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IAPH ANNOUNCEMENTS AND NEWS

1st Vice President Someya hails "Marine Port China 2000"



Address by Dr. Someya. (Mr. Tu Deming standing behind the lady interpreter)

C O-sponsored by the China Ports & Harbours Association, China Council for the Promotion of International Trade, Shanghai Sub-Council and Chamber of Commerce of China's Shanghai Affiliate, "Marine Port China 2000" was ceremoniously inaugurated on November 21 in Shanghai, China.

The event was highly valued by executive authorities of communications in China and the local government of Shanghai. Among those key figures either attending the opening ceremony or coming the scene were Hong Shanxiang, Deputy Minister of Ministry of Communications; Han Zheng, Deputy Mayor of Shanghai; Chen Zhengxing, Deputy Chairman, Shanghai Committee of the Chinese People's Political Consultative Conference; Su Xingang, Director-General of Water Transportation Dept., MOC; Hu Jinglu, Director-General of International Cooperation Dept., MOC; Tu Deming, Director-General of China Ports & Harbours Association; Akio Someya, Executive Vice President, IAPH and Fujino from the International Association of Ports & Harbors (IAPH, Japan); members of Exco IAPH; Lu



Haihu, Port Director of Shanghai Port Authority and other officials from foreign consulates in Shanghai.

The four-day event, which proved magnificent and influential, is characterized by professionalism and global attractiveness. The event is really a showcase gathering those novel planning, technical facilities and IT network results in the aspects of ports and harbours, shipping, waterway construction, ship-building and various other port industries both at home and abroad. The exhibition highlighted managerial modes and experiences of

modern ports and shipping industries, thus revealing the achievements in the fields of reform and development by port and shipping industries across China. The exhibition has also provided opportunities for foreign and domestic traders in their business transactions worldwide. More than 100 exhibitors from China, United States, Germany, France, Japan, Italy, Belgium, Luxembourg, Singapore and Hong Kong Special Administration Area sent their exhibits to the event.

Concurrently with "Marine Port China 2000," CHPA had also organized a high-level seminar and trade fairs. At the Workshop titled "Port & Shipping Development in China in 21st Century" officials from the Water Transportation Dept., MOC, and experts from China Shipping (Group) Co., China, Maersk Sealand, OOCL, P&O, Hanjin expressed their opinions on such topics as the relationship between WTO and Transportation in China, prospects for

international container traffic and modern logistics, etc. Mr. Fujino of Japan's Ports and Harbours Association addressed the Workshop with his topic of "International Marine Transportation and Ports in Japan." This speech was particularly appreciated.

During the Exhibition, the American Commercial Consulate hosted several trade gatherings

for ports and shipping firms with quite good results.

The Exhibition is a biennial affair sponsored by the China Ports & Harbours Association, and this is the seventh session. The Exhibition proves an active contribution to extending exchanges and cooperation among ports and equipment manufacturers at home and abroad, and to promoting influence and reputation of CPHA in ports and shipping circles. The successive exhibitions have always been appreciated among port firms and exhibitors.

IAPH ANNOUNCEMENTS & NEWS

Kandla Port severely hit by the Gujarat Earthquake, Western India

A severe earthquake hit the State of Gujarat on January 26 2001. Dr. Satoshi Inoue, Secretary General, as the sad news flows in, on January 30 2000, sent a letter of sympathy to Capt. A.N.M. Kishore, Managing Director, Indian Ports Association. The Port of Kandla was severely hit posing problems for the smooth movement of goods and materials for recovery and reconstruction. Dr. Inoue, in his e-mail address of February 8 2000 appealed to all Directors of IAPH, by circulated copies of the messages exchanged for any cooperative actions.

Appeal by Dr. Inoue

Dear IAPH Officers, Directors and Members,

As you know already, the north-western part of India, the State of Gujarat was devastatingly struck by a large earthquake on January 26, 2001. The 7.9-quake killed more than 17,000 people, with the toll expected to rise to 30,000.† The country's major port of Kandla was severely damaged with all operations being suspended until recently.

In response to my letter of condolence, Managing Director of Indian Ports Association, Capt. A.N.M. Kishore has reported as below about the latest situation of the region as well as the Port of Kandla.

Wishing for the earliest recovery of the region and the port, I would like to circulate his report among our members for your kind attention and any assistance if possible. Thank you for your kind attention.

With my warmest regards,

Satoshi Inoue
Secretary General, IAPH

separated by faults up to 10 inches wide & several feet deep are indicative of the possible damage to the pillars of the jetties underneath.

We understand that the liquid jetty 1 has suffered extensive damage and the liquid jetties 2 & 3 have problems in their fire fighting pumps to be sorted out, while the jetty 4 has damaged pipelines. An expert team from Indian Institute of Technology, Chennai has reached Kandla and will be doing a detailed assessment of damage. It seems that it may take 6 months to start normal operations although half of the jetties will be operational in a few days.

The other severe problem is related to the workers who have deserted the port town following the collapse of their houses. In addition, the roads are badly damaged, the power supply is cut-off and the drinking water supply is also affected in and Kandla port area.

The per day loss to the port may amount to Rs. 4 millions and around Rs. 70 to 80 millions on account of entire port related

Capt. A.N.M. Kishore
Indian Ports Association
New Delhi

Dear Capt. Kishore:

I am indeed very saddened and disturbed by the earthquake in the North-Western part of India and the devastation that it has caused.

We at IAPH wish you all the strength and courage necessary to get through this terrible tragedy and we sincerely hope that things return to normal as soon as possible.

Please accept our sympathy and concern to all your colleagues and rest assured that you are all in our thoughts.

Looking forward to seeing you in Montreal next may.

Yours truly,

Dominic J. Taddeo
February 12, 2001

industry.

Any assistance from the world port community channelised through IAPH for technical and financial assistance to Kandla port is most welcomed. You may direct the desired agencies to co-ordinate with the port authorities directly at their Email no. kpt@guj1.guj.nic.in and control room telephone No. 0091-2836-20487 or through Indian Ports Association, New Delhi.

Yours Sincerely

Capt. A.N.M. Kishore
Managing director

Status Report by Capt. Kishore

Dear Mr. Inoue,

Received your fax message dated 30th Jan. 2001 & we also reciprocate your feeling on loss of life & property due to devastating earthquake in Gujarat. Really it will take years to re-construct state of Gujarat, whereas the loss of thousands of lives is irreparable.

So far as the Kandla port is concerned, the damage is extensive. Berthing facilities have temporarily been reduced by half to 5 out of 10 dry cargo jetties. Jetties No. 6 to 10 appear intact and currently naval ships are berthed for relief operations and will be operational immediately after the restoration of power.

But the huge cracks in the port's warehouses and the ground - the earth stands

Kandla Port is the number one port amongst major ports of India and is chartering new frontiers to become #1 in Asia in terms of traffic handling. Since 1952 Kandla has looked forward towards progress and was declared a Major Port in 1955.

Consistent enlightened policies have ensured that the Port stood up to the challenge of the surging flood of trade and has created a hinterland spawning over a million sq. km in north-west India.

Today Kandla has become the hub of foodgrains, fertilizers, timber logs, hazardous cargo and oil imports. The port is the most economical and most convenient for handling imports and exports of the highly productive granary and industrial belt stretching across Jammu & Kashmir, Punjab, Himachal Pradesh, Haryana, Rajasthan, New Delhi and Gujarat. The efficiency and all requisite user facilities nevertheless conform to international standards. Necessary navigation aids are provided to facilitate day and night navigation. Largest liquid storage capacity in Asia. The Port reinforces its solid financial base and utilises it for providing better facilities to the trade and endeavours to have the latest technological innovations for quicker turnaround of ships. The Port also aims for globalisation and significant achievements have been made in the privatisation field in pursuance of the Government of India's policy of economic reforms and liberalisation.

KPT, being a corporate citizen, has always been conscious of the social responsibilities casted on its shoulders and hence has undertaken significant measures for the welfare of Kandla region and society at large

IAPH ANNOUNCEMENTS & NEWS

Report from IAPH Liaison Officer - UNEP Kenya Ports Authority

by M.M. Ondego, Managing Director

THE following report on the seventh session of the committee for an International Legally Binding Instrument for the Application of the Prior Informed Consent Procedures for Certain Hazardous Chemicals and Pesticides in International Trade was submitted to IAPH for information and discussion.



1. Introduction

The seventh session of the committee was held in Geneva, Switzerland, from 30 October to November 2000 as a follow-up to the 1997 Rotterdam Convention.

2. The Rotterdam Convention

The Association will recall that the Rotterdam Convention on the Prior Informed Consent Procedures for Certain Hazardous Chemicals and Pesticides in International Trade was adopted in Rotterdam in September 1998. The purpose of the convention is to ensure that citizens and the environment are protected in all countries from possible dangers resulting from trade in highly dangerous pesticides and chemicals.

The convention will enable the world to monitor and control the trade in very dangerous substances. It gives the importing countries the power to decide which chemicals they want to receive and to exclude those they cannot manage safely.

2.2 Each year thousands of people die or are seriously poisoned by toxic pesticides and other chemicals. Unwanted and obsolete stockpiles of such pesticides and toxic chemicals have accumulated in virtually

every developing country.

2.3 According to the convention, export of a chemical can only take place with the prior informed consent of the importing party.

The Prior Informed Consent (PIC) procedure is a means for formally obtaining and disseminating the decisions of importing countries as to whether they wish to receive future shipments of a certain chemical and for ensuring compliance to these decisions by exporting countries.

2.4 The convention contains provisions for the exchange of information among parties about potentially hazardous chemicals that may be exported or imported.

2.5 Each party must designate one or more national authorities authorized to act on its behalf in the performance of the administrative functions required by the convention.

2.6 The convention covers a list of 5 Industrial Chemicals and 22 Pesticides including Aldin, DOT, Dieldrin, HCH, Lindane, Mercury Compound, Polychlorinated Biphenyls (PCB) and others. Many more are likely to be included.

2.7 The convention will enter into force when more than 50 countries ratify it.

2.8 The PIC procedure is implemented

jointly by FAO and UNEP through the interim joint FAO/UNEP secretariat.

3. The Seventh of the Intergovernmental Negotiating Committees (Inc. 7)

3.1 The session was held at the Geneva International Conference Center in Geneva, Switzerland, from 30 October to 3 November 2000.

3.2 The session was attended by representatives from 106 countries and the European Community.

3.3 Several United Nations bodies, inter-governmental organizations and non-governmental organizations were also represented.

3.4 The Committee received the report from the Secretariat on the status of implementation of the interim prior informed consent procedure. The report indicated that only six notifications had been verified by the Secretariat as containing all the information required given in Annex 1 of the PIC procedures.

3.5 The Committee formally appointed 29 experts designated by Governments to act as members of the Interim Review Committee.

3.6 The Committee agreed that any country needing assistance in implementing specific projects to identify severely hazardous pesticide formulations could report its need to the secretariat, which would inform those reporting states and other organizations accordingly.

3.7 The Committee noted that it was important that consideration is given to assisting countries in ensuring that imported chemicals met acceptable standards such as FAO specifications.

3.8 The Committee decided to establish an open ended legal working group to review the draft rules of procedures for the conference of the parties prepared by the secretariat.

3.9 The Committee received offers from Germany, Italy and Switzerland to host the Secretariat for PIC. The Committee decided that all other offers must be submitted to the Secretariat by 15 April 2001 in order to be considered at its eighth session.

4.0 The eighth session of the Committee would take place from 8 to 12 October 2001 in Rome, Italy.

The Association is requested to take note of this report and make any comments or suggestions as necessary.

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IAPH Trade Facilitation Committee

Barcelona, 1 December 2000

MINUTES OF THE MEETING

Attendants:

Emili Arbós, *Port of Barcelona Authority, Chairman*
 Santiago Milà, *Port of Barcelona Authority*
 Ian Flanders, *Port of London Authority*
 Volkhard Erdelbrock, *DAKOSY*
 Chantal Helman, *Port of Marseilles Authority*
 Michel Peronnet, *Port of Marseilles Authority*
 Paul Scherrer, *Port of Le Havre*
 Maite Roman, *Port of Barcelona Authority*

Agenda Item 1 AGENDA & OPENING REMARKS

The Chairman welcomed everybody to the meeting wishing them a pleasant stay in Barcelona and added that for the Port of Barcelona it was a great honour to host this second Trade Facilitation Committee meeting of the year 2000.

Agenda Item 4 REGIONAL AND INFORMATION TECHNOLOGIES DEVELOPMENTS

Mr Eduard Rodes, General Manager of PortIC, the e-commerce platform of the Port of Barcelona, explained that the main goal of PortIC is to improve the competitiveness of the Port and the logistics chain by: 1.- Simplifying and automating the procedures of documentary interchange related to the goods so that the stay of goods in intermodal centers can be decreased; 2.- Creating information services for the operators and for the final customer so that Transparency can be improved; 3.- Helping the agents to overcome the technological and economic barriers of access to these new services, allowing them the participation of all of the Logistics Community.

One of the main features of PortIC is that it is a project of the whole Port Community. Consequently the Port Community is a shareholder together with the Barcelona Chamber of Commerce as representative of importers and exporters, the Port Authority and two major Catalan banks.

Several documents (shipping instructions, for example) can already be exchanged through PortIC with current work directed to involving the insurance sector in the system. Mr Rodes

added that it was the Port Authority that was investing in developing the applications as it was appreciated that in order to be a competitive port it is required to undertake major investment in technology.

The Committee members were very much interested in Mr Rodes' presentation and asked several questions regarding the number of companies currently using PortIC, technical features of PortIC, types of documents exchanged and the technical languages used.

Agenda Item 2 REPORTS TO THE COMMITTEE

The Chairman informed the Committee that, as usual, a report on the Trade Facilitation activities had been required by Mr Pieter Struijs, 2nd IAPH Vice-President, in order for the report to be submitted to the IAPH Board at the mid-term board meeting, which had been held in October.

It had been reported that the IAPH TFC supported and participated in presentations in several international conferences about the subjects related to trade facilitation. The conferences were the following: "Information Technology in the port and terminal operations," Singapore, May 2000; "Conferencia Internacional de Puertos Iberoamericanos sobre Facilitacion portuaria" (Latin American International Conference about Port Facilitation), Panama, July 2000; and ISSE, Information Security Solutions Europe, Barcelona, September 2000; as well as "2nd Annual e-Commerce in Ports Conference" which would be taking place in Amsterdam on 7th-8th December 2000. In all those Conferences brochures and the IAPH logo were presented with the acknowl-

edement of the IAPH Secretariat in Tokyo.

At this point the Chairman reminded the meeting that at the last TFC in Marseilles, the Committee discussed the invitation of Mr van der Kluit, 2nd IAPH Vice President, to attend a meeting of the IAPH/IMO Interface Group which was taking place during the mid-term Board meeting, three days after the TFC meeting. Mr Rick Pearce attended the meeting representing the Committee and his report was included in the documentation given to the attendants.

The Chairman pointed out that the field in which IMO is developing its work (safety and pollution) is very different from the work of the Trade Facilitation Committee. Subsequently, in the Chairman's opinion, the TFC has little to say and contribute as TFC members are not experts in those issues and it will be more useful to focus TFC's activities on the trade facilitation and electronic business arena as stated in the TFC's terms of reference.

After a short discussion, TFC members agreed that the Chairman would send a letter to Mr van der Kluit informing him that the Committee was interested in receiving information about the IMO activities but not in attending the IAPH/IMO interface meetings as its field of activities is not the same as the Trade Facilitation Committee.

Agenda Item 5 INVOLVEMENT WITH OTHER ORGANISATIONS

The Chairman referred to the information received from Mr Juhel, from the World Bank, about the World Bank Distance Learning Initiative (DLI) at the last TFC meeting. This Initiative consists of a series of distance learning programs in trade, transport and logistics provided initially in Southeast Europe under the Trade and Transport Facilitation in Southeast Europe Program.

It was agreed that the TFC would take part in this Initiative but due to the work commitments of TFC members, this co-operation should be matched with TFC members' availability. Mr Juhel, from the World Bank, stated by mail that a pilot Initiative was being launched in five countries and that a web site about this subject was under construction and that he would keep the TFC informed and call for the TFC help when required.

The Chairman reported that last

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October, Mr Mario Apostolov, from the UN/CEFACT, asked for the advice of the TFC as an expert Committee in Trade Facilitation (his e-mail had been copied in the documentation). The International Trade Procedures Working Group was preparing the revision of its Recommendation 18, one of the key recommendations dealing with international trade facilitation, by updating some of the information included.

The Chairman reported that the Recommendation was currently in the last stage of the revision process and that once the final version was approved and distributed, copies would be sent to TFC members.

The Chairman thanked all members who had contributed with their opinions and comments and added that it was a good opportunity to be influential, representing the maritime sector. Mr Milà stressed his satisfaction at that for the first time an international institution had requested the opinion of this Committee. As this was the first time that the Committee members worked together through e-mail and given that it is a cheap and flexible way of co-operating, Mr Milà expressed his confidence in using it more frequently in the future.

Besides the request on Recommendation 18, the Chairman noted that the TFC had been asked to comment on a draft of the new Trade Facilitation Recommendation on Self-regulation prepared by the UN/CEFACT Legal Working Group. Once the final version was approved and distributed, copies would be sent to TFC members.

Mr Milà commented on the meeting of the World Customs Organization Sub-committee on Information Management that took place in Brussels in June 2000. Papers provided to the meeting covered items on e-commerce standards and other e-commerce aspects that were discussed. The WCO Secretariat reported that since January 2000 two meetings of the G7 Customs Group working on Customs data harmonization had taken place and that the message implementation guideline for the import declaration for the one-step import procedure had been completed. Work would continue on the two-step import procedure, the cargo report and the export procedure.

The Sub-committee was aware that, in addition to the ebXML Initiative there are other initiatives related to XML standards such as commerce-XML, Microsoft Biztalk and CEN-ISSS. The Sub-committee pointed out that the G7 Initiative would therefore pro-



The Venue: World Trade Center, Barcelona

vide a good opportunity to establish a Customs XML output in the near future. Moreover, the Sub-committee had been advised by IATA of their very recent XML initiative to complement their Cargo-IMP standard. It was agreed that IATA would participate in the WCO's work on XML.

Agenda Item 6 PARTICIPATION IN OTHER INTERNATIONAL COMMITTEES

Mr Milà reported that Mr Patrick Falvey and Mr Hugh Welsh, from the IAPH Committee on Legal Protection, had sent the report on the June and July UNCITRAL meetings enclosed in the dossier. At that meeting the Working Group on Digital Signatures and Certification Authorities was urged to complete its remaining work so that UNCITRAL would be able to approve the entire Model Rules work in 2001.

In the report, Mr Braems, member of the IAPH Committee on Legal Protection, explained the conclusion of discussions about the Model Law on Electronic Signatures and that this document, together with the draft "Guide to Enactment" would be submitted for review and adoption next June in Vienna. Mr Braems pointed out that the draft Model Law was intended by its authors to offer sufficient flexibility to remain useful through some of the foreseeable technological changes.

With this Model Law all countries in the world may have a harmonised legal framework to do business by electronic means. However those texts are not complying and they have to be intro-

duced in national legislation. But many countries did not wait for those uniform rules to introduce legal rules in this field, so the international rules are not applied in a harmonised system.

Considering that a great number of countries should be obliged to revise their present legal rules taking account of rapid changes in that field, it may be a real opportunity to put forward interest of ports and perhaps to promote among port and shipping communities some standard derived from UNCITRAL proposals.

The TFC members agreed that it is extremely important to follow all the developments related to e-commerce, also in the legal field.

Regarding the IAPH Committee on Communications and Networking, chaired by Mr Jose Perrot, the Chairman reported that at the last meeting it was proposed that the IAPH web-site should offer a wider content. Since he had proposed to co-operate closely with the TFC at the Paris TFC meeting, the Chairman proposed to send a letter (copy distributed to the attendees) to Mr Perrot with the main subjects on which both Committees could work together:

- IAPH website address. The Committee on Communications and Networking proposed at its latest meeting in May this year to buy IAPH different internet addresses. As the TFC, through the Port of Barcelona and its electronic commerce Platform, PortIC, has already bought the address <IAPH.net>, the Chairman proposed to Mr Perrot

IAPH ANNOUNCEMENTS & NEWS

there should be co-operation on this subject

- IAPH website development. In the Minutes of its last meeting, published in the IAPH Ports and Harbors magazine, it was affirmed that it was the intention of that Committee and the IAPH Secretariat to develop the IAPH website. The Chairman suggested that the TFC, through the electronic Platform of the Port of Barcelona, PortIC, could develop it.
- IAPH website contents. Due to the fact that the IAPH is the international association of the world ports, the Chairman stressed to Mr Perrot that its Trade Facilitation Committee had the responsibility of a leading role in recommending the standards and processes of the maritime sector.

For that reason, the TFC, through Port of Barcelona's representative, is already taking part in the leading XML standardisation project ("ebXML"), headed by the United Nations and the most important international information systems companies (IBM, Microsoft, Sun,...). The Chairman proposed that after the revision and internal approval by the TFC, the maritime standards would be published on the IAPH website in order to receive the opinion of all ports and then would be followed by a final recommendation, again published on the website, giving more detail.

As the Trade Facilitation Committee should disseminate all the Trade Facilitation developments, Mr Flanders suggested that these maritime standards should be published in the public part of the web, in case there was a specific part of the site just for members. It was agreed that the question of the public-private parts of the website would be added to the letter to Mr Perrot.

Agenda Item 7 NEW ELECTRONIC COMMERCE DEVELOPMENTS PROGRESS ON MARITIME ELECTRONIC STANDARDS

The last ebXML meeting was held in Tokyo in mid-November, reported Mr Milà. The representative of the Port of Barcelona and TFC reported the progress that is being achieved with the XML standard. Mr Milà confirmed that several Project Teams that define the core specifications of the ebXML (register and repository; transport, routing & packaging; architecture and trading partner) were progressing well within the standards specifications. The Port of Barcelona and TFC's representative suggested that probably, the XML scheme would be defined by the next ebXML meeting in Vancouver in February 2001.

Mr Milà said that as soon as the ebXML group defines a first draft of the framework for the XML maritime standards, he will inform TFC members in order to discuss and submit them to this Committee. After that, these standards would be published on the IAPH website.

The goal of this project is defined as "to provide an XML-based open technical framework to enable XML to be used in a consistent and uniform manner for the exchange of electronic business data in application to human and human environments."

Mr Milà referred to that, last July, the Global Commerce Initiative announced the first global standards for Internet trading in the consumer goods industry through the "Global Commerce Internet Protocol." This establishes recommendations on the management of standardised data across the world's most important exchanges and other business to business communications via the Internet.

The Protocol is concerned with the standardisation of three fundamental areas: data access and security (which enables one computer to know which information it is authorised to share with another); basic data content, (the numbering of products, services and locations); and basic information flow (the contents and sequence of information in business messages).

Draft standards for the Global Commerce Internet Protocol were available for proof of concept on August 1st, 2000. Following a period of trials, draft recommendations will be published as standards by the international standards bodies, EAN International (leader in identification and e-commerce) and UCC (dedicated to the establishment and promotion of multi-industry standards), with the endorsement of the Global Commerce Initiative. The technical infrastructure standards have been developed by ebXML and form the basis of the GCI technical recommendation.

Reporting on bolero.net, Mr Milà explained that the project was progressing. An important event involving bolero.net has been the investment of 30 million dollars in a private placement of shares by APAX Partners, one of the world's leading private equity investment groups and that Mr Peter Guldentops, standard manager of Swift, had joined bolero.net.

With reference to the bolero.net Newsletter, Mr Ian Flanders pointed out that it introduced the interesting concept of "opinion forum," similar to the one that the TFC wishes to develop concerning maritime standards.

Mr Erdelbrock explained that bolero.net has an office in Frankfurt and is developing a great number of contacts there.

Mr Milà informed the meeting that, as agreed at the last TFC meeting, he had sent a fax to Mr Kondoh, included in the dossier, informing him that the TFC had agreed that the IAPH Secretariat would take a leading role in the mailing for entries for the 2001 IT Award.

Regarding the IT Award selection committee, Mr Milà reported that the following would participate:

Agenda Item 8 IAPH INFORMATION TECHNOLOGY AWARD 2001

the President of the Port of Montreal, **Mr Dominic Taddeo**, as the hosting port of the next IAPH General conference; **Mr Satoshi Inoue**, IAPH Secretary General; **Mr Arbos**, TFC Chairman

and a member from a region not represented by the first two members. In this edition the person nominated is Mr Gilberto Barreto, from the Port of Suape, Brazil. He accepted delightedly.

Mr Milà said that the publicity for the Award was published in the September and November issues of the Ports and Harbors Magazine.

The meeting agreed in postponing the deadline for entries until 28 February 2001.

It was agreed to hold a meeting during the IAPH General Conference in Montreal next May 2001 as usual. A meeting would be held in Hamburg for those TFC members who will not be able to attend the meeting in Montreal. This second meeting would take place on 15 June with a visit to the Port of Hamburg the day before.

Agenda Item 11 ARRANGEMENTS FOR NEXT MEETING

8 PORTS AND HARBORS March 2001

IAPH ANNOUNCEMENTS & NEWS

Further to the report by Mr. van der Kluit introduced in the previous issue, this office is pleased to present the pictures taken on that occasion.



Meeting with Portnet Officials: Mr. Smagghe, on the left center, facing with Mr. Gama, Chief Executive Officer, Port Authority Division, Portnet. At the far end of the table, Mr. Brian McDonald, Managing Director, Global Conferences, the Conference Organizer as designated by Portnet. This meeting took place on Thursday December 7 in Johannesburg.



Presentation of IAPH Gift to Metropolitan Mayor of Durban, Honorable Councilor Obed Mlaba at Durban, by Mr. J. Smagghe, Leader of IAPH Mission, on Friday, December 8, 2000. From left to right: Mr. Olivier Hartmann, Secretary General, the Port Management Association of Eastern and Southern Africa; Mr. Smagghe; Mr. Mlabe; Mr. Aliou Diallo, General Manager, Conarky Port Authority, Guinea, representing the Port Management Association of West and Central Africa; and Mr. Peter van der Kluit, IAPH Representative for Europe, and IAPH Liaison Officer with IMO.

Visitors

ON January 22, 2001, Mr. Barry Cable, Chief, Water Transport, accompanied by Mr. Lee Jae-Wan, Senior Port Expert, United Nations Economic and Social Commission for Asia and the Pacific (ESCAP, Bangkok), and Dr. Jun, Il Soo, Vice-President, Korea Transport Institute, visited the Head Office to exchange views and comments on the seaborne transport in the region as well as the forthcoming ESCAP/IAPH Seminar on Shipping and Port Development Strategies (February 14-15 2001, Bangkok) on the occasion of the IAPH Regional Members Meeting scheduled for February 12 2001.

On January 31, 2001, Mr. John Harris, Director, Drewry Shipping Consultants, UK, visited the Head Office



was and received by Mr. R. Kondoh to exchange views on the current situation of port and shipping affairs in Japan. On January 29, 2001, at the Shipping Club in Tokyo, Drewry organized a seminar inviting local shipping and maritime transport experts.

On February, 2 2001, Mr. Richard Silk, Managing Director, Fairplay Publications Limited, UK, visited the Head Office and met with Mr. R. Kondoh. On the previous day, Fairplay organized a demonstration of their products inviting experts from shipowners and ship management firms.



Front row (L to R) : Lee Jae-Wan; Jun, Il Soo; Barry Cable; and Satoshi Inoue
second row (L to R): Akira Moriki, International Affairs Office, Ministry of Land, Infrastructure and Transport, and R. Kondoh

Membership Notes:

Changes (Changes involved are underlined)

LOGISCONSULT [Class D] (France)

(Formerly WEBTRANS (CARGOHUB))

Address: 10. rue dela Neva - 75008 Paris

Mailing addressee: Claude Mandray, General Manager

Tel: +33 143 80 14 72

Fax: +33 1 42 67 78 48

Shannon Foynes Port Company [Regular] (Ireland)

(Formerly Shannon Estuary Ports)

Address: 3 Pey Square, Limerick

Mailing address B.Richardson, Chief Executive

Directors: P.Kitt, Ms. S. Bugler, P. Keane,

K.MacSweeney, K. Sheahan

Harbour Master: T.Nash

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

Message from the President



The 22nd World Ports Conference will be held from May 19-26, 2001.

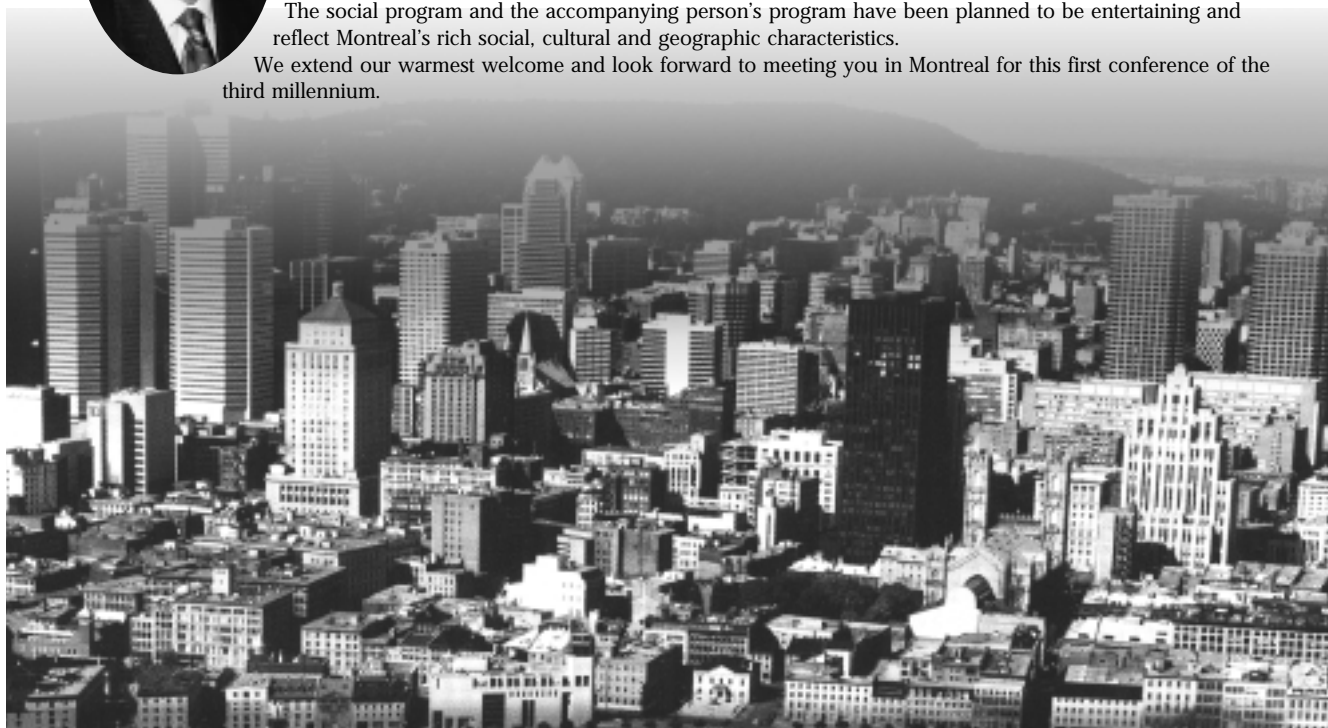
Preparations for the conference are well underway to ensure that your visit to Montreal will be productive and interesting.

The range of subjects that will be discussed during the conference reflect the primary concerns of the Maritime Industry in general, and Port Authorities in particular around the world.

The conference theme is *2001, A Maritime Odyssey*.

The social program and the accompanying person's program have been planned to be entertaining and reflect Montreal's rich social, cultural and geographic characteristics.

We extend our warmest welcome and look forward to meeting you in Montreal for this first conference of the third millennium.



GENERAL INFORMATION

The 22nd World Ports Conference of the International Association of Ports and Harbors, will be held at the Queen Elizabeth Hotel, in Montreal from May 19 - 26, 2001.

Registration and Information Desks

The registration and information desks are located on the 2nd floor leading to the conference hall and will be open from 08:00 * 16:00 from May 19 - 25. Directional panels located in the main lobby of the hotel will guide you accordingly.

Conference Language

The official conference language is English. Simultaneous interpretation will be available in French, Japanese and Mandarin during all sessions.

Trade Exhibition

A trade exhibition will take place on the 3rd floor of the hotel at the conference level. Delegates attending the conference are invited to visit the exhibition. The official opening of the exhibits will take place on

Monday, May 21 at 09:15.

Immigration and Visa

A valid passport or visa is required to enter Canada. For more information, contact your travel agent.

Temperature and Recommended Clothing

Montreal normally enjoys a temperate climate. During springtime, the temperature may vary between 18 and 23 °C (65-74 °F) during the day and between 10 °C and 12 °C (50-55 °F) at night. The weather is normally mostly sunny and the rain factor is low.

Money and Foreign Exchange

Canadian currency comes in coins of 0.01, 0.05, 0.10, 0.25, \$1 and \$2 and in bank notes of \$5, \$10, \$20, \$50 and \$100.

Business Centre

A business centre will be at the disposal of delegates during of the conference.

Services that will be offered are:

Photocopies * Email * Word processing *
Edition and translation * Access to computers
* Assembly and binding of documents *
Rental of cellular telephones * Postal and messenger services.

Additional Information

Montreal Port Authority
Port of Montreal Building
Cité du Havre
Montreal, Quebec, Canada
H3C 3R5
Telephone: (514) 283-7038
Fax: (514) 283-7019
Email: moosangmj@port-montreal.com

For more information, you are invited to visit our website at
<http://www.port-montreal.com> and look for the World Ports Conference section.

22ND IAPH WORLD PORTS CONFERENCE

Outline Programme			
Time	Business Programme	Social Programme	Accompanying Persons' Programme
Saturday 19 May			
Morning	Registration for committee members IAPH Statutory Committee Meetings IAPH Statutory Committee Meetings and Additional Committee Meetings as required	Montreal City Tour	Montreal City Tour
Afternoon			
Evening		Early Arrivals' Cocktail Reception "Chalet du mont Royal"	Early Arrivals' Cocktail Reception "Chalet du mont Royal"
Sunday 20 May			
Morning	Registration IAPH Statutory Committee Meetings and Additional Committee Meetings as required Pre-Conference Meeting of the IAPH Board and Executive Committee	Montreal City Tour	Montreal City Tour
Afternoon			
Evening		Opening Ceremony/Dinner	Opening Ceremony/Dinner
Monday 21 May			
Morning	Registration Opening session ceremony Official opening of the Trade Exhibition Working Session No. 1 Keynote speaker First Plenary Session		Opening session ceremony Official opening of the Trade Exhibition Visit of St-Joseph' Oratory and the Botanical Garden
Lunch			
Afternoon			
Evening		A "Québécois"-style evening at the "Sugar Shack"	A "Québécois"-style evening at the "Sugar Shack"
Tuesday 22 May			
Morning	Registration Keynote speaker Working Session No. 2 Keynote speaker Working Session No. 3		Walking Tour of Old Montreal, visit of Historical Houses and Archaeology Museum
Lunch			
Afternoon			
Evening		Free evening	Free evening
Wednesday 23 May			
Morning	Registration Keynote speaker Working Session No. 4 Keynote speaker Regional Meetings Additional Committee Meetings as required Technical visit of Port of Montreal's infrastructure		Visit of the Montreal Museum of Fine Arts and Fashion Show
Lunch			
Afternoon			
Evening		A Special Evening of dinning and entertainment "Jazz it up in Montreal"	A Special Evening of dinning and entertainment "Jazz it up in Montreal"
Thursday 24 May			
Morning	Registration Working Session No. 5 Keynote speaker Working Session No. 6		Guided Shopping Tour in the Underground City
Lunch			
Afternoon			
Evening		"South Africa- A World in a Continent"	"South Africa-A World in one Country"
Friday 25 May			
Morning	Working Session No. 7 Special Meeting of the IAPH Board Closing Session-Second Plenary Session Post Conference Meeting of the Board Post Conference Meeting of the Executive Committee		Culinary Lessons of various regions of the world
Afternoon			
Evening		Gala Dinner "Au revoir"	Gala Dinner "Au revoir"

Saturday, 19 May 2001

IAPH COMMITTEE MEETINGS

07:15 - 08:15	Continental Breakfast for committee members only (Mackenzie Room)
08:00 - 16:00	Registration
09:00 - 10:00	Constitution and By-Laws (Chambly Room)
09:00 - 11:30	Membership (Bellechasse Room)
09:00 - 11:30	Human Resources Development (Peribonca Room)
09:00 - 11:30	Port Safety, Environment and Marine Operations (St-Laurent Room)
09:00 - 11:30	Dredging Task Force (Matapedia Room)
09:00 - 11:30	Legal Protection (Kamouraska Room)
09:00 - 11:30	Trade Facilitation (Chaudière Room)
11:45 - 12:45	Lunch for committee members only (Mackenzie Room)
13:00 - 15:30	Cargo Operations (Chambly Room)
13:00 - 15:30	Ships Trends (Richelieu Room)
13:00 - 15:30	Combined Transport & Distribution (Bersimis Room)

13:00 - 15:30	Port Planning and Construction (Gatineau Room)
13:00 - 15:30	Trade Policy (Matapedia Room)
13:00 - 15:30	Communication and Networking (Harricana Room)
13:00 - 15:30	Time allocated for further discus- sions by Committees, if required

Social Program

13:00 - 15:30	Montreal City Tour
17:30 - 21:00	Early Arrivals' Reception at the "Chalet du mont Royal"

Sunday, 20 May 2001

IAPH COMMITTEE MEETINGS

07:15 - 08:15	Continental Breakfast for committee members only (Mackenzie Room)
08:00 - 16:00	Registration

08:30 - 09:30	Resolutions and Bills/Constitution & By-Laws (Matapedia Room)
09:30 - 10:30	Credentials (Harricana Room)
08:30 - 10:30	Finance/Budget & Membership (Richelieu Room)
08:30 - 10:30	IAPH/IMO Interface Group (Saint-Laurent Room)
08:30 - 10:30	Long Range Planning/Review Committee (Peribonca Room)
08:30 - 10:30	Time allocated for further discus- sions by Committees, if required
10:45 - 11:45	Co-ordinating Vice-President and Chairpersons' meeting • Group of Committees for Technical Affairs (Harricana Room) • Group of Committees for Sustainment & Growth (Chaudière Room) • Group of Committees for Port Industry Research and Analysis (Matapédia Room)
12:00 - 13:00	Lunch for committee members only (Saint-Laurent Room)
13:00 - 13:30	Photo Session (Mackenzie Room)
13:30 - 15:30	Pre-Conference Meeting of IAPH Board of Directors (Mackenzie Room)

Social Program

09:00 - 11:30	Montreal City Tour
17:00 - 19:00	Opening Ceremony (Notre-Dame Basilica)
19:00 - 23:00	Reception and dinner at Iberville Passenger Terminal

Monday, 21 May 2001

07:15 - 08:15	Continental Breakfast for all (Joliet, Duluth and Mackenzie Rooms)
08:00 - 16:00	Registration
07:45 - 08:15	Resolutions and Bills Committee (Matapédia Room)

BUSINESS PROGRAM

Opening Session Ceremony

08:30 - 09:15	Presiding: Mr. Dominic J. Taddeo <i>President IAPH - Conference President President and Chief Executive Officer Montreal Port Authority</i> Speaker: The Honourable David Collette <i>Minister of Transport, Government of Canada</i> Canada and the Challenge of the World Economy
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09:15 - 09:25	Official Opening of the Trade Exhibition
09:30 - 09:50	Coffee Break

Working Session No. 1

The World Economy at the Dawn of the Third
Millennium

	Chairman: <i>Mr. Dominic J. Taddeo, President IAPH</i>
10:00 - 10:20	<i>Ms. Devi Aurora,</i> <i>Senior International Economist</i> <i>Standard & Poor's, DRI</i> Outlook for the Global Economy
10:25 - 10:45	TO BE DETERMINED Maritime Transportation - An Essential Tool for the Growth of the Global Economy
10:50 - 11:10	<i>Mr. James R. Brennan, Partner</i> <i>Norbridge Inc.</i> Evolution of the Global Market and its Impact on Port Development
11:10 - 11:30	Discussion Forum
11:30 - 12:00	Reception

22ND IAPH WORLD PORTS CONFERENCE

12:00 - 13:45 Lunch
Keynote Speaker: *Mr. Ray Miles,*
Chief Executive Officer, CP Ships
What's going to happen in the
Container Shipping Industry

First Plenary Session

14:00 - 14:20 Address by the IAPH Secretary
General
14:20 - 16:00 Vice-Presidents Committee Reports

Accompanying Persons' Program

08:30 - 09:30 Opening Session Ceremony
09:45 - 15:30 Visit of St-Josephis Oratory and the
Botanical Garden

Social Program

17:15 - 22:30 A "Qu  b  cois" style evening at the
"Sugar Shack"

Tuesday, 22 May 2001

07:15 - 08:15 Continental Breakfast for all (Jolliet,
Duluth and Mackenzie Rooms)
08:00 - 16:00 Registration

07:30 - 08:00 Honorary Membership Committee
(Matap  dia Room)
07:45 - 08:15 Resolutions and Bills Committee
(Harricana Room)

BUSINESS PROGRAM

08:30 - 09:30 Presiding:
Mr. Dominic J. Taddeo
President IAPH - Conference President
President and Chief Executive Officer
Montreal Port Authority
Speaker:
Mr. Rob Ritchie
President and Chief Executive Officer,
Canadian Pacific Railway
Topic to be finalized
09:30 - 09:45 Coffee Break

Working Session No.2

Port Industry - Realities and New Challenges
Chairman:
Dr. Akio Someya
1st Vice-President of IAPH

09:55 - 10:15 *Mr. T.F. Hau*
Senior Vice-President Operation
OOCL (USA) Inc.
Land Side Access to Ports
10:20 - 10:40 *Mr. Michael Mertes,*
International Logistic Specialists
Daimler Chrysler Corporation
Logistics and Distributions - Shipper's
Requirements of the Partnership of
Shipping Lines, Ports and Inland Carriers
10:45 - 11:05 *Mr. Gregory L. Smith*
Global Segment Manager,
Freight/Logistic, IBM
How can E-Commerce improve the
interface between ports, shippers and
customers
11:05 - 11:30 Discussion Forum
11:30 - 12:00 Reception
12:00 * 13:45 Lunch
Keynote Speaker:
Mr. William A. OiNeil
Secretary General, International
Maritime Organization
International Environmental Safety
Measures - The Importance of their
Application on the Worldis Waters

Working Session No. 3

Productivity and Competitiveness in a Global
Market

Session Chairman:
Mr. Pieter Struijs
2nd Vice President of IAPH

14:00 - 14:20 *Mr. Marc H. Juhel*
Senior Port Specialist
The World Bank
Globalization and Partnership - Trends
for the 21st Century
14:25 - 14:45 *Ms. Madeleine Paquin*
President-Chief Executive Officer
Logistec Corporation
Topic to be finalized
14:50 - 15:10 *Datuk G. Gnanalingam*
Executive Chairman
Kelang Multi Terminal Sdn Bhd
Vision 2020 - The Port Industry
15:15 - 15:35 *Mr. Philip A. Crannell Jr. AIA*
Chairman
Gee & Jenson
Charting New Waterfronts:
Nontraditional approaches to water
front development
15:35 - 16:00 Discussion Forum

Accompanying Persons' Program

09:00 - 15:00 Walking Tour of Old Montreal, visit
of Historical Houses and the
Archaeology Museum(Transportation
by bus)

Social Program

Free Evening

Wednesday, 23 May 2001

07:15 - 08:15 Continental Breakfast for all (Jolliet,
Duluth, Mackenzie Rooms)
08:00 - 16:00 Registration

07:45 - 08:15 Resolutions and Bills Committee
(Matap  dia Room)

BUSINESS PROGRAM

08:30 - 09:30 Presiding:
Mr. Dominic J. Taddeo
President IAPH - Conference President
President and Chief Executive Officer
Montreal Port Authority
Speaker:
The Honourable Martin Cauchon
P.C.
Minister of National Revenu,
Secretary of State (Economic
Development Agency of Canada for
the Regions of Quebec)
Topic to be finalized

09:30 - 09:45 Coffee Break

Working Session No. 4

Ships to Ports: Inland Waterways in the 21st
century

Chairman:
Mr. Thomas Kornegay
3rd Vice-President of IAPH

09:55 - 10:15 *Mr. Alberto Aleman Zubieta*
Administrator
Panama Canal Authority
Topic to be finalized
10:20 - 10:40 *Speaker to be advised*
10:45 - 11:05 *Mr. Albert Jacquez*
St-Lawrence Seaway Development
Corporation
Topic to be finalized
11:05 11:30 *Mr. Guy V  ronneau*
President
St-Lawrence Seaway Authority
Topic to be finalized
11:30 - 12:00 Reception
12:00 13:45 Lunch
Keynote Speaker:
Mr. Laurence G. Pathy
President
Fednav Ltd
Topic to be finalized

Regional Board Meetings:

14:00 - 15:00 Asia/Oceania (Bersimis Room)
14:00 - 15:00 European/African (Peribonca Room)
14:00 - 15:00 America (Richelieu Room)
14:00 - 15:00 Time allocated for further discus-
sions by Committees, if required
15:00 - 17:00 Technical visit of Port of Montreal's
infrastructure

Accompanying Persons' Program

09:30 - 15:00 Visit of the Montreal Museum of Fine
Arts and Fashion Show

Social Program

17:30 - 23:00 A special evening of dinning and
entertainment "jazz it up in Montreal"

Thursday, 24 May 2001

07:15 - 08:15 Continental Breakfast for all (Jolliet,
Duluth and Mackenzie Rooms)
08:00 - 16:00 Registration

07:30 - 08:00 Resolutions and Bills Committee
(Matap  dia Room)
08:00 - 08:30 Nominating Committee

BUSINESS PROGRAM

Working Session No. 5

Port Management - The emerging realities in maritime
commerce around the world

Chairman:
Mr. John Hayes
Sydney Port Corporation, Australia

08:30 - 08:55 *Mr. Antoine Rufenacht*
President
International Association of City and
Ports
Environmental Cohabitation - The
Port-City Interface
09:00 - 09:25 *Dr. Jose Paul, Chairman*
Mormugao Port Trust
Private Sector Participation in Indian
Ports - Impact on Development of
Port Infrastructures
09:30 - 09:55 *Mr. D. K. Jangana*
Managing Director
Gambia Port Authority
Topic to be finalized
10:00 - 10:20 Coffee Break
10:20 - 10:45 *Mr. Jamal T. Aziz*
Director General
Directorate General of Ports &
Maritime Affairs Sultanate of Oman
Port Development Strategy in Oman
and the Regions
10:45 - 11:10 *Mr. Li Zhengdong*
Secretary General
China Ports and Harbors Association
(CPHA)
Challenges facing Ports and Harbors in
China in the 21st Century
11:10 - 11:30 *Mr. Shingo Fujino, President*
Japan Port and Harbor Association
Japanese issues in regional perspec-
tives of today and future
11:30 - 12:00 Reception
12:00 - 13:45 Lunch
Keynote Speaker:
Mr. Jeff Radebe
Minister of Public Enterprises
South Africa
Port Systems in South Africa

Working Session No. 6

Technological Innovations - Indispensable Tools for
Success in the Maritime Industry

Chairman:
Datin O. C. Phang
Port Klang Authority, Malaysia

22ND IAPH WORLD PORTS CONFERENCE

14:00 - 14:20	<i>Mr. Christopher J. Gillespie</i> <i>President, Gillespie Munro Inc.</i> <i>President, International Federation of Freight Forwarders Associations (IFFFA)</i> <i>E-Commerce and International Freight Forwarding - The North American View</i>	10:45 - 11:45	<i>Special Meeting - IAPH Board of Directors</i> Election of the venue of the 24th IAPH World Ports Conference 2005: Presentation by: • Port of Kobe • Port of Shanghai	15:30 - 16:00	President • Address by Incoming IAPH President President <i>Post Conference Meeting of IAPH Board of Directors</i> <i>Post Conference Meeting of IAPH Executive Committee</i>
14:25 - 14:45	<i>Mr. Michel Pouliot, Pilot</i> <i>President, International Maritime Pilots Association (IMPA)</i> <i>The Role of Pilotage and Technology Serving Ports - The Importance of Qualifying Needs</i>	11:30 - 12:00 12:00 - 13:30 13:30 - 15:30	Reception Lunch Closing session - Second Plenary Session • IAPH Official Committee Business • Invitation Address and Presentation by Portnet (South Africa), Host of the 23rd IAPH World Ports Conference • Address by Outgoing IAPH	Accompanying Persons' Program	
				09:30 - 11:30	The Art of Cooking - culinary lessons of various regions of the world
14:50 - 15:10	<i>Mr. Noel Cunningham</i> <i>Chief Los Angeles Harbor Police</i> <i>President, International Association of Airport and Seaport Police (IAASP)</i> <i>Port Security - how to succeed in its Implementation</i>			Social Program	
				18:00 - 23:00	Gala Dinner - "Au revoir"

(as of February 13, 2001)

Registration fee

Registration fee for a delegate and accompanying person includes the following elements:

- Registration at the Conference
- Conference Material
- Breakfasts, Coffee-Breaks and luncheons
- Early Arrival's Reception
- Opening Ceremony
- "Sugar Shack" Evening
- An evening of jazz
- Technical Tour of Port of Montreal's infrastructure
- South African evening
- Gala Dinner "Au revoir"
- Montreal City Tour
- Accompanying Persons' Program
 - Visit of St-Joseph's Oratory and the Botanical Garden
 - Walking Tour of Old Montreal
 - Visit of Montreal Museum of Fine Arts and fashion Show
 - Guided shopping tour in the Underground City
 - The Art of Cooking

Conference Hotels

The Queen Elizabeth Hotel
(Conference Hotel)
900, René-Lévesque Blvd West
Montreal, Quebec
Canada
H3B 4A5
Telephone: (514) 861-3511
Fax: (514) 954-2258

Montreal Hilton Bonaventure
1, Place Bonaventure
Montreal, Quebec
Canada
H5A 1E4
Telephone: (514) 878-2332
Fax: (514) 878-0028

Mariott Château Champlain
1, Place du Canada
Montreal, Quebec
Canada
H3B 4C9
Telephone: (514) 878-9000
Fax: (514) 878-6761

Accompanying Persons' Program

09:30 - 15:00 Guided shopping tour in the Underground City

Social Program

18:00 - 23:00 South African Evening - "South Africa - A World in One Country"

Friday, 25 May 2001

07:15 - 08:15 Continental Breakfast for all (Joliet, Duluth and Mackenzie Rooms)
08:00 - 16:00 Registration
07:30 - 08:00 Resolutions and Bills Committee Meeting (Salon Matapédia)

BUSINESS PROGRAM

Working Session No. 7

New Responsibilities for Ports - A Real Challenge

Chairman:
Mr. Jean Smaghe
Immediate Past President

08:30 - 08:50 *Dr. Theo Notteboom, Professor*
University of Antwerp
Department of Transport and Regional Economics
Port Competition in a transition phase: who benefits, who bears the costs?

08:55 - 09:15 *Mr. Gil Rémillard*
Lawyer and Senior Partner
Fraser Milner Casgrain
Role of National and International Legislation on the Development of the Maritime Industry

09:20 - 09:50 *Mr. Kurt Nagle, President*
American Association of Ports and Harbors
Recognition by Governments of the Economic Role and Importance of Ports

09:55 - 10:15 *Mr. Phil O'Brien*
President and CEO
Devencore Ltd
The Role of Distribution and Logistic Centre on the New Global AutoRoute

10:15 - 10:30 *Mr. Jason Haas, Senior Associate*
Golder Associates Ltd
The Environmental Responsibilities - A New Trend

10:30 - 10:45 Discussion Forum

Registration Fee

IAPH MEMBERS	
On or before March 31, 2001	\$1,700 US
From April 1, 2001	\$1,950 US

NON-IAPH MEMBERS	
On or before March 31, 2001	\$2,100 US
From April 1, 2001	\$2,350 US

ADDITIONAL PARTICIPANTS	
On or before March 31, 2001	\$650 US
From April 1, 2001	\$800 US

HONORARY MEMBERS OF IAPH	Free
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Payment of registration fee

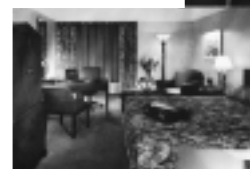
Delegate's registration fee must accompany the registration form. No confirmation of registration or hotel reservation will be sent without complete payment of fee.

Cancellation of registration

Cancellation of registration fee received in writing on or before April 15, 2001 will be subject to a 15% service charge.

No reimbursement after April 15, 2001.

Le Reine Elizabeth



Hilton Montréal Bonaventure

Marriott Château Champlain



Conference Secretariat

Montreal Port Authority
Organizer of the 22nd World Ports Conference
Port of Montreal Building
Wing No. 1
Cité du Havre
Montreal, Quebec Canada
H3C 3R5
Telephone: (514) 283-7038
Fax: (514) 283-7019
E-mail: moosangmj@port-montreal.com

OPEN FORUM

Review of Maritime Transport 2000

UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT

PORT DEVELOPMENT

This chapter covers container port throughput for developing countries, improving port performance, institutional changes in ports and special needs of small ports.

(Figures on the left hand side are the serial number of the book.)

A. CONTAINER PORT TRAFFIC

103. Table 42 gives the latest available figures on reported world container port traffic in developing countries and territories for 1997 and 1998. The world growth rate for container port throughput (number of movements measured in TEUs) increased to 6.7 per cent in 1998 from 2.6 per cent in 1997, which is closer to the annual containerized throughput growth rate of 9 per cent experienced during the first half of the decade. The throughput for 1998 (1997) was over 165.0 (as against 154.6) million TEUs, which is an annual increase of slightly over 10.4 (3.9) million TEUs.
104. The rate of growth for developing countries and territories was 12.6 per cent in 1998 with a total throughput of 88.5 million TEUs (accounting for slightly more than 53 per cent of total throughput), which was an increase compared to the 3.1 per cent growth rate in 1997. Countries with double digit growth in both 1997 and 1998 were the Republic of Korea, Panama, Malta, Venezuela, Argentina, Honduras, Bangladesh, Trinidad and Tobago and Mauritius. The growth in developing countries is uneven from year to year, owing sometimes to strong fluctuations in trade and sometimes to improved data or lack of data.
105. Initial figures for 1999 are available for the main ports, including those of developing countries and of the socialist countries of Asia, with seven ports from these countries ranking among the top 20 container ports. Their throughput is shown in table 43, together with the annual percentage increase for each of the past two years. In 1999, Hong Kong

(China) bounced back with double digit growth to become the world leader in total number of movements, overtaking Singapore which had its growth rate fall to 5.3 per cent. This is a good result for Hong Kong, reflecting the economic recovery in Asia and paralleled with strong growth through other Chinese ports on the mainland. The port of Shanghai had a percentage change of 37.3 per cent or an increase of 1,144,000 TEUs and the ports of Yantian and Qingdao were also in the top 30 ports for the first time. This reflects the continued growth of Chinese exports, especially to North America and Europe.

B. IMPROVING PORT PERFORMANCE

106. Changing trade flows and the competitive strategies of the vessel operators are impinging on the way in which port authorities and terminal operators must adapt. Pressure is being exerted to cut costs and to provide services for a new fleet of mega-vessels now being brought on stream. At the same time port investment requirements have skyrocketed. The expansion is being driven by two pressures. First, the overall container volume continues to grow and outlook for trade expansion appears favourable. Secondly, the arrival of the mega-vessels, 5,000 TEUs and greater, is driving the need for transshipment hubs and for feeder ports. To be considered as a hub, ports must have post-Panamax cranes, deep water, a large amount of back-up land, and direct intermodal connections, often via on-dock rail. However few ports have meaningful

guarantees that their investment in facilities will be recaptured. Ports choosing to become hubs are extremely vulnerable to the changing fortunes and desires of both large shipping lines and alliances.

107. One means of cutting costs that is appropriate for terminals with high labour costs and with proven ability to maintain hi-tech equipment is through automation. ECT's Rotterdam operation is roughly 50 per cent automated and PSA Corp has invested in this type of technology for its Pasir Panjang terminal. Thamesport in England, as a relatively new terminal, has invested considerably in this technology. In 1998, the terminal handled over 500,000 TEU with 360 staff, of which 150 are traditional dock workers. All operations at the terminal are regulated by a central computer system. Six post-Panamax ship-to-shore cranes work the vessels. For the discharge operation, the crane driver inputs the container serial number into the central computer. The computer then informs the tractor driver to which of the nine stacks in the container yard he has to deliver the container. There are 18 rail-mounted gantries (RMG), which are fully automated without drivers. The RMG picks up the container and the central computer informs the crane where to stack it. Lorry drivers coming to pick up imports or drop off exports are given smart cards. These allow the control center to place drivers in queues and regulate loading and unloading to maximize efficiency. Lorry drivers go to the stack entrances where their containers are taken from or into the stack by the RMG. The next step in automation is the planned installation of automatic guided vehicles for the transfer operation between stack and ship.
108. Increasing terminal productivity and performance will increase terminal capacity without capital investment. To achieve this, efficient and cost effective connections to the hinterland of a port are required. On-dock rail systems are one method of providing freight transport efficiency. This is a system where the rail-heads end as near to the quayside as possible, so that the boxes can be transferred from the ship into the

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Table 42
Container port traffic of 41 developing countries and territories in 1998 and 1997
(in TEUs)

Country or territory	Container traffic 1998	Container traffic 1997	Percentage change 1998/1997	Percentage change 1997/1996
China	24 729 085	19 929 241	24.1	5.5
Singapore	15 100 000	14 135 300	6.8	9.2
Republic of Korea	6 331 416	5 636 876	12.3	11.0
Taiwan Province of China	6 271 053	5 693 339	10.1	-27.6
United Arab Emirates	4 475 789	4 133 578	8.3	10.2
Philippines	3 166 716	2 491 990	27.1	6.6
Malaysia	3 014 564	2 843 248	6.0	11.5
Thailand	2 638 906	2 123 671	24.3	3.5
Indonesia	2 233 394	2 478 674	-9.9	40.5
Panama	1 997 372	1 580 933	26.3	156.2
India	1 828 836	1 738 406	5.2	15.2
Sri Lanka	1 714 077	1 687 184	1.6	24.4
South Africa	1 560 272	1 467 153	6.3	2.5
Saudi Arabia	1 380 804	1 286 806	7.3	12.1
Brazil	1 345 395	1 376 537	-2.3	-3.4
Malta	1 118 741	704 427	58.8	11.5
Venezuela	830 109	606 036	37.0	147.1
Argentina	806 674	720 247	12.0	35.8
Egypt	802 071	993 554	-19.3	9.1
Chile	774 343	711 112	8.9	12.3
Mexico	665 721	832 475	-20.0	21.9
Jamaica	573 114	496 682	15.4	3.9
Honduras	446 613	365 864	22.1	15.6
Ecuador	407 434	375 894	8.4	16.2
Peru	378 013	321 568	17.6	-4.2
Bangladesh	345 327	300 476	14.9	13.9
Iran, Islamic Republic of	325 904	260 095	25.3	6.4
Lebanon	289 562	309 719	-6.5	19.5
Trinidad and Tobago	270 204	239 952	12.6	19.7
Morocco	245 382	210 688	16.5	-1.1
Cyprus	214 030	402 700	-46.9	-28.6
Guam	169 571	164 470	3.1	5.9
Papua New Guinea	152 845	149 870	2.0	14.5
Mauritius	136 417	116 956	16.6	10.7
Martinique	135 700	141 650	-4.2	5.6
Cameroon	118 238	116 578	1.4	9.8
Senegal	115 039	110 836	3.8	12.0
United Republic of Tanzania	108 363	103 433	4.8	4.6
Guadeloupe	103 473	99 643	3.8	-0.3
Haiti	96 612	60 186	60.5	-6.4
Reunion	95 122	122 600	-22.4	-1.6
Total	87 512 301	77 640 647	-	-
Other reported ^a	981 919	959 059	-	-
Total reported ^b	88 494 220	78 599 706	12.6	3.1
World total	165 006 036	154 629 432	6.7	2.6

Sources: Derived from information contained in Containerisation International Yearbook 2000 and from information obtained by the secretariat directly from terminal operators or port authorities.

a Comprising developing countries and territories where less than 95,000 TEU per year were reported or where a substantial lack of data was noted.

b Certain ports did not respond to the background survey. While they were not amongst the largest ports, total omissions may be estimated at 5 to 10 per cent.

yard and then on to rail. This lessens the need for sizable terminal yards and separate intermodal exchange facilities. An added advantage of the system is the use of the more environmentally-friendly transport mode of rail rather than road.

109. An example of this system is in the US port of Tacoma at Hyundai Merchant Marine Terminal. The terminal has a quay length of 600 meters, a container yard area of 24.3 hectares and a rail yard of 8.1

hectares. The handling equipment consists of four post-Panamax ship-to-shore gantries, a fleet of reach stackers and terminal tractors. The direct ship to rail transfer works with the tractor-trailers taking the containers from the cranes and hauling them 300 meters to the rail yard where the reach stackers transfer them on to the rail wagons. Container dwell time in the terminal has been reduced to 8 to 12 hours versus the normal dwell time of 6 to 7 days with road trucks.

110. In October 1999, Ceres Terminals Incorporated, through their Dutch company, and Amsterdam Port Authority, started work on a new container terminal concept for the mega-ships. The first phase of the terminal will have three berths, two marginal ones and one "indented" berth - totaling 1,050 meters of berthing capacity. The indented berth will allow a minimum of 300 moves per hour with up to ten cranes working both sides of the ship. The indented berth is 64 metres wide and 400 metres long and can accommodate ships with a maximum beam of 50 metres. The cranes have an outreach of 22 containers and will be serviced by a fleet of 39 of the latest straddle carriers. The straddle carriers have a lifting capacity of 50 tons, lift one-over-three and use a Global Positioning System (GPS) linked to a yard management computer system. Two-thirds of the costs are being financed by the Amsterdam Port Authority and the remainder by Ceres. The area of the first phase is 50.6 hectares and is scheduled to be completed in 2001, and a second phase of 68.8 hectares with a second indented berth will be operational in 2003.

C. INSTITUTIONAL CHANGE

111. Large multi-port operating companies continued to seek new operating concessions, thus consolidating the trend towards public/private partnerships in the container terminal sector. The major international firms are Hutchinson Port Holdings (HPH) Corp, P&O Ports, International Container Terminal Services Inc (ICTSI), Stevedoring Services of America (SSA) and Ceres Terminals Incorporated.
112. HPH operates at present in 18 ports in the Bahamas, China, Indonesia, Myanmar and Panama, and in 1999 estimated that it handled about 10 per cent of global port container throughput. Other major terminal operators are P&O Ports with 21 container terminals in 19 countries and interests in a further 30 ports. Their terminals are found in the following developing countries with the approximate volumes in thousands of TEUs shown in brackets (Argentina (500), China (750), India (470), Indonesia (1,100), Mozambique (25), Pakistan (190),

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Table 43
Top 20 container terminals and their throughput, 1999 and 1998
 (in TEUs)

Ranking 1999	Ranking 1998	Port	1999 TEU	19998 TEU	Change 1999	Change 1998
1	2	Hong Kong, China	16 100 000	14 582 000	10.4	0.6
2	1	Singapore	15 900 000	15 100 000	5.3	9.1
3	3	Kaohsiung	6 985 360	6 271 050	11.4	10.1
4	5	Busan	6 439 590	5 945 610	8.3	1.6
5	4	Rotterdam	6 400 000	6 010 500	6.5	10.7
6	6	Long Beach	4 408 480	4 097 690	7.6	17.0
7	10	Shanghai	4 210 000	3 066 000	37.3	20.6
8	8	Los Angeles	3 828 850	3 378 220	13.3	14.3
9	7	Hamburg	3 750 000	3 550 000	5.6	6.7
10	9	Antwerp	3 614 260	3 265 750	10.7	10.4
11	13	New York	2 863 340	2 465 990	16.1	2.5
12	11	Dubai	2 844 630	2 804 104	1.4	7.8
13	12	Felixstowe	2 700 000	2 523 640	7.0	4.8
14	21	Port Klang	2 550 419	1 820 020	40.1	8.0
15	13	Tokyo	2 399 000	2 198 690	9.1	2.8
16	19	Tanjung Priok	2 273 300	1 898 070	19.8	-0.6
17	16	Gioia Tauro	2 253 400	2 125 640	6.0	46.4
18	22	Bremerhaven	2 180 960	1 812 441	20.3	8.6
19	17	Kobe	2 176 000	2 100 880	3.6	-5.5
20	15	Yokohama	2 172 920	2 091 420	3.9	-12.1

Source: Containerisation International, March 2000 and Port Development International, April 2000.

the Philippines (540), Sri Lanka (310), and Thailand (340)). PSA Corp, in addition to four terminals in Singapore, operates eight others in Brunei, China (Dalian and Fuzhou), India (Tuticorin and Pipavav), Italy, Portugal and Yemen and has entered into an agreement to manage a terminal in Incheon, Republic of Korea. International Container Terminal Services, Inc. (ICTSI), in addition to Manila, operates one terminal in Argentina, two in Mexico, and one each in Pakistan, Saudi Arabia and the United Republic of Tanzania. Stevedoring Services of America (SSA) and Ceres Terminals operate mostly in the United States. SSA operates seven terminals in the United States and one terminal in Panama. Ceres provides stevedoring and terminal operations in 20 locations throughout North America as well as in Amsterdam, Odessa and Moscow.

113. South America's privatization of ports is continuing, especially in the Mercosur countries, with the exception of Uruguay, where several attempts to privatize the container terminal in Montevideo have failed. In Chile, the container terminals in Valparaiso and San Antonio, plus the multi-purpose terminal at San Vicente have been leased to private companies as operating concessions. In each case the prices paid were well above initial expecta-

tions.

114. In Brazil, the privatized terminals in Santos, Rio de Janeiro, Rio Grande and Paranagua have all achieved better traffic performances. The terminal operators in Santos have made big improvements in productivity rates and efficiency levels. This has resulted from the programme to upgrade equipment, from the improved balance in trade and from fewer ships with more cargo. In Rio de Janeiro, since privatization, the waiting time for a berth of from 24 to 30 hours has been eliminated, and crane productivity has improved from six moves per hour up to 20. There is still need for reform in the high manning levels for working container vessels and that will allow the lowering of cargo handling charges. There are a number of smaller Brazilian ports that are in the process of asking for tenders from private companies to operate their container facilities.
115. In Argentina, the various private terminal operators in Buenos Aires have continued to invest in new equipment, although cargo flows are expected to decline by at least 10 per cent in 1999 as a result of the Brazilian currency devaluation. A consortium led by Manila-based ICTSI won a concession to operate the container terminal in the port of Rosario and a programme to upgrade the facilities was started.

However, the operator faced heavy losses and the consortium has subsequently withdrawn from the lease.

D. SPECIAL NEEDS OF SMALL PORTS

116. To better understand the needs of the least developed countries in their port sector the following extract has been made from a study on port development for an island least developed country. The Republic of Kiribati consists of 33 islands scattered over 4,500 km east-west and 1,800 km north-south of a wide expanse of the Central Pacific Ocean and has at present a population of about 80,000. Tarawa atoll, where Betio Port is located, is isolated at a distance of about 4,500 km from a major trade partner Australia, about 4,300 km from New Zealand, and 5,200 km from Japan. Almost all the islands of the country consist of coral atolls with poor soil for agricultural activities and hence depend on imports for most foods and other necessities. Major export commodities are copra and fish. However, the trade balance has shown a heavy deficit since the exhaustion of phosphate reserves in 1979. Due to these peculiar geographical and social conditions, sea transport constitutes a lifeline supporting Kiribati's economic activities, while port facilities are indispensable infrastructure connecting sea and land transport for foreign and domestic cargoes.
117. The major port of the country, Betio, the most important port of the line Islands Group, London Wharf in Christmas Island and all the other outer island ports are suffering from a serious deterioration of their services because of a long absence of investment to improve facilities. Betio Port is the sole gateway for foreign trade and the center of domestic sea transport. However, no significant work has been done on improving the port since the development works for port facilities for small boats that were undertaken about 30 years ago. In consequence, Betio Port experiences problems of inefficient and unsafe port operations due to the deterioration of its facilities that lack the necessary capacity for the present trade.
118. The current situation of the deteriorated port is such that the port is

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unable to perform the functions required for modern trade without urgent rehabilitation and improvement. Betio Port further lacks the capacity to deal with containerization. Since large container ships cannot berth alongside the quay wall in the port, containers are transferred from ship to shore, or vice-versa, by using barges and a tug. This handling system reduces cargo handling efficiency. Full containers are handled only with a fixed tower crane in the container yard and are stacked 5 high within the reach of the crane. Average handling time for these containers stacked at random is about twice that of containers normally handled in other international ports. The extremely small area for stacking containers makes handling efficiency worse. Better management information systems could assist the port operator to improve performance in the port.

119. In Betio and the other outer island ports, maintenance dredging has been neglected resulting in difficult and inefficient entry and berthing operations for small vessels. In terms of containerized imports, container traffic is expected to increase from 1,600 TEU in 1993, to 2,500 in 2000 and 3,200 in 2005. Total tonnage will rise from about 62,000 tons in 1993 to 86,000 tons in 2000 and to 109,000 tons in 2005. A development plan to construct a new wharf allowing alongside berthing of 90 per cent of the ships calling at Betio Port has been drawn up. However, an economic analysis of the project shows a low internal rate of return because of the small volume of cargo and the large capital investment required to bring the facilities up to an international standard.

120. While this is an extreme case, it illustrates the problem that ports in the least developing countries are facing. There are 32 LDCs that border the ocean, of which 11 are island countries. The improvements required are essential for the sound growth of the countries' economies, but the low rate of return deters the private sector from either lending or investing funds. Consequently governments must often depend on ODA or loans on concessionary terms to make the required improvements, although the amount of these funds continues to decline.

(UNITED NATION)

Article for IAPH

The Mediterranean cruise market overview 2000



THE 2000 has been a peculiar season for the Mediterranean cruise market, as the year was characterised by the Jubilee celebrations and all the linked events.

All in all this should have meant an additional demand for cruising to impact dramatically on ports serving the religious epicentres (Rome, Jerusalem etc.) and the surrounding areas.

However the hoped for effect of an additional remarkable flow of tourism – on top of the physiological growth experienced by the Med area in the past years – hasn't realised as it should.

A second factor of specificity for 2000 has regarded the unequal growth of ports.

While the Nineties showed a steady growth over all the Med ports, in 2000 the cruise flows concentrated in specific destinations.

The emerging pressure on major turnaround and transit ports have created opportunities for other ports that until



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now have played a secondary role; in fact cruise lines are always keen to find new destinations to link in innovative itineraries in order to attract repeaters and to develop the first time cruisers' market.

Finally 2000 has followed the very irregular 1999, a year that – due to the war facts – hit dramatically the smooth scenario that had been built up in the previous years and, for some areas, affected a reputation gained with much effort.

It is widely expected that the peace restoration process will induce a return to the pre-war time

by rebalancing the passenger flows between Adriatic and Tyrrhenian ports.

However, the consequences of the social unrest are still to be ascertained as, despite all the assurances that local operators can grant, there is concern that some American clients might be scared for a while to visit the Med.

By considering both 1999 and 2000 as 'strange years' for the above mentioned reasons (the Balkan war and the Jubilee

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Investments in passenger related facilities by Mediterranean Ports (Euros)

Type	Last five years	In process	Planned	Total
Cruise Terminals	45,313,241	104,665,534	108,417,281	258,396,057
Cruise & Ferry Terminals	7,581,982	313,542	326,230,000	334,125,524
Ferry Terminals	50,219,071	27,284,311	24,035,473	101,538,855
Infrastructures*	135,421,449	192,284,114	510,091,861	837,797,425
Total	238,535,743	324,547,501	968,774,615	1,531,857,861

* Quays, breakwaters, road access etc.
Source: MedCruise

events) the operators are already looking forward to 2001, a year when the market positions that will be gained could be held for long.

In this respect, Med ports are keeping a proactive approach; between 1999 and 2004 the investments, both from the public and the private sources, have massively concentrated on the upgrading and modernisation of facilities.

The level of investment in passenger related facilities within the region has increased in response to the growth in cruise tourism and other passenger traffic.

According to the ports' sectorial regional association MedCruise (see table), the global investments made, in course or planned between 1994 and 2004 reach the formidable amount of Euro 1.53 billion

By their side, cruise operators are directing their strategy to gain the favour of new markets - countries of the Eastern Europe such as Poland,

Ukraine, Russia and Hungary, and also countries of the Eastern Med: Greece, Israel, Turkey and Egypt - as well as to deepen the penetration in established areas whose potential for cruising is underdeveloped by now.

The latter is surely the case of Germany, whose growth in the past few years has been slow compared to the U.K., but also of Italy, France and Spain.

Capacity

According to G.P.Wild's latest report presented at MedCruise Meeting of May in Ajaccio (France), a total of 108 cruise vessels have been scheduled to visit the Mediterranean in 2000, compared with 104 in 1999 and 95 in 1998. The total lower berth capacity of 76,589 is + 5.7% on 1999.

Altogether, the operators offer 2,327 cruises for a potential capacity of 1.53 million passengers and 9.92 million passenger-nights.

Although figures are not strictly comparable with previous years for the inclusion of 2-night cruises, overall capacity this year is around 10% up on 1999, similar to the increase recorded in 1998.

Also in the Med the increasing consolidation process is a feature characterising the market; the incorporation of cruise operators into large groups - such as the take-over of ROC by Louis and the merger-acquisition of Festival Cruises and Aida by P&O - shows how confident the big guys are on the development prospects of the region.

To confirm this assumption, many new vessels visit the Med in 2000: Millennium (Celebrity), Costa Atlantica (Costa Crociere), Olympic Voyager (Royal Olympic) are all great news for the area.

The globalisation looks set to continue for the foreseeable future. At present, with some 60 ships on order and the increasing trend towards larger and faster units, the business opportunities for the area are excellent.

Ports' traffic

In the past decade the sizing-up of the cruise traffic in the Med has been sensible (see table) according to the data recorded by MedCruise.

The growth pace has been progressively higher year by year as 1999, compared to 1998, showed the largest increase in relative terms.



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Cruise volume in Mediterranean ports (homeport + transit) 1992-1999

Members	1992	1995	1998	1999
Balears (1)	152.851	294.179	499.755	722.821
Cyprus Ports (3)	761.040	698.892	608.376	693.645
Genova	183.588	310.528	364.647	569.124
Barcellona	132.807	233.389	466.268	546.023
Napoli	-	176.000	334.685	502.645
Said*	727.000	573.000	433.000	433.000
Piraeus	365.880	412.267	432.456	432.456
Civitavecchia	55.258	165.961	255.953	296.213
Haifa	301.849	298.179	233.728	254.852
Livorno	-	65.391	195.743	251.394
Nice - Villefranche	84.547	136.578	218.198	193.780
Malta	52.330	78.130	147.484	192.785
Malaga	78.077	106.528	105.965	167.327
Lisbon	84.825	105.686	139.850	161.196
Tunis	30.759	83.192	100.811	156.247
Marseilles	8.548	18.954	152.708	148.511
Palermo	32.184	82.938	83.171	135.427
South Corsica (2)	21.971	75.620	102.896	127.837
Gibraltar	67.537	85.681	90.180	122.202
Messina	22.985	26.959	120.708	111.868
Venezia	165.767	242.884	335.483	97.398
Savona	-	-	102.755	89.332
Ashdod	-	72.672	107.157	88.809
Cannes	47.427	44.210	56.466	60.798
Monaco	-	23.072	51.609	60.331
Toulon - St. Tropez	41.362	51.869	39.026	58.771
Alexandria	36.823	49.954	43.332	57.316
Sharm El Sheikh*	35.000	36.000	32.000	32.000
Yalta*	72.640	26.500	29.600	29.600
Volos	8.962	15.630	13.805	25.761
Cagliari	-	5.777	12.878	23.695
Cartagena	1.467	3.863	3.934	20.375
Alicante	11.000	9.000	13.695	18.649
Dubrovnik	-	-	94.500	14.750
Salerno	-	704	8.312	14.538
Suez*	-	6.000	12.000	12.000
Ponta Delgada	-	-	10.130	-
Trieste	14.276	6.364	12.706	8.029
Ceuta	400	1.325	4.076	4.832
Constanza	3.101	4.783	1.647	4.725
Ancona	-	5.390	-	3.213
Sète	-	16.764	6.000	1.642
Valencia	4.824	2.109	655	1.548
Palamos	2.015	1.750	-	791
Tarragona	384	4.031	577	582
Empedocle	950	1.200	1.846	487
Pula	-	20.118	25.870	282
Bari	8.559	22.435	120.527	243
Piombino	-	-	-	-
Total	3.618.993	4.702.456	6.227.168	6.949.850
Avg. growth per year		10%	11%	12%

(*) When data not available, same as previous year.

(1) Ports of Palma, Alcudia, Mahon, Ibiza, Cala Sabina (2) Port of Ajaccio, Bonifacio, Porto Vecchio, Propriano (3) Port of Limassol and Larnaca

Source: derived from MedCruise

The forecast for 2000 as estimated by G.P. Wild is shown in the other table.

Aggregation

The continuous enlargement of the

membership at MedCruise, the Mediterranean cruise ports' association founded in 1997, shows that aggregation to make a common lobbying of the ports' interest works well.

Estimated Mediterranean port figures for 2000

Port	Total
Piraeus	764,079
Limassol	726,890
Cyprus Ports Authority (all ports)	727,000
Barcelona	571,192
Rhodes	506,410
Palma Majorca	502,930
Kusadasi	457,985
Santorini	397,637
Civitavecchia	348,861
Mykonos	327,448
Genoa	327,359
Istanbul	325,307
Venezia	323,935
Naples	287,429
Haifa	260,964
Livorno	197,915
Patmos	185,987
Malaga	159,204
Nice-Villefranche	153,241
Gibraltar	152,232
Heraklion	151,604
Marseilles	144,899
Tunis	142,309
Malta (Valletta)	130,135
Ajaccio	112,229

Source: derived from G. P. Wild (International) Ltd

In November 1999 MedCruise took part in London in the World Travel Market exhibition to promote its scope directly towards the operators of tourism and the consumers themselves.

During the meeting the Egyptian Minister for Tourism Mohamed Mamdoub El Belfaghy confirmed the adhesion to MedCruise of four ports (Alexandria, Port Said, Suez and Sharm El Sheikh) thus underlining how geographically widespread is the significance of the Association today. The new members, plus the associated Israeli member port of Eilat, concretise the aim to expand in the Red Sea in order to have a 12-month cruise season.

Other new members are the French port of Marseilles and the Croatian port of Dubrovnik, both placed in the leading positions of the Med cruise business.

Last May in Ajaccio, during the last general meeting, another four ports joined: Lisbon and the Azores from Portugal, Sardinia's minuscule Poltu Quatu (Italy) and Ukraina's Sevastopol and Odessa. Overall the total membership is now 66 ports.

At the Miami 2000 Seatrade Cruise Convention, MedCruise promoted the first official meeting with the other parallel regional port associations: Singapore Cruise Centre, Cruise Europe (North Europe), Cruise The West (U.S. Pacific Coast), Indian Ocean Cruise Association, SurCruise (South America),

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Cruise Down Under (Australia) and Cruise New Zealand,

The meeting was effective in conglomerating the several bodies which, sharing many common issues, committed to cooperate in order to achieve common benefits from their coordinated actions. Through the obvious fair competition and the different approach held due to the structural and geographical market diversities, all associations convened that there is great scope for synergies in order to develop a common policy toward shipping lines on some specific subjects: a system of communication to ensure a stable and continuous flow of information among the associations in order to spread out the single experiences aimed at the promotion of cruise ports at lines; the provision of reliable and comprehensive statistical data, for whose collection the MedCruise standard method has been selected; the crucial items of safety and security both to the passengers and to the environment. The final goal of the aggregation is the establishment of a federation of cruise ports regional associations that today is still in its early stage on an informal basis.

Port by port development

Spain

The Port Authority of Cartagena approved a project to build a new berth devoted to the cruise traffic. To be realised at the Muelle Alfonso XII quay, close to the city centre, the infrastructure is designed as a 142 metres platform with a depth of 12.5 metres and a surface of about 3,000 sq.m. The construction work, at a cost of 325 millions pesetas, will be completed in 16 months.

The Barcelona Port Authority foresees 600,000 pax for 2000 to mark a +10 augment on 1999's 541,596 throughput. The main cruise port of Spain is confident to keep an increasing trend although last year the +195 growth on 1998 had benefited of some ships' diversion from the Adriatic due to the Kosovo war.

The Catalanian port of Palamos is one of the 21 managed by the public body Ports de la Generalitat. Located in a lovely natural bay with very deep waters, it offers excellent modern facilities that provide all the services necessary for welcoming cruise ships.

Gibraltar

In 1999 Gibraltar accommodated 173 cruise ships and 123,000 pax. while for this year 230 cruise ships are expected.

Also Cunard, Seabourn and Fred Olsen committed to call in 2001.

The bad times of ships' diversion due to different reasons - problems with the taxi and bus operators, the sudden and unjustified decision by some lines to redeploy elsewhere their ships to nearby ports — seem therefore passed by.

The highly efficient new passenger terminal was opened in July 1997 in a refurbished warehouse, though the structure is in trouble when two large vessels berth simultaneously.

Italy

The Savona Port Authority agreed to release Costa Crociere a 20-year concession to run the Calata delle Vele cruise terminal (PHOTO). The two-berths facility currently features a prefabricated structure with a waiting hall and services.

Costa is supposed to provide partly the ITL 9 billion that will be invested by the Port Authority to build a maritime station. The Genoa-based line committed to bring initially 50 shipcalls and 75,000 pax and at regime 150 shipcalls and 250,000 pax.

The Port Authority of La Spezia presented the guidelines of the new Masterplan that envisages, among the other developments, the construction of a 240m long quay devoted to the pax traffic where a maritime station will be built.

In Bari, that suffered very heavily the side-effects of the Balkan war, the construction works of the new cruise terminal are to start in September. The 3-floor building will have a surface of 1,100 sq.m. per floor. Simultaneously two berths of 240 and 300 meters are to be built.

In 1999 the port of Leghorn totalled 300 shipcalls (versus 278 in 1998) and 250,000 passengers (195,000, +28%). The property of Porto di Livorno 2000, the mixed operators who manage the cruise and ferry quays, have changed with an enlarged share in the hands of the Port Authority.

The Municipality of Genoa and State owned ferry line Tirrenia entered the shareholding of Stazione Marittima Porto di Genova Spa by acquiring respectively 5% and 7.5% stakes, with a simultaneous capital rise-up from ITL 3.3 to 5 billion thanks also to the injection of fresh money by the largest shareholders, the Port Authority (28.5%) and Grimaldi (27%). The company, that runs the three cruise and ferry terminals, is also participated by Costa Crociere, MSC, Navarma and Festival Cruises GSA's Medov.

In the course of the year the company

changed its name to Stazioni Marittime Spa, consistently with their expanded scope to sell the know-how in managing pax traffic to other terminal operators wishing to realize similar facilities, in case becoming their partner. To this aim the company took part in the Savona bid for the concession to run the cruise terminal then assigned to Costa.

Venice has absorbed quite well the big blow of 1999 when, due to the unrest in the Adriatic coastline, the port lost three quarters of its expected 400,000 pax traffic.

The 2000 season has restarted quickly; in June Festival's Mistral celebrated its first call, one year later than expected, while in July the new Costa's flagship Costa Atlantica sailed from Venice for her maiden Adriatic cruise.

The Port Authority and the participated VTP Venezia Terminal Passeggeri are meanwhile carrying on their massive refurbishment plan that will see the provision of three new maritime stations at completion.

The Sicilian port of Palermo reported 116,000 transit pax plus 19,000 homeported for a record year of 135,000 pax throughput and 124 shipcalls.

The port shows confidence to ameliorate further more the score in 2000 with 165,000 pax and 150 ships expected. The bulk of the traffic is provided by usual customers such as Costa and MSC Cruises while the news is represented by 10 shipcalls scheduled by Holland America Line.

To meet the growing demand, the Port Authority is investing for the modernisation of the Vittorio Veneto quay cruise station (PHOTO), for an automatic handling system for the baggage and to build a second mobile gangway.

The Port Authority of Piombino inaugurated the new Maritime Terminal for cruise passengers. The port hopes to benefit from additional flows of airlift passengers due to land at the close Pisa international airport in order to develop a non-existing yet cruise activity.

Esercizio Terminal Srl is the mixed company established in Ravenna to run the cruise traffic and bring competition to Venice. Partners in the joint-venture are the industrial concern Ottolenghi and the local port operator SAPIR. Until now Ravenna's cruise flow has been miserable.

France

Marseilles achieved a record traffic of 150,000 cruise pax in 1999 and waives at 200,000 by 2000 coming from a predicted number of 185 shipcalls. In particular Costa Crociere will provide 25 shipcalls

OPEN FORUM

each one with an expanded capacity of 500 pax while the other companies of the Carnival Group will supply some 60,000 pax altogether.

Monaco

In September 2001, at completion of the construction of two piers, the Principality of Monaco, will have a new zone for luxury cruises as well as a 40 hectare-area reserved exclusively for megayachts in the Condamine zone (old port).

Cruiseships in the 100-180 m range will be able to call and globally the capacity of the port will be augmented by 60% although the number of cruise-ships able to call will inevitably face the constraints given by the limited suitability of Montecarlo to bear large pax flows at one time.

The 1.6 billion French francs investment represents half the global turnover of the principality.

Malta

Malta's Government has finally decided that the Valletta International Sea Terminal consortium will operate and improve the cruise terminal in Grand Harbour, presently managed by current Malta Maritime Authority.

Viset - made of AX Holdings, Demajo Holdings, Valletta Investment Bank, Malta International Airport, Farsons Group, Adeasa, Port Developments and Slipform Engineer 2000 - wants to develop a hub port based on a total redesign and upgrading of the existing complex and will spend 26m USD on infrastructure improvement, with another 14m USD invested by retailers and caterers. Phase one, including a new waterfront, piazza and new ferry/cruise terminal, is due for completion by the spring of 2001.

The terminal will be able to berth two

post-Panamax cruise ships simultaneously instead of one. Last year 248 ship calls were reported for 193,000 pax but VISET waives at 500,000 pax at regime.

Cyprus

Facing a sustained traffic development, the Cyprus Ports Authority is looking for further actions to strengthen the role of its two cruise ports in the international arena.

Passengers throughput of 826,000 last year was 13% up on the 731,000 passengers handled in 1998.

Presently most ships use Limassol, where there are passenger facilities and quick routes to most of the island's ancient sites and tourist attractions. Cyprus's largest commercial port is also in the best position for the popular two-three-night cruises to Israel and Egypt.

Larnaca, presently a small yacht port, is close to the popular tourist promenade and to the island's main airport; having very little commercial shipping activity, the port is in an ideal position to take over Limassol's role as cruise centre.

The Government is inviting suggestions on how an eventual cruise terminal might be financed and operated and in January made a bid - answered by eight operators - to develop Larnaca into a cruise port. The envisaged plan calls for the building of breakwaters, the creation of passenger handling facilities, shopping centres, apartment and office blocks, as well as the development of an adjacent marina. The cruise-devoted zone includes a 666m-long quay and a 42-hectare area.

Egypt

The Egyptian Government has completed several port projects in 1999.

Sharm El Sheikh, on the Red Sea but functionally linked to Med cruising after

its ingress in Medcruis, is extending its main quay up to 625m.

To push up the cruise business, the Government announced a discount of 75% from the tonnage dues for cruise vessels in the port of Alexandria, that is now one of the cheapest in the Mediterranean. Similar actions are expected for Sharm El Sheikh and Hurghada.

Alexandria represents a crucial port for the cruise business in this area. The 1962-old pax terminal, whose quay was recently lengthened to 900m, will undergo a refurbishment in line with the modernisation process that is the main item in the city's agenda of the day.

Jordan

The other Red Sea port of Aqaba (Jordan) is also a target of MedCruise. The Ports Corporation is implementing a broad plan to free valuable land for tourism and leisure developments such as cruising.

Ukraine

Together with Sevastopol and Odessa, Yalta is one of the three Ukrainian ports to receive cruise ships at present. The passenger terminal is situated in the centre of the city. To receive tourists coming on larger ships exceeding the quay's length of 215m long an inshore service has been organised to take passengers by motor launches.

The port's administration has stirred up its work aimed at restoring their lost position in the cruise market and took part in a large number of cruise exhibitions as well as becoming member of Medcruise in early 1999. Last years cruise season from May to October reported 49 shipcalls.

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.

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

11-15 June 2001, World Maritime University, Port of Hamburg
Third joint seminar on

PORT MARKETING

Modern and practical
Knowledge of ports
In a competitive environment

TODAY, the environment in which ports operate has totally changed. Internally, ports are expected to achieve constant improvements in efficiency while becoming financially self-reliant. Externally, the market situation is getting tougher and more competitive. The pressure from customers for better and cheaper services is ever greater. Ports have to learn how to develop to survive in such a market.

Port Marketing is the key to the challenge. It allows managers to understand the market and the needs of customers, by analyzing the port's Strengths, Weaknesses, Opportunities and Threats (SWOT). It also enables clients to know the port better and to understand the many ways of adding value at the port.

This WMU-Port of Hamburg course has been developed to respond to the current and future needs of ports in this changed environment. It focuses specifically on practical hands-on port marketing knowledge and expertise.

Course objectives

The course is designed to enable the participants to:

- appreciate the importance of marketing for every port
- collect and analyze information to improve the competitive position of the port in the market.
- define port marketing strategies
- identify appropriate marketing tools
- add value to all activities and focus on the customer

Who should attend the course

- general managers of ports and operating companies
- heads of commercial or marketing departments
- heads of financial, operational and planning departments
- government officials in charge of ports
- agents and forwarders

Instructors and teaching methods

The instructors are marketing experts

from the World Maritime University and the Port of Hamburg. Throughout the course, a balance is sought between lectures and relevant case studies and discussion sessions.

The course benefits greatly from the extensive marketing experience of the Port of Hamburg. The course covers the three fundamental elements of port marketing:

- research, so that a port can gain the knowledge it needs about its Strengths. Weaknesses. Opportunities and Threats (SWOT)
- formulation and implementation of a marketing strategy, using an appropriate mix of marketing tools.
- assurance of the effectiveness of its strategy and actions through marketing control measures

The course consists of 5 modules, each lasting one day:

- port marketing principles and environment
- port marketing information
- port marketing strategies
- port marketing promotion tools and mix
- port marketing organization and control

There are lectures and discussions each morning and exercises and case studies in the afternoons. Participants receive a comprehensive course folder including a handbook and all case studies.

The World Maritime University

WMU, established in 1983 by the International Maritime Organization as its international apex maritime training institution, offers an unrivaled international forum for learning. Since its foundation, WMU has developed a global reputation for its expertise in meeting the real needs of the maritime industry. The University's MSc courses provide an expert blend of academic and professional education, and have substantially increased the number of highly trained maritime personnel around the world.

The Port of Hamburg

The Port of Hamburg handles a total volume of seaborne cargo of 80 million tons per annum and is one of the leading container ports in the world. It is intensively developing its marketing

activities in co-operation with private operators. The Port of Hamburg Marketing and Public Relations Association is active all over the world and has the command of a comprehensive representation network. The Port gives special importance to market research, market planning, customer service and public relations. Marketing activities are considered an effective tool in port competition.

www.wmu.se

<http://www.port-of-hamburg.de/html-engl/home.htm>

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OUR Master's programme - a unique combination of general transport issues and specific maritime matters - consists of 12 courses and a dissertation. Seven courses are compulsory. Five optional courses can be chosen from a list of 11 courses. Four of the compulsory courses are transport-related (Advanced Maritime Economics, Advanced Port Economics, Transport Economics Special Topics, Transport Policy Workshop). Another 3 are management-related (Integrated Logistics, Strategic Management Tools, Structural Changes in the World Economy). The optionals on the other hand deal with various topics such as Airport & Airline Economics, Environmental Economics, Hinterland Transportation, Marine & Transport Insurance, Maritime Law Capita Selecta, Maritime Technology Workshop, Shipping (Management, Operations & Environmental Safety), Techniques of International Trade & Transport, Terminal Management, Transport Law Capita Selecta and Handling & Transport of Dangerous Goods. Note that all courses are given in English, (French is accepted for the dissertation). Full details on the Master's are also available at: <http://www.itmma.ua.ac.be>

The programme fee amounts to 10,000 EURO (i.e. 403, 399 BEF). This fee includes enrolment at the University of Antwerp and additional costs related to the programme (workbooks, textbooks,

INTERNATIONAL MARITIME INFORMATION

visits, excursions,...). The majority of the students are self-funded, a proportion being sponsored by their organizations.

ITMMA will gladly send you additional brochures and/or application forms should you, or any other interested individuals, express such a request. Please note that the deadline for application is 30 April 2001.

World Port Development: South East Asia

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national shipping

To share their views and forecasts on the future of the tanker industry, we have invited a wide range of prominent speakers, each representing the highest level of expertise within their own sectors of tanker shipping.

The Sydney Tanker Event will also include a wide range of social events, not least a sunset dinner cruise around Sydney Harbour and the INTERTANKO Annual Dinner at the Sydney Town Hall.

INTERTANKO has appointed Griffin Marine Travel as our travel agent for the event who has negotiated very competitive rates on Business, First Class and Economy tickets to Sydney with British Airways and QANTAS.

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vations and hotel bookings in Sydney, please contact Griffin Marine Travel at

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Click here for a continuously updated conference programme, accompanying persons' outings and pre-and post tours in Australia and New Zealand.

Or send an e-mail to Anders Baardvik,
anders.baardvik@intertanko.com

IAASP: 32nd Annual Conference, Aruba

Conference Registration IAASP

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Sydney Tanker Event 2001

THE 2001 Tanker Event by INTERTANKO is being held at the Sheraton on the Park Hotel in the center of Sydney, and INTERTANKO is compiling a conference programme which includes strong commercial and technical sessions. Topics on the agenda will include:

- Update on the international oil and tanker market with a focus on the Asia-Pacific region
- Tanker shipping - regional oil and gas developments, including Pacific Basin, North West Shelf and Timor Gap projects
- Chartering on the web - can it live up to its hype?
- Tanker shipping - impact of classification on quality and safety-challenges ahead
- Tomorrow's tanker - standards for the future
- Piracy - an increasing problem for inter-

IPER, Le Havre - The 2001 Programme

IPER PROGRAMME 2001	Location	Date	Price (Frs /€)
Human resource management in a port	Le Havre	05th to 16th March	12, 300 / 1, 875
Port competition and strategic management <small>NEW</small>	Le Havre	09th to 18th May	10, 300 / 1, 570
New partnership in port organization <small>NEW</small>	Paris	21st to 23rd May	4, 620 / 704
Engineering and regulation of port concessions (in association with ENPC and ISTED) <small>NEW</small>	Paris	28th May to 01st June	13, 200 / 2, 000
Measuring container terminal performance	Paris	28th May to 01st June	7, 700 / 1, 174
Port finance	Le Havre	05th to 15th June	12, 300 / 1, 875
Improving container terminal operations <small>NEW</small>	Le Havre	03rd to 07th September	7, 700 / 1, 174
The advanced course on port operations and management	Le Havre	10th September to 12th October	In association with IMO(*)
Implementation of logistic platforms in ports <small>NEW</small>	Le Havre	17th to 21th September	7, 700 / 1, 174
The management of port equipment/equipment logiport exhibition	Le Havre	24th to 28th September	7, 700 / 1, 174
E-management in a port <small>NEW</small>	Le Havre	16th to 19th October	16, 400 / 2, 500

(*) Applications should reach the IMO Secretariat through local UNDP representative.

REGISTRATIONS AND INFORMATION: IPER - 30 RUE DE RICHELIEU 76087 LE HAVRE CEDEX FRANCE

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INTERNATIONAL MARITIME INFORMATION

16th International Port Training Conference (IPTC)

Rotterdam, the Netherlands
May 27/30, 2001

NOTWITHSTANDING that since 1951 portwork was internationally recognized as an occupation no instruments, comparable to the STCW conventions, are in force spelling out the minimum standards to which port personnel training must conform.

This is surprising for three main considerations. Firstly, the quality of service ports provide are not only of paramount importance to safety and productivity interests of their customers but also of significant importance to environmental concerns. Secondly, ports are in differing instances responsible for verifying, through inspection, compliance to the above Port State Control agreements, which include seaworthiness of ship and qualifications of its crew. Thirdly, leading ports have commenced issuing Green Awards (intimating lower port tariffs) to ships complying with international environmental, safety and training standards.

Yet, port authorities and cargo handling operators supervised by such authorities are not governed by global standards on certification for their personnel. Nor are they governed by international provisions ensuring, by means of inspection, that ports operate under best recognized practices.

Accordingly, the Steering Committee of the 16th International Port Training Conference considers it timely to examine the need for considering the adoption of minimum training standards for the Transport Industry with special reference to the Port Industry. Therefore, the main theme for the conference has been defined as:

Normalizing training curricula for the World Port Industry Overdue, futuristic or pointless?

Papers to be presented and ensuing discussions thereon will hopefully deal, among others, with the possible need for harmonizing the design of job descriptions, the views on harmonization of transport training of International Organizations and European Community, the conceivable correlation of ISO norms with standards of training, opinions on this subject of international terminal operators and the views on these issues of Workers' representatives. Conclusions reached from these discussions will be documented and handed out to participants and fol-

lowed-up as appropriate.

The IPTC is unique in that no fees are imposed. Participation is free of charge. Lecturers deliver papers voluntarily. The Shipping and Transport College/Rotterdam and the Port of Rotterdam support its secretariat.

For further information, please contact the Secretariat of the Conference:

Bariolem* de Boer, Executive Secretary
International Port Training Conference
Tel: 31-78-681-3785
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New Publications

FAIRPLAY'S Ports Guide 2001-2002

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The online version, Ports & Terminals Guide Online, also includes port related news items and port conditions gathered daily by Fairplay's international network of correspondents.

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UNCTAD's Media Summary

Figuring out the World Economy:
UNCTAD Handbook of Statistics 2000

THE UNCTAD Handbook of Statistics 2000(*), released today, is intended to serve as a resource for keeping track of trends in the global economy. It provides a comprehensive collection of compatible and comparable data relevant to the analysis of world trade, investment and development for use by government officials, researchers, international organizations and the private sector.

The printed version of the Handbook covers:

- international merchandise trade: values, trends, structure and trade zones by product category, region and economic grouping;
- international trade in services;
- volume and terms-of-trade indices, as well as commodity price indicators;
- export and import structure by major commodity group, by origin and destination, by commodity and by country, based on SITC (Rev.2);
- export concentration indices;
- international financial data showing current accounts, financial flows, foreign direct investment, external indebtedness and workers' remittances by country;
- selected indicators of development: GDP, its growth rates and various social indicators reflecting country conditions related to education, health, access to

(*) The printed version of the UNCTAD Handbook of Statistics 2000 (UN Sales No. E/F.00.II.D.30) may be obtained at the price of US\$80 from United Nations Publications, Sales Section, Palais des Nations, CH-1211 Geneva 10, Switzerland, fax: + 41 22 917 0027, e-mail: unpubli@unog.ch, Internet: <http://www.un.org/publications>, or from United Nations Publications, Two UN Plaza, Room DC2-853, Dept. PRES, New York, NY 10017, USA, tel: + 1 212 963 8302 or + 1 800 253 9646, fax: + 1 212 963 3489, e-mail: publications@un.org

INTERNATIONAL MARITIME INFORMATION

information, etc.;

- tentative terms-of-trade estimates by country; and
- a detailed matrix of world exports by selected commodity classes and by regions of origin and destination.

In this year's Handbook:

- Is the "new economy" where wealth is created by harnessing knowledge to an open trading system, really driving economic growth and development in today's global economy?

A quick glance at the world's most traded goods shows that there is more to economic development than computer chips and dot.com companies; information technology is indeed a large and rapidly growing part of the trading system, but traditional activities revolving around transportation remain dominant (see table below, 10 most traded commodities). It is hardly surprising that oil price hikes can still provoke uncertainty and disruption in an interdependent world.

10 most traded commodities in the world, ranked by average 1997-1998 values

SITC group	1990-91		1997-98		Growth rate % 1990-98
	Value Millions \$	% of group total	Value millions \$	% of group total	
Passenger motor vehicles, excl. buses	169 031	5.06	267 101	5.10	6.9
Crude petroleum	182 101	5.45	209 575	4.00	2.6
Transistors, valves, etc.	62 526	1.87	190 330	3.63	18.6
Automatic data processing equipment	69 312	2.08	160 601	3.07	13.3
Special transactions	68 244	2.04	145 576	2.78	12.0
Telecommunications equipment	60 161	1.80	137 654	2.63	13.1
Parts, accessories of motor vehicles	84 821	2.54	130 072	2.48	6.7
Office machines and equipment	50 765	1.52	106 465	2.03	11.7
Aircraft, equipment and parts	71 346	2.14	101 259	1.93	4.3
Petroleum products, refined	84 070	2.52	100 769	1.92	2.9

Who is trading in the new economy?

Most developing countries are still heavily dependent on one, two or three items, as demonstrated by the Handbook's table of the most traded commodities of selected countries; clearly, the new economy has not yet migrated south.

So do we still need to worry about terms of trade?

The Handbook provides a consistent time series for individual developing countries from 1980 for their terms of trade and the purchasing power of exports. The picture shows considerable variation, but notwithstanding the low prices of oil prevailing in the past decade, the terms of trade of the least developed countries (LDCs) have steadily deteriorated, and in 1998 were some 19 percentage points below the 1990 level.

Are services the future engines of export-led growth?

They certainly could be, but are not yet; the share of services in the value of total world trade has not changed much over the past decade. It has risen by less than one percentage point, from 18.4% in 1990 to 19.2% in 1998. And the

corresponding data for developing countries actually show a slight decline, from 16.8% to 16.5%.

Is regionalism the wave of the future?

In fact, regionalism has been a rising trend for some time, particularly among developed countries; the share of intra-trade in total exports is already very high among APEC and EU countries, and the 1990s saw a strong growth in North America. But the past decade also witnessed the emergence of sub-regional blocks in Latin America and Asia. So far only Africa has bucked this trend.

Intra-trade of groups as percentage of total exports of each group

Regional group	year 1990	year 1998
APEC	65.5	66.3
EU	65.9	61.6
NAFTA	41.4	51.7
MERCOSUR	8.9	25.1
COMESA	6.6	7.2
SADC	3.1	4.7
ASEAN	19.0	20.6

With its wide scope of statistical categories and indicators, the UNCTAD Handbook of Statistics 2000 is a tool for economic decision-making. It will serve

Top three exported products of selected countries, in 1997-1998

Country	Percentage in country's total exports	Products, SITC, 3-digit level
Bangladesh	52.1	Men's outerwear, non-knitted Under garments, non-knitted Women's outerwear, non-knitted
Burundi	95.9	Coffee and substitutes Tea and maté Cotton
Chile	48.3	Copper Base metal ores Fruit and nuts, fresh and dried
Dominica	82.9	Fruit and nuts, fresh and dried Soap, cleansing preparations Fresh vegetables
Ecuador	67.8	Fruit and nuts, fresh and dried Crude petroleum Shellfish, fresh and frozen
Honduras	62.1	Coffee and substitutes Fruit and nuts, fresh and dried Printed matter
Mauritania	96.7	Iron ore and concentrates Shellfish, fresh and frozen Fresh fish, chilled and frozen
Nepal	67.3	Floor coverings Men's outerwear, non-knitted Special transactions
Nigeria	98.8	Crude petroleum Ships, boats, etc. Petroleum products, refined
Philippines	55.4	Transistors, valves, etc. Automatic data process. equip. Office machinery parts
Tajikistan	67.2	Cotton Aluminium Fruit and nuts, fresh and dried
Uganda	85.1	Coffee and substitutes Fresh fish, chilled and frozen Cotton

those who need to grasp development trends quickly in particular countries and regions, as well as those interested in sectoral issues or global socio-economic processes.

The printed volume contains numerous updates and puts more emphasis on data referring to recent years than the CD-ROM version, issued in February 2000. Wherever possible, it presents data analytically, providing values, percentages and rankings so as to enable easy assessments and improved reference. The years covered by the data range from 1980 to 1999.

The printed edition is part of the integrated presentation of the UNCTAD Handbook of Statistics, conceived to contain the following complementary versions; hard copy, CD-ROM and Internet. This approach is a result of

WORLD PORT NEWS

UNCTAD's efforts to keep pace with unfolding technological developments and to address policy concerns of member countries. To mark the change, a new title has been selected for this publication, formerly known as the Handbook of International Trade and Development Statistics.

For more information, please contact, Yilmaz Akyz, Acting Director, Division on Globalization and Development Strategies, UNCTAD, tel: +41 22 907 5841, fax: +41 22 907 0045, e-mail: yilmaz.akyuz@unctad.org; or Erica Meltzer, Press Office, UNCTAD, tel: +41 22 907 5365/5828, fax: +41 22 907 0043, or e-mail: press@unctad.org

share of the overall U.S. economy.

"To satisfy the demand projected in this forecast, preparations must begin immediately for new terminal development. It's understood that we must move forward with plans to expand our state's primary port in Charleston. It is no longer a question of 'if' or even 'when,' but 'where?'" said Buck.

The Americas

Canaveral: A new inter-modal gate

PORT Canaveral's south cargo area officially opened on December 13.

The \$1.7 million project includes a fiber optics system that utilizes computerized weighing and tracking of trucks carrying cargo in and out of the area. Also included are a new sentry station with truck scales, a labor and dispatch office, parking space for 23 trucks inside the secured area, and 107 employee parking spaces outside the secured area.

(AAPA ADVISORY)

"We have been listening to the public and we have heard their concerns," said Board Chairman Eddie Buck of Charleston. "This is reflected in the alternatives we reviewed today."

All three alternatives are less than half the size of the initial proposal. The sites to be considered are a portion of the Ports Authority's property on the Cooper River side of Daniel Island, a site in Jasper County on the Savannah River, and a portion of the former Charleston Naval Base. Today the Ports Authority Board heard a detailed report of the technical, engineering, infrastructure and environmental issues relating to each site, along with timing and cost considerations.

"Every site has its pluses and minuses," said Chairman Buck, "it's just a matter of determining a sound business alternative that best serves the port's needs, while minimizing impacts on the community. It is this solution that best serves South Carolina."

An updated analysis of world trade shows that new port capacity could be required as soon as 2006. Although the Ports Authority has surpassed growth expectations every year since the last time its forecasts were updated, vastly increased productivity and the updated forecast allow the six to eight year window to remain constant.

The forecast rate of growth shows increased competition from developing economies, such as Southeast Asia and Latin America, a comparatively stronger U.S. dollar and a continuing decline in the manufacturing sector's

Charleston: Port Volume Up 11% in Third Quarter

ON the strength of U.S. imports from Asia and Europe, container volume through the Port of Charleston increased 11% in the third quarter to 417,558 TEUs (20-foot equivalent units).

"While exports to South America and Asia are expected to remain healthy, they simply can not match the U.S. economy and our demand for foreign goods," said Bernard S. Groseclose Jr., President and CEO of the South Carolina State Ports Authority. "Imports from Asia and Europe should continue to lead the way."

Through the first nine months of the year, the Port of Charleston has moved 1,218, 851 TEUs, also an increase of 11% from the same period last year. Year-to-date, loaded import TEUs are up 13% while loaded export containers increased 10%.

To handle the increasing volume, this year the Ports Authority's capital

Charleston: Port Evaluates Global Gateway Alternatives

ALTERNATIVES to serve the Port of Charleston's expansion needs were evaluated at a Ports Authority Board meeting today, and updated forecasts show that a new terminal is required within six to eight years.

The initial proposal to meet shipping demand by consumers and industry was the Global Gateway Terminal on Daniel Island in Charleston harbor. During a very open process, vocal opposition to the initial proposal by local neighborhoods and environmental activists focused primarily on quality of life issues, such as traffic, lights and noise, and the ultimate size of port development.

Acknowledging the local opposition, while also recognizing the dire need to move forward on port expansion, the Ports Authority Board stepped away from the initial proposal and requested an analysis of three options.

Key Volume Statistics

Container Volume	FY1999	FY2000	
Export TEUs	690,771	823,918	19%
Import TEUs	656,847	743,675	13%
TOTAL TEUs	1,347,618	1,567,593	16%

Non-Container Tons	FY1999	FY2000	
Charleston	543,357	493,543	-9%
Grain Elevator	19,820	66,448	235%
Georgetown	1,709,949	1,635,646	-4%
Port Royal	364,153	336,793	-8%
TOTAL	2,637,279	2,532,430	-4%

Vessels	FY1999	FY2000	
Charleston Ships	1,963	1,981	1%
Georgetown Barges	294	286	-3%
Charleston Barges	63	123	95%
Georgetown Ships	108	107	-1%
Port Royal Ships	27	30	11%
Grain Elevator Ships	2	6	200%
TOTAL	2,457	2,533	3%

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plan calls for nearly \$50 million in new equipment and improvements to existing terminals. Six new RTGs are currently under construction for deployment at the Wando Welch Terminal and five new seven-high stackers are on order. Two super-post Panamax container cranes were recently delivered and two additional units will be delivered within two weeks. All four will be operational within two months.

The South Carolina State Ports Authority operates public seaport facilities in Charleston, Georgetown and Port Royal. The Port of Charleston is currently the nation's fourth busiest container port, moving cargo valued at \$80 million every day.

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Fraser Port: Business Volumes Grow

DECEMBER 5, 2000: Total cargo shipments through Fraser Port in 2000 reached 19,334,149 tonnes at the end of nine months compared to 16,582,528 tonnes for the same period in 1999.

Ship arrivals increased to 478 over 428 in 1999. There has also been an increase in containerized cargo, up 38% to 36,478 TEUs.

Fraser Port's niche cargoes have all posted strong volumes at the end of the third quarter. Import cars reached 233,147 units for the year compared to 221,888 for nine months in 1999. Steel imports were up 56% to 691,519 tonnes compared to 443,424 last year. In the forest products sector, pulp exports were strong at 284,270 tonnes compared to 240,959 tonnes at the end of the third quarter in 1999.

Norske Skog's new Sylvan Distribution Centre is now in full operation and the domestic paper volume reflects this activity. Inbound paper volumes of 268,225 tonnes are up 79% from last year's 150,100 tonnes.

Fraser River Port Authority is a major economic generator in the region attributed with cargo valued at over \$9 billion, creation of 6,000 jobs, and an impact on Canada's GDP of \$1.4 billion.

Halifax: Port's Container Traffic Sets All-Time High

THE year 2000 has been outstanding for the Port with a record level of commercial activity. New business, strong economic and trade conditions as well as investments in rail and port infrastructure generated substantial increases in Port traffic.

"Double-digit growth in our container business is the big news for Halifax in 2000. For the first time in the history of the Port, we will move well over one-half million TEUs, 21 percent more than last year," stated Merv Russell, Chairman, Halifax Port Authority. *[TEUs are twenty foot equivalent units and are an industry standard for measuring the volume of container traffic.]*

Leading this growth is a 32 percent increase in container traffic to/from the Midwest - the Port's fastest growing market. "This year, we will move almost 100,000 TEUs of Midwest cargo. We are very pleased with the success that we have had in developing this business - the numbers speak for themselves - and are confident that this market will continue to grow," said Mr. Russell.

David Bellefontaine, President & CEO, Halifax Port Authority, credits the Port's long standing liner customers for posting some very strong numbers this past year, as well as the addition of two new customers - Mediterranean Shipping Company and Costa Container Lines. "Strategic investment by Port partners must also be recognized for some of this growth, notably the increases in box traffic to and from the Midwest," said Mr. Bellefontaine.

CN's strategic investment in the St. Clair Tunnel and their acquisition of the Illinois Central are clearly developments that are paying dividends for Halifax," said Mr. Bellefontaine. "Port stakeholder incentives and, for our part, Wharfage relief for this cargo, have also played significant roles in encouraging growth in this corridor."

In 2000, container cargo is expected to increase to 4.548 million tonnes and 560,000 TEUs. In addition to container traffic, general cargo volumes increased this year. Breakbulk cargo is expected to finish the year up 21 percent, to 230,000 tonnes, and roll-on/roll-off cargo is up 11 percent to 268,000 tonnes over the same period last year. It was also a banner year for our cruise business. A record 138,000 passengers called at our port onboard a total of 94 ship calls. Advance bookings for next

year are strong - 95 calls and a forecasted 145,000 passengers are scheduled.

David Bellefontaine
President & CEO
Halifax port Authority

Montreal: Port Authority forecasts \$200-million investment for 2001-05, 5% increase in tariffs in 2001

THE Montreal Port Authority has forecasted a capital expenditure program of more than \$200 million in its five-year corporate plan covering the period 2001-2005.

The program, which will contribute towards increasing the productivity of all port facilities, aims in particular to increase the size of handling areas for containers, non-containerized cargo and bulk cargo. It also will improve the port's railway network.

The Port Authority also is increasing tariffs by five per cent effective January 1, 2001, with the exception of electricity service charges, which remain unchanged. "The Montreal Port Authority has numerous obligations to meet. In adhering to our mission, we must first and foremost provide clients with first-rate facilities and services that meet their needs, all the while remaining financially self-sufficient," said Mr. Dominic J. Taddeo, president and chief executive officer of the Port Authority.

The Port Authority is fully aware that competition is extremely fierce in the marketplace, which is why it also is maintaining for the 16th consecutive year in 2001 its incentive program to stimulate containerized general cargo traffic.

In 1986, the Port of Montreal became the first Canadian port to introduce a tariff incentive program to encourage shipping lines to move as much container traffic as possible through port facilities.

Thanks to the maintenance of this program and the Port Authority's seven-year tariff freeze between 1993 and 1999, average wharfage charges on containerized cargo moving through the Port of Montreal will be less in 2001 than they were in 1985, when they amounted to \$2.25 per tonne. Meanwhile, the inflation rate has increased by almost 50 per cent over the last 15 years.

The Port Authority's efforts to help make its client partners more competitive are not limited to the container sec-

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tor. It also supports in a tangible manner the shipping lines that transport other types of cargo such as steel products and certain bulk cargo through the Port of Montreal.

"The Port Authority's seven-year tariff freeze continues to have positive effects within all Port of Montreal cargo categories," Mr. Taddeo said. "As a matter of fact, we have multiplied our measures to contribute towards the competitiveness of our client partners and the entire Port of Montreal.

"Worth mentioning, for example, are

improvements to our railway network and the selective dredging of shoals, which increased the depth of navigable waters in the channel.

"Moreover, we will continue to work

with everyone involved in port activity to ensure the Port of Montreal's future and to make this international port even more competitive from all perspectives."

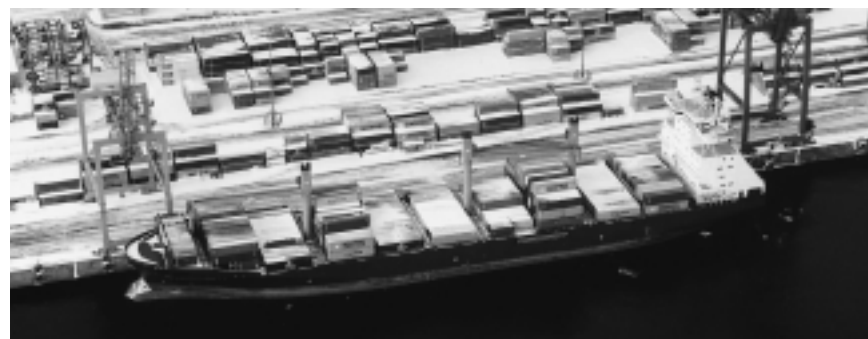
Montreal: Port Authority Presents two Gold-Headed Canes



MR. Dominic J. Taddeo (center), President and Chief Executive Officer of the Montreal Port Authority, took the exceptional step of presenting two Gold-Headed Canes at the outset of this year: one to Captain Dietrich Schuessler (right), master of the P&O Nedlloyd Ottawa, first ocean-going vessel in port in 2001 (12:09 a.m. on January 1st), and the other to Captain Andriy Goncharov, master of the Cheetah, last ocean-going vessel in port in the 20th century (10:41 p.m. on December 31, 2000).



Docked at Contrecoeur Terminal, the M.V. Cheetah, last ocean-going vessel in the Port Of Montreal in the 20th century (at 10:41 p.m., December 31st, 2000).



The M.V. P&O Nedlloyd Ottawa, first ocean-going vessel in the Port of Montreal, January 1st, 2001.

Incentive program for containerized cargo

International cargo

74 cents per tonne for the first 175,000 tonnes handled;
84 cents per tonne for each additional tonne up to 1.5 million tonnes;
\$1 for each additional tonne in excess of 1.5 million tonnes.

Domestic cargo

58 cents per tonne for the first 175,000 tonnes handled;
68 cents for each additional tonne.

Additional total container throughput

50 cents per tonne to a shipping line for additional traffic registered at the end of the year compared with its average traffic of the three previous years.

Western incentive

an additional 17 cents per tonne for containerized cargo west of Ontario in Canada, and west of Michigan, Indiana, Kentucky, Tennessee, Georgia and Florida in the United States.

Mediterranean traffic

an additional 25 cents per tonne.

Latin America

an additional 25 cents per tonne for containerized cargo originating from or destined to Latin American ports without transshipment.

African continent

25 cents per tonne for containerized cargo moving directly between Montreal and the African continent.

Landbridge

an additional \$1 per tonne for all containerized cargo between Asia and Europe routed through the Port of Montreal.

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Nanaimo: Crane Ready for Users

THE newly acquired container crane at Duke Point is now operational and being aggressively marketed for use.

According to the Port's Marketing and Sales Manager, Doug Peterson, "The 190-foot tall crane has been fully certified by Transport Canada and is ready for use."

"It is the first of its kind on Vancouver Island. We are working with a Vancouver-based terminal operator to establish a container barging service,"



Peterson explains.

"We've also been looking at the prospects of making Nanaimo an actual direct call for a small container ship.

"They could off-load and reload directly at Duke Point and then barge containers to the Lower Mainland."

"Since arriving, the Port has invested \$1 million in terminal infrastructure, moving costs and mechanical updating on the crane," Peterson notes, adding the Port expects to have the new container service in place at Duke Point by the end of the first quarter in 2001.

(Harbour News)

Nanaimo: Port Adopts Practices and Procedures

WHILE similar to the former bylaws of the Nanaimo Harbour Commission, the new Practices and Procedures have more teeth to them, according to Manager of Marine Operations and Harbour Master, Andrew Pitcher.

Under the new Canada Marine Act, the Port Authority may establish Practices and Procedures for the purpose of promoting safe and efficient navigation or environmental protection within Port limits. The old bylaws were regrouped and adopted as the

new Practices and Procedures in August.

Pitcher says the Practices and Procedures are a comprehensive set of guidelines for all ship traffic. This includes everything from kayaks and seaplanes to deep sea ships in transit and ships at anchor.

"There are sections for such items as Safety, Dangerous Goods, Navigation and Movement, Environmental Protection, Mooring Buoys, Reporting Incidents and Personal Responsibility," he explains, noting the overall intent is to give the Port the authority to penalize those in violation.

"If someone is not complying with the Practices and Procedures, by say speeding in Newcastle Channel for example, we now have the ability to fine that operator." Fines for a variety of offenses can range from \$5,000 to \$50,000, depending on the size of the ship.

(Harbour News)

New Orleans: Board Awards Contract for Florida Avenue Bridge Replacement

THE Board of Commissioners of the Port of New Orleans has awarded a contract for removal of the existing bridge and construction of a new bridge at Florida Avenue and the Inner Harbor Navigation Canal. The \$43,939,146 contract was awarded to American Bridge Company of Downers Grove, Illinois, in accordance with Louisiana bid law. This contract is the largest single construction contract ever awarded by the Board

The existing bascule bridge, constructed in 1918, will be replaced with a new vertical lift bridge, new roadway and railroad approaches, construction of

new floodgates and modification of existing floodgates and floodwalls. The United States Government under the Truman-Hobbs Act funds approximately 94 percent of the project cost.

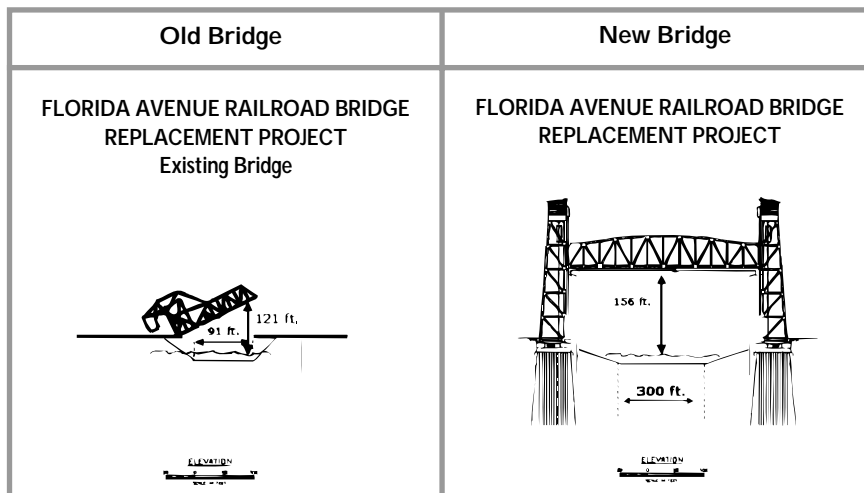
The new bridge will increase vertical clearance for marine vessels from 121 to 156 feet, and horizontal clearance will increase from 156 to 300 feet. Construction will begin in January of 2001.

There will be minimal disruption of automobile and rail traffic. The new bridge will be constructed adjacent to the old bridge. Most of the work will take place off-site during the first year of construction. After the new bridge is complete in December of 2003, the old bridge will be removed. Automobile traffic will continue to use the old bridge during construction.

New Orleans: Board Awards Contract for Pair of Multi-Purpose Gantry Cranes

THE Board of Commissioners of the Port of New Orleans has awarded a contract for the construction and installation of two multi-purpose gantry cranes at the New Napoleon Container Terminal. The \$12,355,600 contract was awarded to the joint venture of IMPSA International, Inc. based in Pittsburgh, Pennsylvania, and IMPSA Port Systems Ltd (IPS Ltd), based in Hong Kong in accordance with Louisiana bid law.

The electrically powered cranes will be fabricated in China and will become operational in February 2002. Each crane will have a lift capacity of 65 long tons under the spreader bar and



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75 long tons under hook, with an outreach of 155 feet. The cranes will be used in the movement of both containerized and general cargo.

The New Napoleon Container Terminal is being developed on the former location of Napoleon Avenue Wharves A and B. The site is on the east bank of the Mississippi River, approximately five miles upriver from downtown New Orleans. The 60-acre high-density terminal will be serviced by four multi-purpose gantry cranes (two existing). The terminal will open in February 2002 and will be operated by Ceres Gulf, Inc. and P&O Ports of Louisiana.

New Napoleon Container Terminal Multipurpose Cranes

Anticipated start date of contract is December 13, 2000 and anticipated completion date is February 8, 2002. Anticipated early completion is December 5, 2001.

Crane characteristics:

Capacity Under	
Spreader:	65 long tons
Capacity Under Hook:	75 long tons
Power:	4.16 kv shore
Outreach:	155 ft.
Backreach:	60 ft.
Rail Gauge:	50 ft.
Lift Height:	100 ft. (above rails)
Hoist Speed - Max. Load:	197 fpm
Hoist Speed - Spreader:	230 fpm
Trolley Speed:	600 fpm
Articulated Gantry	

site goes online at noon Saturday, Jan. 6)

On the website, readers will find:

- Stories about Port plans, activities and customers.
- A forum for readers, including a "question of the month," inviting views and guidance on Port activities.
- Links to additional information.
- An area to register for regular information on specific topics.

"We see this campaign as a way of answering questions our community has about us," said Debby Kennedy, Port public affairs director. "It's also a way for the community to help guide our decision making."

Created in 1891 to maintain the shipping channel from Portland to the sea, the Port's role is greatly expanded today. The Port now owns and maintains five marine terminals, four airports (Portland International, Hillsboro, Troutdale and Mulino) and seven business parks.

The Port's mission is to provide competitive cargo and passenger access to regional, national and international markets while enhancing the region's quality of life. More than one-quarter of all jobs in the Portland metropolitan area are influenced by Port activities, creating \$3.5 billion in business revenues for the private sector. Portland's maritime operations export more wheat than any other port in the United States and, combined with other lower Columbia River ports, comprise the second largest grain exporting center in the world. On the aviation side, the Port currently serves nearly 14 million airline passengers each year at PDX and helps move more than one-quarter million tons of air cargo.

The IMTT-Quebec liquid bulk terminal also had an exceptional year and is gradually asserting its position on the St. Lawrence for the movement of chemicals and petroleum products. IMTT-Quebec recorded its second best year in history with approximately 450,000 marine tones, after breaking the records for largest number of ship calls and largest tonnage handled in 1999.

In the general cargo category, approximately 100,000 tonnes of goods such as granite and pulp and paper were handled in 2000, slightly more than in 1999.

Some 2 million tones of export grain were handled in 2000 at the Bunge of Canada terminal, this volume accounting for a substantial proportion of Canadian grain movements on the St. Lawrence.

It was a record year in terms of crude oil imports for the Ultramar wharves with approximately 10 million tones. Investments of more than \$60 million announced by the refinery in 2000 will improve overall handling operations at Ultramar over the next few years.

Cruises: As for cruises, the benefits of the Old Capital and the Port facilities attracted close to 36,000 cruise-ship passengers in the 61 calls made in 2000, a slight increase compared with 1999. Note that the Premier Cruise Line bankruptcy resulted in the cancellation of 6 calls by the Rembrandt. At least sixty calls are already planned for 2001 and everything seems to indicate that the Port will have another excellent season: the Norwegian Cruise Line will return 9 times to Quebec, and several ships will call in Quebec for the first time, including the Grandeur of the Seas, with a 2,450-passenger capacity.

Last October, the Port Authority announced the development of its cruise ship terminal at Pointe-à-Carcy. The Authority had to take several steps before deciding to develop this facility at Pointe-à-Carcy. These included the public consultations held last spring, the agreement of the three commissioners responsible for the assessment of this project and the approval of a \$19.2-million grant by the federal government. The QPA will be ready to begin construction at Pointe-à-Carcy very soon since responsibility for managing the property will be transferred within the next few days.

Portland: Port Helps Oregon be Oregon

THE Port of Portland will launch its new public information campaign on Sunday, making information about the Port a little easier to find and increasing dialogue with the community.

With the new slogan, "We help Oregon be Oregon," the ongoing campaign will appear in local newspapers and explain the role of the Port in the lives of citizens, as well as businesses. The campaign will direct readers to a new Port website at www.portstories.com for additional information and an opportunity to ask questions and share views. (The web-

Quebec 2000, A Year of Investments and Major Projects

CARGO Traffic: Approximately 16 million tones of cargo were handled at the Port of Quebec in 2000, almost the same tonnage as in 1999.

Good results were recorded among others at the dry bulk terminal operated by the St. Lawrence Stevedoring Company, where 2 million tones of iron ore and almost 400,000 tonnes of clinker were handled, as well as other ores such as nickel, manganese, copper etc.

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Tacoma: Commission Elects Officers for 2000

CONNIE Bacon was named President of the Port of Tacoma Commission for 2001 at the Commission's January 4 meeting. She replaces outgoing Commission President Ted Bottiger.

"I look forward to building on the success the Port experienced in 2000 and setting the stage for more growth in the coming years," Bacon said. "This is a dynamic time for the Port and for the community it serves. The changes that are underway are helping to strengthen and diversify the local economy."

She also thanked Bottiger for the leadership he provided during the past year. "Ted's experience as a former state representative and state senator allowed him to provide a high level of

leadership on a variety of complex issues, and we are grateful for that", Bacon said.

Bacon was elected to the commission in 1997 and began her term in 1998. She graduated from Syracuse University and received a Master's Degree in public Administration from The Evergreen State College. She served as Executive Director of the World Trade Center Tacoma from 1992 to 1997 and was a special assistant to Washington Governor Booth Gardner for eight years. She also worked as Corporate Director of Public Relations for Consolidated Hospitals in Tacoma and has owned and operated her own business.

Other Port Commission officers include: Jack Fabulich, Vice President; Dick Marzano, Secretary; Clare Petrich, Assistant Secretary; and Ted Bottiger, Assistant Secretary.

more oil products were transferred over the last year at a final figure of 11 million tons. The healthy demand for chemical products will probably cause an increase of 20 percent in the category 'other liquid bulk' to about 2 million tons.

Within the general cargo sector the number of containers is growing steadily. For the year 2000, 57,000 TEU is expected compared to 46,000 TEU in 1999 (+23 percent). Roll-on/roll-off traffic is expected to increase by 12 percent to about 700,000 tons.

The port authority expects the 'other general cargo' (sacks and bales) to stabilize and to end up at the same level as 1999, over 5 million tons.

The number of vessels will probably finalise at over 8,900, a growth of a little over 3 percent. The number of cruise ships increased by 7! Over the last year, exactly 100 sea cruisers with a total complement of 99,469 passengers came to Amsterdam. Compared to 1999, numbers of passengers increased by 22.8 percent.

Africa/Europe

Amsterdam: Port again to break record

AT his New Year presentation to employees, Executive Director of the Amsterdam Port Authority Hans Gerson proudly announced that goods transshipment in the Amsterdam port region (ports of Amsterdam, Zaanstad, Beverwijk, and IJmuiden) for the year 2000 would in all probability be finalized at 63 million tons. This will mean a handsome increase of more than 11 percent against the previous year, when over 56 million tons of goods were transshipped. Amsterdam port itself will probably show an increase of 20 percent with goods transshipment of 45 million tons. The provisional figures also confirm that all sectors contributed. Dry bulk is expected to grow 7 percent to over 42 million tons; liquid bulk at a remarkable 31 percent to 13.5 million tons and general cargo at 5 percent to more than 6.5 million tons.

"A very successful year," according to the new director of the Port Authority, Hans Gerson. "The position of Amsterdam within the surrounding and competing ports has been strengthened. For the coming year I

expect a continuation of growth of coals, and containers thanks to the completion of the new container terminal in the Amerikahaven."

In the dry bulk sector, the main source of growth was coal. Coal movement is expected at about 16.5 million tons, an increase of 14 percent. Ore and scrap will probably increase by 6.5 percent, over 9 million tons by volume. As a result of the rationalization in livestock, the port authority expects movement of agricultural bulk to decline by 3 percent to 10 million tons. The category 'other dry bulk' (including sand, gravel and minerals) shows a growth of 9 percent and will finalise at about 5.5 million tons.

In the liquid bulk sector the biggest increases were in oil products. The higher prices and deficits on the American market caused the trade to increase and that had its effect on transshipment volumes. The port authority estimates that 35 percent

Antwerp: The port expects to post record high cargo turnover for 2000 with 130 million tons

THE Port of Antwerp can look on an extremely good year 2000. Latest available figures (the final result depends on the operations of the last days) show a maritime cargo turnover of 130 million tons. This is more than 14 million tons (12%) higher than the result of last year. Even compared to the record-breaking year 1998, results show a positive score of more than 10 million tons. Never before in the history of the port an increase of this magnitude was realized in one year.

The growth of container turnover in the port is remarkable. The 4 million TEU-mark will be reached for the first time. In tones, container traffic will be about 44.5 million tons. This represents an impressive 5 million tons (12%) more than in 1999. Maritime container turnover increased by a quarter over the last two years and it more than doubled over the last seven years.

The port is now 8 years ahead of the forecasts made 6 years ago and used in planning the construction of the container dock on the left bank.

In non-containerised general cargo, the port produced strong results: roll on-roll off traffic was up 5% and conventional cargo 20%.

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For the first time since 1995, more than 10 million tones of steel were handled (+30%). Non-containerised volumes of paper and pulp will reach the record level of 1998. Fruit however did less well. Non-containerised handling did not recover completely from the bad start of the year (with a/o low apple exports from Chile to Europe.)

There was also good news from the dry bulk sector. Coal handling increased to 8 million tones (+20%). Loading and unloading of ores remained unchanged at 9 million tones. Fertiliser turnover grew to 5 million tones (+13%).

In the liquid bulk segment, both the unloading of basic materials and the turnover of derivatives increased considerably.

Antwerp confirms its position as Flemish mainport, judged by volume as well as by the importance of intercontinental cargo flows. This position is undeniably linked to the deepening of the river Scheldt. Both Antwerp and Flanders need a further deepening of the river: a status quo would be a step backwards.

Algeciras Bay: Bidding deadline for Isla Verde box terminal extension will be put off until April 2, 2001

THE official National Bulletin (B.O.E.), dated 5th January 2001, published a resolution whereby the bidding deadline for commercial exploitation of the Isla Verde container terminal in the Port of Algeciras Bay is extended to 150 working days, meaning that the period for presenting bids will be open until the 2nd April, 2001.

The surface will be handed over under a 15-year license, with the option of a 5-year extension to the licensee. It is made up of two areas separated by the central road on the abovementioned quay and together they measure 214,000 square metres. Another surface area of 6,000 square metres, located on the southwest corner of the quay, is to be added to this over the next year and will also be made available to the licensee. Isla Verde Quay has an 846-metre berthline, 536 of which make up the berthline being bid for, with draughts of 12 to 14.5 metres.

Bidding conditions for commercial exploitation are available to all interested parties at the A.P.B.A.'s Secretarial and Legal Affairs Department and can also be requested by e-mail at:

commercial@apba.es.

Port of Bilbao Statistics 2000

Thousands of tons

	2000	1999	% VAR
NUMBER OF SHIPS	3,795	3,869	-1.91
G.T.	34,207	35,796	-4.3
NUMBER OF CONTAINERS (TEUs)	434,148	377,031	15.14
PASSENGERS			
Embarked	59,235	66,226	10.55
Disembarked	70,406	75,581	6.84
GOODS			
Loaded	7,985	7,244	9.85
Unloaded	19,560	18,786	4.12
1.1 Petroleum Products	14,194	13,624	4.18
1.2 Other Liquid Bulks	570	702	-18.8
1. LIQUID BULKS	14,764	14,326	3.05
2. SOLID BULKS	4,453	4,387	1.50
3.1 General Cargo in Containers	4,367	3,918	11.45
3.2 Other General Cargo	3,934	3,398	15.77
3. GENERAL CARGO	8,301	7,317	13.44
DRY CARGO (2)+(3)	12,754	11,704	8.97
TOTAL CARGO (1)+(2)+(3)	27,518	26,030	5.71
4. Local Traffic	991	894	10.85
5. Ship Stores	129	132	-2.27
6. TOTAL TRAFFIC	28,638	27,056	5.84

THE Port of Bilbao is a commercial port, equipped both with infrastructures and sufficient auxiliary services to attend every class of vessel and all types of cargoes.

In its origins, the Port gave its name to the city of BILBAO, the first economic enclave on the European Atlantic face.

Bilbao is always news, whether it be economic or cultural, about urban development or about the Port. The city is taking on a new dimension thanks to happenings in all of these spheres.

2000 was a very special year for the town of Bilbao, since it is 700 years since it was founded by D. Diego Lopez de Haro: this will give June 2000 and the same date in 2001.

Its recent past with primary industries on a great scale is now giving way to a new specialised industrial texture on a lesser scale but with high technological potential.

To this attractive economic offer must be added the cultural one, not to mention the good-heartedness and determination of its people. All of this makes Bilbao a point of reference for the whole world.

Cork: Enjoys another record high of total cargo traffic in 2000, up 13.3% over 1999

THE Port of Cork enjoyed another record year in 2000 when compared with 1999, total cargo throughput increased by 1.20 million tones or 13.4% to 10.14 million tones. Imports increased by 10.2% to 6.27 million tones while exports increased by 19% to 3.87 million tones.

In announcing the 2000 figures, Port of Cork Company Chairman, Frank Boland said that Cork had firmly established itself as the primary port on the southern corridor of Ireland with excellent facilities, proven productivity levels and service, and a rapidly improving network of access roads.

Oil traffic increased by 1.06 million tones to 5.86 million tones due to the additional capacity available at Whitegate Oil Refinery since the upgrad-

ing programme in late 1999.

Container traffic continued its very impressive growth to 121,000 t.e.u.'s (20 ft. equivalent units), up 5,000 units or 4.5%. This record level of throughput reflects the current strength and growth in the Irish economy in addition to the continuing investment by the Port of Cork Company in facilities and customer service at Tivoli Container Terminal. With an average of eleven sailings per week, primarily to mainland European ports with transshipment facilities worldwide importers and exporters in the South of Ireland are guaranteed frequent, flexible, competitive and efficient container services to meet all their shipping requirements for European and overseas markets. Vessel turnaround times will improve still further from March when the port takes delivery of two additional container handling straddle carriers to add to the recently commissioned new container crane, com-

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pound extension and computerized container tracking system - further evidence of the port's continued commitment and customer service strategy in responding to market changes.

During 2000, the £25 million investment in facilities and cargo handling equipment included a 150 metre extension to the Ringaskiddy Deep Water Berth, bringing the total quay length to 485 metres with a depth of 13.4 metres alongside. A new portside crane and specialized hopper complement the current equipment making the terminal the only multi-user facility in Ireland capable of handling two fully laden Panamax size ships simultaneously.

The new bulk ore concentrates facility in Tivoli is geared to store and ship the entire output of the Lisheen Mine in a safe and efficient manner, with due regard to the predetermined highest environmental standards.

The buoyancy in the Irish market and the attraction of a 00 registration in the

retail car market, saw an unprecedented rise of 45,000 units or 65.7% to 113,000 vehicles. The Port's four major importers i.e., Ford, General Motors, Fiat and Motor Distributors all shared in the growth. The Italian based Grimaldi Line continues to invest in and update their Euro-Med roll-on roll-off freight service linking the Port of Cork with Mediterranean and Scandinavian countries.

On the agricultural front the importation of both cereals and animal feedstuffs was down 11.8%. This reduction and the decline of live cattle exports are largely attributable to the continuing fall-out from the BSE crisis and its resultant effects on the beef industry both in home and overseas markets.

The Port of Cork Chief Executive, Mr. Pat Keenan noted that uncompetitive labour charges continue to retard progress in certain areas and that every effort was being made to solve this long standing problem.

Marseilles: New Records Confirm Marseilles' Progress

THE Port of Marseilles hit its main growth targets last year with new records for general cargo, container and dry bulk throughput.

Provisional results from the port authority show total traffic of just over 94 million tonnes, a 4.1% increase on the 90.259 MT handled in 1999. Crude oil and oil products contributed 61.545 MT (+2.5%) but now represent less than two-thirds of the total due to two years of strong progress in other sectors under the port's strategic business plan.

Year 2000 highlights saw dry bulks rise 12.6% to a record 15.498 MT and general cargo up 4.9% to 13.507 MT, another all-time high. This included record container traffic of 7.187 MT (+9.5%) and 726,000 TEU - a 9.2% increase in line with the leading French port's aim of 1.2 million TEU by 2004.

The general cargo performance was boosted by high year-end volumes. The December total of 1.194 MT (+9.8%) was just below the best-ever month in October and included a marked rise in box traffic - up 14.5% for all terminals and by double this amount in the Fos western harbour area.

Taking all cargo categories into account, the eastern and western harbours shared virtually identical annual growth at 4.1% and 4.2% respectively.

Meanwhile passenger numbers rose 2.1% to 1.526 million overall including a 9.7% increase in cruise visitors.

Final results will be presented to the institutions and media in Paris on January 31.

Göteborg: Seeking ways to double box handling capacity at Skandia terminal

THE Port of Göteborg is investigating various ways to increase the container throughput capacity at the Port's Skandia container terminal. A mix of terminal layout changes, alternative tools and more resources will probably be the answer to the Port's needs.

With a yearly container throughput of the Skandia container terminal now being 500,000+ containers TEU and rising, and annual capacity believed to be 750,000 TEU, the matter needs consideration.

The solution mix could include the three-high stacking of containers, low-stacking and high stacking straddle carriers with different roles in terminal work, and more container cranes. What can already be said with certainty is that quays have to be strengthened to take an increased water depth at quay-side from 12 to 15 metres. Some landfill might have to be substituted by lighter material.

On December 4, the board of the Port of Göteborg AB decided to purchase six new straddle carriers. The decision allows for one-over-three straddle carriers, but the specification in this respect is pending an investigation. This is a re-investment at a cost of Swedish Kronor 32.4 million (US\$3.2 million).

Göteborg: Containerizing all banana imports from Central America to Scandinavia via Göteborg

FROM January, the entire import flow of Central American bananas through the Port of Göteborg is containerized. This means that the last major general cargo commodity at the port has been totally unitized.

Göteborg, the only direct import channel of bananas into Scandinavia, has seen two reefer vessels discharge bananas at its central Free Port facility every week. One of the shipper/shipowners, Dole, stopped calling Göteborg directly in December, following a rearrangement of its Central America-Northern Europe loop.

The remaining and dominant importer, Chiquita, is now switching from a combination of pallets and containers to a containers-only import of bananas. This means that the service is switching from the Free Port to the Skandia container terminal at Göteborg. After an adaptation period, needed to arrange distribution sheds, etc. at Skandia, the new banana import routine there will be a fact in March. During the adaptation period, containerloads of bananas will be taken from the quay-side at Skandia to the Free Port for stripping.

Rotterdam: New Throughput Record for Rotterdam

THE port of Rotterdam has achieved a new throughput record in 2000. During the past year, 323.4 million tonnes of cargo was handled. That is an increase of 6.5% on 1999, and 9 million tonnes more than the 'old' record of 314.4 million set in 1998. Things went particularly well with the throughput of coal (+26.8%), ores and scrap (+21.8%), oil products (+14.6%) and other liquid bulk (mainly chemicals, +11.8%). It was disappointing that the number of containers handled remained virtually stable for the first time in the port's history (-1.2%). This is mainly the result of the re-routing of a number of packages to other ports by shipping company Maersk Sealand, of

WORLD PORT NEWS

Throughput Port of Rotterdam
January - December 1999 and 2000*

	1999 January - December	2000* January - December	Change %
INCOMING			
Agribulk	9 778	7 900	-19,2
Ores and scrap	33 491	41 300	23,3
Coal	17 195	22 200	29,1
Other dry bulk goods	9 008	8 700	-3,4
Subtotal dry bulk goods	9 472	80 100	15,3
Crude oil	94 266	97 200	3,1
Mineral oil products/petcoke	16 150	17 600	9,0
Other liquid bulk goods	13 404	14 800	10,4
Subtotal liquid bulk goods	123 820	129 600	4,7
Total bulk goods	193 292	209 700	8,5
Roll-off	4 927	4 950	0,5
Containers/flats	30 160	29 000	-3,8
Other general cargo, lash	6 063	6 300	3,9
Total general cargo	41 150	40 250	-2,2
TOTAL INCOMING	234 442	249 950	6,6
OUTGOING			
Agribulk	2 773	2 850	2,8
Ores and scrap	3 659	3 950	8,0
Coal	1 057	950	-10,1
Other dry bulk goods	2 609	2 900	11,2
Subtotal dry bulk goods	10,098	10 650	5,5
Crude oil	709	750	5,8
Mineral oil products/petcoke	5 578	7 300	30,9
Other liquid bulk goods	9 407	10 700	13,7
Subtotal liquid bulk goods	15 694	18 750	19,5
Total bulk goods	25 792	29 400	14,0
Roll-on	5 010	5 100	1,8
Containers/flats	36 107	36 500	1,1
Other general cargo, lash	2 199	2 400	9,1
Total general cargo	43 316	44 000	1,6
TOTAL OUTGOING	69 108	73 400	6,2
TOTAL THROUGHPUT	303 550	323 350	6,5

Unit: Gross weight in 1000 metric tons

Source: Rotterdam Municipal Port Management, Port Information Centre

*) Provisional figures

Throughput Port of Rotterdam
January - December 1999 and 2000*

	1999 January - December	2000* January - December	Change %
Incoming and outgoing			
Agribulk	12 551	10 750	-14,3
Ores and scrap	37 150	45 250	21,8
Coal	18 252	23 150	26,8
Other dry bulk goods	11 617	11 600	-0,1
Subtotal dry bulk goods	79 570	90 750	14,1
Crude oil	94 975	97 950	3,1
Mineral oil products/petcoke	21 728	24 900	14,6
Other liquid bulk goods	22 811	25 500	11,8
Subtotal liquid bulk goods	139 514	148 350	6,3
Total bulk goods	219 084	239 100	9,1
Roll-on/Roll-off	9 937	10 050	1,1
Containers/flats	66 267	65 500	-1,2
Other general cargo, lash	8 262	8 700	5,3
Total general cargo	84 466	84 250	-0,3
TOTAL THROUGHPUT	303 550	323 350	6,5

Unit: Gross weight in 1000 metric tons

Source: Rotterdam Municipal Port Management, Port Information Centre

*) Provisional figures

capacity problems and of a reorganization at market leader ETC.

Willem Scholten, chairman of Rotterdam Municipal Port Management, pointed out that container throughput has continued to develop in line with the highest growth forecasts from the Central Planning Office in the past seven years, despite the fall from 6.4 to 6.3 million TEU (B. "Next year I expect at least part of the diverted cargo back in Rotterdam. Nor has the market lost its confidence in Rotterdam. That is apparent, for instance, from the construction of the 1.4 billion guilder P&O Nedlloyd/ECT container terminal on the Maasvlakte, which will start next year."

**Rotterdam: Second
Maasvlakte**

THE Dutch Cabinet has agreed, in principle, to the construction of a 1000 ha Second Maasvlakte. The land reclamation is needed mainly for the increasing storage and transshipment of deep-sea containers, distribution and chemicals. The expansion into the North Sea, linking up with the existing Rotterdam port area, will be constructed in five phases, each covering some two hundred hectares. At the end of this year, a final proposal will be presented, part one of the so-called Key Planning Decision (PKB). In this, the government will not only give the contours but also indicate how the business community can participate via public-private partnerships.

Maasvlakte 2 is one of the most important parts of the Rotterdam-Rijnmond project. Various authorities and interest groups work together in this to both strengthen Mainport Rotterdam and improve the climate for those living and working there. That is why the construction of Maasvlakte 2 has always been linked with the development of a 750 ha nature and recreational area.

European tender

Together with PKB, part 1, programme of requirements which Maasvlakte 2 must satisfy is also being issued. Once parliament has approved this in 2001, there will be a European tender for which companies can submit quotations.

A separate company will be set up for construction and operation purposes, with private parties and authorities such as the State and the municipality of Rotterdam taking part. The construction itself can start in 2002, the first sites being available in 2005.

WORLD PORT NEWS

Cruise Europe: Lisbon Tops Pax List for Second Year

LISBON emerged as the top Cruise Europe port for passengers and calls in 2000, for the second year running. Over the past five years it has registered growth of 30% in calls - from 183 in 1996 to 237 last year - and 63% in the number of passengers, from 115,618 to 189,370 in 2000. Reflecting its increasing role as a turnaround port, Lisbon has also seen a huge increase in embarking and disembarking passengers from 24,000 five years ago to nearly 78,000 last year - or more than 200%

Cruise Europe's Port Statistics 1998, 1999 and 2000

Port	Country	calls 98	Pax 98	Calls 99	Pax 99	Calls 00	Pax 00
Aalborg	Denmark	1	850	0	0	1	n/a
Aarhus	Denmark	11	11,000	14	15,703	18	12,868
Aberdeen	Scotland	10	1,489	9	763	11	1,001
A Coruna	Spain	65	42,000	52		62	35,297
Akureyri	Iceland	26	15,560	27	13,779	33	16,803
Antwerp	Belgium					23	17,434
Amsterdam	Holland	91	106,915	93	81,000	100	99,469
Barrow	England	1	320	0	0	1	504
Bergen	Norway	160	83,135	138	87,003	172	90,630
Bordeaux	France	27	9,872	30	7,867	32	10,264
Bremerhaven	Germany	43	18,667	60	55,418	62	54,731
Brest	France	10	12,753	15	10,000	16	15,042
Cadiz	Spain	122	67,842	182	109,000	171	103,000
Cherbourg	France	13	12,500	14	10,500	8	9,035
Copenhagen	Denmark	207	212,148	163	147,771	193	182,663
Cork	Ireland	28	19,481	18	16,296	18	9,934
Cromarty	Scotland	31	15,346	25	9,333	23	10,235
Cuxhaven	Germany	12	6,431	12	5,682	10	7,442
Douglas	Isle of Man	8	1,954	9	2,268	11	3,409
Dover	England	127	147,000	122	153,000	111	143,019
Dublin	Ireland	39	20,000	37	22,000	30	20,000
Dunkirk	France	6	3,000	6	4,744	8	7,370
Falmouth	England	7	4,597	13	5,548	10	3,687
Flam	Norway	114	n/a	62	37,771	88	49,841
Frederikshavn	Denmark	1	262	2	600	0	0
Ghent	Belgium	1	104	3	1,046	2	722
Gothenburg	Sweden					10	3,500
Guernsey	Channel Islands	50	14,300	44	13,613	52	20,641
Hamburg	Germany	17	n/a	20	7,280	27	16,873
Hammerfest	Norway	34	13,210	33	16,727	38	17,350
Harwich	England	31	55,719	49	39,000	31	27,500
Helsinki	Finland	166	93,800	168	98,705	204	140,000
Helsingborg	Sweden	7	4,283	9	6,070	6	6,012
Helsingor	Denmark			4	2,530	1	1,850
Isafjörður	Iceland	5	2,268	10	2,844	14	4,679
Kalmar	Sweden	19	12,171	6	2,400	7	4,145
Kiel	Germany	58	50,283	48	40,392	47	48,033
Klaksvik	Faroe Islands	0	0	1	100	2	39
Kristiansand	Norway	12	6,109	15	13,000	18	5,752
La Rochelle	France	9	7,724	14	8,497	29	10,847
Le Havre	France	34	53,595	29	55,200	43	70,822
Leixoes	Portugal	36	12,036	29	8,629	45	15,065
Lisbon	Portugal	224	138,806	230	161,186	237	189,370
Liverpool	England	16	20,300	19	23,900	1	1,630
Lorient	France			2	582	6	6,530
London	England	25	n/a	20	5,090	24	6,108
Londonderry	N.Ireland	12	2,850	6	1,887	6	2,000
Mariehamn	Finland	4	1,404	1	500	4	2,000
Orkney	Scotland	48	16,356	59	15,859	57	14,832
Oslo	Norway	99	90,054	123	116,724	112	108,813
Peterhead	Scotland	2	143	2	1,630	2	385
Plymouth	England	8	4,600	5	3,600	19	16,000
Portree	Scotland	2	845	4	960	9	1,495
Reykjavik	Iceland	45	22,737	37	18,258	48	25,576
Riga	Latvia	41	17,666	38	28,233	43	18,843
Rostock	Germany	23	13,212	48	45,523	47	52,662
Rouen	France	27	10,835	23	16,000	26	13,340

Rotterdam	Holland	n/a	n/a	29	14,100	2	1,150
Ronne	Denmark	46	25,147	33	17,444	29	11,933
Shetland	Scotland	37*	10,112*	61	12,397	61	11,301
St. Malo	France	23	11,319			31	6,193
St. Petersburg	Russia	182	101,586	187	114,517	233	149,252
Stavanger	Norway	37	19,905	33	19,334	52	22,164
Stockholm	Sweden	151	105,300	160	119,000	180	157,000
Stornoway	Scotland	18	4,161	12	1,602	11	1,218
Tallin	Estonia	185	95,119	190	110,000	173	109,415
Tilbury	England	n/a	n/a	6	2,694	6	2,031
Tórshavn	Faroe Islands	23	12,141	25	8,869	26	10,835
Tromsø	Norway	69	31,330	72	31,726	85	40,090
Trondheim	Norway	31	20,074	35	22,964	36	27,888
Turku	Finland			6	5,147	5	5,654
Visby	Sweden	91	38,011	84	35,400	98	48,339
Waterford	Ireland	n/a	n/a	13	5,102	12	4,192
Zeebrugge	Belgium	27	26,276	32	37,000	35	44,000
TOTAL		3,156	1,993,478	2,938	2,108,142	3,504	2,409,383
Average no. of passengers per call		632		718		688	

* Figures for 1998 are for Lerwick only.

Selected Ports by Passenger Nationality for the 1999 and 2000 seasons

Port	USA		German		UK		French	
	1999	2000	1999	2000	1999	2000	1999	2000
Northern Europe								
Akureyri		1,965		7,291		5,023		1,120
Bergen	13,055	9,403	19,759	22,630	22,263	28,237	7,128	10,595
Flam	7,753	8,900	9,860	14,308	7,742	8,074	3,871	4,606
Reykjavik	1,927	5,844	9,020	10,345	4,323	5,678	680	1,892
Stavanger	6,318	2,108	1,793	3,037	7,887	7,167	1,548	4,828
Tórshavn	2,067	2,410	2,937	3,417	2,092	2,920	0	1,110
Trondheim	4,929	1,265	6,198	1,365	8,376	6,433	0	942
Baltic								
Oslo	51,217	57,869	6,571	5,319	25,180	22,022	0	2,143
Kalmar	1,700	2,720	0		500	1,070		355
St.Petersburg	83,024	113,987	11,451	13,323	8,588	13,100	2,862	2,800
France, Ireland & UK								
Brest	1,500		700	760	6,200	13,538	0	
Cork	9,030	5,015	1,535	2,288	2,827	2,112	33	44
Douglas	0	1,704	0	1,022	0	683	0	
Falmouth	3,018	170	1,993	2,429	199	1,016	0	6
Guernsey	5,003	7,224	3,910	5,779	3,220	5,178	0	
Invergordon	3,828	2,836	3,168	4,129	1,302	2,085	501	875
La Rochelle	3,948	1,489	986	913	2,745	7,096	0	0
Londonderry	1,360	1,400	165	400	0		0	
Total	199,677	226,309	79,639	98,755	103,449	131,432	16,623	31,316

The above figures are collected from the port authorities via mail. Classification of what constitutes a "cruise" is according to the Cruise Europe definition. The number of passengers is based on transit and disembarking passengers in each port. Efforts have been made not to double-count passengers. Further analyses of the above statistical information will be provided in the next issue of Cruise Europe News.

CRUISE EUROPE NEWS

Cruise Europe News published by the Port of Reykjavik on behalf of Cruise Europe, which is an organization for ports on the Atlantic coast of Europe and the Baltic.

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WORLD PORT NEWS

Shannon Estuary: New Shannon Foynes Port Co. taking over duties of Shannon Estuary Ports Co. & Foynes Port Co.

A New port company was established by the Minister for the Marine and Natural Resources to take over the duties and responsibilities of the former Shannon Estuary Ports Company and Foynes Port Company. The new company, Shannon Foynes Port Company, came into being on 18th September 2000. The Board of Directors has been limited to five persons at present, and an Interim Chief Executive (B. Richardson) and Harbour Master (T. Nash) have been appointed.

The Directors are: P. Kitt; Ms. S. Bugler; P. Keane; K. MacSweeney; and K. Sheahan.

It is intended that the above will establish new structures for the new company and it is expected that a new Chief Executive will be appointed in the near future. The senior officials in the new company include A. Coghlan; B. Geary; F. Harkins; F. Lynch; and Ms. M. McNamara.

tors, port authorities, logistics providers, freight forwarders and other transport operators in more than 80 countries. The Club insures over 2/3 of the world's container fleet, 1150 ports and terminals worldwide as well as 5636 intermodal operators around the globe. The Club's directors are drawn largely from the membership and have significant experience within the transport industry.

For further information about the TT Club's publications, products and services send an e-mail to London@ttclub.com.

London: Top shipping man takes over as PLA chairman

SIMON Sherrard has taken over as the new chairman of PLA - succeeding Sir Brian Shaw, who completed his third term of office as chairman on December 31.

Mr. Sherrard's appointment as chairman, made by the Secretary of State for Environment, Transport and the Regions, John Prescott is for three years from January 1 2001.



He is currently non-executive chairman of the Liverpool-based Bibby Line Group, having been managing director from 1985 to 1997, and executive chairman from 1997 to 2000.

He is also currently president of the Chamber of Shipping and sits on the board of Lloyd's Register of Shipping and a number of commercial companies.

He has been the UK representative on the Executive Committee, International Chamber of Commerce from 1993 until the present.

Mr. Sherrard was appointed a non-executive director of the PLA board in August, 2000.

(Port of London)

TT Club: Reaches agreement with P&O Australia for long-term global liability insurance program

THE TT club has secured a long-term agreement with P&O Australia Ltd to provide a global liability insurance programme for its P&O Ports division, effective 1st October 2000. This agreement includes all P&O Ports' owned and managed ports and terminals worldwide including those in Australia, New Zealand, China, Russia, Indonesia, Thailand, Sri Lanka, Pakistan, Italy, Belgium, South Africa, Papua New Guinea, Mozambique, the Philippines, India, the UK (Tilbury and Southampton), the United States and Argentina, as well as P&O's Cold Logistics operations in Australia, New Zealand, Argentina and the United States.

P&O Ports has been steadily expanding its international operations over the past five years. Its participation in the US market has grown in recent months with the acquisition of Gulf Services and Fairway and, most recently, in Port Elizabeth, New Jersey where, in partnership with P&O Nedlloyd, it has been awarded a new 30-year lease on Port Newark Container Terminal.

The TT Club provides liability and equipment insurance to ship operators, stevedores, terminal and depot opera-

Asia/Oceania**Auckland: Sheds to come down**

PORTS of Auckland has started work on the demolition of four old wharf sheds on Queens and Captain Cook Wharves.

Demolishing the sheds will open up views of the port and harbour from surrounding city buildings and streets, and should make a welcome improvement to the city's waterfront.

Work started in late November on the demolition of a large shed on the north eastern side of Queens Wharf and should be complete by early January. The shed was formerly home to the port company's Marine Services team and harbour control room, which have relocated to the Ports of Auckland Building in Mechanics Bay.

Ports of Auckland's Chief Executive, Geoff Vazey, says that the demolition of the old cargo sheds reflects the nature of today's port.

"The Auckland Harbour Board built the sheds to store weather sensitive



cargoes. With the advent of containerization, most cargo now arrives in the port pre-packed in containers that are handled through our container terminals.

"The area including Queens Wharf, Captain Cook Wharf and Marsden Wharf is most valuable to us as open space, where we can handle light cargo such as vehicles and fruit. Approximately one million tonnes of cargo is handled through these wharves each year.

"However, the demolition programme will help to improve the appearance of the city's downtown waterfront area, as well as improving the port and harbour views from the city."

WORLD PORT NEWS

Gladstone: GPA Anticipates Successful 2001

A record 50 million plus tones of cargo crossed Gladstone Port's 12 wharves during 2000. Gladstone Port Authority set firm foundations in 2000 in anticipation of a highly successful year for 2001. A record 50 million plus tones of cargo crossed the port's 12 wharves during 2000 - no mean feat when you consider that only two years ago GPA celebrated the 40 million tonne milestone.

This two-year period represents the shortest time frame between 10 million tonne milestones posted by GPA. It took more than a century from when the port was approved as a port of entry for shipping in 1860, to when the first 10 million tonne milestone was achieved in 1970. Other milestones were achieved in:

- 20 million tones 1984 17 years
- 30 million tones 1991 7 years
- 40 million tones 1998 7 years

Now GPA has turned its attention to

the 60 million tonne mark with its hopes pinned on some new industries stating their commitment in 2001 to Gladstone. Among the industries are Astral Calcining Corporation (petroleum coke plant), Tata Iron and Steel (metals plant) and Comalco (alumina refinery). On GPA's drawing board is a proposed \$44 million expansion of the RG Tanna Coal Terminal that would increase the facility's rail unloading and shiploading capacity from 30 million tones to 40 million tones.

Gladstone's development as a major port center has spanned less than 40 years and one man who was instrumental during that 40 years period was GPA's former General Manager Reg Tanna. In Reg's words, "The Gladstone community has an obligation to ensure the Port of Gladstone is developed to its full potential in the national interest." GPA looks to 2001, and beyond, with these words in mind.

Gladstone Port Authority

A port of our Community
www.gpa.org.au

have chosen Northport as their partner besides having Port Klang as the port of choice in this region.

With the growing demands for more capacity and advanced facilities, Northport is redeveloping two additional berths for container handling with a depth alongside of more than 14.5 meters, and equipped with four super-post gantry cranes to accommodate the latest generation of container vessels.

The project, which is scheduled for completion in 2002, will boost the annual handling capacity of Northport to more than 3.5 million TEUs. In short, with its supply-driven policy, Northport ensures that adequate capacity will be installed continuously well ahead of demand to facilitate the expansion of shipping services at Port Klang.

PSA: Marks new millennium with record throughput of over 17m. TEUs passing through Singapore

PSA Corporation - the world's largest container transshipment hub - has achieved a record throughput of 17.04 million TEUs (twenty-foot equivalent units) in Singapore for the year ending 31 Dec 2000. This represents a robust increase of more than 1.1 million containers (or 7.2% growth) over the throughput handled in 1999.

Dr Yeo Ning Hong, Chairman, PSA Corporation Limited said: "Year 2000 has been an exciting and challenging year for both the shipping industry and PSA. Notwithstanding the highly competitive business, our customers continue to grow their businesses with us. We would like to thank all our customers for their vote of confidence and their continued support in making PSA their Port of Call."

"Our extensive application of technology, the high productivity of our dedicated staff and our close working relationships with shipping lines were the key contributory factors behind PSA's milestone achievement," Dr Yeo said.

Operating as a seamless and fully integrated facility, PSA's container terminals in Singapore, namely Brani, Keppel, Tanjong Pagar and Pasir Panjang Terminals have been achieving outstanding vessel turnaround time for our shipping line customers. This, in turn, has helped them to improve delivery time to market for their shippers. PSA currently exceeds more than 100 container moves per vessel hour on a

Kelang: Information Technology

OVER the years, Northport has developed a comprehensive computerization system, providing solutions for mobile communication standards and value-added services to the customers.

An extensive range of IT applications and services for the shipping and business communities are the perfect means to establish strong business partnership. Among the benefits of Northport's IT system is a real time interactive facility that allows customers to track the status of their shipment round-the-clock, 7 days a week from anywhere around the world.

EDI services such as electronic submission of customs documents, bay plans and ship's manifest are also readily available for all customers.

The computerized container operating system at Northport enables the operators to optimally plan the container yard for both land-side and ship-side operations.

The state-of-the-art Computer Aided System (CATOS) organizes the planning of containers for ships well in advance of berthing, optimal deployment and balance crane splits, loading and unloading sequence of containers as well as the organizing of containers for easy unloading at the next port of call.

Kelang: One Port, One Call, One Service

UNDER its tagline "One Port, One Call, One Service," the synergised resources and facilities of the two companies create a seamless one port operational arrangements to provide the customers with a new dimension in terminal service.

Northport has transformed itself from being a container terminal catering only for local trade to that of a transshipment hub for the region supporting the national vision of making Port Klang the nation's load center and regional transshipment hub.

The state-of-the-art array of facilities offered at Northport ranges from purpose-built container terminals to specialized berths for handling break-bulk, dry bulk and liquid cargo.

Northport also offers the vital supporting services of pilotage, tuggage, freight forwarding, warehousing, and various services within the transport and supply chain as well as security and fire services.

The dynamics of the container shipping industry is fast changing, and Northport will continue to respond pro-actively to these market realities.

With the increasing number of shipping services at Northport it is clearly evident that the major mainline operators

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regular basis. In year 2000, PSA achieved more than 200 moves per vessel hour on eight occasions.

Said PSA Chairman, Dr Yeo: "PSA will continue to deliver the best results for customers to value-add and enhance their competitiveness, increase their efficiency, and reduce their operational cost."

During the last twelve months, PSA has been awarded some of the most prestigious awards in the maritime industry, with our customers voting us as "The Best Container Terminal" at the Lloyd's List Maritime Awards 2000 for the second consecutive year; and as the "Best Container Terminal Operator

(Asia)" for the 11th time at the Asian Freight Industry Awards. PSA was also conferred the status of a laureate at the prestigious Computer World Smithsonian Awards.

PSA is committed to continue to value-add our customers. As the world's largest container transshipment hub, PSA provides every shipper with an unrivalled choice of more than 300 shipping lines, with connections to over 740 ports worldwide. Everyday PSA offers customers a choice of 3 sailings to USA, 4 to Japan, 5 to Europe, 9 to Greater China, and 22 to South and Southeast Asia.

PSA: Corporation's Portnet.com's Partnership with the Port of Seattle

Portnet.com Pte Ltd (Portnet.com), a fully-owned subsidiary of PSA Corporation, has signed a Memorandum of Understanding (MOU) with the Port of Seattle today, 12 January 2001, to market, implement and operate a Port and Shipping Community System for the Port of Seattle. The win-win partnership will allow the two organisations to combine their resources and capabilities, and pave the way for establishing "Portnet Seattle™".

PORTNET® is the world's first nationwide business-to-business (B2B) port and shipping e-community. It encapsulates 16 years of IT (Information Technology) and operational domain knowledge, as well as scalability and reliability of information handling. The variety of its modules includes online ordering and documentation systems, and facilitation of fulfillment and track-and-trace services. When implemented, it will benefit all players in the port community of Seattle through timely and accurate information flow, reduced cost of operations, efficient operational flow and faster response time.

The MOU was signed by Mr Robert Yap, Managing Director, Portnet.com Pte Ltd/Executive Vice-President (Information Technology), PSA Corporation and Mr M. R. Dinsmore, Executive Director, Port of Seattle.

Mr. Yap said, "Portnet.com is honoured to have the opportunity to work with the Port of Seattle, a leader in the U.S. port business. This MOU is significant as it also marks Portnet.com's first collaboration with a U.S. port. We look forward to sharing our knowledge in port development and container handling, IT expertise and operations know-how with the Port of Seattle to achieve win-win results."

"The Port of Seattle has always been an innovative industry leader in cargo management, and in our view, PSA Corporation's Portnet.com is the world's foremost provider of this next-generation technology," said Mr. M.R.Dinsmore, Executive Director of the Port of Seattle. "Portnet.com's technology will enable the Port of Seattle to exceed our current capabilities as a comprehensive, efficient port, adding tremendous value to our customers."

The MOU with the Port of Seattle reflects Portnet.com's vision to estab-

Osaka: Akogare World Sail 2000

AFTER setting sail on 9 April 2000, the city of Osaka's sail training ship "Akogare," returned safely to the Port of Osaka on 25 December 2000. The completion of her nine-month journey has resulted in her recognition as the first Japanese Three Masted Topsail Schooner to complete a circumnavigation of the globe, via Europe.

"Akogare World Sail 2000" was a 261-day voyage of approximately 28,600 nautical miles. The Captain and Crew visited 12 world ports, hosting

"Akogare" open days and participating in various cultural exchange activities. During her voyage, "Akogare" berthed at two of Osaka's Sister Ports, San Francisco (United States of America) and Le Harve (France). She also called at the Port of Amsterdam, participating in the tall ships' race, "Sail 2000 Amsterdam," as well as taking part in the 400th Anniversary of Japanese-Dutch Relations celebrations.

The port of Osaka would like to take this opportunity to sincerely thank all those Ports involved for the kind co-operation and support extended to the Captain and Crew during their time in port.



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lish and implemnt the PORTNET® system in ports all over the world. Portnet.com has signed an agreement with the Port of Dalian Authority and Dalian Container Terminal in August 2000 to develop, manage and market the PORTNET's system to the north-eastern China region.

Portnet.com

Portnet.com was launched on 8 May 2000 to create more value for the shipping community through e-commerce solutions. First developed in 1984, the

internet-enabled PORTNET® is the nerve center of a nationwide system that links the shipping lines, hauliers, freight forwarders, shippers and government agencies in Singapore, and facilitates B2B transactions for the port and shipping industries. PORTNET® also enhances productivity and reduces operational costs for users through the efficient management of information via a central database. It currently has 6,500 users, with 5.5 million transactions a month.

Qinhuangdao: Qinhuangdao Port sees birth of another new terminal for general cargo and container traffic

THE Port of Qinhuangdao constructed a new terminal - E/F terminal for general cargo and container handling so as to adapt to China's rapid economic development tendency.

Located at the west harbor of the Port of Qinhuangdao, the new terminal consists of 8 berths, the designed annual capacity of which is 3 million tons with 50,000dwt max capacity.

Total wharf length of the terminal is over 1,700m. The terminal's functionally designed stack yard occupies 800,000sq.meters with another 20,000sq.meters for warehouse.

Presently, more than 90% of hydraulic engineering of the project has been finished and it is due to be completed by the end of 2001.

Upon completion of E/F terminal, the port's total throughput will reach 127million tons. The construction of E/F terminal is sure to inject more vigor to the prosperity of the Port of Qinhuangdao.



Article by Ms. Yang Xiaowei, photographs by Mr. Qiulin, Qinhuangdao Port Authority

Sydney: Sydney Ports going for growth plans to avoid same airport dilemma, with official approval yet to come

SYDNEY Ports Corporation (SPC) is still seeking approvals for an environmental impact study for a third terminal in Port Botany and for the accompanying Enfield Inland Port development, its chief executive Greg Martin said.

Mr Martin said on the release of Sydney Ports Corp's annual report that the port needs to secure facilities for future growth. He does not want the SPC to face the same uncertainty as Sydney Airport, which has been looking for a second site for decades.

The Sydney Port's chief said that a 1992 study had forecast that Sydney would not reach a throughput of 1m teu until 2015, a figure which was actually met this year.

He said Sydney increased its overall cargo throughput by 50% in just the past four years.

According to the SPC's annual report, the port had forecast a container throughput increase of only 3.5% to 910,000, well below the 15.6% growth to 1.016m teu that was achieved.

The pace is now markedly slower, with a budget forecast of 6% container growth for 2000/01 now appearing optimistic, based on figures for the first four months of the financial year.

Operationally, Mr Martin said the Olympics were an outstanding success for the port. Although there were widespread fears beforehand about a possible low priority for freight, 900 freight trains operated during the Games, and only three were seriously delayed.

He said that the Games had also shown a glimpse of what is possible if transport operating hours are extended. "The Games could be a catalyst for changes in road operations," he said.

The pace of rail movement has also picked up, with a target of 35% of all containers to move in and out of the port by rail. Currently 24% of all throughput is handled on the rails.

The past year saw major breakthroughs in managing rail traffic in the port, with close cooperation between the port, and track and train operators, and a dedicated time slot system.

Mr Martin said later that 35% is now the minimum level of conversion to rail freight expected, and it is possible that the port will exceed this share without much difficulty.

However, given the overall growth in throughput, even this rate of rail growth will only contain rather than reduce the number of trucks on Sydney's roads.

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The Chittagong Port Authority Vision 2020 of the Chittagong Port

THE ports of the world have undergone many changes since the seventies with the introduction of containerization in the international trade. The port of Chittagong despite many constraints continues to cope with changing patterns of the trade and creates facilities to meet the market demands. The Chittagong Port is the principal Port of Bangladesh and therefore has a very special role to play in the national development process. The responsibilities of the Chittagong Port are to render necessary facilities and services in proper and efficient handling of export-import cargo of sea-borne trade. Inefficient ports may hamper economic development through operating procedures, inadequate facilities and excessive charges. The process of trade liberalization and globalization in the eighties has resulted in greater mobility of goods and services across the international borders. The subsequent shift in manufacturing activities towards countries with comparative economic advantages has presented a challenge for many developing countries aspiring to expand their manufacturing bases and stimulate domestic economies through improved global linkages in trade and commerce. Bangladesh is seeking to explore opportunities to further expand international economic activities for sustainable development. To meet trade objectives, we have to improve efficiency of maritime gateways and make Chittagong Port more responsive to commercial needs of exporters, importers and carriers. In today's glob-

al environment, the seaports must be able to offer increased levels of efficiency and costs, which are comparable to other ports. So, it is imperative to upgrade the efficiency of the Chittagong Port keeping in view the visions set for the port as intermodal transport hub.

Visions

1. Due to its geographical situation and prospective transport linkage with neighbouring countries the port has potentiality to serve the regional areas across the border. So, the Chittagong Port will be a worldport for sea borne traffic of Bangladesh as well as India, China and Myanmar in 2020. To achieve the worldport status, the Chittagong Port development has to take place in a wide spread area from both banks of Karnaphuli Channel down to the Kutubdia and Moheskhal Islands. Moheskhal Island has already been attached with Cox's Bazar area by land for geological reasons/factors. Chittagong Port as a worldport will cater to the needs of the landlocked areas of India, South China, Myanmar and the countries like Nepal and Bhutan.
2. The Chittagong Port handled 17 million tons of cargo including about 4 (four) lakh TEUS of containers during 1999-2000. So far forecast goes national sea port traffic at Chittagong Port will be about 37 million tons of cargo including 16 (sixteen) lakh TEUS of containers in the horizon of year 2016-17. With the inclusion of transit trade volume with the countries (if take place)

stated above the traffic growth will be manifold beyond comprehension today.

3. The Exclusive Economic Zone (EEZ) within the Bay of Bengal has to be protected also from the seaports of Bangladesh and all sorts of survey and vigilance activities have to be conducted from here.

To achieve the above vision, the following strategies need to be looked into:

- Development of deep sea ports in the coastal areas of Bangladesh to accommodate bigger vessels having draft of 20-25 meters which may be viewed in a regional context through SAARC, ASEAN or BIMSTEC.
- Special Economic Zone (SEZ) to be set up at the left bank of River Karnaphuli with port-based facilities.
- Re-modeling the Chittagong Port Management from an operational to a regulatory agency/body.
- Computer-based operational and management systems of the Port including EDI system to be developed.
- Creation of physical facilities (terminals, jetties etc.) and mechanization of cargo handling facilities.
- Development of appropriate facilities in all modes of transport by the respective authorities for the transportation/movement of cargo/container to and from the port.

Hadi Hussain Babul

Chief Planning

Chittagong Port Authority

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