal management systems.

The redevelopment program will commence in December and be substantially complete by the end of 2001. When completed, PNCT will be capable of handling one million TEUs annually with 4,400 feet of wharf and nearly 158 acres of associated yard space.

("ADVISORY" 20 Nov.)

## WORLD PORT NEWS

### Prince Rupert: Steel project attracts Korean interest

PACIFIC Iron and Steel Products Ltd. and representatives from the Prince Rupert Port Authority and the City of Prince Rupert hosted a delegation from Korea early in November. Representatives from Dongkuk Steel Mill Co. Ltd., the world's largest purchaser of steel slab, were in Prince Rupert to tour the site and discuss involvement in the proposed steel mill development on Ridley Island. Pacific Iron and Steel is working towards the completion of a bankable study necessary to complete financing of the project. The project is estimated to create up to 1000 jobs through construction of the facility and employ between 300 and 400 people once in operation.

### Prince Rupert: Cruise ship facilities development plan underway

BEA International has been contracted by a consortium comprised of the Prince Rupert Port Authority, the City of Prince Rupert, Human Resources Development Canada, and the Province of British Columbia to complete a development plan for a cruise ship docking facility in the Cow Bay area. BEA International has a strong background in cruise ship facility planning. The project will formulate a development plan for infrastructure suitable for accommodating the large vessels cruising to Alaska. The project will be completed this winter with completion targeted for February 2001.

*(The New World Port "54 NORTH"-Prince Rupert Port Authority 30 Nov).*

### Redwood City: Tonnage grows to record 945,304 metric tons; up 16% over prior fiscal year

THE dynamic Bay Area economy continues to result in intense demand for construction materials, triggering tonnage to increase at the Port of Redwood City to a record 945,304 metric tons for the fiscal year that ended June 30.

Executive Director Michael J. Giari said that 945,304 metric tons crossed

Port docks between July 1, 1999, and June 30, 2000, compared with 813,630 tons for the prior fiscal year, an increase of 16.1 percent. He said 127 cargo ships and barges called upon the Port during the just completed fiscal year. In addition, 20 passenger ships and research vessels also utilized Port facilities during the previous year.

Giari said that the record tonnage figures signify that the construction explosion in the private and public sectors continues to be robust, resulting in a formidable demand for building materials that are being shipped through the Port of Redwood City.

Sand imports increased 71.7% to 282,339 metric tons, cement grew 27% to 211,070 tons and scrap metal exports increased 14.4% to 219,966 tons. Gypsum fell from its near record 271,443 tons the year before to 226,574 tons and other products fell to 5,354 tons, primarily because a one-time shipment of bauxite came in during the prior fiscal year.

Gypsum imports from Mexico fell primarily because of ship schedules and higher than usual loads on the last several ships to call at the port with the product used by Pabco Gypsum of Newark to make wallboard.



*The Port of Vancouver ([www.portvancouver.com](http://www.portvancouver.com)) – one of the largest ports in North America and one of the top 20 facilities of its kind globally – is a premier trade and travel gateway with the rest of the world.*

## PRESIDENT & CHIEF EXECUTIVE OFFICER: VANCOUVER PORT AUTHORITY

Vancouver, Canada

The Vancouver Port Authority (VPA) is seeking an exceptional senior executive to direct the Port's ongoing growth and diversification. Reporting to the Board, you will facilitate the marketing and expansion of the Port's diversified roster of services and facilities to existing and prospective clients around the world.

You will drive the process to enhance Vancouver as the port of choice for the west coast of North America by bringing enthusiasm and a people-oriented management style to the appointment. You have proven abilities in leading a corporation with a large asset-base and managing a core set of professionals in a demanding public-private sector partnership environment that values customer service.

Your outstanding career credentials encompass progressively senior executive management positions and ideally include experience in an intermodal-based transportation environment. A strategic leader of recognized diplomacy and integrity, you have a track record of establishing solid communication relationships with all levels of government, stakeholder groups and staff. A true consensus-builder, you are adept at identifying opportunities and building the team to facilitate programs and projects to fruition.

If you have the vision and skillful balance of management and leadership skills to confidently take the helm at the Vancouver Port Authority, please submit your résumé/ CV in confidence to **George Madden, Casey Forrest or Shaun Carpenter** at:

**PINTON  
FORREST  
& MADDEN**

**Pinton Forrest & Madden/  
EMA Partners International**  
Suite 2020 – 1055 West Hastings Street  
Vancouver, BC V6E 2E9, Canada  
Tel: 604.689.9970  
Fax: 604.689.9943  
E-mail: [pfm@pfmsearch.com](mailto:pfm@pfmsearch.com)

**EMA  
WORLDWIDE**

## WORLD PORT NEWS

The cement imports by RMC Pacific Materials include shipments from China. Cement is used in high-profile construction jobs like San Francisco International Airport and the recently completed Pac Bell Stadium. Sims Metal America exports scrap metal to the Far East. The scrap metal includes the recycling of more than 200,000 dilapidated and unusable vehicles each year.

*("Currents" - Fall 2000)*

### **Vancouver (BC): VPA's President & CEO Capt. Norman Stark resigning**

**C**APTAIN Norman C. Stark has announced his intention to resign as President



and CEO of the Vancouver Port Authority, effective February 28, 2001. The VPA Board has initiated the search for a successor.

A native of Northern Ireland, Capt. Stark served in the British Marine until 1977 when he became Assistant Harbour Master at the Port of Saint John.

From 1981 to 1985, he was Harbour Master at the Port of Halifax and in 1985 joined the Port of Vancouver as Assistant Port Manager and in 1990 became the Port Authority's Chief Executive. Capt. Stark is a past President of the Canadian Port and Harbour Association, and has also served AAPA as a member of its Board of Directors, Executive Committee and as Chair of its Canadian delegation.

Following a transition period abroad, Captain Stark will take up a new position in Vancouver with Terminal Systems Inc. in September 2001.

*("ADVISORY" 20 Nov.)*

year, the actions of the new management team and the investment programme of recent years.

Growth has been experienced in unit-load traffic, including roll-on/roll-off, containers and vehicle imports/exports. Tonnages of oil have also increased, together with imports of coal and forest products and exports of agribulks.

Several new developments involving long-term agreements with quality customers have been announced during the year. These are in line with the group's strategy of growing existing business and developing new business through rigorously targeted investment. Owing to the long lead times in these developments becoming operational, they will have only a modest impact on this year's results but they are expected to lead to an increase in the growth rate for the group's UK ports in 2001.

In October, the group submitted its formal application to the Department of the Environment, Transport and the Regions (DETR) to develop Dibden Terminal at Southampton. The development will be demand-led and secured under long-term customer contracts. Dibden Terminal will eventually offer six deep-water berths, fully integrated road and rail interchanges, facilities for storage and other ancillary services. The group expects to know the outcome of its application to the DETR during 2002. The terminal is being developed in order to meet the continuing substantial growth in deep-sea container traffic and the first berths are expected to become operational towards the end of 2004.

In line with the group's strategy of growing its core ports and transport business by acquiring related businesses which will develop and extend the value-added services its ports can offer customers, Northern Cargo Services Ltd(NCS) was acquired in September for a total consideration of £1.6 million. NCS is the largest general stevedoring company at the Port of Hull and is the sole operator of the group's new Finland Terminal. In October, the group acquired the Berkeley group for a consideration of £9.5 million. The two principal companies within the Berkeley group provide technical facilities and labour for the processing of vehicles and act as one of the two main general stevedores at the Port of Southampton, handling mainly roll-on/roll-off cargoes. Both NCS and the Berkeley group have performed in line with the ABPH group's expectations in the periods since acquisition.

## Africa/Europe

### **ABPH: Trading Update**

**T**O continue improving the flow of information to all investors, Associated British Ports Holdings PLC(ABPH) now issues trading updates ahead of its interim and preliminary results. The trading statement for the year ending 31 December 2000 is issued today prior to the group's preliminary results announcement, which is scheduled for 22 February 2001.

#### **HIGHLIGHTS**

Trading has been strong across all the group's principal businesses. The key factors underpinning this performance are as follows:

- Group turnover for the year ending 31 December 2000 is expected to increase by at least 8% as a result of strong throughput at the UK ports and substantial property sales.
- Underlying pre-tax profit for the year to 31 December 2000 is expected to be at

the upper end of current market expectations.

In addition to the underlying results, the Group's strategy of disposing of non-core assets has continued and profits from the sale of the Red Funnel Group and from the sale of investment properties are expected to exceed £12 million.

#### **PORTS AND TRANSPORT-TOTAL**

Turnover from the group's ports and transport activities is expected to show an increase of at least 7%, leading to a similar rise in operating profit.

#### **Ports and Transport-Europe**

Business at the UK ports has continued to develop well, benefiting from the organizational changes put in place last



## WORLD PORT NEWS

### Ports and Transport - USA - AMPORTS

Turnover and operating profit will be substantially ahead of last year. The Seaport division has won three new vehicle-processing accounts in the second half of the year which will together add an additional 90,000 units per annum to vehicle volumes once these accounts become fully on-stream during the course of 2001. In the second half of the year, the Aviation division also added new business. The division secured a five-year management contract at Teterboro Airport, New Jersey, the busiest corporate aviation facility in the United States. In addition, an aviation refueling facility was purchased at Gulfport-Biloxi, Mississippi, for a consideration of £4.4 million, increasing the number of such facilities owned by the Group to five. This facility has performed in line with the group's expectations in the period since it was acquired.

### ASSOCIATES

Overall, the group's associates are expected to produce an operating profit ahead of last year, with Southampton Container Terminals handling over one million container units during the year for the first time ever. For the full year this is expected to represent at least 15% growth in the throughput of container units compared to the previous year.

### Red Funnel

ABPH recently announced the sale of the Red Funnel Group, the Southampton-based ferry and towage business, for a cash consideration of £71 million. The sale of the Red Funnel Group is part of ABPH's strategy of disposing of non-core assets, leaving the group to focus on operating ports and value-added businesses within those ports.

At the Annual General Meeting in April 2001, Stuart Bradley, formerly Managing Director of Associated British Ports and Chairman of the Red Funnel Group until its recent sale, will be retiring after 13 years on the Board, having by then reached the age of 65. Also at the annual general meeting Peter Dean will be stepping down after 20 years as a non-executive director.

### Enquiries:

Associated British Ports Holdings PLC (020) 7430 1177  
Bo Lerenius, Group Chief Executive  
Richard Adam, Group Finance Director  
Margie Collins, Corporate Communications Manager

### AMS: Worldwide attention for Amsterdam's new container terminal

THE new Ceres Paragon Container Terminal in the port of Amsterdam, to open mid-2001, is already attracting attention from shipping companies, terminal operators and ports from across the world. It is actually the first container terminal ever that will allow vessels simultaneously to load and unload on both sides, potentially cutting turn-round time by half.

This weekend a delegation from the largest container port in North America, the port of Long Beach (Los Angeles), visited the Ceres Paragon Container Terminal. The delegation included the Mayor of Long Beach, Beverly O'Neil, her husband and the Mayor's Chief of Staff Diana Jacobus. Long Beach port was represented by Executive Director Dick Steinke, Commission President John Kashiwabara and Commissioner John Calhoun. The delegation was received by the Director of Shipping of the

Amsterdam Port Authority, Cor Oudendijk.

### AMS: Spliethof takes over remaining interest of Mammoet Shipping

SHIPPING company Spliethof has taken over the remaining share (30%) of Mammoet Transport in Mammoet Shipping. This gives Spliethof the full hand of Mammoet's heavy-load shipping. At the beginning of next year, Amsterdam's shipping company is to change the name Mammoet Shipping into trade name BigLift, although activities of Mammoet Shipping will remain the same. Mammoet Shipping has 13 vessels, specializing in heavy load transport. Most vessels are also suitable for general cargo, wood products, steel, containers and bulk goods. Mammoet Shipping maintains offices in Tokyo, Seoul, London, Houston and Toronto as well as its agency network.

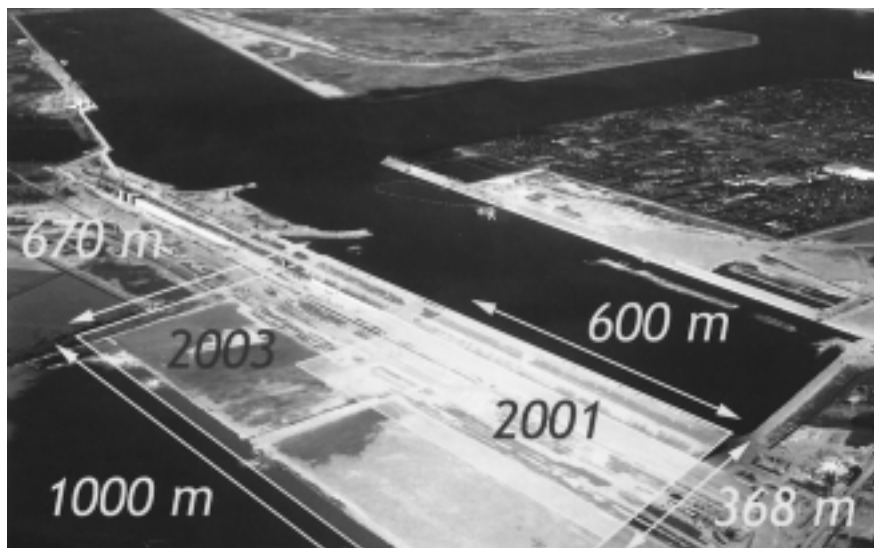
(Source: Nieuwsblad Transport, 28 Nov.)

### Antwerp: Grimaldi to centralize services in Verrebroek Dock

THE Naples-based Grimaldi Group has reached an agreement with the Antwerp Port Authority about the long-term use of a new concession. As a result, the Grimaldi Group will centralize its liner services on the west side of the Verrebroek Dock.

The first step entails the acquisition

of a 20-ha concession by a joint venture of the Grimaldi Group and Mexico Natie. The joint venture will build a ro/ro-multipurpose terminal that should be ready for use by 1 January 2001. Grimaldi's Euro-Med Service will then move from Mexico Natie's terminal at Scheldekaai no. 9 to the Verrebroek Dock. The new trade in Fiat cars from Italy to destinations in Belgium and the Netherlands will likewise pass through the terminal.





## WORLD PORT NEWS

The second step is scheduled to become operational on 1 January 2003 and will see the terminal being expanded by 45 ha. The concession will be granted to the Grimaldi Group or to a joint venture between Grimaldi and an as yet undesignated partner.

This agreement represents a significant investment in the Verrebroek Dock and further confirms Antwerp's leading position as a car-handling port.

(*"ANTWERP NEWS" Oct.*)

### Antwerp: Petrochemicals add more value

A report by the Antwerp branch of the National Bank of Belgium indicates that in the 1990-1998 period, the added value of the chemical and oil industries in the Antwerp region rose by 50% to BEF 164 billion (about C4 billion).

Antwerp's cluster of oil refining and chemical industry is the largest in Europe and second only to Houston (Texas) in the entire world. In 1998 it accounted for one third of the added value, one fifth of all jobs, and one quarter of all investment generated by these industries in Belgium. The rise in added value (up 49.6%) was 13% higher in the Antwerp area than in the Belgian petrochemicals industry as a whole. Viewed over the entire period it represents a



rise of 5.2% per annum.

Analysis of production capacity at Antwerp shows that it is the fourth largest cluster of refining capacity in the world, but has the second highest concentration of steamcrackers. As for the production capacity of basic chemicals and key intermediates, Antwerp is again the second largest center in the world. On the other hand, Antwerp is clearly the world's most diversified producer of chemical products. The high degree of diversification makes Antwerp highly attractive to newcomers thanks to the industrial synergies available in the port area.

(*"ANTWERP News" Nov. 2000*)

### Hamburg: Equipped with new 45-ft side-opening palletwide Europe-Container

THE EU, her transport ministers and the majority of the road-users like to move more cargo by rail, which however requires containers that would be compatible in length and width to the 34-pallet-trailer providing at the same time a maximum interior height, and which are also roadworthy by complying with the length regulation of 16.5m per trailer and such container should also be loadable from the side.

With the help of the PACT-Program of the EU we have solved this problem.

The EUROPA-Container has an outside length of 13.716mm and an outside width of either 2.500mm or 2.550mm. As 2.550 already is a popular dimension this width should gain wide acceptance due to the measurements of the pallets. The outside height is 2.900mm.

Door ensembles at the side over nearly the whole trailer-length are state-of-the-art, but not so with containers because they need to remain stackable, also when fully loaded. For stability reasons stanchions have been inserted which can be removed together with the folding doors towards the front and door-side. This way an effective loading width of 10.700mm can be reached.

All other container-advantages remain unchanged, i.e. it can be transported by ship, rail and truck and is 7-high stackable.

A road transport without any restriction and within the limits of the EU-regulation 96/53 of 25.7.1996 and §70 of the German StVZO can now be done with a completely new designed chassis which is the only one of this type in Europe. In addition it has fully automatic twistlocks and a fully automatic Kingpin.

For all these technical innovations world patents have asked for or are already available.

#### SPECIFICATIONS

	External	Internal	Front Door Opening
Length	13,716 mm (45')	13,556 mm	
Height	2,895 mm (9'6")	2,690 mm	2,580 mm
Width	2,500 mm	2,440 mm	2,345 mm

#### SIDE DOOR OPENING

Length	10,700 mm
Height	2,580 mm
Cubic Capacity	90 m <sup>3</sup>
Pallet Capacity: Euro's (1.200x800mm)	33
Industrial (1.200x1.000mm)	26
Maximum Gross Weight:	34.000 kg
Tare Weight:	ca.5.500 kg
Payload:	ca.26.500 kg
Codification:	C45/S45
Stacking:	7 high with Full load
Corner Castings:	at 40' and 45'. Top and bottom
Cargo Lashing:	34 steel rings in total, equally at top and bottom, pull strength 1.500kg
Gooseneck tunnel:	fitted at front end, total length 3,925 mm, ISO dimensions
Approvals:	CSC,UIC,TCT,TIR

Internet: [www.global-container.com](http://www.global-container.com)

e-mail: [infor@global-container.com](mailto:infor@global-container.com)





## WORLD PORT NEWS

### **Hamburg: Germany's biggest all-round port poised for further intermodal container growth**

WITH seaborne cargo throughput of substantially more than 81 million tonnes and about 4.2 million containers (TEU) handled, the Port of Hamburg is expecting to set a record again in 2000. The second-largest container port in Europe has a containerization rate of more than 93 per cent. General cargo handling in Hamburg is dominated by containers to a larger extent than at any other Northern European seaport. Of every 100 containers handled at the Port of Hamburg, 10 are on average loaded or unloaded at the port, while 30 are transported inland within Germany or Europe and 30 have their place of origin and their destination in the Hamburg area or the neighbouring Baltic region. Cargo transport over short distances up to 200 km is dominated clearly by trucks. Rail traffic accounts for 28 per cent of transport operations covering larger distances, followed by inland waterways with 12 per cent and sea transit (feeder ships) with 11.8 per cent. Railways are mainly used to transport not only containers but also bulk cargoes such as coal, ore, liquid cargoes and grain. Bulk general cargoes such as paper, cellulose and steel products are, however, transported by rail too.

The outstanding features of the container train systems provided from and to the Port of Hamburg are punctual operation, high frequency, reliability and safety. The operators include not only DB Cargo, Transfracht International (TFGI), Intercontainer (ICF) and intermodal transport but also companies that market train systems successfully with the involvement or under the management of Hamburg port companies. These companies include Eurogate Intermodal, POLZUG, Hansa Hungaria Container Express and METRANS. Container train transport between German inland locations and the German container ports is carried out in particular by "AlbatrosExpress," a TFGI product. More than 20 TFGI container trains connect the terminals in Bremerhaven and Hamburg with what are at present 16 inland terminals every night. More than 15,000 towns and cities in Germany and neighbouring areas of Austria, Switzerland and France are in turn served by these intermodal transport terminals.

(Press Release/Port of Hamburg 24 Nov.)

### **Le Havre: C.A.T. Group Chooses Le Havre as Transshipment Base for Spain**

THE Renault subsidiary, C.A.T. (Compagnie d'Affrètement et de Transport), which has been carrying out a general review of its transport schedules, has chosen Le Havre as its transit point for vehicles on their way to or from Spain.

This means that from January 2001, CAT Group traffic passing through Le Havre will go up from 190,000 vehicles a year to almost 340,000, an increase of about 150,000 on today's figure. The new traffic will consist partly of vehicles made at the Renault factories in Spain for export to North Europe and partly of French-built vehicles going to Spain.

Such a large and significant increase will turn the port of Le Havre into a hub for traffic moving between Spain, Britain and North Europe, with the prospect of other car manufacturers deciding to follow suit.

The new car traffic has been progressing steadily for several years (220,000 vehicles in 1993, 370,000 in 1999) and forms one of the staple activities of the port, where the ro-ro terminal is currently being extended on the eastern side, at a cost of nearly 100

million francs. 18 hectares (45 ac) of additional parking space are being laid out for vehicles in transit and a new 380m wharf is being built to provide two new berths. The road and rail networks serving the terminal are at the same time being upgraded.

As an interim measure till the new berths come into service, the Port of Le Havre has this autumn adapted ten hectares of new storage space to the north of the Bougainville terminal for use by CAT group.

CAT's decision can be attributed to the work of a "progress group" made up of all those concerned on the spot (stevedores, dockers, shipping agents, owners, river carriers, the Port Authority), which helped to give CAT and Renault the guarantees they needed with regard to quality, competitiveness and reliability.

(*"FLASHED" PORT OF LE HAVRE*)



### **Rotterdam: Extending current exemption of compulsory pilotage from 60 - to 70-meter vessels**

ROTTERDAM Municipal Port Management wants to extend the exemption from compulsory pilotage for sea-going vessels from 60 to 70 metres. It will also be possible for sea-going vessels up to 90 metres to acquire such an exemption. In this category, a test will be used to prove the quality of the ship and crew. It is all a question of unnecessary pilotage. The current safety level will continue to be upheld," according to Pieter Struijs, State Harbour Master and Chairman of Rotterdam Municipal Port Management, in his speech 'Cross-pollination in quality ports' at the 'Operations Integrity

Management Forum' at the Mare Forum which is being held today, Tuesday 12 December, in the WTC Rotterdam.

The Ministry of Transport and Public Works will soon be announcing interim measures which will ultimately result in regionalisation, more free-market activity and differentiation of products in the nautical auxiliary services. The Port Management is confident that the Minister will take account of the measures it wishes to take.

#### **Extending pilotage from a distance**

In his speech, Mr. Struijs elaborated on his statement: "On the basis of the risk profile, the state harbour master will shortly be determining which services are necessary. It is a question here of the quality of the ships, the quality of

the crew and bridge function, particulars of the ship and cargo and interaction norm. We certainly want to know that anyone entering the port without a pilot is capable of doing so. To this end, the Port Management has developed a so-called allocation decision model containing evaluation criteria to indicate which form of auxiliary service is necessary for a certain ship. We are thinking here of three types of service: exemption, onboard pilotage and extension of the application of LOA (pilotage at a distance). Pieter Struijs has always been in favour of extending pilotage at a distance. LOA is conducted from the Hook of Holland Traffic Centre if weather conditions make it impossible for a pilot to board a ship. Struijs wonders why LOA can be used in bad weather but not in good weather.

The Port Management is currently preparing a system which will lead to the implementation of all the measures in mid-June 2001. It expects that about twenty percent of the current 60,000 compulsory pilotage operations a year will ultimately disappear. A few hundred ships will benefit if the exemption from compulsory pilotage for sea-going vessels is extended to 70 meters.

### **Rotterdam: Cooperation with the Port of New York**

THE Port Authorities of New York/New Jersey and Rotterdam have signed an agreement which should lead to a regional distribution network by means of inland shipping. The port of Rotterdam will share the experience it obtained in inland shipping and distribution over the past fifteen years. The private company Ridderhave, with its commercial experience in this field, is also engaged. Data and information will be shared for a study into the economic and commercial feasibility of the use of inland shipping.

### **Rotterdam: Veterinary Inspection Station Reopened**

ECT has reopened the veterinary inspection station at the Delta terminals for the so-called non-human goods. This will end the transport to a far remote station and therefore saves costs and time. Goods

involved are veterinary products from non-EU countries which are not for human consumption such as meat and fish products for cattle feed, skins and wool.

The station used to be operated by Sea-Land until the take-over by Maersk led to a closure.

### **Southampton: Dibden Terminal/surrounding region development project at final stage**

A major landmark in the history of the Port of Southampton and the surrounding region was reached on 2 October when, after more than four years of rigorous research and consultation, ABP submitted its formal application to develop Dibden Terminal.

Dibden Terminal will offer six deep-water berths, an additional berth for feeder, roll-on/roll-off and aggregate traffic, fully integrated road and rail interchanges, and facilities for storage and other ancillary services. Some 3,000 jobs will be created in the construction and operation of the new terminal.

Bo Lerenius, ABPH Group Chief Executive, said: "The Dibden Terminal project is a major investment in our core business. The substantial growth that we will see continuing for the deep-sea container traffic makes the development of the Dibden Terminal necessary if the UK is going to remain competitive."

Local communities, organizations and the people of Southampton have been involved in the development of the project on an unprecedented scale. Since ABP announced its plans to develop Dibden Terminal in 1997, local people, potential customers, environmentalists, local and national authorities have had the opportunity to learn about the plans and to contribute to them.

In addition to providing briefings and holding discussions with a wide range of people, companies and groups, ABP has issued Dibden Updates describing the progress of the proposals and inviting suggestions on how they can be improved.

It is expected that the Secretary of State will call a public enquiry in early 2001, with a decision on the application made in 2002. If the permission is granted, the first berths of Dibden Terminal will be operational in 2004.

(*"Ports"* Nov. 2000)

### **TT Club: Incompatible container lashing gear**

A majority of shipping companies carrying freight in containers are using semi-automatic twistlocks (SATLs) to secure deck stowage for sea voyages. The device has the advantage of containers being able to stack four high on deck without dock workers having to go out on top of the container stows to secure them.

SATLs can be unlocked by the use of a long pole from the deck. On loading, they are inserted in the bottom corner castings of each container on the quay, where they automatically lock when lowered into position.

This has meant that dock workers are needed on the ground under the crane. In an area where heavy mobile machinery is moving, suitable safe systems have to be devised to ensure the safety of the workers carrying out the coning and deconing on the quay.

The provision of safe areas of work was one unforeseen implication of SATLs, and now there appears to be another. The twistlocks are parts of a wider securement system on the deck that involves the use of lashing bars. These are fitted into the side aperture of the corner castings of the container, attached to a deck fitting and, when tightened, form a rigid downward securing force.

Unfortunately, when SATLs were introduced it was assumed that the lashing bars, which worked satisfactorily with the older manual twistlocks, would also work with the new units. This has not proved to be so. The reason is that the SATL working handles get in the way of the lashing bar and, in some instances, prevent it from fully entering the corner casting.

This has two effects. Firstly, and most importantly for ship workers, the bars can fall out. There is always movement and vibration when a ship is being discharged/loaded and that can cause the bars to fall. It does not have to be where the work is taking place either; it could be further down the row.

In July at least five injuries were reported to have been from this cause. The second consequence is that the container may not be properly secured, and this could have repercussions whilst the ship is at sea.

Heads of lashing bars need to have a longer shank to avoid the problem and it would appear that the only solution is to provide new bars or new heads to the bars.

## Asia/Oceania

**Auckland: New Chairman elected**

**M**R. Neville Darrow is the new Chairman of the Ports of Auckland Limited Board of Directors.

Mr. Darrow, who joined the Board in February 2000 and has served as Deputy Chairman, was elected at a meeting of the Board today.

In addition to his new position, Mr. Darrow is Chairman of Calan Healthcare Properties Limited and Deputy Chairman of Newmarket Property Management Limited. He was a Director of Infrastructure Auckland from its formation in September 1998, retiring on his appointment to the Board of Ports of Auckland Limited. He was a founding Director of St Lukes Group Limited.

Mr. Darrow retired from Fletcher Challenge Limited in 1993, where he held a number of senior management positions including Chief Executive Officer of the Primary Industries Group, Managing Director for Fletcher Challenge in Australia, and Corporate Affairs Director.

Outside his commercial activities, Mr. Darrow is Chancellor of The Order of St John in New Zealand.

Mr. Darrow holds a Bachelor of Commerce from the University of Auckland, is an Associate of the New Zealand Society of Accountants and is a graduate of the International Senior Managers Program at the Harvard Business School in the United States.

Mr. Darrow's appointment follows the retirement of the former Chairman, Sir Richard Carter, in October.

**Auckland: Armed with hi-tech system to automatically gather data from straddle carriers**

**T**HE ports of Auckland's Plant Services division is developing and installing a high-tech system to collect operating and maintenance information from its straddle carriers.

The system allows operational information to be gathered automatically, which means that machine maintenance

is carried out more effectively and more efficiently.

Each straddle carrier has a computer device called a programmable logic controller (PLC), which records engine operating hours (on a shift, daily, weekly or life-to-date basis).

The system can also be used to supply individual machine statistics, such as the number of 20-foot and 40-foot containers lifted, faults and breakdowns, distance traveled, hoisting and lowering time, and frequency of lubrication.

To use the system, Plant Services staff trigger a modem in each straddle carrier that sends a radio signal with the information to a network receiver. The data are displayed on a computer and can be networked for users outside Plant Services. Each straddle carrier can be checked at a preset time or manually, whenever required.

Auckland is New Zealand's leading container handling port, with volume in the 1999-2000 fiscal year totaling 525,000 TEUs.

(*"ADVISORY" 11 Dec.*)

**Brisbane: Environmental experts in Vietnam**

**T**he Port of Brisbane Corporation recently sent two of its environmental scientists to Vietnam to assist the Port of Cai Lan in its proposed development of a major deepwater



*Cai Lan port staff collecting sediment samples from Halong Bay for analysis.*

ter container and bulk-handling port.

The visit to the northern Vietnamese Province of Quang Ninh by Manager Environment, Dr Rick Morton, and Environmental Systems Executive, Brad Kitchen, is part of the Corporation's strategy to develop a port consulting service, providing customers with a fully integrated solution to port development and management.

The Port of Cai Lan is located in the Quang Ninh Province, and its shipping channel passes through the Halong Bay World Heritage Area. Halong Bay is a 1,500 km<sup>2</sup> area off the north-east coast of Vietnam with more than 3,000 limestone islands. It was recognized as an area of outstanding natural beauty by UNESCO in 1994.

The Corporation's two environmental experts developed an Environmental Monitoring Plan to ensure that future development dredging at the Port of Cai Lan can occur in an environmentally responsible manner. They also trained port staff in data collection, arranged laboratory analysis of samples, and supplied monitoring equipment complying with international standards.

The plan will enable the port to manage works in line with best practice and also provide a baseline to assess any unanticipated impacts during actual dredging works.

The Corporation has specific experience in successfully operating a commercial port within the Moreton Bay Marine Park. Its dredging operations extend to the other Queensland ports, most of which have their shipping channels within the Great Barrier Reef World Heritage Area. This experience is directly relevant to the port of Cai Lan.

(*"Portrait" July-September 2000*)



*Halong Bay - A World Heritage-listed area of outstanding natural beauty.*

## WORLD PORT NEWS

### Chiba/Portland: Chiba Government & Business Officials Head for Portland

**D**ELEGATION from Chiba commemorates 20-year 'Sister Port' Relationship

Headed by five-term **governor of Chiba Prefecture Takeshi Numata**, a 17-member delegation of high-ranking government officials and business executives from Japan's bustling Chiba Prefecture spent four days in the Portland area Oct. 25-29 to celebrate the two decades of business and cultural ties between the two region's respective ports. In addition to meetings with Port

and introductions to key government and business leaders," said Thorne. "In the ensuing years, our two ports have worked together to develop our respective maritime and aviation resources for the benefit of the communities and regions we serve."

Major commodities exported through Portland to Chiba include wheat, lumber, paper products, processed foods and high-tech equipment. Major imports from Chiba through Portland include Honda automobiles, petrochemicals, steel, as well as general merchandise, including consumer electronics, apparel and furniture.

In mentioning ways the relationship

with Chiba has benefited Oregon, **Thorne** cited the 13 years of nonstop Delta Air Lines service between Tokyo and Portland, and business developments such as **Yamasa Corp's** soy sauce plant

in Salem and **NIKE Inc.'s** new 525,000-square-foot distribution center in Chiba. He further cited growth of business, cultural and educational associations such as **Shokokai\*** and the Japan-America Society of Oregon, and meetings between public and private officials in both countries to achieve their mutual goals.

*\* the Commercial and Industrial Association  
(Letter on 7 Dec)*



of Portland Executive Director **Mike Thorne**, **Governor of Oregon John Kitzhaber**, and other government officials and business leaders, the delegation hosted a seminar on Oct. 27 for American companies to discuss business opportunities in Chiba Prefecture.

"Since its 1980 inception, our 'sister port' relationship with Chiba has contributed to an abundant exchange of trade, information on port operations,

### Fremantle: Port Profile

**F**REMANTLE, Western Australia's major general cargo port, is well positioned geographically to link with the world's major trade routes.

Amongst Australia's five major general cargo ports, it is the closest to Singapore, which is just four and a half day's journey.

It is very often a first and last port of call for shipping operating between Australia and overseas destinations, making Fremantle a strategic port for trans-shipment of cargoes as well as direct services.

The Inner Harbour is located within the entrance waters of the Swan River, adjacent to the historic city of Fremantle. The Outer Harbour is 20 kilometres further to the south at Kwinana/Cockburn Sound.

The Inner Harbour provides facilities for handling container trade, breakbulk vessels, livestock exports and motor vehicle imports. It also accommodates cruise ships and visiting naval vessels.

The Outer Harbour is one of Australia's major bulk cargo ports, handling grain, petroleum, liquid petroleum gas, alumina, mineral sands, fertilizers, sulphur and other bulk commodities.

The Fremantle Port Authority operates the Bulk Cargo Jetty at Kwinana, providing common user access. Alcoa, BHP, BP and Co-operative Bulk Handling also have jetties and cargo handling facilities in the Outer Harbour.

The Inner and Outer Harbours are linked by rail to the interstate and intrastate rail networks.

### TRADE PERFORMANCE

Fremantle Port's container trade grew by almost 9 percent in 1999/2000 and exceeded 300,000 TEUs (twenty-foot equivalent units) for the first time. The container trade has increased by

**Bintulu Port**

Bintulu Port is your advantage and window of opportunity in Sarawak. It is strategically located in the South China Sea along the busy lanes serving ships plying between the Far East and Europe.

Bintulu Port serves a rapidly developing hinterland rich in oil, gas and timber products which is supported by well-developed road infrastructure and abundant supply of power and water.

**BPSB** Bintulu Port Sdn. Bhd. (Company No. 254396-V)  
Lot 15, Block 20, Kemena Land District, 12th Mile Tanjung Kidurong Road  
P. O. Box 996, 97008 Bintulu, Sarawak, Malaysia.  
Tel: 086-251001/20 (20 Lines) Fax: 086-253597  
Telex: BPORT MA 73179 Web: www.bpsb.com.my

*Your Ideal Future  
Transshipment Megahub*

**SARAWAK**

*of Today in*

**Strategic Location**

Certified Quality  
Management System on  
PROVISION OF PORT SERVICES  
(Approval Certificate No. 402849)

## WORLD PORT NEWS

### TOP-TEN CONTAINER TRADING PARTNERS

Percentage of Total Container Trade

Country	1999/00(%)	1998/99(%)
Singapore (1)	16.1	15.9
Japan	9.3	10.3
South Africa (1)	6.6	3.8
Malaysia	5.9	5.1
China	4.8	3.6
Indonesia	4.7	4.6
South Korea	3.1	3.1
U.S.A.	2.9	3.2
New Zealand	2.9	3.4
Italy	2.7	2.5
Top 10 countries percentage of total container trade	59.0	55.5

Note: (1) May include trans-shipped cargo.

almost 150 per cent since 1990/91, which represents an average annual growth rate of 10.7 per cent.

Overall trade was marginally lower than last year's total, following strong growth in Outer Harbour bulk commodity exports and the Inner Harbour container trade in 1998/99.

### CONTAINER TRADING PARTNERS

Fremantle Port's top 10 overseas container trading partners collectively account for 59.0 of total port container trade (refer to table below). Australian coastal container trade accounts for 16.5 per cent of total container trade through Fremantle.

("TRADE REVIEW" FREMANTLE PORT 1999/2000)

in comparison with concrete caissons.

As seen in the photograph No.1, a large coral formation can be observed on the older concrete block surfaces. Photographs show a small coral formation on a three-year-old concrete block surface, which was covered largely with coral ten years later and almost completely covered with coral twenty years later.

Coral formation can be observed on a steel surfaces as well. (As seen in photograph No. 2)

Photograph No.2



Coral settled on the steel hanger of concrete blocks

### Okinawa: Port and Coral Formation in Okinawa

Introduction: Coral live in port facilities in Okinawa, Japan. The purpose of this report is to present the state of coral reefs and efforts to cultivate coral on the breakwater as an example in port facilities.

Port of Naha in Okinawa

Okinawa is Japan's southernmost prefecture having a population of some 1.3 million and is composed of many islands which are situated in latitude 24-27 N.

The warm "Black Current" flows northward through the islands of Okinawa.

Naha City is the capital of Okinawa Prefecture, and Naha Port is Okinawa's distribution center. The breakwater of Naha Port has been significantly improved since Okinawa was returned to Japan in 1972.

Coral Formation on the Breakwater

The breakwaters of Naha Port are made of concrete caissons and concrete blocks. Coral group formation on the surface of the breakwaters and the growth of coral groups have been observed.

Among different types of coral, reef forming coral, such as table type coral, requires sun light to grow, and shows relatively rapid growth on the slope of concrete blocks placed on the seabed,

Photograph No.1

Colonization of coral on the breakwaters in Naha Port



1 year after installation



4 years after installation



11 years after installation

Experiments to Enhance Coral Attachment

Two experiments to enhance coral attachment on the surface of structures, such as breakwaters, are described below.

First, a rough surface was made on concrete blocks. The uneven shapes of the surface provide better conditions for young coral and protect them from natural elements. A certain level of success has been confirmed with this method to enhance coral attachment on the concrete blocks of the breakwater. (As seen in photograph No.3)

Photograph No.3

Concrete blocks Introduced in Naha Port



Example of ragged concrete blocks

Secondly, an experiment to transplant coral artificially on to concrete blocks has been conducted using the structures in one of the ports in Okinawa

## WORLD PORT NEWS

other than Naha. As seen in photograph No. 4, stable growth of transplanted coral has been observed.

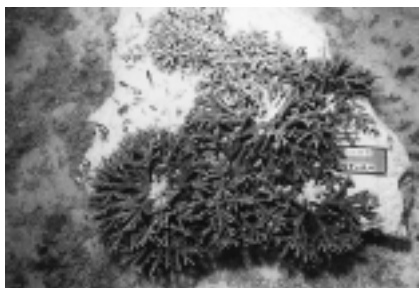
Photograph No.4

### An Experiment at Ishigaki Port in Okinawa

#### Natural substrata

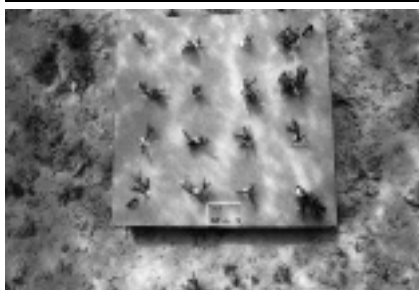


Immediately after the transplantation

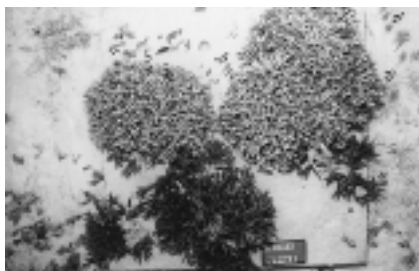


4 years after the transplantation

#### Artificial substrata



Immediately after the transplantation



4 years after the transplantation

#### Postscript

Reef forming coral need an extensive amount of sunlight to grow. Although Okinawa's sea water is very clear and sun light can penetrate 40 meters deep in the water, almost no coral formation can be observed at 25 meters or deeper.

However, a new coral group formation can be observed on the surface of breakwaters that are placed on the

seabed of deep sea waters, where no reef forming coral are normally observed.

## PSA-led consortium picked for major Japanese port privatisation

S'pore company holds 60% stake in group that will develop, run Hibiki Container Terminal

By Donald Urquhart

**P**SA Corp has come out on top in the contest for the New Hibiki Port greenfield container terminal project on the southern Japanese island of Kyushu.

The announcement that the PSA-led consortium – consisting of 16 Japanese companies and Kitakyushu City where the terminal is located – has been selected as a “preferred negotiating partner”, was made earlier this week by the Kitakyushu City mayor.

PSA holds a 60 per cent stake in the consortium while the group of 16 companies holds a total of 30 per cent with the civic authority holding the remainder.

Once negotiations have been finalised, the Terminal Operation Company will be established some time in the third quarter of 2001 which will run the Hibiki Container Terminal at the New Hibiki Port, according to Port of Kitakyushu officials.

The terminal project will reportedly require an estimated US\$100 million (US\$173 million) investment and when the first phase is completed in 2003 the terminal will have two each of 15-metre and 10-metre deep berths with a total handling capacity of 500,000 TEUs (20-ft equivalent units).

When fully completed, The New Hibiki Port terminal will have 12 berths with a handling capacity of 3 million TEUs.

The terminal tender represents one of Japan's first moves at opening up their port infrastructure to private investment and foreign expertise.

The PSA consortium was one of seven short-listed contenders for the project which was subsequently narrowed to only two after the remainder dropped out including: Philippines-based International Container Terminal Services Inc (ICTSI); a partnership between Mitsubishi Corp and Stevedoring Services of America (SSA); Nippon Express; Kamigumi; and Marubeni Corporation.

Commenting on the announcement,

PSA President, International Business Division, Goon Kok Loon said: “PSA Corporation and its partners are honoured and pleased to be selected as the preferred bidder for the Hibikinada Container Terminal project in Kitakyushu, Japan.

“We intend to develop Hibikinada into a major hub port that is able to attract the main haul shipping lines.”

Shipping Times reported nearly one month ago that the PSA consortium was tipped to win the tender, based on a combination of the consortium's make-up and the PSA's extensive experience in the container terminal business.

Currently serving mainly intra-Asian traffic, the Port of Kitakyushu is the sixth largest container port in Japan. It is being privatised under Japan's private investment initiative announced in 1995, which consists of a package of measures to deregulate and mobilise private-sector funds in seven areas including physical distribution.

According to the Port of Kitakyushu, the Japanese government noted that major ports in Asia were upgrading their facilities to meet the future demands of ever-larger ships concluding: “It is urgent to improve container handling capabilities of international ports in Japan in order that Japan may continue playing a major role in international physical distribution to maintain the competitiveness of Japanese industries.”

This resulted in the creation in 1995 of a long-term port policy – “Ports in the age of global exchange” – focusing on international ports in Tokyo Bay, Ise Bay, Osaka Bay and Northern Kyushu.

In 1997 the Port of Kitakyushu handled just over 400,000 TEUs, down from a high of 450,000 TEUs in 1995.

As of last year, the port handled 168 regular container services a month consisting of over 66 to Korea and 50 to China, as well as direct services to most major ports in the Asian region. Currently feeder and transshipment trade



## WORLD PORT NEWS

to the port amounts to some 52 calls a month.

The new terminal is aiming to be a key distribution hub on the pan-Yellow Sea including two-day access from the Yellow Sea ports of Pusan and Kwangyang in Korea, and Chinese ports including Shanghai, Qingdao, Xingang and Dalian.

Hibiki's planners are also eyeing transpacific trunk line services by tapping the Port of Kitakyushu's efforts to become an Asian gateway.

PSA's Mr Goon also noted that PSA "will leverage on its proven experience and expertise in developing and managing hub ports in a new way to keep terminal costs competitive and gain market share."

Aside from tapping the Yellow Sea region, the island of Kyushu includes a substantial domestic industrial hinterland – including automotive, tyre, chemical and machinery producers – with a GDP greater than that of Holland, Australia and Korea, according to Port of Kitakyushu officials. The island, with over 370 semiconductor plants, has also long been dubbed the "Silicon Island" of Japan.

This latest announcement brings PSA Corp's involvement in container terminals around the world to a total of 10. PSA's overseas terminals achieved a throughput growth rate of more than 70 per cent in the first half of the year, and this is expected to be maintained to give it a volume of some 2.5 million TEUs for the full year.

(*"The Shipping Times"* 29 Dec 2000)

### PSA set to bag Japan project

By Nicholas Fang  
TRANSPORT REPORTER

THE PSA Corp has scored another first. A consortium it heads has been elected as the preferred bidder for a deregulated-port project of the Japanese government.

This means that it is alone in the final stretch of negotiations for the project to develop and operate a port terminal on the southern island of Kyushu.

The port, Kitakyushu, is the first Japanese port to be deregulated under the government's private investment initiative first announced in 1995.

Earlier this week, the Kitakyushu municipal government announced that the PSA-led consortium had been selected as the 'preferred negotiating partner' for the project, which entails a 30-year concession to manage and operate the first phase of the Hibiki Container Terminal in the Port of Kitakyushu, Japan's sixth largest.

The consortium's short-listed rival bidder was an all-Japanese consortium that included Nissho-Iwai and Hitachi Zosen Corp.

PSA's international business division president Goon Kok Loon said yesterday: "This means that PSA Corp is the only port operator the Kitakyushu municipal government will talk to about the deal until a satisfactory conclusion is reached."

PSA has a 60-per-cent stake in the

consortium; Kitakyushu City has 10 per cent and the remaining 30 per cent is held by 16 Japanese companies.

The Hibiki terminal will start with two main berths and two feeder berths to handle 500,000 20-ft equivalent units (TEUs). When completed, it will have 12 berths with a capacity of three million TEUs.

Mr Goon said yesterday that PSA Corp and the Japanese authorities 'are in the midst of discussing some of the terms and conditions of the deal'.

'We intend to leverage on our global experience and expertise in managing and developing hub ports in the development of the Hibiki Container Terminal, and PSA staff will be seconded to assist local Japanese managers.'

'We intend to develop the terminal into a major hub port that is able to attract the main-haul shipping lines,' he said.

PSA is now involved in the running of 10 terminals outside Singapore, including those in China, Italy, India and South Korea.

(*"The Straits Times"* 29 Dec 2000)

### PSA Corp to be first foreign port developer in Japan

Marcus Hand, Singapore

SINGAPORE'S PSA Corporation looks set to be the first foreign port developer in Japan, having been selected as the preferred negotiating company for Hibiki in a Container Terminal at Kitakyushu Port.

Yesterday, Kitakyushu mayor Sueyoshi made an official announcement that a "Singapore global player" with 16 Japanese companies had been selected as a preferred negotiating partner for the port project on the southern Japanese island of Kyushu.

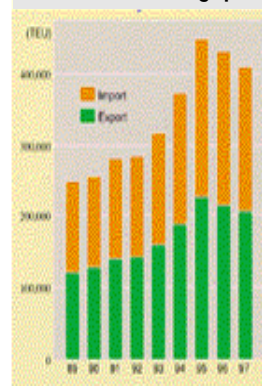
As the preferred negotiating company the PSA-led consortium is the only bidder left in the race, although

### Winner's prize

Hibiki greenfield project



Port of Kitakyushu Container throughput



The New Hibiki Port, set to open in 2003, will be:

1. Cheapest in Japan
2. Open 24 hours and 365 days
3. Punctual, reliable and efficient

## WORLD PORT NEWS

final details of the project have to be ironed out before it is officially awarded the development.

PSA holds a 60% stake in the consortium, the 16 Japanese companies 30% and the Kitakyushu City holding 10%.

Mr Sueyoshi said that once negotiations were completed the terminal operating company would be established in late summer of 2001.

"PSA Corporation and its partners are honoured and pleased to be selected as the preferred bidder for the Hibikinada Container Terminal project in Kitakyushu, Japan," said Goon Kok Loon, president of PSA's international business division.

"We intend to develop Hibikinada into a major hub port that is able to attract the main-haul shipping lines."

The consortium was one of two group's short listed contenders. The other, a Japanese bidder, included Nissio Iwai & Hitachi Zosen.

Earlier, five bidding groups knocked out of the deal were ICTSI, Mitsubishi, which aligned with SSA International of the United States, Kamigumi, and Marubeni Corp.

Hibikinada Container Terminal will consist of two deep water 15 m berths and two 10 m berths with an annual handling capacity of 500,000 teu. Wharves and the breakwater will be constructed by the Port and Harbour Bureau, while cranes and operating equipment will be installed by the terminal operator.

While a relatively small development, it is seen as significant by market watchers.

It is the first time a foreign port operator has been brought in to operate a Japanese port and the first time one has been developed with private finance.

PSA also has overseas port projects in China, South Korea, Brunei, Italy, Portugal, Yemen and India.

### **Sydney: Port service quality continuously ranked high unaffected by Olympic Games**

THE Sydney Ports Corporation's annual Stakeholder Survey results reveal that customers continue to rank Sydney Port's services highly and that ratings exceed previous levels reached every year since the survey was undertaken (from 6.4 in 1996 to 7.9 in 2000).

"I would like to thank all the respondents for participating in the survey. Areas that require improvement have been identified and Sydney Ports is determined to improve on these results and continue to deliver excellent customer service," said Mr Greg Martin, Chief Executive Officer of Sydney Ports Corporation.

During the year a milestone 1 million TEUs and 24.4 million mass tones of cargo moved through the ports of Sydney, placing Sydney amongst a select group of ports to have reached that trade figure.

"This achievement is even more significant considering the results of a trade projection study carried out in 1992 predicting that Sydney would not reach 1 million TEUs until 2015," said Mr Greg Martin.

Another landmark event during the year was the Olympics, presenting not only a challenge to Games organizers but to the key transport operators responsible for the movement of freight during the two week period.

"I am pleased to say that as a result of careful planning, the Games did not significantly impact on the movement of cargo," Mr Martin said.

"Around 900 freight trains operated during the Games only 3 suffering any significant delays. Trucking operators also reported a successful Olympics by taking advantage of extended hours operations, enjoying better turntimes at

the port and faster transit times across the city."

### **Yokohama/Oakland: 20th Anniversary Celebration**

#### **Sister Port Affiliation between Oakland and Yokohama**

THE 2nd of May welcomed the 20th anniversary of the Port of Yokohama's longest-standing sister port relationship. In 1979, representatives of the Port of Yokohama visited the United States and Canada as part of a trade mission. Realizing on that visit that Yokohama traded more cargo volumes with the Port of Oakland than any other ports on the North American West Coast, and that the scale and functions of the two ports were similar, the two ports decided to collaborate. This sister port affiliation was established in 1980 and has flourished ever since.



President Loh (Left) and Mayor Takahide

The 20th anniversary celebration of this association took place on May 11th at the Port of Yokohama. There have been nearly annual personnel exchanges between the two ports and this year's visit by a delegation from the Port of Oakland followed delegation visits on the 5th and 10th anniversaries.

(YOKOHAMA PORT news)

## **Launch of Tokyo News Service's Website**

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

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



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

**Information posted:** 1. Sailing schedules a. Liner shipping schedules (export/import) to and from Japan b. Liner schedules (export) from Asian countries other than Japan c. Feeder schedules to and from Singapore  
2. Ship details 3. Telephone and fax numbers of shipping firms and agents 4. Surcharges 5. News (in preparation)

**Tokyo News Service, Ltd.**