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

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MANILA International Container Terminal (MICT) and South Harbor Container Terminal serve the thriving business of Manila, one of the most fast growing trade areas in Asia. In 2000, they marked a robust growth. Port Efficiency yardsticks disclosed by the Philippine Ports Authority will be of great reference. Relater article on page 37.

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IAPH ANNOUNCEMENTS AND NEWS

African/European EXCO meeting and Port Seminar in Cork

28 February-2 March 2001



IAPH Delegates in Cork, Chairman F. Boland in the center of the front row

WE will never know whether it was the famous Irish hospitality or the seminar programme that brought so many port managers together in Cork. Fact is that almost 50 of them found their way to the meeting rooms in the beautifully located Rochestown Park hotel. Twelve colleagues had come all the way from their countries on the African continent to attend the events. For some that trip had not been uneventful: heavy snow had stopped air traffic in and out of Dublin airport, resulting in unexpected overnight stops in places like Amsterdam and even the loss of luggage for Mr. Gauze, Secretary General of the Port Management Association of West and Central Africa.

But once in Cork, everything went without a hitch. The EXCO meeting late in the afternoon of 28 February was well attended and dealt with a number of regional organizational matters. Members were also informed about the

establishment of closer ties with other international organizations such as PIANC and the formation of the Inter-Industry Shipping and Ports Contact Group.

In the evening of the 28th Mr. Frank Boland and Mr. Pat Keenan of the Port of Cork hosted a reception and buffet dinner in the prestigious offices of the Port in downtown Cork. It set the scene for the rest of the week.

Thursday and Friday were dedicated to the actual seminar, that was characterized by the slogans: meet your colleagues, meet your friends, expand your knowledge and maintain your network.

After words of welcome from Mr. Frank Boland, Chairman of the port of Cork Company and a keynote speech by Mr. Struijs on behalf of IAPH President Mr. Taddeo, speakers from all corners of the African/European Region made presentations on a wide variety of subjects.

Organizational concepts, safety and environment, containerization, IAPH and the international arena and challenges facing the port community were the headings under which the speakers shared their views with the audience.

The ensuing discussions showed that the speakers had selected interesting subjects for their presentations: many times the session chairmen had to intervene in order to keep the seminar timetable.

During Thursday afternoon, March 1, the EXCO members, accompanied by Mr. Boland, paid a courtesy call to the Lord Mayor of Cork, the Right Honourable Councillor P.J. Hourican. On behalf of IAPH Mr. Struijs, in his capacity of 2nd Vice President, offered the Lord Mayor a gift and explained the work of IAPH. In return the Lord Mayor presented Mr. Struijs with a historic picture of the City Hall of Cork.

It goes too far to discuss each contribution to the seminar in detail in this article. Interested readers may contact individual speakers for copies of their presentations. The seminar programme with the names of the speakers was published in an earlier issue of Ports and Harbors.

However, some relevant matters should not remain unmentioned.

In the discussions on European developments it became clear that the recently issued Draft Directive on Port Services is a dossier that can become a fine example of how ports can co-operate in developing common views and positions in response to those developed by the European authorities. IAPH pledges its firm support to ESPO, that should take on the task of managing this dossier on behalf of the European ports.

Mr. Gama of Portnet shared the latest details on the IAPH 2003 conference in Durban with the seminar attendants. An impressive programme is under preparation, promising an attractive and instructive event. The beautiful climate of South Africa comes as a bonus.

After the formal seminar sessions, Mr. Marcel Gossio, Managing Director of the Port of Abidjan, took the floor. He addressed the audience in French and

IAPH ANNOUNCEMENTS & NEWS



The Right Honourable Councillor P.J. Hourican, the Lord Mayor of Cork, sat in the center of front row, received the IAPH officials

extended an invitation to all members of the African/European region to attend the (postponed) Pan-African Ports Conference that will now be held in Abidjan, from 10-12 December 2001. The programme will allow for a regional EXCO meeting to be held in conjunction with the conference.

Mr. Struijs thanked Mr. Gossio for his invitation and Mr. Kablankan for his professional translation of Mr. Gossio's presentation. He also thanked Mr. Gama for his promotional presentation on the 2003 conference in Durban.

Mr. Struijs, on behalf of all participants, also thanked Mr. Boland and Mr. Keenan of the Port of Cork and their staff for the hospitality extended to the participants and the excellent arrangements for the seminar. He especially mentioned the reception and buffet dinner on 28 February and the

in his words: "without participants there would have been no seminar".

In closing, Mr. Struijs summarized the main conclusions of the seminar as follows:

1. The port community calls on regulatory bodies such as IMO and the European Union to limit the issuing of new regulations, and to put emphasis on ensuring the uniform implementation of existing rules and regulations. ESPO should play an important role in communicating this view in a European context.
2. It is important for legislators to note that ports are no longer isolated entities, but integrated links of logistic chains. That means interdependency of those links and this has consequences in the field of education and training of port and inland personnel.

Port Dinner on March 1 in the Lovetts Restaurant. True examples of Irish hospitality and the quality of the Irish cuisine. He also thanked the speakers and the session chairmen, some of which had to act as such on very short notice. Finally, he thanked the participants to the seminar, as,

3. It is important that IAPH and regional port associations such as ESPO, through intensive co-operation, aim to speak with one voice.
4. Co-operation between port associations with other international organizations is an essential tool to enhance the role of the ports and port related industry in the international arena.
5. Globalization of the container trade offers opportunities to all ports.
6. African nations need to invest in their national economy to enable ports to develop competitive positions. Ports are unable to develop such positions on their own.
7. Ports with the best price/quality ratio are most likely to survive.
8. The overall quality of a port is determined by the quality of the following six elements:
 - maritime infrastructure
 - land-side infrastructure
 - hinterland connections (rail, road, inland waterway)
 - maritime services (pilots, tugs, mooring services, VTS etc.)
 - safety and environment (e.g. dredging issues should be integral part of port management policy)
 - security

Although each of these six elements is important in its own right, safety and environment should be considered to be of crucial importance: only a clean and safe port will have a future*, according to Mr. Struijs.

March 2001
P.C. van der Kluit

List of Participants

Belgium	Antwerp Port Authority	Guido Van Meel	Netherlands	Amsterdam Port Authority	Cor Oudendijk
Cote d'Ivoire	Port Autonome d'Abidjan	Kablankan Assemien		Port of Rotterdam	Pieter Struijs
		Marcel Gossio			2nd Vice-President, IAPH
Croatia	Port of Rijeka Authority	Captain Zdeslav Mastrovic			Frans van Zoelen
		Snijezana Papes			Peter Mollema
Denmark	Port of Copenhagen	Mogens Friis-Hansen		IAPH Representative in Europe	Peter van der Kluit, IAPH
Estonia	Port of Tallinn	Joel Tammeka	Nigeria	Port Management Assoc. of West and Central Africa (PMAWCA)	Fernand Julien Gauze
France	Port Autonome de Dunkerque	Bruno Vergobbi	Norway	Port of Stockholm	
	Port Autonome du Havre	Jose Perrot			Christel Wiman
	Port Autonome de Rouen	Bernard Coloby			Bo Araskog
Gambia	Gambia Ports Authority	Pascal Hornung	South Africa	Portnet	Siyabonga Gama
		Nicholas A. Blell			Riah Phiyega
Germany	Port of Hamburg	Amie M. Sey	Spain	Puertos del Estado, Spain	Jose Luis Estrada
		Dr. Hans Ludwig Beth			Carlos Ibarz
Ghana	Ghana Ports and Harbours Authority	Manfred Reuter	Sweden	Port of Gothenburg	Gunnar Nygren
Guinea	Port of Conakry	Captain J. E. Quansah	Tanzania	Tanzania Harbours Authority	Samson M. E. Luhigo
Ireland	Dublin Port Company	Momo Camara	UK	Associated British Ports	Dennis Dann
		Edmund Browne		British Ports Association	David Whitehead
	Port of Waterford Company	Enda Connellan		Excession Networks Limited	Malcolm Ravenscroft
		Ben Gavin		London Maritime Partnership Ltd	Jonathan Bygrave
Kenya	Kenya Ports Authority	John V. Clancy		Port of London Authority	Steve Cuthbert
	Port Management Association of Eastern & Southern Africa (PMAESA)	Captain T. A. Khamis	Host:	Port of Cork Company	Jeremy Smith
Malaysia	Port Klang Authority	Oliver Hartmann			F. Boland
		Paul Seo Tet Chong			P. Keenan

IAPH ANNOUNCEMENTS & NEWS

Second IAPH Asia/Oceania Regional Meeting

Held in Bangkok, Thailand

The second Asia/Oceania Regional Meeting of IAPH was held in Bangkok, Thailand, 13 February 2001, in conjunction with the ESCAP/IAPH Seminar on Regional Shipping and Port Development Strategies, 14 & 15 February 2001.



It was held at Montien Riverside Hotel, Bangkok, under the chairmanship of 1st Vice President of IAPH, Dr. Akio Someya, Executive Vice President, Nagoya Port Authority, Japan, attended by 41 participants from 15 countries. The meeting was not confined to those in the Asia/Oceania region, as the African/European region was also represented by Mr. Jean Smagghe, Immediate Past President of IAPH, France, Mr. Geoff Adam, Port of London Authority, U.K., and Mr. Gennadiy L. Zvyagintsev, Commercial Port of Vladivostok, Russia. The list of participants is attached at the end of this article. Prior to the Asia/Oceania Regional Meeting, the regional Exco meeting was held from 0830 to 0930, chaired by Dr. Someya and attended by five Exco members in the region.

The participants were honored to have Mr. Pratak Simapichaicheth, Chairman of the Board of Commissioners, Port Authority of Thailand, as host of the meeting, deliver his welcome address at the start of a full day meeting. Dr. Someya, in return, expressed his sincere thanks to Mr. Pratak Simapichaicheth for hosting the meeting and remarked the significance of holding a meeting in Bangkok at a time when Thai economy and ports are undergoing tremendous changes.

The meeting was unique in that most part of it took the form of a seminar where various presentations were made on topics of mutual interest and concern by the selected participants in the context of Asia/Pacific. It provided a forum to exchange views and experience on such topics and trends prevailing in the region as privatization, port cooperation, and environmental issues. Not all, but most of the topics selected

for presentation had been suggested earlier at the previous regional meeting in Nagoya, 20 January 2000.

Discussion Topics

1) Ports and Port Associations

- Northeast Asia Port Director-General Meeting (Mr. Susumu Naruse, Ministry of Land, Infrastructure and Transportation, Japan)
- ASEAN Ports Association (Mr. Sumardi, Indonesia Port Corporation 3, and Mr. J. D. Dunda, Indonesia Port Cooperation 4 /Vice President of the APA)
- Association of Pacific Ports (Mr. Akuila Savu, Maritime & Ports Authority of Fiji, Fiji)
- Ports in East Russia (Mr. Gennadiy L. Zvyagintsev, Commercial Port of Vladivostok, Russia)
- North-South Transport Corridor - NOSTRAC (Mr. Masoud Sharifi, Ports and Shipping Organization, Iran)

The presentations were informative to the participants, as they all discussed major issues of common interest and their activities on a regional level. It was felt that IAPH should continue to maintain a good and friendly relationship with such regional port associations worldwide and encourage them to join IAPH meetings and activities.

2) Port Cooperation

- Twinning Ports - Port Authority of Thailand and Port of London Authority (Mr. Payoongkich Chivamit, Port Authority of Thailand, and Mr. Geoff

- Adam, Port of London Authority, U.K.)
- Oneport Strategy (Mr. Grant Vinning, Brisbane Port Corporation, Australia)
- International Automobile Ports (Mr. Toshiyuki Toda, Higashimikawa Regional Research Center, Japan)

The topics presented illustrated three types of port cooperation and encouraged those contemplating on a similar idea to take action. The participants appreciated that the cases presented shows a more proactive approach taken by the ports involved, i.e. joint business and marketing initiatives, as compared to a traditional sister-port affiliation. It was further suggested that port cooperation can take various forms, as ports differ in size, operational needs and management philosophy.

3) Challenges Facing Today's Ports

- Port Privatization - Case of Port Klang (Datin O. C. Phang and Mr. V. Balakrishnan, Klang Port Authority, Malaysia)
- Port Privatization - Case of New Zealand (Mr. Garth Cowie, Port of Napier Ltd., New Zealand)
- Environmental Issues (Mr. John Hayes, Sydney Ports Corporation, and Mr. Grant Vinning, Brisbane Port Corporation)

The two cases of port privatization in Malaysia and New Zealand gave the audience a clear picture of the respective port privatization process - what it takes to accomplish the task and what benefits/demerits we can expect from the process. The delegates appreciated

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that the presentation on environmental issues strongly indicated that port operations must be managed in harmony with the surrounding environment on a daily basis, and suggested the need to enhance public awareness and understanding on the subject.

Internal Matters

1) Report on the Association's current status

Main subjects covered by Dr. Satoshi Inoue, IAPH Secretary General Inoue were:

- IAPH's new website launched on 1 January 2001 at <http://www.iaphworld-ports.org>;
- IAPH Membership Directory 2001
- Biennial Conference 2001, Montreal, Canada;
- Biennial Conference 2005 (two candidates for the venue: Shanghai and Kobe); and
- Exco meeting in October 2001, Auckland, New Zealand and other future events

Dr. Inoue expressed his thanks to the participants for their continued support of IAPH activities and at the same time asked for their further assistance regarding the payment of 2001 dues and placing ads in Ports and Harbors.

2) Membership Committee

Datin Phang, IAPH Membership Committee Chair, gave a brief report on the current status of membership, as summarized below.

As at 31 December 2000, IAPH has 221 Regular members, 107 Associate members and 1 Temporary member. 7 new Regular Members have joined us since January 2000. She also proposed that new dues scheme be possibly

studied by the Association, so as to attract many more potential members.

3) Port Planning & Construction Committee

Prior to the Regional Meeting, the Committee on Port Planning and Construction met on 12 February, to work on the revision of IAPH Guidelines for Port Planning and Design. It was attended by 11 members and observers. Mr. John Hayes, the Committee Chair, gave a brief report on the results of the committee meeting, focusing on the revision of the IAPH Guidelines for Port Planning and Design.

4) Mid-term Board Meeting, April 2002

H. E. Hassan Mousa Al Qumzi, on behalf of Abu Dhabi Seaport Authority, U.A.E., proposed to host the IAPH Mid-term Board Meeting in 2002. The exact

dates remain yet to be worked out, but it is expected to take place in April 2002. The 3rd Asia/Oceania Regional Meeting was decided to be held to coincide with the Board Meeting.

5) Election of Next Vice President

It was reported by the chair that Mr. John Hayes, Sydney Port Corporation, had been selected as the candidate for the next 3rd Vice President by the Asia/Oceania Region's Exco members at the Tokyo Exco Meeting in last October, in compliance with the rules established at the Mid-term Board Meeting in Marseilles, 2000. Some members pointed out that the IAPH BY-Laws provides that "Any member, delegate or representative entitled to vote shall be privileged to make a nomination from the floor" at a plenary meeting of the Montreal Conference.

ESCAP/IAPH Seminar on Regional Shipping and Port Development Strategies

Bangkok, Thailand, 14-15 February 2001

IAPH and the UN-ESCAP (the United Nations Economic & Social Commission for Asia & the Pacific) has a longstanding record of cooperation in port and maritime affairs in Asia and the Pacific. At the previous IAPH Asia/Oceania Regional Meeting in Nagoya, Japan, January 2000, the idea of holding a seminar in the region was proposed and endorsed by the participants. It is in this background that ESCAP and IAPH decided to organize a joint seminar to coincide with the 2nd IAPH Asia/Oceania Regional Meeting in

Bangkok where ESCAP is based. The two-day seminar was made possible by a tripartite preparation effort by Nagoya Port Authority, Port Authority of Thailand, and ESCAP's Water Transport Section. It was attended by 73 delegates representing 15 countries and 5 resource persons who made presentations on ESCAP's research and study.

The seminar was officially opened with addresses by Ms. Kayoko Mizuta, Deputy Executive Director, ESCAP, and by Dr. Akio Someya, First Vice President, IAPH. It provided an excel-

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Meyrick, Consultant, Korea Maritime Institute)

- Strategies for shipping and port development (Mr. Barry Cable, Chief of Water Transport Section, TCTIDD, ESCAP)

The geographical and activity area covered by ESCAP and that of the IAPH Asia/Oceania Region are identical, which contributed to each other's aspiration for a closer tie of communication and cooperation.

Furthermore, the IAPH

lent opportunity for ESCAP to present their forecast of port container throughputs toward 2006 and 2011 to the IAPH delegates and ask for their comments in assessing the preliminary results of their computer-based study called MPPM (Maritime Policy Planning Model) whose objective is to provide a planning context for the development of shipping and port investment strategies for the ESCAP's region.

- Base case and alternative scenarios for regional container shipping and ports (Mr. Steve Meyrick, Consultant, Korea Maritime Institute)
- Forecast of container shipping service requirements (Mr. Chin-Soo Lim, Senior Research Fellow, KMI)
- Forecast of container port throughputs and capacity requirements (Mr. Steve

delegates appreciated the fact that the voice of IAPH is heard and respected at such an international forum as this seminar and the UN agencies including ESCAP look to IAPH for its professional opinions and views. For this reason, the seminar proved mutually beneficial for the two organizations, opening ways for future cooperation and joint initiatives.

Program

Technical Visit to the Port of Laem Chabang

16 February 2001

Day 1

- Introduction to ESCAP activities and the background of the study (Mr. Barry Cable, Chief of Water Transport Section, TCTIDD, ESCAP)
- Introduction to IAPH (Dr. Satoshi Inoue, Secretary General, IAPH)
- Change in container shipping and port environments (Mr. Steve Meyrick, Consultant, Korea Maritime Institute)
- Shipping and port policy of Thailand (Mr. Voradej Harnprasert, Director, Planning and International Affairs Division, Office of the Maritime Promotion Commission)
- Developments of container shipping in Thailand (Mr. Pornchai Vimolratana, Vice President of RCL Plc.)
- Developments of container ports in Thailand (Mr. Chalermchai Meekun-iam, Director of Engineering Department, Port Authority of Thailand)
- Challenges facing Asia-Pacific ports in the 21st century (Mr. John Hayes, Chairman of the IAPH Port Planning and Construction Committee)

Day 2

- Introduction to the Maritime Policy Planning Model (Mr. Dong-Woo Ha, Economic Affairs Officer, TCTIDD, ESCAP)

ON 16 February, the delegates attending the 2nd Asia/Pacific Regional meeting visited Laem Chabang Port in Chonburi Province on the east coast of the Gulf of Thailand, 110km south of Bangkok and 20km north of Pattaya, one of the world famous beach resorts. It handled 2.1 million TEUs in 2000. For details, please refer to the Open Forum section of this issue where you can read a paper entitled Development of Container Ports in Thailand.

The delegates were greeted by Ms. Kanchana Ubolchonlakhate, Deputy Managing Director of PAT and Managing Director of Laem Chabang Port at a luncheon hosted by the Port at its Port Administration Building. After the luncheon, the delegates proceeded to visit the Laem Chabang International Terminal, one of five container terminal currently in operation, with a key length of 400 meters and an annual handling capacity of 600,000TEUs.

The delegates also visited the Lat Krabang Inland Container Depot (ICD), 30km east of Bangkok, which was developed as the first purpose-built rail-

connected ICD in the country where containers and cargo are hauled in and out by road and rail. Its original concept was to move in cargo originated in Bangkok by truck and transport it to Laem Chabang Port by rail, alleviating congestion at Bangkok Port.

List of Participants

- **John Hayes**, Sydney Ports Corporation, Australia
- **Grant Vinning**, Port of Brisbane Corporation, Australia
- **Akuila Savu**, Maritime and Ports Authority of Fiji, Fiji
- **Jean Smagghe**, UPACCIM, France
- **Peter Ng**, CMA CGM & ANL (HK) Shipping Agencies Ltd., China
- **J. D. Dunda**, Indonesia Port Corporation 4, Indonesia
- **Sumardi**, Indonesia Port Corporation 3, Indonesia
- **Masoud Sharifi**, Ports & Shipping Organization, Indonesia

- **Satoshi Inoue**, IAPH Head Office, Japan
- **Katsutoshi Kato**, Higashimikawa Regional Research Ctr., Japan
- **Hiroyuki Nagai**, IAPH Head Office, Japan
- **Takehiko Nakayama**, Nagoya Port Authority, Japan
- **Susumu Naruse**, MOLIT, Japan
- **Ritsuko O'haru**, Nagoya Port Authority, Japan
- **Akio Someya**, Nagoya Port Authority, Japan
- **Toshiyuki Toda**, Higashimikawa Regional Research Ctr., Japan
- **Dato Ahmad Ibniharar**, Penang Port Sdn Bhd, Malaysia
- **Dato Capt. Hj. Abdul Rahim bin Abd. Aziz**, Penang Port Commission, Malaysia
- **Md Niana Merican**, Penang Port Sdn Bhd, Malaysia
- **Mohd Dzulcarnaen Musa**, Port Klang Authority, Malaysia
- **Norlaila Ibrahim**, Penang Port Commission, Malaysia
- **Datin O. C. Phang**, Port Klang Authority, Malaysia
- **Ramili Amir**, Sabah Ports Authority, Malaysia
- **Ramli Harun**, Klang Port Management Sdn Bhd, Malaysia
- **Razali bin Mansor**, Johor Port Authority, Malaysia
- **V. Balakrishnan**, Port Klang Authority, Malaysia
- **Ismail Shafeeq**, Maldives Ports Authority, Maldives
- **Garth Cowie**, Port of Napier Limited, New Zealand
- **Geoff Vazey**, Ports of Auckland Limited, New Zealand
- **Gennadiy L. Zvyagintsev**, Commercial Port of Vladivostok, Russia
- **Ivan Chow Weng How**, PSA Corporation, Singapore
- **Goon Kok Loon**, PSA Corporation, Singapore
- **Ronald Toh Kok Seng**, PSA Corporation, Singapore
- **Jules Yap**, PSA Corporation, Singapore
- **Payoongkich Chivamit**, Port Authority of Thailand, Thailand
- **Chalermkeat Salakaham**, Port Authority of Thailand, Thailand
- **Pratak Simapichaicheth**, Port Authority of Thailand, Thailand
- **A. W. Al Diwani**, Abu Dhabi Seaport Authority, UAE
- **H. E. Hasan Mousa Al Quamzi**, Abu Dhabi Seaport Authority, UAE
- **Geoff Adam**, Port of London Authority, UK

IAPH-Committee on Communication & Networking Minutes of the virtual meeting January 15- 29, 2001

By Jose Perrot, Chairman



Port of Le Havre

To enable to all the members of the committee to participate to the discussions at the lowest cost and without wasting too much time it was decided to hold a meeting through exchanges of e-mail messages. As far as we know it's the first experience within IAPH. We suggest to the other Technical Committees to make such an experience: it should encourage members to be more active in between the official gatherings.

Participants:

The first message was sent on Sunday January 14th to the different members:

- **Allou Diallo**, Port of Conakry
- **Dennis Dunn**, Associated British Ports Grimsby & Immingham
- **Gary Crook**, UNCTAD
- **Hiroshi Sasajima**, Nagoya Port Terminal Corporation
- **Ibrahim Jangana**, Gambia Ports Authority
- **John Hirst**, AAPMA
- **Larry Keller**, Port of Los Angeles
- **Malcolm Ravenscroft**, Excession Networks
- **Naomi Kogon-Steinberg**, Steinberg & Associates
- **Roy Jaeger**, Port of Amsterdam

Representative in USA

- **Satoshi Inoue**, Secretary General IAPH
- **Thomas Kornegay**, Port of Houston Authority
- **Jose Perrot**, Port of Le Havre Authority - Chairman

The number of active participants was limited and the discussions were mainly animated by the inputs of Naomi Kogon-Steinberg, John Hirst, Malcolm Ravenscroft, Satoshi Inoue, Gary Crook, Dennis Dunn, and Thomas Kornegay. President Taddeo had an active participation when the organisation of the Montreal Conference has been considered. The active members were very sorry and puzzled when they realized that some members did not participate at all at the discussion on any point.

Agenda:

- Approval of the agenda
- Organization of the Biennial Conferences
- Website : Encourage the discussion and exchange of information
- Prepare a contest for the new logo

Item 0 - Approval of the agenda

All the members approved that the number of points to be discussed should be limited to three main items:

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Port of Le Havre

Item 1 - Organization of the Biennial Conferences:

1 Three proposals were expressed:

- Naomi Kogon-Steinberg proposed:
 - *Since we are the newest committee and people around IAPH are not necessarily familiar with our mission, should we give a short presentation to the entire conference on the importance of the committee, what we want to achieve, how we want to approach new members and how important it is to be active in committees, etc. etc.*
 - Some of the points that we should bring up during the new members gatherings (be it morning teas or any other appropriate forum) as an introduction before we each venture off to actually shake hands with new members and introduce ourselves. (I shall prepare a list of suggested points for the virtual meeting).
 - We need to be in touch, as soon as possible, with Montreal, in order to make sure that we get onto the agenda. I would like some comments on my idea of how best we can introduce new members to "older" members who share the same issues, problems or interests.
- John Hirst suggested the following:
 - Organization of the conference in Montreal is important and I would expect that by now the Secretary General would have a tentative timetable of committee meetings, regional meetings etc.
 - I suggested that new members be wel-

comed at a morning tea or lunch break at which committee chairman etc could be present and I recall that this was generally accepted amongst our committee.

- Malcolm Ravenscroft presented the following propositions
 - The various ideas concerning New Members should be debated and some firm proposals should be finalised. These could include a welcome forum at Montreal allowing each new member to say a few words about themselves and then to meet other members with similar interests; an on-going new members liaison officer within a region to contact new members and to introduce them to others as appropriate; etc, etc.
 - We should also consider whether Focus Groups could be of some value to members. I envisage something less formal than a full committee. It would be a grouping of members that have similar interests. Container terminals, car handling, bulk terminals, river ports, steel terminals etc could be the basis for such groups. It would enable members to exchange information and generally discuss recent developments. Whilst some of these subjects will of course be discussed within the Technical Committees, the Focus Groups would be more accessible and would be specifically targeted on a single subject.

It appeared that the Montreal Conference program that was received during the discussions was definitive and could not be changed. Dominic

Taddeo explained that it was a very big puzzle and each part of the puzzle already found its place. He is terribly sorry but he couldn't manage it differently due to the numerous and strong constraints he has to deal with.

Anyway CC&N strongly recommends that the planning of the different Technical Committees meetings be done with a lot of care to enable the "multi-Committees" members to attend to a maximum of them.

The welcome of the newcomers being limited to an invitation to a lunch on Saturday or Sunday (two days dedicated to the committees meetings), an official introduce will be done by the Secretary General to the plenary by naming each of them, for example, in the presentation of the Secretary General report. Moreover a special meeting should take place on Monday or Tuesday during a tea break. The Secretariat General will do its utmost to inform them.

As the proposal of the CC&N could not be taken on board for this conference, the members will debrief after the 21st conference to prepare the conference in Durban. Well in advance proposals will be submitted to the Officers.

Item 2 - Website: Encourage the discussion and exchange

It was underlined that the Association spent a lot of time and energy to create a new website that should be of great help to enhance the exchange of information between the members and should strengthen the image of the association round the world.

To make people fully aware of the advantages offered by this new tool, it was strongly suggested to present it to the attendants to the Montreal Conference. After a discussion, Dominic Taddeo proposed that a corner equipped with a computer connected to Internet would be arranged near the exhibition area during all the conference. The CC&N members will assist the staff of the Secretariat General to present the new website.

The proposal of the focus groups was positively considered and it was decided to start the soonest to encourage people to exchange information on issues they pay interest in. The Secretary General should advertise on this issue. (On January 25th, a first discussion on "stowaways" was proposed on-line. The Secretary General made the maximum of advertisement but after two weeks the results are deceiving).

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Item 3 - Prepare a contest for the new logo

After some ten days of discussion through e-mails, a great passion on item 1 and a perceived deception for not having succeeded to adapt the program of the Montreal Conference, the Chairman felt some weariness. As it should have been difficult to introduce this point during the 21st Conference and organize a contest, this point will be on the agenda of the Montreal meeting. On Monday, January 29th the meeting was adjourned. Next meeting will be a "live meeting" in Montreal on Sunday 20th at 8.00 am.

Chair's Comments on the organization of virtual meeting

(As contributed at the request of the Head Office for future reference by other committees)

CC&N met in Marseilles in May 2000, on the occasion of the Mid-Term Conference. It was admitted that through exchanges of e-mail messages the contact between the members would be maintained to deal with different issues regarding the Committee and that the next meeting will take place at Montreal in May 2001. From May to November 2000, a lot of work was carried out by the members in relation with the Secretariat General to finalize the new website. However it appeared that the members had to gather for a more formal discussion on important issues.

The problem (and the advantage) was that among CC&N all the regions are represented so finding a place and a period was not too easy. A first proposal was to meet in January in Los Angeles, at the same time as the Port and Marine Safety and Environment Committee. But, if this proposal coped with one or two members it was difficult for the others to join. Then it was proposed to meet in Europe, in Miami but the problem was still the same.

The obvious solution was to organize a meeting through e-mail on a few days period. And it appeared that it was far easier to find a ten-day period during which all the members were present at their office. The dates being settled, an agenda was proposed and the discussion could start on the first item. To avoid confusion, it was suggested that, when everybody have expressed his (her) views, a sum up be proposed to reach a compromise between the different views expressed before starting with the next item.

This first virtual meeting worked very well and there are a lot of advantages to this kind of meeting: There are no travel expenses, no jetlag and less time consuming, it only costs few minutes everyday to open mails and answer them, there are less confusion in discussion and everyone can be "heard" by the participants, advice from a non members can be easily required if necessary, a good contact is maintained between the members and encourage the exchanges between the IAPH mem-

bers through e-mails.

Obviously, however, a "virtual meeting" cannot replace the human contact but it can strengthen the links in a committee. Nothing being ideal, we have noticed that there are members who do not participate to this kind of meeting. But this is not really new as I suppose that everyone has mentioned, at least once, that some people travel long distances to participate to meetings, but they don't take part to discussions.

Committee on Port Safety, Environment and Marine Operations meets in Long Beach, California

22 and 23 January 2001.

THANKS to the hospitality of the Port of Long Beach and the excellent arrangements by Mrs. Geraldine Knatz of the Port of Long Beach, the Committee was able to hold a successful two-day meeting under the chairmanship of Mr. Fer van de Laar. For those participants that traveled from wintry climates such as I, spending some days in California's mild

weather was a treat by itself.

Pleasant surprises already started well before the Committee meeting itself. On the Sunday evening Geraldine had invited the Committee members for a buffet dinner at her house. A most enjoyable event that showed that Geraldine not only is an expert on dredging matters but also a master cook. That evening in a most friendly



Port of Long Beach: A Hyundai container ship coming into the Port, the downtown Long Beach in the background

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atmosphere set the theme for the next days.

The meeting was well attended: 15 Committee members and guests participated in the discussions. As usual the agenda was long with a large number of important issues to be dealt with. In this article I will highlight the most important ones; the full minutes will be available on IAPH's website.

The Committee was advised on the successful discussions between PIANC and IAPH on the strengthening of the ties between the two associations. As a first result a letter of intent will be signed, in Paris on 15 May at PIANC's annual assembly by the two Secretary Generals and by the two Presidents during the IAPH Montreal conference.

The development of a guidance document on Port Safety Management was discussed at length, resulting in the conclusion that this is be a typical subject for which the help of an expert consultant would be required. It was decided that a basic document would be produced that could be used as basis for the work of a consultant. The Committee Chairman will request financial support from the IAPH Technical Committee Support Fund.

The Committee successfully concluded its work on the completion of a Port Guidance Document on Environmental Impact Assessment, a paper that was prepared in close co-operation with IHMA.

It was also agreed to formally endorse PIANC's publication "Environmental Management Framework for Ports and Related Industries." An article to this effect will be published in "Ports and Harbors."

Extensive discussions took place on the IMO Working Group on the Ship/Shore Interface (SPI) and its work programme. The development of guidance for the education and training of marine port personnel is one of the main items and work is in hand to prepare a working paper for discussion at the next meeting of SPI.

The successful inquiry into fumigated cargoes, simultaneously carried out by IAPH and ICHCA, has resulted in strong support for the proposal by Canada to IMO to prepare a circular to all parties concerned, stressing the need to strictly adhere to IMO's recommendations on fumigation. ICHCA and IAPH will prepare a joint submission to IMO in support of the Canadian proposal.

The Committee was also informed about the Diplomatic Conference in

March 2001, during which liability aspects of bunker spills will be addressed through the endorsement of the "Bunkers Convention". The subject has been discussed in IAPH's Committee on Legal Protection during its recent meetings. As a result, IAPH has given its support to a submission by ITOPF (International Tanker Owners Pollution Federation Limited) and others, suggesting to include text on responders immunity in the Convention. This should provide for the legal protection of persons taking reasonable preventive measures in response to a bunker spill. Governments of IAPH members are being lobbied in favour of the ITOPF request.

The US Coast Guard guests at the meeting made some interesting presentations. It was interesting to listen to Cdr. Newsham and to hear details about the US approach to ballast water management, that is also in the USA an important issue. Also very informative was the presentation on the web-based information system that is in use in the ports of Los Angeles and Long Beach.

Mr. Barker, Director of Security of the Port of Long Beach, provided information on Harbor Safety Committees and in particular the Harbor Safety

Committee in the Port of Long Beach. The Committee oversees navigational safety issues and advises the Californian state authorities on these issues.

IALA's Secretary General, Mr. Torsten Kruuse, kindly offered to host the autumn meeting of the Committee (19 and 20 November 2001) at IALA's Head Office in Saint Germain en Laye, near Paris. Not surprisingly, none of the Committee members protested to the idea of having to travel to this exciting location.

After the closure of the meeting Capt. Holmes arranged the possibility to visit to "Marine Exchange" the nautical information center for the ports of Long Beach and Los Angeles and meet with its Executive Director, Capt. Aschemeyer and his staff. Their hospitality included lunch and a tour of Marine Exchange's facilities. During the rest of the Tuesday afternoon the participants were taken on a tour through the ports on board a US Coast Guard patrol vessel. A pleasant ending of another successful meeting.

Peter van der Kluit
IAPH Representative in Europe

P.C. van der Kluit, IAPH Representative in Europe recommends installing the PIANC Book on "Environmental Management Framework for Ports and Related Industries"

IN his recent advice, Mr. van der Kluit informs that the IAPH Committee on Port Safety, Environment and Marine Operations considers the PIANC publication a valuable tool for port managers wishing to develop an environmental management system for their ports and that such news be disseminated to the world port community at large.

On behalf of the Committee, he further notes that readers looking for examples of port specific application of environmental management should also visit the website of

- The American Association of Port Authorities (AAPA) that has published its "Environmental Management Handbook" (website AAPA: <http://www.aapa-port.org>). And, for another source of information:
- The Port of Brisbane in Australia, the first Australian port to achieve certification under the ISO 14001 environmental management system (website port of Brisbane: <http://www.portbris.com.au>).

(For more about the book, please see page 26 of this issue.)

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Dr. Inoue visits PPA

ON his way to Bangkok to attend the 2nd Regional Meeting of the Members of the Asian/Oceania Region in conjunction with the ESCAP/IAPH Joint Seminar, on Monday February 12, 2001 Dr. Inoue visited the Philippine Ports Authority. Mr. Juan O. Pená, General Manager and his team, including Ms. Aida Dizon, Assistant General Manager for Finance and

Administrative Services, Mr. Raul T. Santos, Assistant to the General Manager for Special Projects, Ms. Elizabeth C. Follosco, Manager Management and Information Services and other experts, received Dr. Inoue and exchanged views on the current situations of the ports and terminals. Dr. Inoue was stationed in Manila as a port expert of the Asian Development Bank some years ago.



Front row (L to R): Ms. Aida Dizon, Mr. Raul T. Santos, Mr. Juan O. Pená, Dr. Satoshi Inoue, Mr. Koji Kobune, JICA Expert stationed in Manila
Rear row, second from left: Ms. Elizabeth C. Follosco

Visitors

ON February 23 2001, Mr. Neil Dekker, Staff Writer of Containerisation International magazine, and Mr. Glen Spooner, Commercial Manager, Informa Publications Group Limited, UK, visited the Head Office to meet with Mr. R. Kondoh to exchange views on the current port and shipping affairs in the region.

On February 28, 2001, Mr. Julian Pryke, Editor, Cargo Systems, Mr. Ray Girvan, Publishing Director - Freight & Aviation, Informa, UK, visited the head office to meet with Mr. R. Kondoh to exchange views and comments on the current situation of port and shipping affairs in the region.

On March 8 2001, Prof. Dr. A.M.J. Kreukels, Professor of Urban and Regional Planning, Mr. Ben G.J. Driessen, Department of Applied Geography and Planning, Faculty of Geographical Sciences, University of Utrecht, visited the Head Office and to meet with Dr. Satoshi Inoue, Secretary General to exchange views on the training programs of the Utrecht University planned to take place in the Asian Region.

Membership Notes:

New Members

Regular Member

Cargo Handling Corporation Ltd (Mauritius)

Address: Chcl Building, Mer Rouge - Port Louis
Mailing addressee: Radha Sanmoogum Moonien, Deputy General Manager
Tel: (230) 240 3389
Fax: (230) 240 2237
E-mail: gmchcl@intnet.mu

Temporary Member

Administração dos Portos de Paranaguá e Antonina (Brazil)

Address: Rua Manoel Pereira, 161 Paranaguá-Paran* Brazil 83221 030
Mailing addressee: Osiris Stenguel Guimaraes, Chief Executive Officer
Tel: +55 41 420 1102
Fax: +55 41 422 5324
E-mail: portos@pr.gov.br
Website: www.portodeparanagua.pr.gov.br

Changes (Changes involved are underlined)

Maritime Simulation Rotterdam b.v. [Class D] (Netherlands)
(Formerly MarineSafety International Rotterdam b.v.)

Address: P.O. Box 51290 * 3007 GG, Rotterdam
Mailing addressee: Henk Regelink, General Manager
E-mail: hregelink@msr-r.nl

Visit the new IAPH website
launched on 1 January 2001 at

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

to find out more about IAPH
and the world port industry
IAPH represents. For IAPH
members to enter the
"Members Area",
you need a user ID and a pass-
word assigned by the IAPH
Secretariat in Tokyo.

NB.: Our group email address is
now

<info@iaphworldports.org>,
while our former email address
at

<iaph@msn.com> was closed
and terminated in November
2000.

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OBITUARY



Dear Members:

It is my sad duty to inform you that Miss Kimiko Takeda, Senior Staff of this office, passed away on March 6, 2001, at a hospital, because of pneumonia. She was 61 year old.

On March 08, 2001, the farewell ceremonies were held by her elder brother, sisters and their family members, to which all of us at this office and Mr. Hiroshi Kusaka, my predecessor attended.

She joined IAPH in 1967 on the occasion of the 5th IAPH Conference held in Tokyo and served consecutive-

ly till she left IAPH at the end of February 2001. Her unselfish devotion and contribution to this office and members of IAPH was truly appreciated by us.
In

appreciation of her dedication to us during the last 34 years, on your behalf, I sincerely expressed profound condo-

lences and sympathies to the bereaved family members of the Takedas on the occasion of the farewell ceremonies.

Reflecting her long time service as well as her beloved personalities, this office is in receipt of numerous letters of condolences and sympathies for her departure. I will be passing these kind messages to the bereaved family members.

I take the liberty of reciting hereunder the hearty consolation messages expressed by President Dominic J Taddeo and Immediate Past President Jean Smagghe.

Message by Mr. J. Smagghe, Immediate Past President of IAPH

My wife Yvette and myself, we have been shocked by the very sad news we have received from you yesterday. I want to tell you how much we feel sad today.

Kimiko-san was not only a very kind and courteous person. She was professionally excellent. She knew everything of the IAPH and the IAPH members. She has made a tremendous work for the Association during more than 30 years, working very often day and night.

I remember that I first met her in 1979 at the Le Havre-Deauville Conference (she had taken this opportunity to learn French). On this occasion, our president Mr Paul Bastard told me how much he appreciated her not only for her kindness and generous help, but also for the perfect quality of her work for the Association.

I can only confirm this appreciation as I have worked a lot with her as chairman of technical committees and then as Vice President and President of the Association. She was 100% devoted to the IAPH and the IAPH was her life.

I think that her death is an immense loss for our Association and my condolences go not only to her family but also to all the staff of our Secretariat general, particularly you, Kondoh-san, as I know how sad you feel today.

I am sure that my appreciation is shared by all our colleagues and that an official recognition of her outstanding work for the Association will be made during one of the plenary sessions in Montreal in May.

Thank you for conveying my sincere condolences and those from my wife Yvette to the family of Kimiko.

With my kind regards

Jean Smagghe



Message by President Taddeo

Upon arrival at work this morning, all of us here at the Port of Montreal were shocked and saddened to learn that Kimiko-san had passed away. What a tragedy!

Kimiko-san was a most devoted, loyal and trustworthy employee and we, at IAPH, will miss her immensely.

I had the privilege of first meeting her when I started attending IAPH conferences in 1983 and immediately gained the utmost respect for her upon our first encounter. It was an honour and a pleasure to work with her. Over the years, we became good friends and I will always have extremely fond memories of the times we spent together both socially and working for the betterment of the association.

We know and realize that words cannot soften your grief nor that of the members of her family and want you to know that you are in our thoughts and that our prayers are with you at this time of sorrow.

We would greatly appreciate if you could immediately extend our condolences to her family.

Kindest regards,

Dominic J. Taddeo
President - IAPH



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ESCAP/IAPH Seminar on
Shipping and Port Development Strategies
14-15 February 2001, UNCC, Bangkok

DEVELOPMENT OF CONTAINER PORTS IN THAILAND

Mr. Chalermchai Meekun-iam

Director of Engineering Department
Port Authority of Thailand

PORTS in Thailand are divided mainly into international sea-ports and domestic coastal ports. The former are mainly operated for international trade and capable of accepting big vessels, such as Bangkok Port (Klong Toei Port), Laem Chabang Port (LCP), Sattahip Port, Map Ta Phut Port, Songkla Port and Phuket Port. The latter handle domestic trade and are located at the river mouths or along the rivers.

Bangkok Port (BKP) has long been in operation as a gateway to Thailand. Songkla Port and Phuket Port were opened in 1988. Laem Chabang Port (LCP) and Map Ta Phut Port were opened in 1991 and 1992, respectively, as key projects for the Eastern Seaboard Development Plan.

Recently, the principal international seaports handling containerized cargo are limited to the Bangkok Port (BKP), Laem Chabang Port (LCP), Songkla Port and some small-scale private ports. The Port Authority of Thailand (PAT) is managing BKP and LCP, whilst Songkla Port is managed by Harbour Department under the Ministry of Transport and Communication.

THE GENESIS OF MODERN PORTS IN THAILAND

The development of modern port facilities in Thailand for the promotion of international trade dates back to the year 1932. A scheme was proposed to dredge the sand bar at the mouth of the Chao Phraya River and to improve the existing ports to enable large sea-going ships to transport goods without any

need for transshipment at Si Chang Island.

Two years later, in 1934 the Thai Government decided to develop a plan to carry out the dredging of the sand bar at the Chao Phraya river mouth and to build a modern port at Klong Toey to access the economic conditions and trade situations in Bangkok.

The construction of the port began in 1938. Unfortunately, the construction was interrupted by the Second World War and completed only after the war ended. During the development of the Bangkok Port, the Bangkok Port Office was established to manage the port's activities. Later it was changed to become the Port Authority of Thailand in 1951 in accordance with the Port Authority of Thailand Act.

In the 1960s, the Government had foreseen that the Bangkok Port could no longer satisfy the needs of long-term economic development in accordance with the country's economic growth at that time. Therefore, the Government in 1961 decided to carry out a feasibility study for developing a new deep-sea port in Siracha. But the study concluded that the new port should be constructed at Laem Chabang instead of in Siracha because the site was well sheltered, could easily be dredged, and has a spacious hinterland for the construction of port facilities. It raised up an argument for the site selection between

Bangkok Port

Laem Chabang Port

Rayong

Gulf of Thailand

Surai Thani

Khanom

Nakhon Si Thammarat

Phuket

Phatthalung

Kantang

Songkhla

Laem Chabang or Siracha, and the argument has continued for more than a decade.

Finally, in 1973 the Government approved that Laem Chabang would be the best location for a new deep-sea port for the reasons of safety, working efficiency and the possibility for long-term expansion.

Unfortunately, the economic recession due to the "oil shock" prevented the Government from finding the necessary funding to start construction. In order to relieve congestion at Bangkok Port, for the time being the Government decided to develop Sattahip and made preparations for future development at Laem Chabang. Sattahip Port was developed by the US for military use between 1966 and 1969 and those marine facilities were transferred to the Thai Government in 1972.

In 1979 the Government approved a resolution to place the administration of the Sattahip Port under the control of the PAT in the same way as the Bangkok Port. The PAT Board was assigned to establish an overall policy,

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to oversee the operations and to provide technical assistance. The Sattahip Commercial Port began operation in December 1979.

Meanwhile, the Government, in 1978, began to expropriate the land in the districts of Sriracha and Banglamung for the construction of the Laem Chabang Port (LCP). The total area was about 1,000 hectares, of which 640 was privately owned while the remainder were government-held land.

On several occasions during the following years, the Government discussed the feasibility of the Laem Chabang Port (LCP) and an associated industrial estate development project nearby. In 1982, it decided to accelerate the development of Laem Chabang as a Port for containerized, general and agricultural goods, and as an infrastructure to encourage the production of light consumer goods, which would not cause environmental problems.

In 1983, the government started to implement the Laem Chabang Project with loan assistance from Japan. After three years, for the Master Plan Study and detailed Project design, the Laem Chabang Port construction was started in 1987 and completed in 1991.

It is now nearly four decades since the Bangkok Port, Thailand's first modern port, started to play a role in the economic and social development of Thailand. It has also been nearly four decades since efforts began to develop a modern deep-sea port of international standard to sustain economic growth into the future. By placing such a great emphasis on the development of seaport facilities, Thailand has successfully positioned itself in an economically strategic location of worldwide significance.

CONTAINER PORT DEVELOPMENT IN THAILAND

• Container Port Development Policies

In Thailand, sea transport plays a much more important role than in typical continental countries. Main reasons for this fact are as follows:

- Thailand's economy is strongly export-oriented with a share of some 30% of total exports in the country's GDP.
- Since World War II, Thailand faces the problems of a nearly land-locked country. Trade relations with the neighbouring countries at Thailand's Eastern, Northern and Western borders came nearly to a stand-still which was mainly due to political reasons.
- The country's traditional main trading partners are consequently situated overseas (apart from Malaysia and Singapore).
- Some 80~90% of total foreign trade of Thailand has therefore to be transported by sea vessels as sea transport is, for Thailand's main trade relations, the most economic transport means.

In view of the above, there are some direct and indirect connections and/or impacts of the port development in Thailand. In order to strengthen the economy of Thailand, the seaport development will be one of the important objectives during the establishment of the National Economic and Social Development Plan for the country. Part of the Port Development Programme essentially incorporated into the 8th

National Economic and Social Development Plan has been to develop the Laem Chabang Port as a commercial port in the Eastern Seaboard area to replace BKP as the country's main gate port. In particular, the basic policies were decided with respect to the containerized cargo allocation between BKP, private ports and LCP in accordance with the 8th National economic and Social Development Plan, as follows;

Table-1: Total Container Throughput of Thailand

Year	1996	1997	1998	1999	2000
Total Throughput (Million TEU)	2.268	2.427	2.779	3.072	3.439
Share of Full Loaded(%)	87.57%	84.14%	72.18%	74.38%	75.81%
Share of Empty (%)	12.43%	15.86%	27.82%	25.62%	24.19%

- Containerised cargo throughput at BKP should be limited to one (1) million TEU in 1998 and after in order to mitigate traffic congestion in Bangkok.
- Urgent development of container terminals at LCP as the main gate port of Thailand to cope with the rapidly increased cargo demand.
- Development of coastal ports and of their connections to the new main port of Thailand in the Eastern Seaboard area.
- Development of combined (inter modal) transport systems, especially for coping with port traffic.

• Container Volume Handled in Thailand

Currently, Bangkok Port and Laem Chabang Port have handled more than 90% of the total container volume in Thailand. Graph-1 shows the total container and general cargo throughput trend for the country during the past five years. It can be seen from this



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graph that the total throughput growth has been halted by the decreasing productivity of import cargo during the economic depression years (1997~1998), but it has recovered to a positive trend in the latest two years. On the other hand, LCP's productivity has not been affected by the economic depression, and has maintained its performance for a remarkable growth rate. Graph-2 shows the total container throughput for the country and the full loaded container volume and empty container volume for the past five years. Table-1 and Graph-3 show its share trends of full loaded container volume and empty container volume for the country and LCP.

It could be observed that the container cargo demand has not been affected by the 1997 Asian economic problem. The reason for this trend is due to the increase in export cargo volume and the import empty volume. The share of import empty containers had increased to more than 25% since the year 1998 suffering from the loss of import cargo, whilst providing increased demand for export cargo. The container components in Thailand and LCP are shown in Graph-4 and Graph-5 respectively. Both graphs show the same trend for the increasing export volume and import empty volume for the country and LCP.

• Containerization Trend in Thailand

World sea container transport demand has expanded dramatically over the past 2 decades. This development has particularly affected the newly industrialized countries of East Asia including Thailand and the other 'tiger' economies. In these countries, total container port throughput has exploded and more than six-folded

since 1980.

The past trends of containerization in Thailand have been compared to trends elsewhere in Asia. In the industrialized countries, where containerization is an established feature, the relationships between macro-economic development and containerization have comparatively stabilized. In less developed countries, conversion of general cargoes to containers is still an on-going process which has to be considered in container transport forecasts. This partly holds also for Thailand's imports. The development of containerization in Thailand during the period from 1985 to 2000 is shown in Graph-6. Here, Containerization is represented by the proportion of the total container cargo in weight to the total cargo in weight for both container and general cargoes.

From Graph-6, it could be observed that the containerization in Thailand has already reached more than 90% at present whilst for import containerization, it has significantly increased since 1997 and has achieved more than 80% in the year 2000. Nevertheless the containerization for export has been slightly decreasing since 1995. The figure has still maintained more than 90%. It means that the containerization in Thailand has reached a high and stable level amongst the world's industrialized countries. The reason for the recent change of trend for export possibly is due to the recent remarkable progress of the auto industry's development in Thailand.

• Containerised Cargo Forecast

It is a matter of fact that the Bangkok Port and the Laem Chabang Port have handled the most of containerized cargo in Thailand. The Government's policy to

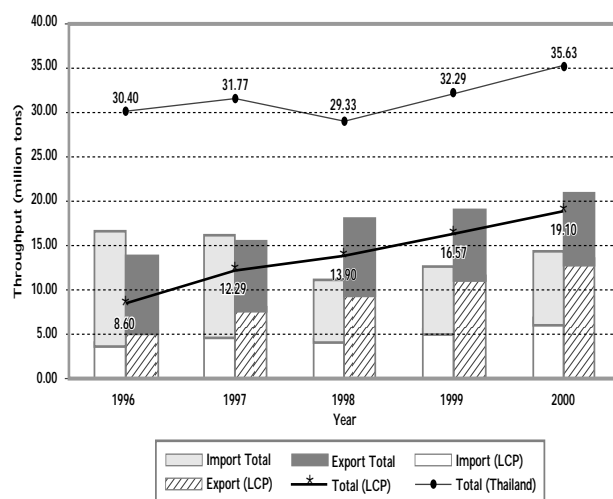
limit the container throughput in Bangkok to 1 million TEU has made possible the substitution of the traditional port's role and has concentrated the traffic allocation on the newly developed modern commercial port - Laem Chabang Port.

During the second phase development for the LCP in 1996, the container cargo throughput through the principal ports of Thailand in the long-term development (1996 to 2020) had been examined on the basis of the macro forecast method. The macro forecast was applied for the estimation of the cargo volume as a group including container cargo and general cargo, regardless of the volume of each commodity. In the macro forecast, the general method applied is to relate the past cargo handling volume to national, social or economic indices such as GDP or population, and to forecast the future cargo volume using future estimates of these national figures.

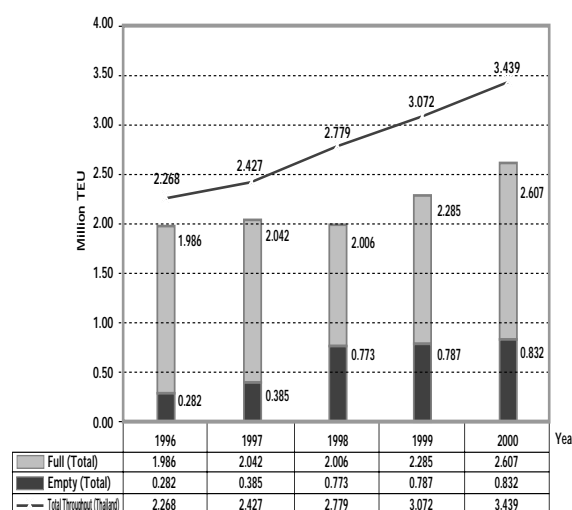
In Thailand's economic development, foreign trade is very closely connected not only to the growth of GDP but also to the population's income level. Therefore, the Per Capita Income (GDP per capita) has been considered as a determinant with very close correlation to Thailand's total containerized cargo and general cargo throughput based on the past statistics analysis as shown in Graph-7. It could be seen that both growth trends are very similar to each other in the past years.

In the forecast, the bulk cargo was separated from the container cargo and general cargo for analysis. The main reason for this assumption was because the most bulk cargo was traditional export of agricultural products and imports of coal in Thailand. Most of

Graph-1: Cargo Throughput Trends in Thailand (Container + General)



Graph-2: Total Container Throughput in Thailand



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these commodities, in the future, will remain non-containerisable, and will be handled mainly at the private ports and Si Chang Island.

Finally, the total cargo volume was separated into the container cargo and general cargo taking the past containerization trend for exports/imports in Thailand as aforementioned.

Furthermore, the total estimated container volume was allocated to BKP and LCP separately based on the limitation of the container throughput in Bangkok Port. Graph-8 shows the estimated container cargo throughput for both BKP and LCP by applying the economic determinants as aforementioned to the base traffic volumes in 1996 with a conservative growth rate. As the Bangkok Port container throughput has been limited under the Government's policy, the future container cargo volume exceeding the BKP's limitation should be allocated to LCP.

Today Bangkok Port and Laem Chabang Port, the two major seaports in Thailand have their own development policies. Bangkok Port is located in Bangkok which is the center for distribution of goods to the general public while Laem Chabang is a newly-built port to support the development of the Eastern Seaboard area and to help reduce the overcapacity of Bangkok Port.

THE DEVELOPMENT OF THE LAEM CHABANG PORT

• Current Status of LCP

In the past, LCP has functioned as an overflow for those containers that Bangkok Port could not handle anymore. Gradually, however, LCP has

started to formulate its own strategy, attracting direct calls, instead of serving as topping up the vessels on the Bangkok/Singapore run.

The LCP long-term development plan has been divided into 3 phases. The implementation of Phase 1 had been started in 1991. It was almost completed in 1998 after the last container terminal started operation. In the fiscal year 2000 (1st October 1999 to 30th September 2000), LCP handled a total volume of about 2.1 million TEU of container cargo and shared about 60 percent of Thailand's total containerized cargo volume. At present, the volume of container throughput has not only exceeded the maximum planning capacity of the Phase 1 development, but also exceeded the forecast demand in 2000 as shown in Graph-9.

LCP had a good performance in 2000. Graph-10 shows the LCP performance based on its berth length in linear meter. The total berth length of 1,600 meters had achieved a remarkable performance of more than 1,300 TEUs per linear meter in the year 2000. LCP management believes that Laem Chabang Port will face a serious congestion problem in the near future. Therefore PAT has, since 1996, implemented an expansion of Laem Chabang Port in terms of Phase 2 development.

• Phase 2 Development

In order to strengthen the export incentives and the economy in Thailand, the Master Plan for Phase 2 development was planning to cope with the container cargo demand until the target year 2010. Based on the forecast result, it needs to operate a terminal at two years' interval from the year 2000 to the year 2010. Graph-9 shows

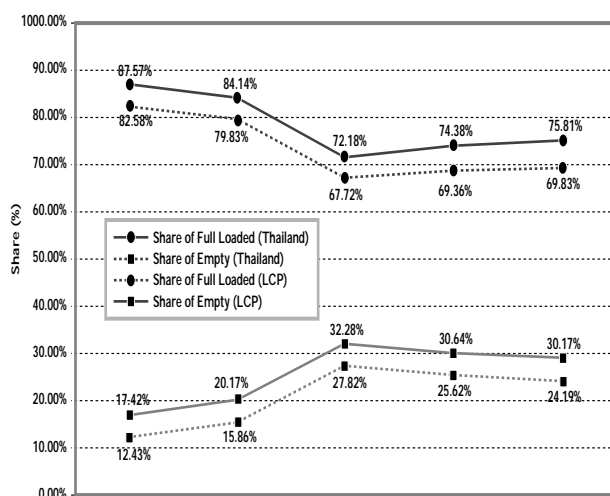


the total capacity of LCP after the various planned container terminal extensions under the Phase 2 development. The total capacity amounts to 5,040,000 TEU, which will be exactly in line with the predicted maximum demand in 2010.

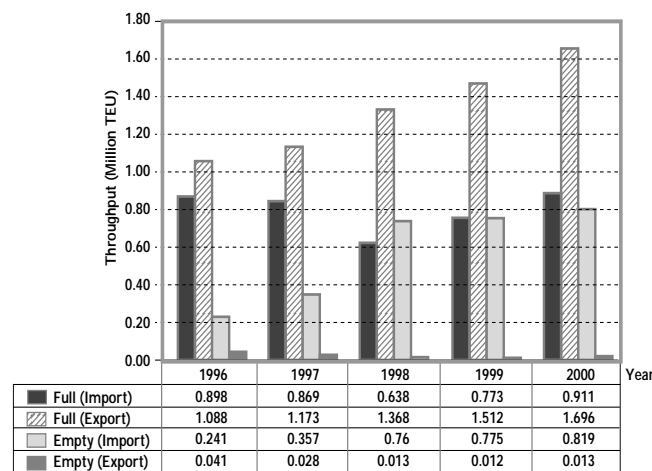
The implementation plan for Phase 2 has been programmed into six (6) stages. Stage 1 provides the basic infrastructure construction for the whole Phase 2 development including all common supporting facilities for port operation, such as power supply, water supply, road networks and railways within the port area and communication systems. Upon completion of Stage 1 development, principally, LCP will offer six (6) more container terminals which could accommodate post-Panamax container vessels and feeder vessels at the same time, one (1) passenger terminal for 100,000-GRT class vessels and one (1) tug boat service facility in the Phase 2 development area.

Among the six (6) new container terminals, C3 Container Terminal with 500-meter berth length, will be leased to a private operator during the year 2001. The other terminals also will be

Graph-3: Share of Full Loaded Container and Empty Container



Graph-4: Container Component in Thailand



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leased to private operators in accordance with the privatization programme as shown below.

Table-2: Operation Programme for Phase 2 Development

Stage	Terminal	Terminal Size	Berth Length (m)	Operation Year
1	C3	500m x 450m	500	2001
2	C2	500m x 450m	500	2003
3	C1	700m x 450m	700	2005
4	D1	700m x 450m	700	2007
5	D2	500m x 450m	500	2009
6	D3	500m x 450m	500	2010

One of the important targets by the Government was the privatization of state enterprises, to engage the private sector in the management and operation of ports. Following this policy, PAT has successfully given the concessions to private operators in Phase 1 development. In order to achieve this privatization programme, for the aforementioned terminals, PAT has decided to maintain the "Lease Contract" policy on the management and operation of terminals in Phase 2 development. The principal concepts of the "Lease Contract" are:

- 30 years contract period (from the first operation year)
- Concession fees will comprise of a fixed rate per annum (determined by PAT) and a variable component of a certain amount of Baht per TEU exceeding a minimum throughput (to be proposed by the Terminal Leasing Companies)
- At the end of the contract period all infrastructure, equipment, installations owned by the terminal operators will become the property of PAT. However,

it may be possible to extend the contract period subject to the agreement between the terminal operator and PAT.

• **Future Prospect**

In the future, the container cargo handled by LCP may no longer be affected by the transshipment traffic from the neighboring ports. LCP is continuously searching for ways to create more value and offer more competitive services to its customers.

LCP AS TRANSSHIPMENT PORT TO INLAND DESTINATIONS

Although Thailand, with more than 60 million inhabitants, is already a sizeable market, certain regions across the borders from Thailand would also be better served by selecting LCP as their entry port.

Laos and Cambodia are primary choices. Also China's Yunnan province and the western part of China, situated at Thailand's northern border, could possibly be served by LCP rather than by far away eastern Chinese ports.

Exploiting such possibilities however does not arrive without cost and effort. Not only do the links up to the border points need to be modernized and adapted to container traffic, but in the case of Laos and Cambodia it may also be necessary to subsidize the links within the countries. Railway transportation may be the best choice for this function. Therefore, the development of railway networks directly connecting to the neighbouring countries will be the key factor to promote LCP as the transshipment port to inland destinations.

However, infrastructure is not the only essential criteria for increasing the

LCP's transshipment function in the future. The administrative procedures will require reviews and adaption to guarantee a smooth transit passage through Thailand.

Intermodal regulations will need be introduced to allow goods to transit through the Bill of Lading conditions and provisions. Thailand is actively participating in setting up an adequate intermodal environment that will not only benefit the transshipment cargo but also all other cargo that needs further transportation, once discharged at the seaport.

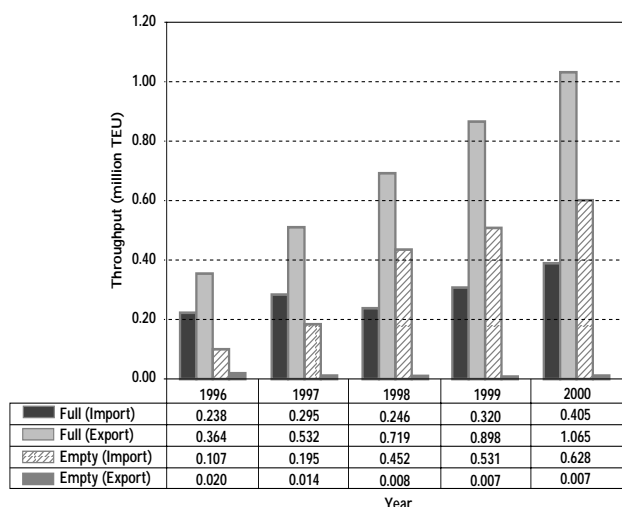
LOGISTICS INVESTMENT

Currently, the global trend for port development is not limited to the traditional cargo handling activities. Many ports and port operators are increasingly looking to the investment in efficient logistic systems to spur more diversification in their activities. Laem Chabang Port is also going to establish the strategies by improving the logistics system to offer more 'added value' to the physical handling services to the customers.

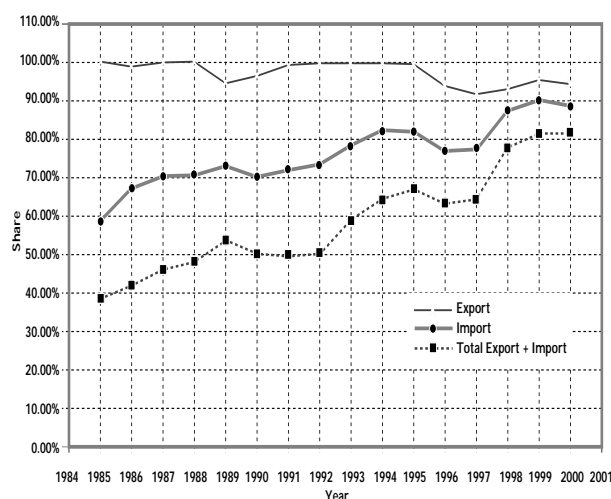
A common area will be provided at the center of the Port for the Container Freight Station to improve the logistic system.

Inside the Port area, LCP has provided more than 55 ha. of open storage space. After the development of Phase 2, LCP will provide a further open storage space exceeding 155 ha. specially designed for the centralizing of container freight station operations. Double track railway and highway network development also will be considered in the future development programme. This will provide much potential to facilitate faster and more efficient cargo consolidation, storage and regional redistri-

Graph-5: Container Component in LCP



Graph-6: Containerisation Trend in Thailand



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bution of cargo. It also offers a comprehensive attraction to direct calls from shipping lines.

COASTAL SHIPPING DEVELOPMENT

LCP does not limit itself by promoting the port as a transshipment port for landlocked countries. It is also necessary for LCP to establish the strategies by improving the coasting shipping from Laem Chabang Port to Southern Seaboard areas with a RO-RO system to provide door-to-door delivery services. Such service will not only enhance the domestic logistic efficiency and reduce the traffic burden around Bangkok, but also will generate new cargo flows for the port and its terminal operators, whilst giving exporters and importers ideal locations through which to serve particular markets.

Indeed, LCP has established a development plan to provide a coastal shipping terminal in Phase 1 area in this particular aspect.

THE FUTURE ROLE FOR THE BANGKOK PORT

Bangkok Port has traditionally been Thailand's main seaport for decades. Even though this role has been taken over by Laem Chabang Port, Bangkok Port is still playing an important role in the economic development for the Bangkok Metropolitan area. In order to retain the minimum traffic to keep BKP viable, it will be necessary for BKP to reconsider its function and improve the quality level of its services.

• Existing Operational Consolidation

During the last few years, BKP has

gone through a very dynamic modernization plan for its container operation.

A new terminal was created, new gantry cranes and RTG's were added, a computerized container control programme was installed but most importantly the organization was adapted to the needs of the customers and the trade in general. The "closed terminal" principle was implemented and access to the terminals was limited to the trucks that had to deliver or pick up their containers. A closing time was imposed. As a consequence of these measures, the productivity almost doubled. Containers are now handled at a rate of over 20 boxes per hour, deliveries and pick-ups are done within 15 minute limits.

Terminal managers take direct responsibility for all the problems that are connected to vessels and containers handled at their terminal.

• Future Prospect

Since cargo growth does not seem to be a realistic future option, it will be necessary for Bangkok Port to concentrate on alternative functions, maximizing its role for its immediate 10 million consumers' market in Bangkok. Particularly the investment aside from pure cargo handling has, in fact, become an important element in determining its success or failure.

PORT COMPLEX SERVICE DISTRIBUTION FUNCTION

Bangkok Port's main customers are the industries within the Bangkok Metropolitan area for export and the capital's huge consumer market for import goods. The cheaper pre and post sea-transport modes still make Bangkok Port attractive for a number of traffic. It

is a fact that BKP is flexible in the organization of LCL cargo which is an added advantage to many of the smaller industrial units within the Bangkok area.

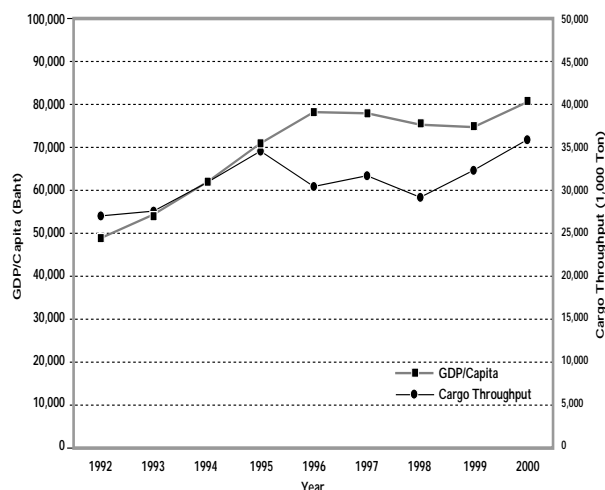
Bangkok Port, a tax-free haven in the middle of Thailand's capital, is a unique place for a bonded distribution center, serving a market of 10 million consumers. So far, Bangkok has only exercised that function for liquor and even then no special conditions have been offered to distributors. Therefore, BKP may develop a port complex with services as a distribution center at the west quay by taking its geographical advantage into account. This would provide the added value service to the imported products before they are available to the consumer market.

The creation of such a vast distribution complex with the participation of the private sector taking direct interest in the project will be the main function of the future Bangkok Port. Distributors, department stores, supermarkets, fashion houses, electronics, white line products, furniture, are all sectors that could greatly benefit from such a project and would have interest in participating in the project, either as active partners or lessees. However, in order to achieve this new concept for the redevelopment of the existing facility, a detailed and comprehensive feasibility study is required.

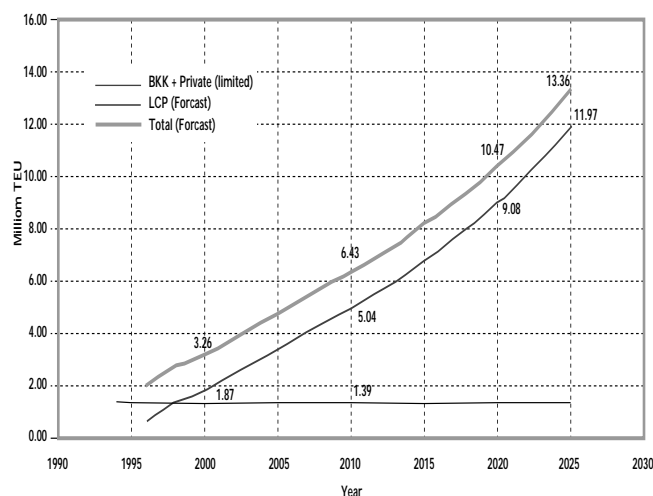
COASTAL SHIPPING DEVELOPMENT AT WEST QUAY

There is no doubt that the container traffic in Bangkok Port will further diminish in favour of the more attractive LCP. With the traditional break bulk or general cargo almost completely containerized, BKP will have to look at other traffic modes to compensate for this

Graph-7: Correlation between Cargo Traffic and GDP/Capita



Graph-8: Traffic Forecast for Container Throughput (Thailand)



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loss. Particularly, the west quay has become idle due to current global containerization of cargoes and the development of LCP. However it may be possible for the west quay to introduce the coastal shipping service to link the sea route traffic around the Gulf as well as an international traffic and provide the cruise business for the Gulf and the inland waterways to spur the tourism development.

SUMMARY

World container traffic has expanded dramatically in the last century since the 1950s. Container traffic in Thailand has been growing at an amazing high growth rate. A high rate of export containerization, strong growth in converting import general cargo into containers and the successful industrial development were the contributing factors to this container throughput growth rate. However, in the twenty-first century, as the economic growth of the country may slow down a little to a sustainable level, it is likely that container throughput growth will start to enter a consolidation stage and the annual growth may slow down from the current average. We believe that sea transport has undergone extensive change and that they have impacted greatly on the planning and management of seaports, particularly in container trade.

It is therefore necessary for PAT to start implementing certain measures to accelerate the port's development and promotion to break the obstacles and develop its performance to a satisfactory level.

- To accelerate the permanent lease con-

tract for LCP C3 operator in order to cope with the current overflow traffic.

- To enhance the international competitiveness in the future by providing more "added value" services in the ports' area

and an efficient logistic system to spur more diversification in the ports' activities.

- To develop coastal shipping to consolidate sea transportation.

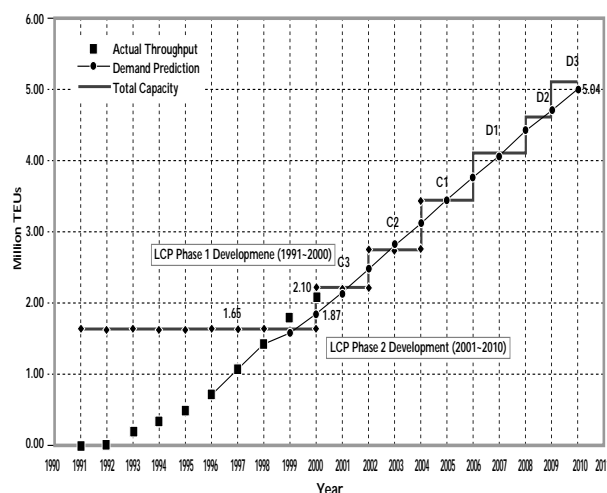
Number of Containers via Bangkok Port and Laem Chabang Port During Fiscal Years 1996-2000

	BANGKOK PORT			LAEM CHABANG PORT		
	INWARD	OUTWARD	TOTAL	INWARD	OUTWARD	TOTAL
1996	628,846	666,420	1,295,266	335,298	374,798	710,094
1997	547,666	551,339	1,099,005	483,195	540,476	1,023,671
1998	531,693	582,036	1,113,756	698,071	726,631	1,424,702
1999	498,867	553,699	1,052,566	850,661	905,206	1,755,867
2000	512,414	561,103	1,073,517	1,036,069	1,074,939	2,111,008

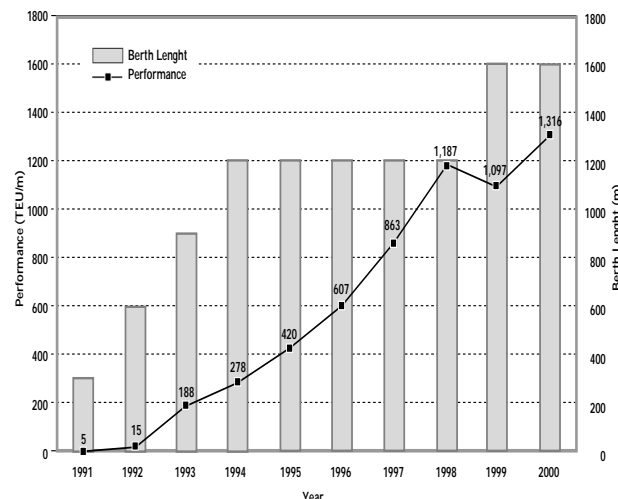
Significant Port Development Events

Years	Events
Before 1940	Si Chang Island is the main seaports in Thailand.
1932	A scheme proposed to build a new seaport at Chao Phraya River.
1934	Thailand approves the scheme.
1938	Commencement of the construction of Bangkok Port at Klong Toey
1951	Establishment of Port Authority of Thailand (PAT)
1961	Feasibility study on developing a new deep-seaport in Chonburi
1962	The Study concludes that Laem Chabang would be the best location for a new deep-seaport in Thailand.
1966	The US starts the operation at Sattahip Port for military use.
1972	The US transfers Sattahip Port to Thai Government.
1973	Government approves Laem Chabang as being the best location for a new deep-seaport development.
1979	The Sattahip Commercial Port begins operation.
1983 ~ 1987	Master Plan Study and Detailed Design for Laem Chanbang Port
1989 ~ 1991	Construction of Laem Chabang Phase 1 Development
1991	Laem Chabang Port starts operation
1996	PAT prepares the Master Plan for LCP Phase 2 development.
1997	Laem Chabang Port achieves handling 1 million TEU container throughput. The construction for Laem Chabang Phase 2 Development starts in December 1997.
2000	Laem Chabang Port achieves handling 2 million TEU container throughput.

Graph-9: Traffic Predication for LCP



Graph-10: LCP Phase 1 Container Performance per Berth Length



INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

ISO/TC 8: Today and Tomorrow

IN 1994, we adopted the new strategic vision to be the "linking instrument between IMO and the Industry." Further-more, we restructured our SC's to conform more closely to a ship's work breakdown structure and created two new SC's specifically to facilitate with IMO as part of our strategic vision. Commencing in 1995, we have actively participated on behalf of ISO at both major IMO Committees - MSC and MEPC. Additionally we actively participate in the major IMO MSC subcommittees, DE, FP and NAV. Recently we have added the Ship/Port Interface group of the IMO Facilitation Committee (FAL) to our active participation list.

In 1999 we established the "Internodal and Short Sea Shipping" SC. We are currently reviewing the scopes of our Subcommittees and liaisons to insure that we are best suited to meet the market needs of the total maritime industry.

We have new chairmen for SCI, SC3 and SC9 and new secretaries for SC3, SC6 and SC9.

As we enter the new millennium, I am pleased to report that we are active, we have significantly expanded our membership, we are providing standards of market relevance, we are assisting governments in using international voluntary standards in support of their regulatory requirements, we have partnerships with the major international organizations, and we have formal liaisons with those key ISO technical committees relating to other international maritime matters.

Capt. Charles H. Piersall

Chairman

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E-mail: anadis@org.com

ISO/TC8 New Subcommittee Leaders

The following are new Chairmen:

- Mr. Claudio Abbate, Italy

SCI (Lifesaving and Fire Protection)

E-mail: claudio.abbate@rina.it

- **RAADM Tom Hopkins, USA**

SC3 (Piping and Machinery)

E-mail: tmhop@aol.com

- **Mr. Shoichi Arikawa, Japan**

SC9 (General Requirements)

E-mail: arikawa@jmsa.or.jp

The following are new Secretaries:

- **CDR Ray Martin, USCG, USA**

SC3 (Piping and Machinery)

E-mail: martin@corndt.uscg.mil

- **Mr. Masatoshi Takeuchi, Japan**

SC6 (Navigation)

SC9 (General Arrangements)

E-mail: takeuchi@jmsa.or.jp

ICOPCE 2001: International Chemical and Oil Pollution Conference & Exhibition

3rd & 4th Sep 2001

at Shangri-La Hotel, Singapore

THEME:

"Marine Pollution and Liability - Challenges for the Oil and Chemical Industries"

3rd Sep - DAY ONE PROGRAM

- 8.00 Registration & Coffee
- 9.00 OPENING CEREMONY
- 9.05 OPENING ADDRESS:
Guest of Honour to be confirmed
- 9.15 **Keynote Address 1:**
Dr Helmut Sohmen, Chairman,
World-Wide Shipping Agency Ltd.
Chairman - designate of ITOFF
- 9.45 Tea Reception

SESSION 1: REGULATORY ASPECTS ON OIL AND CHEMICAL INDUSTRIES

Chairman of Session:

- 10.15 The recent developments on liability issues relating to oil and chemical spills
Dr Rosalie Balkin, director, Legal Affairs and External Relations Division, IMO (to be confirmed)
- 10.45 A Ship-owner's Perspective of the Amendments to MARPOL Annex I
Mr Dragos Rauta, INTERTANKO's Technical Director (to be confirmed)
- 11.15 Impact of 1999 OPRC Noxious Liquid

AAPA: 2001 Education and Training Programs

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	Marine Terminal Management	January 22-26	\$1,595.00	\$1,595.00
	Public Relations and Marketing	February 14-16	\$460.00	\$510.00
	AAPA Spring Conference	March 19-21	\$345.00 US \$295.00 non-US*	\$375.00
	Port Administration Seminar	April 4-6	\$460.00	\$510.00
	Information Technology Seminar	April 4-6	\$460.00	\$510.00
	Commissioners Seminar	April 25-27	\$460.00	\$510.00
	Security Workshop	May 2-4	\$460.00	\$510.00
	Executive Management Conference	May 14-18	\$1,180.00	\$1,290.00
	Maritime Economic Development	June 14-15	\$355.00	\$405.00
	Port Directors Seminar	June 21-22	\$355.00	\$405.00
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INTERNATIONAL MARITIME INFORMATION

Substances Protocol and the current IMO revision of MARPOL Annex II
Mr Kojo Sekimizu, Director, Marine Environment Division, IMO

11.45 The practicalities faced by IMO Member Governments in accepting and implementing the 1996 HNS Convention

Mr John Wren, Shipping Policy, Head of Branch - Legal and Environment, Department of the Environment, Transport and the Regions (DETR), UK

12.15 Questions & Answers

12.30 LUNCH

SESSION 2: Oil Spill Response Developments

Chairman of Session:

2.30 Natuna Sea Oil Spill Incident - Singapore's Experience

Capt Mark Heah, Deputy Director (Port/Shipping) Maritime and Port Authority of Singapore

3.00 Operational Experience and Recent Developments in Oil and Chemical Incident Response

Mr David Usher, President/CEO, Spill Control Association of America, Detroit, Michigan, USA

3.30 Crisis Media Management for major oil and chemical incidents

Mr Jesse W Lewis, President, Admiralty Associates International

4.00 Afternoon Refreshments

4.30 Questions & Answers

5.00 End of Day 1

4th Sep -DAY TWO PROGRAM

SESSION 3: Chemical Spill Response Developments

Chairman of Session:

9.00 KEYNOTE ADDRESS:
(to be confirmed)

9.30 Singapore Responsible Care Program for the Chemical Industries

Mr Ooi Chwee Kim, President, GATX Terminals Asia Pte Ltd, Chairman of Singapore Chemical Industry Council

10.00 Paper by MPA's vendor of the Integrated Simulator Center on Crisis Management of chemical incident with the Use of Simulator

10.30 Morning Refreshments

11.00 The French Response to the pollution incidents of the heavy fuel tanker Erika and chemical tanker Levoli Sun

Mr Michel Girin, Director of Cedre

11.30 Chemical Industries Emergency Response Preparedness and Concerns in Asia Pacific

Capt Robert W Cameron, Chairman of Marine Terminal Transport Emergency Response Committee (Asia Chemical Transportation Emergency

Centers' paper on the setting up of a regional chemical response center)

12.00 LUNCH

Session 4: COUNTRY ROUNDUP FORUM

Chairman of Session:

1.30

2.00 The Japanese Experience in the Prevention of and Response to Chemical Spills

2.30 The Australian National Plan Review on the Chemical Spill Response

Mr David Baird, General Manager, Maritime Operations, Australian Maritime Safety Agency (AMSA)

3.00 Building a Collaborative Supply Chain for the Chemical Community

Mr Goh Puay Guan, Business Development Manager from ChemXlog

3.30 Afternoon Refreshments

4.00 How to Create A Safe and Clean Chemical Hub: An Integrated Approach

Mr David Tan, Deputy Director, Jurong Island, JTC

4.30 Advances in Technology: The Use of Chemical Modelling for Chemical Spill Responses

Prof B C Khoo, NUS

5.00 PANEL DISCUSSION

5.30 End of Conference

5th Sep- DAY THREE PROGRAM

Delegates to participate in the Chemical Spill Exercise

Brief on the Exercise, Visit to a chemical terminal on Jurong Island

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INTERNATIONAL MARITIME INFORMATION

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The MSR facility accommodates five Ship Bridge Simulators and one Vessel Traffic Services (VTS) Simulator. The three Full Mission Bridge Simulators, one with a visual field of view of 360°, two of 225° and two "blind bridge" simulators are used for both sophisticated research studies and for training purposes. All simulators are of modular design; any bridge can be shaped to the particular wishes of the client. They can be operated as either standalone or interactive in the same environment. A multi-station Vessel Traffic Services (VTS) Simulator forms an integral part of the facility and comprises of state-of-the-art concepts concerning Vessel Traffic Management and Information

INTERNATIONAL MARITIME INFORMATION

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Drewry: Drewry Report clearly indicates Panamaxs will apply pressure to the brakes

A report from Drewry Shipping Consultants Ltd. reveals that those operating in the Dry Bulk market will have fared much better in 2000 than in previous years. Prospects for 2001 are not as good, while the outlook for 2002 is for a market recovery.

"The Drewry Annual Dry Bulk Market Review and Forecast," published by London-based Drewry Shipping Consultants, indicates that the forecast market downturn in 2001 can be attributed solely to the high level of projected Panamax newbuilding deliveries in the next twelve months, pushing the sector to a level that even the projected firm demand levels will struggle to sustain.

The report indicates, "the imbalance between Panamax newbuilding deliveries and demolition sales is the key to the future of the freight market. The cyclical nature of the dry bulk market indicates that weak rates quickly affect demolition levels. Demolition levels will be the critical factor as overtonnaging in the Panamax sector acts as the brakes to the market."

Drewry's market assessment indicates that owners will have to wait until the end of 2002 for the supply/demand balance to begin to rectify this imbalance and the freight market to see improved rates.

For further information regarding this press release please contact:

Susan Oatway - Report Editor

E-mail: oatwav@drewry.co.uk

Tel: 00 44 (0) 20 7536 6516

Fax: 00 44 (0) 20 79879396

Drewry Shipping Consultants Ltd.

Drewry House, Meridian Gate
213 Marsh Wall, London E14 9FJ
www.drewry.co.uk

Phasing out Single Hull Tankers

THE details of the "compromise" worked out by IMO Marine Environment Protection Committee, to accommodate European demands for the early phase-out of single hull tankers, have been widely reported. ICS is currently assessing the implications of the proposed timetable for accelerated withdrawal of hundreds of tankers and the feasibility of their orderly replacement.

In part at least, the proposals are not so different from those suggested by ICS, and less disruptive than those originally demanded by the European Commission. There is also every reason to hope that amendments to the MAR-

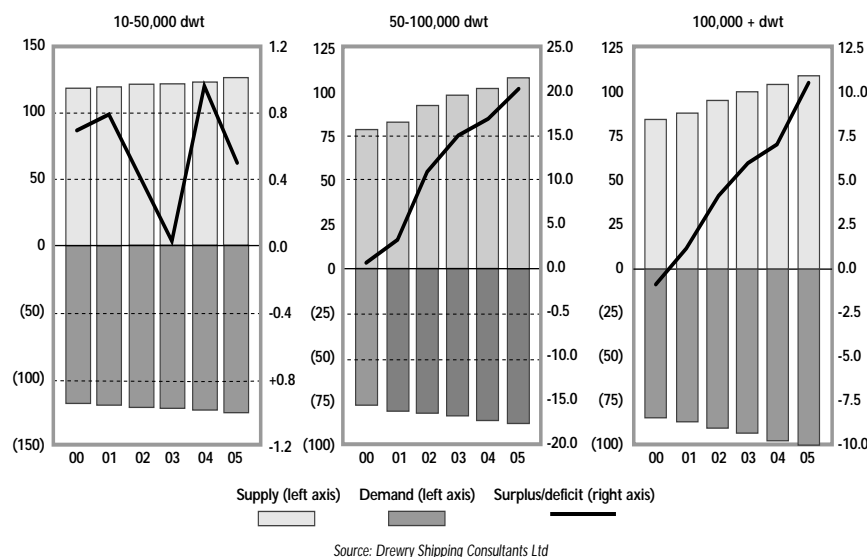
POL Convention will be agreed, in April 2001, that will be sufficient to ensure that the Europeans withdraw their threat to introduce regional legislation in the wake of the "Erika" disaster. That said, it cannot be ignored that IMO has had to respond to a political threat, and that there has been no discussion of the technical justification for a phase-out programme which will have billion dollar implications for the shipping industry.

Of equal significance to the proposed phase-out dates are the conditions which European countries are insisting should be attached to any life extension beyond January 2005 for "pre-MARPOL" tankers and January 2010 for "MARPOL" ships. The logic of devising this so called "Condition Assessment Scheme" before IMO has reviewed the effectiveness of the existing Enhanced Survey Programme is questionable, but some form of supplementary survey scheme may have to be accepted as the price for European agreement to vessels staying in service beyond the arbitrary OPA 90 "drop dead" dates.

It now seems likely that IMO will survive this latest threat to its integrity as the global maritime standard setting organization. But it will be most regrettable if this proves to have set a precedent whereby IMO departs from its traditional approach of debating proposals on their technical merits with the views of all nations respected equally.

(ICS/ISF MARISCENE)

Forecast Dry Bulk Carrier Supply/Demand Balance by Fleet Sector to 2005



New Publications

INTERTANKO: Reception Facilities for Tankers

DIRTY ballast water, slops, sludge and tank wash water - none of these must find their way into the sea - The availability of adequate shore reception facilities worldwide is essential if pollution of the marine environment is to be avoided. In spite of the increased ratification of the 1973/78 MARPOL Convention and its 1997 Protocol, the provision of reception facilities is still well below the level it should be.

The new, 4th Edition of the INTERTANKO Reception Facilities publication provides an updated list of facilities currently available worldwide. Wherever

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possible, details of the method of disposal at each facility are included, along with discharge capacity limitations and the relevant costs. Information on the disposal of chemical wastes and garbage is also incorporated and reference is made to companies providing the various services.

Write to: **INTERTANKO HEAD OFFICE**
BOGSTADVEIEN 27B
P.O.Box 5804 MAJORSTUA
0308 Oslo, Norway
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E-MAIL: dagfinn.lunde@intertanko.com

Informa/CONTAINERISATION INTERNATIONAL: Comprehensive International Data for 2001

TODAY more than ever, staying ahead in liner shipping and intermodal freight transport means making the right decisions - and making them fast. Published by Informa Maritime and Transport, Containerisation International Yearbook 2001, now in its 32nd year provides the information necessary to enable its

readers to do just that. As well as including a series of industry overviews by experts in the field of liner shipping, this 2001 edition also includes major updates to its reference sections (in some cases up to 90%) which make up the majority of the yearbook pages. The 'Container Industry Websites' directory section now carries over 1,400 Web and Internet addresses. In addition, full contact details for the 5,000 companies listed under their separate industry sections and includes e-mail addresses as well as websites.

The annually revised and updated reference sections include details of facilities at over 800 ports and terminals worldwide, together with annual container traffic figures for the top 350 ports and lines making regular calls. The liner operators section, covering more than 600 deepsea and shortsea carriers, alliances and consortia, gives full details of ports-of-call, vessels and boxes operated. It also includes a quick-reference list of those lines which operate on each trade. The latest 'Register of Container-carrying Vessels' details 7,111 lo-lo and ro-ro containerships and 523 vessels on order and is followed by sections on shipmanagers covering 338 companies and the vessels under their control and shipbrokers.

Other updates sections are container

leasing, repair and second-hand container sales, tank container operators, freight forwarding and road haulage as well as manufacturers of containers (with annual output figures), intermodal swapbodies and a wide range of container components, handling equipment and computer software.

Containerisation International Yearbook 2001 is prestigious container shipping guide, which is of great interest to anyone interested in or related to freight shipping providing a one-stop reference source.

For further information or to receive a copy for review please contact:

Sarah Witts, Informa Publishing Group, 4th Floor, 69-77 Paul Street, London, United Kingdom EC2A 4LQ.

Tel: +44(0)20 7553 1816

Fax: +44(0)20 7553 1106

Email: sarah.witts@informa.com

Informa/LLP: The Erika Disaster Documented

FEARS of major coastal pollution to north-west France receded yesterday as heavy seas dispersed the oil slick created by the break-up of the oil tanker Erika, which finally sank off the Brittany coast. The French authorities estimated that between 2,000 and 5,000 tonnes of oil had escaped from the tanks of the 37,283 dwt vessel, which broke in two in heavy seas some 30 nautical miles off the French coast early on Sunday. *Lloyd's List*, December 14th 1999.

The catastrophic events of 13th December 1999 resulted in headlines across the world press such as 'Diesel oil pollution alarm as tanker breaks in two,' 'Black tide swamps chic French resort,' 'Tide of oil pushes Brittany to edge of despair,' and 'Wildlife toll rises in Europe's worst oil spill disaster.' The date will be notorious for many years to come as the dreadful day that the Erika sank and changed maritime industry forever. *Lloyd's List*, Informa's prestigious maritime newspaper, covered the saga as it unfolded from day to day. Such in-depth coverage was not produced anywhere else in the world's maritime press.

New from *Lloyd's List*, The Erika Book provides an unrivalled account of the disaster and valuable insight into what went wrong, and what could have been done to prevent it. Providing the full picture of the accident with over 100 pages of articles from the daily newspaper covering the topic, The Erika Book provides essential reading about the

BIMCO: Publications 2001

Publication	Members	Non-members
Forms of Approved Documents. incl. 2001-2003 Supplements	DKK 1,260(USD145)	DKK 1,890(USD 220)
The ShipMaster's Security Manual. incl. 2001 Supplements	- 695(USD 80)	- 1,045(USD120)
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4 sets sent in one lot	- 2,045(USD 235)	- 9,135(USD1,050)
BIMCO Bulletins 1-6/2000, back copies sent in one lot	- 415(USD 45)	- 1,040(USD 120)
BIMCO Weekly News 2001, annual subscription	- 995(USD115)*	NA
Port Costs 2001	- 535(USD 60)	- 805(USD 90)
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BIMCO/ISF 2000 Manpower Update Main Report and Annexes	- 420(USD50)	- 420(USD50)

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INTERNATIONAL MARITIME INFORMATION

Erika disaster, the facts, the outcomes, and the lessons to be learnt.

For further information or to receive a copy for review please contact:

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The new edition of the Guide was published in December 2000 and is still

available only in **hardback**. This means we have again been able to produce the Guide within 2 volumes, keeping costs and price increases to a minimum.

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Introducing PIANC's publications

PIANC's Environmental Management Framework for Ports and Related Industries

OVER the past decade environmental issues have begun to dominate the agenda of many national and international organizations. As the overall global environmental quality has declined, a need has developed for a proactive approach to environmental and resource issues to halt this decline and therefore help to safeguard the future environment. This is embodied in the concept of 'sustainable development' promoted by Dr Gro Harlem Brundtland in the United Nations Report "Our Common Future" in 1987.

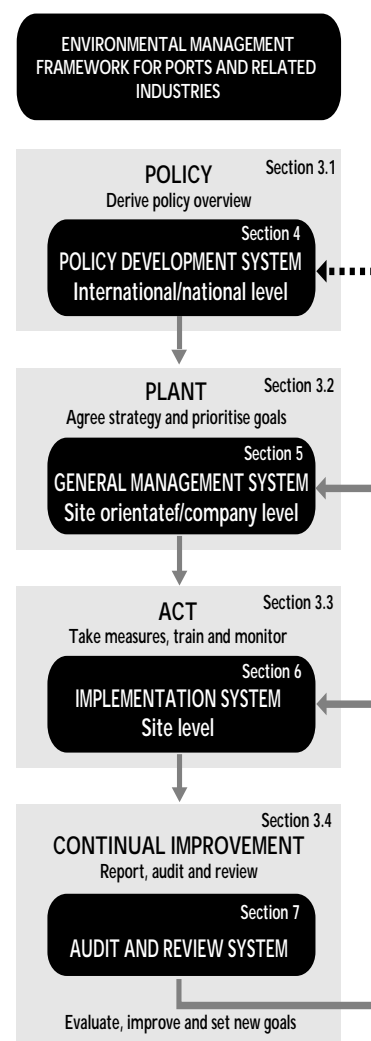
Economic development and environmental quality are very closely linked within the activities of ports and their related industries in respect to a wide range of operations, associated functions and natural habitats. To enable progress towards the goal of 'sustainable development' the Permanent Environment Commission (PEC), recently renamed 'Envicom,' of PIANC and recognized the need for a framework for

environmental management. It was realized that environmental issues were global in nature and therefore any framework would need to be applicable world-wide and at a variety of scales, being able to take into account the range of wealth and resources of individual countries.

The Working Group has succeeded in producing a suitable generic framework with the emphasis on ports and related industries, including inland ports, waterway transport and port related activities in their report.

The report briefly examines the main international legislation and conventions that must be considered and highlights the general background issues for managing the environment. It also provides an overview of the proposed Environmental Management Framework (EMF). The framework has four main components: namely, Policy, Plan, Act and Continual Improvement. The degree of detail required at each stage depends on whether the framework is being applied at international, national or company level. The EMF is generic in form allowing the socio-economic

PIANC's Environmental Management Framework for Ports and Related Industries
Example of Figure 3.1, giving a schematic overview of the complete process



status of the country to be taken into account and therefore should be practical worldwide.

- Component 1 of the EMF aims at developing a general policy statement and relies on identifying and understanding the relevant environmental concerns, legislation and stakeholder views.
- Component 2 provides a general management structure for use in assessing all of the information that may impact on the environment and formulating management-acceptable, prioritized strategies and goals. The aim is to deliver environmental improvement.
- Component 3 is the mechanism by which the planned improvements are implemented. This involves the setting up of procedures, training, and control of operations. It also involves monitoring to determine

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whether the actions taken are working.

- Component 4 evaluates the effectiveness of the procedures and determines whether they have been carried out, by means of audits and reviews that provide the basis for continual improvement.

Each individual component of the framework is addressed, giving guidance on the method of application and the issues that must be considered. Actual methods will depend on the specific objective and problem and on the financial resources, technology and personnel available.

Outcomes (or deliverables) from each component of the EMF feed into the next component. Each component can be considered in its own right, but the complete management system is only valid if all components are addressed at the appropriate and consistent level of detail. The report is structured around a series of framework diagrams, which provide an index to the various sections of the report.

The full report of 38 pages (ISBN 2-87223-111-0) is available at 1,000 Belgian Francs (or, Euro 24.79) by writing to:

PIANC General Secretariat

Graaf de Ferraris-gebouw

Boulevard du Roi Albert II 20, B.3

B-1000 Brussels, Belgium

Tel. +32 2 553 7160

Fax +32 2 553 7155

E-mail: info@pianc-aipcn.org

Queries can be addressed to the Working Group Chairman:

Peter Whitehead

ABP Research & Consultancy Ltd

Pathfinder House

Maritime Way, Southampton SO143AE, UK

Tel. +44 2380 338100,

Fax. +44 2380 338040

E-mail: paw@research.abports.co.uk

Seismic design guidelines for port structure

(Report of Working Group No. 34 of the Maritime Navigation Committee)
(ISBN 2-87223-120-X) (French version: available)

EXCERPTS from the Introduction: Earthquake engineering demands background knowledge in several disciplines. Although this background knowledge is not a pre-requisite to understanding the guidelines, readers may find it useful to have reference textbooks readily available. This summary report provides an overview of the seismic design guidelines. Highlights of the guidelines will include the following chapters:

- **Introduction**
- **Earthquakes and Port Structures**
 - Earthquake motion
 - Liquefaction
 - Tsunamis
 - Port Structures
 - Examples of Seismic Damage
- **Design Philosophy**
 - Performance-Based Methodology
 - Reference Levels of Earthquake Motions
 - Performance Evaluation
- **Damage Criteria**
 - Gravity Quay Walls
 - Sheet Pile Quay Walls
 - Pile-Supported Wharves
 - Cellular Quay Walls
 - Quay Walls and Cranes
 - Breakwaters
- **Seismic Analysis**
 - Types and Analysis
 - Site Response/Liquefaction Analysis
 - Analysis of Port Structure
 - Input and Output of Analysis

References

Marina Service Connections

Special Report of the Recreational Navigation Committee)
(ISBN 2-87223-122-6)

The objective of this report is to provide information and recommendation on good practice. Conformity is not obligatory and engineering judgment should be used in its application, especially in special circumstances. The Chapters included are:

1. Introduction
2. Electricity
3. Water
4. Pump Out
5. Fuel
6. Telephone
7. Summary
8. Abbreviations

For more details, please write to the PIANC Secretariat as above.

The Americas

Baltimore: FY 2000 Performance

THE Port of Baltimore's outstanding performance in FY 2000 reflects the general good health of the economy buoyed by a solid strategic plan.

General cargo moving through the Port of Baltimore was up by a healthy 10% during FY 2000. Total foreign cargo rose by 3% with bulk cargo increasing by 1%.

Foreign containers were strong throughout the year with the port finishing with a gain of over 4% in total TEUs. During the second half of the year, the Port of Baltimore surpassed all North Atlantic ports with a growth rate of 11% in foreign containers. Automobiles were up 10% in the port with the private auto terminals showing a gain of 32% and Maryland Port Administration terminals growing by 3.2%. The Port of Baltimore retained its position as the #1 port in the country for automobile exports and continues to be among the top three auto ports in the U.S.

(The Port of Baltimore)

Charleston: New Bridge Funding Outlined

SOUTH Carolina Gov. Jim Hodges today announced a plan to pay for a new \$636-million Cooper River Bridge over the Federal shipping channel in Charleston harbor, including a \$5 million annual contribution from the South Carolina State Ports Authority (SCSPA).

The S.C. Department of Transportation (SCDOT) expects to accept a bid and sign a contract in May. Construction could begin this summer and be completed within four to five years.

The new bridge will feature eight traffic lanes, bicycle/pedestrian traffic accommodations, a 1,546-foot center span and a 186-foot vertical clearance. The new bridge will replace existing structures with a 150-foot vertical clear-

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ance.

Key to the announcement is the SCSPA's participation in repayment of a \$215-million, federal TIFIA loan over the next 25 years. The Ports Authority will contribute \$5 million annually, contingent on state legislative approval of \$55 million in bond appropriations this year and an annual appropriation of \$2.5 million. Other annual funds to repay the loan will come from SCDOT (\$7 million) and local governments (\$3 million).

"This plan, if approved by the General Assembly, allows the Ports Authority to contribute without breaking any legal restrictions governing our bonded indebtedness," said Bernard S. Groseclose Jr., President and CEO of the Ports Authority. "We hope that this will be a positive solution for the entire local community."

"As we move forward with Port expansion in Charleston harbor, it is critical to work toward accommodating infrastructure needs," said Groseclose. "The new bridge will serve both the traffic needs of our community and the shipping needs of South Carolina and our nation."

Charleston: SCSPA announces compromise plan for port expansion

THE South Carolina State Ports Authority (SCSPA) announced February 14 that it would begin developing the details of a compromise plan for port expansion on the Cooper River side of Daniel Island in Charleston harbor, while withdrawing the existing permit application for the Global Gateway Terminal.

"Although today is the last day of the Global Gateway Terminal proposal, it's day one for the compromise proposal," said Edgar A. Buck, SCSPA Board Chairman. *"We have heard the concerns of the community and have known our willingness to seek common ground. The Ports Authority will aggressively pursue this new plan that addresses community issues while allowing our port to grow."*

The SCSPA Board unanimously approved a resolution saying the Cooper River side of Daniel Island is the best location for future port expansion. The resolution also said that the existing permit application for the Global Gateway Terminal will be withdrawn, and a new plan will be developed based on response from the private sector.

Chairman Buck said that concerns over the size and scope of the original

proposal would be addressed by the new project, which would be roughly one-half of the initial project. The original plan encompassed 800 acres of development on the SCSPA's 1,300-acre tract, land that is made up of former dredge disposal sites on Daniel Island.

"We are reaching a critical point in the port expansion process," said Bernard S. Groseclose, Jr., president and CEO of the SCSPA. "It is vitally important that we move forward decisively on this compromise to realize new terminal capacity in advance of the 2006-2008 time frame when capacity is approached." Near term expansion needs will be handled through a three-year, \$243 million capital plan involving improvements to existing facilities and new equipment.

The SCSPA also approved management's recommendation to issue a formal request for proposals to private shipping line and terminal operating companies. While the SCSPA has had informal discussions with marine terminal operators and ocean carriers, this is the first formal request for interest in the terminal on Daniel Island.

(AAPA ADVISORY)

Long Beach: Port Supports Emodal Appointment System to Decrease Terminal Traffic

WITH an eye toward developing new ways to efficiently move more cargo through its terminals, the Port of Long Beach is supporting the area's leading on-line intermodal support company in the development of a web-based truckers' appointment system.

The Long Beach Board of Harbor Commissioners voted Monday, Jan. 22, to contribute \$75,000 to Long Beach-based eModal for the company's development of software that will allow truckers and terminal operators to set up specific times through eModal's web site for the delivery or pickup of containers. The scheduling system will improve efficiency and decrease congestion at the terminals.

With roughly 190,000 containers being tracked at any given time, eModal provides a single, on-line point of contact for multiple container terminals and truckers to find a variety of information, including container status, vessel schedules, terminal locations and truck driver lists. Emodal's web address is <www.emodal.com>

"In the future, we must move more cargo through limited terminal space.

An appointment system will provide out terminals with a tool to manage their traffic more efficiently and increase throughput," said Don Wylie, the port's managing director of maritime services. "Emodal provides an excellent platform to accommodate this. The Port of Long Beach is proud to support eModal in developing new technology for the benefit of the entire industry."

The appointment system, called "eModal Scheduler," will allow users to notify a terminal of a preferred time to pick up or deliver a container. The terminal will agree or assign another time, which can be accepted or not. The trucking company will then be given an eModal Scheduler number. The Scheduler will be accessible only on eModal's web site.

Founded in October 1999, eModal began with two terminals - one at the Port of Long Beach and the other at the Port of Los Angeles. Today, eModal provides intermodal support for 25 terminals at six ports on both coasts. The company expects to serve 40 terminals by the end of the first quarter of 2001.

"The Port of Long Beach has been very proactive in its efforts to increase efficiency at its terminals," said eModal President John Cushing. "The port's support of the eModal Scheduler, a tool designed to help terminals and trucking companies optimally plan for greater productivity and velocity, will allow for this goal to be reached."

Long Beach: Purchase of 20 super post-Panamax container cranes from Shanghai Zhenhua Port Machinery

THE largest public works contract ever approved by Long Beach port officials was ceremonially signed last month in Shanghai.

Long Beach Board of Harbor Commissioners President John Kashiwabara and port Executive Director Richard Steinke signed off on the purchase of 20 super post-Panamax container cranes worth \$143 million from Shanghai Zhenhub Port Machinery Co. (ZPMC).

The actual contract was approved in October. The cranes will be the most modern in the world and will be able to work container ships that are 22 containers wide. The first 12 cranes will be installed at the new 375-acre Hanjin Terminal under construction on Terminal Island.

(Tie Lines)

WORLD PORT NEWS

Long Beach: Port Sets Record with 4.6 Million Containers

THE Port of Long Beach broke its record for yearly container cargo volume, as its shipping terminals handled the equivalent of 4,600,787 twenty-foot-long container units in 2000, a 4.4 percent increase over 1999. Led by steady import gains and rebounding exports, the port surpassed last year's record 4,408,480 twenty-foot equivalent units (TEUs).

(TEUs are a standard measure for the steel cargo containers commonly used interchangeably on ships, trucks and trains.)

"We're pleased with both our import and export numbers," said Richard D. Steinke, the port's executive director. "The U.S. appetite for imports remained strong, and Asia continues to rebound.

"We congratulate our customers - the shipping lines, terminal operators, trucking companies, importers and exporters - and waterfront workers for their

tremendous job in moving the growing volumes of trade smoothly. We anticipate equal or stronger numbers in 2001."

In calendar 2000, the number of imported cargo containers grew by 6 percent to nearly 2.5 million TEUs. The imported containers were mostly filled with many of the products found at shopping malls: clothing, toys, shoes, consumer electronics and home furnishings made in Asia. The number of exported containers climbed by 5.6 percent to more than 1 million TEUs - the highest level since 1997 when Asia's economic crisis began. Export containers were loaded largely with raw materials including wastepaper, plastics, hay and cotton.

The port ended the year with 351,390 TEUs in December, a 3.8 percent decrease from the December 1999 total when fears of Y2K disruptions boosted shipments. This December's import fell 2.7 percent to 180,631 TEUs, and exports declined 8.5 percent to 79,351 TEUs.

the U.S. Coast Guard and others.

It will eventually include worldwide ship tracking capability, environmental sensing through link-up with P.O.R.T.S., an advanced berthing information and management system, and links to other MISNA (Maritime Information Services of North America) members. The Marine Exchange's Web site is located at <http://www.marexlab.org>

(AAPA ADVISORY)

LA Port: Sets New Calendar-Year Record for Container Volume in 2000

THE Port of Los Angeles handled total container volume of 4.9 million TEUs last year, shattering its previous calendar-year record of 3.8 million TEUs established in 1999. The new record, which includes unprecedented import and export traffic, represents a 27% increase of 1.1 million TEUs compared to 1999.

(TEUs stands for twenty-foot equivalent units, maritime terminology used when counting marine cargo containers of varying lengths.)

Larry A. Keller, executive director for the Port, stated, "Container performance in 2000 represents our 'Super Bowl championship season,' during which the month of April became our turnaround game."

He explained, "April 2000 marked the first time that the Port handled 400,000 TEUs in a single month. With a robust U.S. economy, American consumers hungry for import merchandise, a recovering Asian economy and shippers responding with record freight shipments, all signals pointed to the start of an extraordinary year for container business."

Keller added, "The challenge of handling record-setting freight volume in April demanded that every element in the cargo transportation chain operate at peak efficiency, and they did. The Port's shipping line customers delivered tremendous volumes of freight on some of the most modern containerships in the world's fleet. Container terminal operators utilized sophisticated technology to maximize cargo logistics. The waterfront labor force handled the cargo with skill and speed in a high-stakes game of 'cargo chess'."

He noted, "Moreover, truckers and inland cargo transportation service providers, such as the transcontinental railroads, completed the delivery system with optimal service to destinations throughout the United States."

Keller concluded, "By decisively meet-

Port of Long Beach Container Traffic (TEUs*)

	LOADED		TOTAL LOADED	TOTAL EMPTIES	TOTAL CONTAINERS
	Inbound	Outbound			
Dec-00	180,631	79,351	259,982	91,408	351,390
Dec-99	185,572	86,697	272,269	92,971	365,240
% Change	-2.7%	-8.5%	-4.5%	-1.7%	-3.8%
Jan-00	178,672	80,091	258,763	80,380	339,143
Feb-00	177,362	81,893	259,255	75,961	335,216
Mar-00	178,489	97,871	276,360	74,404	350,764
Apr-00	200,724	91,014	291,738	74,727	366,465
May-00	218,016	97,770	315,786	90,986	406,772
Jun-00	203,004	83,305	286,309	88,586	374,895
Jul-00	224,865	86,874	311,739	98,240	409,979
Aug-00	236,969	86,012	322,981	111,760	434,741
Sep-00	208,880	80,875	289,755	97,838	387,593
Oct-00	235,511	88,541	324,052	108,880	432,932
Nov-00	213,065	90,756	303,821	107,076	410,897
Dec-00	180,631	79,351	259,982	91,408	351,390
Jan'00-Dec'00	2,456,188	1,044,353	3,500,541	1,100,246	4,600,787
Jan'99-Dec'99	2,317,050	989,221	3,306,271	1,102,209	4,408,480
% Change	6.0%	5.6%	5.9%	-0.2%	4.4%

*TEUs: 20-foot equivalent units or 20-foot-long cargo container

LA/LB: LA/LB Harbor, Inc.'s Marine Exchange establishes interactive website PortSource

THE Marine Exchange of Los Angeles/Long Beach Harbor, Inc., is establishing an interactive website called PortSource™ that will provide operating information in real-time and via an unbiased protocol to port authorities, shipping companies, shipping agents, ship chandlers, truck companies, contract stevedores, terminal

operating companies, pilot services, tug companies, VTS operators and arriving/departing vessels.

When fully developed, PortSource will include data on weather and hydrographic conditions; traffic information (ship, rail, truck); berth descriptions and availability; live Web cameras at various inner harbor and roadway locations; links to all major shipping lines, port authorities, service providers, and ground transportation; and interactive connectivity to pilots, tugs, line handlers,

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ing the cargo challenge presented in April, the Port's success was assured in the months that followed. Our 'game plan,' which relied heavily on extensive teamwork with our customers, was executed almost flawlessly."

The Port of Los Angeles' total container volume in 2000 included 2.5 million inbound loaded TEUs, surpassing the previous record of two million TEUs set in 1999.

Retail merchandise, including furniture, clothes, toys and electronic products, accounted for much of the Port's import traffic.

The Port's export traffic last year was particularly noteworthy. The Port handled an unprecedented 984,651 outbound loaded TEUs, eclipsing the previous record of 870,926 TEUs moved in 1997. Higher demand for American export products, including wastepaper, plastics, cotton and fruit, indicated a resurgence of manufacturing activity in industrialized Asia and the stronger purchasing power of foreign consumers for high-quality U.S. goods. Total loaded exports handled by the Port last year surpassed the 1999 total by 20%, or 167,070 TEUs.

In December 2000 alone, the Port handled a total of 386,972 TEUs, marking a 16% increase compared to the December 1999 total of 334,149 TEUs.

The Port has tentatively forecast 5% to 7% growth this year in container business, which will be influenced by domestic and foreign economic conditions.

In 2002, the Port is anticipating first-phase completion of the Pier 400 container terminal, which will enable the world's largest shipping line, Maersk Sealand, to call at the Port of Los Angeles with some of the world's newest and largest container ships.

NY/NJ: Port Authority announces competitive sale of 122nd & 123rd series consolidated bonds

LEWIS M. Eisenberg, Chairman of the Port Authority of New Jersey, announced January 17 the competitive sale of Consolidated Bonds, One Hundred Twenty-second Series in the aggregate principal amount of \$250,000,000 and Consolidated Bonds, One Hundred Twenty-third Series in the aggregate principal amount of \$100,000,000.

The One Hundred Twenty-second Series Bonds, awarded to Lehman Brothers at a price of \$253,199,724, are comprised of bonds due from July 15, 2002, to January 15, 2036, at interest rates

ranging from 5% to 5.5% per annum. The true interest cost to the Port Authority is 5.06%.

The one Hundred Twenty-third Series Bonds, awarded to Lehman Brothers at a price of \$97,499,515, are comprised of bonds due from July 15, 2017, to January 15, 2036, at interest rates ranging from 4.75% to 5% per annum. The true interest cost to the Port Authority is 5.17%.

The proceeds of both series of bonds will be allocated, as appropriate, to capital projects in connection with facilities of the Port Authority and may also be used for refunding obligations of the Port Authority.

The bonds received an AA-rating from Standard & Poor's Corporation, an AA-rating from Fitch, Inc. and an A1 rating from Moody's Investors Service.

(AAPA ADVISORY)

Oakland: Container trade via Oakland posts 6.8% increase in 2000 from 1999

CONTAINER traffic at the Port of Oakland reached a record 1,776,922 TEUs in calendar 2000, an increase of 6.8% from the 1999 total of 1,663,756 TEUs. This included gains of 7.4% for inbound and 3.6% for outbound loads.

During the second half of the year, imports grew by 14.7% compared to the same period in 1999. Exports, however, showed an unusual and unexpected weakening in the second half and were flat in the final months of the year following a strong first half. The Port expects exports will climb during the first months of the new year, the period when northern California's agricultural production is harvested for shipment. Overall, the Port is anticipating a "strong 2001."

Port of Oakland
CONTAINER TRAFFIC 1986-2000

CY	TEUs	CY	TEUs	CY	TEUs
2000	1,776,922	1995	1,549,886	1990	817,480
1999	1,663,756	1994	1,491,000	1989	1,069,250
1998	1,575,406	1993	1,305,134	1988	1,020,600
1997	1,531,188	1992	1,234,150	1987	953,861
1996	1,498,202	1991	1,139,748	1986	900,017

Source: Port of Oakland

Scheduled to open this Spring is the new Hanjin Terminal, with 90 acres of container yard, two 1,200-foot berths and four super-Panamax class container cranes.

(AAPA ADVISORY)

Portland/Vancouver (Wash., USA): Two Harbors Deliver over \$1 Billion Benefit

THE Portland and Vancouver seaports influence thousands of jobs and generate more than \$1 billion in personal income and business revenue in the region each year. These are the conclusions of new economic impact studies performed by Martin Associates of Lancaster, Pa., on behalf of the Port of Portland and the Port of Vancouver.

According to the combined results of the studies, more than 81,000 jobs are tied to maritime activity in the Portland and Vancouver harbors. In 2000, this maritime activity generated nearly \$1.2 billion annually in wages and salaries, \$1.1 billion in business revenues, and \$135 million in state and local taxes.

Tacoma: Reports on operating income, container volume and projects

THE port of Tacoma posted a 34% increase in operating income in 2000, driven by record volumes of containerized cargo, a surge in intermodal rail activity, strong auto imports and growth among key customers.

Operating income for the year was \$12.6 million on operating revenues of \$62.3 million (+9%).

The Port's total container volume reached 1.38 million TEUs, an 8.3% increase over 1999. International container volumes grew 12.6%, led by a 46% increase in two-way trade with China.

The volume of containers moving between Tacoma and Alaska grew 0.3%.

Intermodal lifts (transfers of containers

Port of Tacoma
CONTAINER TRAFFIC 1986-2000

CY	TEUs	CY	TEUs	CY	TEUs
2000	1,376,379	1995	1,092,087	1990	937,691
1999	1,271,011	1994	1,027,928	1989	924,974
1998	1,156,495	1993	1,074,558	1988	781,816
1997	1,158,151	1992	1,054,449	1987	696,800
1996	1,073,471	1991	1,020,707	1986	666,155

Source: Port of Tacoma

between ship and rail) at the Port's three intermodal railyards saw a 14% increase to a total of 314,800 lifts. The increase in intermodal lifts is a key factor in the Port's strong revenue and income figures.

The strong U.S. economy helped pro-

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pel auto imports through the Port to 133,458 units, a 14% increase over 1999.

The year also saw key Port customers grow, adding acreage and operational improvements at the terminals they lease.

The Port nearly doubled the size of the terminal leased by Evergreen Line to 75 acres. The \$8.6 million expansion project included the construction of a new truck gate and other improvements. The expansion project coincided with an extension of Evergreen's lease agreement to the year 2016. A \$5 million container crane the Port purchased for Evergreen's use is expected to arrive in March.

A 20-acre expansion project for Washington United Terminals (WUT) also got underway in 2000. The \$8.6 million effort will allow Hyundai Merchant Marine, which calls at WUT, to continue its growth in Tacoma.

In addition, the Port continued work on transportation infrastructure in 2000. In June contractors broke ground on a \$33 million project at Port of Tacoma Road and State Route 509. When completed, the new overpass and interchange will improve the flow of road and rail traffic in the Port area.

Beneath the overpass the Port installed a pair of new arrival and departure tracks. Trains arriving from or departing for the transcontinental railroads use these tracks as an onramp/offramp, reducing congestion and improving the efficiency of the local rail network.

In November the Port completed a dredging project that made the Blair Waterway 51 feet deep along its entire 2.65 mile length. The previous depth ranged from 45 to 48 feet. The increase in depth will help the Port remain competitive as new container ships grow and draw more water under the keel.

(AAPA ADVISORY)

Trinidad & Tobago: PLIPDECO Man Heads Caribbean Shipping

HE is only the second Trinidadian to hold the post and Captain Rawle Baddaloo, PLIPDECO's Vice President, Commercial Relations and Harbour Management, sees it as an honour and a privilege to serve as President of the Caribbean Shipping Association (CSA).

Captain Baddaloo was elected by acclaim at the association's 30th Annual

General Meeting held in New Orleans, Louisiana, USA on October 23, 2000. The election was the highlight of what turned out to be one of the largest ever gatherings of shipping industry

representatives in the hemisphere. With some 200 delegates attending from all the major Caribbean ports, shipping lines, equipment suppliers and port services providers.

"The leadership of an international association such as the CSA representing as it does public and private sector interests across four language groups in some 17 countries, is not to be taken lightly," comments Captain Baddaloo.



Mr. Rawle Baddaloo

"CSA presidents in the past have felt the weight of this responsibility, but each one has performed well in the post and managed to advance the work of the CSA during his tenure."

The new president is also pleased that the CSA has selected a "port person" after some years, to head the group as he believes this will bring a particularly relevant slant to the business of the CSA.

"I have to bring my own management style to the job, he says stressing that his main priority will be to get young people back into seafaring. "I see a really bright future for a whole host of maritime jobs, once the youths get the proper training, and the CSA can become the training ground for future pilots, harbour masters, port managers, supervisors and cargo managers for the whole region."

(PLIPDECO is a Regular member of IAPH and Mr. Baddaloo is on the IAPH Board of Directors.)

Vancouver: Cargo tonnage in 2000 hits highest ever level with 76.5m tons overall

TOTAL tonnage through Port Vancouver hit its highest level ever in 2000, according to figures released today by the Vancouver Port Authority (VPA). "It was a record-setting year overall for the Port with 76.5 million tones handled, representing a seven per cent increase over 1999. For virtually all sectors, that translated into strong, robust growth," said Norman Stark, Vancouver Port Authority President and CEO.

"Containerized trade through the port continued to climb to new heights with 1,163,178 TEUs*, a 9 per cent increase over last year's outstanding numbers," said Stark. Total inbound TEUs grew 6 per cent to 543,851 TEUs. "A combination of a favourable currency, strong demand for Asian goods coupled with Vancouver's status as a first port of call and new lines calling at the Port all helped to fuel growth on the import side," said Stark. Total outbound TEUs, meanwhile, climbed 11 per cent to 619,327 TEUs. "Port Vancouver continues to rank first in the Pacific Northwest for the number of foreign laden TEUs**."

"The successful growth in numbers speaks to this port's collective ability to achieve what it sets out to do. From containers to cruise to general and bulk

cargo, Port Vancouver is on the right track to reach its goals," said David Stowe, Chairman, Vancouver Port Authority. "But we cannot take success for granted in an environment where there are many ports to choose from. It is crucial we work to maintain our competitive advantage with reliable, cost-effective service and facilities."

Exports of forest products continued to make gains, increasing 6 per cent overall to 6.1 million tones. Wood pulp saw solid advances with an 8 per cent increase to 3.7 million tones, buoyed by strong demand in Asia and other regions. Lumber saw a modest gain of 5 per cent to 2.1 million tones, driven by stronger demand, particularly in the first half of the year.

On the liquid and dry bulk side, dry bulk volumes saw grain shipments increase 12 per cent to 13 million tones. Wheat skyrocketed 26 per cent to 8.5 million tones due to strong global demand and aggressive marketing. Canola tonnage dropped 2 per cent to 3.3 million tones. Coal, Port Vancouver's largest export, saw mild gains of 2 per cent to 27.6 million tones in 2000. Higher steel production in Asia, Europe and Latin America accounted for the increase in demand.

Port Vancouver recorded a modest increase in overall fertilizer shipments with shipments of 9.9 million tones, up 2 per cent from 1999. Potash exports regis-

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tered a 15 per cent increase to 3.9 million tonnes while sulphur shipments grew 4 per cent to 5.4 million tonnes. Shipments of phosphate rock continued to drop from last year's numbers, down 62 per cent to 276,000 tonnes with alternate sourcing from a domestic mine.

Chemical volumes grew 12 per cent to 2.6 million tonnes in 2000. Shipments of petroleum products increased 7 per cent to 3.1 million tonnes with shipments of crude petroleum virtually disappearing completely due to strong domestic demand.

The Vancouver-Alaska cruise season smashed through the one-million rev-

enue passenger mark in 2000 with 1,053,989 revenue passengers, representing an 11 per cent increase over last year's 947,659 revenue passengers. Port Vancouver hosted 336 cruise vessel sailings this year, representing a 9 per cent increase over voyages in the 1999 cruise season.

Port Vancouver is Canada's largest port and trades more than \$30 billion in goods with more than 90 nations.

**TEU or twenty feet equivalent unit is an industry standard measurement of container size*

***"Foreign laden" refers to full containers shipped between a domestic port and a foreign one.*

ESPO: New Chairman and Vice Chairmen

Mr. David, Director of the British

Ports Association, has been elected as the New Chairman of ESPO, at the ESPO general assembly held on January 23, 2001, succeeding Mr. Jean-Marcel Pietri who chaired the ESPO during the past two years, according to information from Mr. Patrick Verhoeven, ESPO Secretary General.



David Whitehead

Mr. Kirk-Kersten Behrendt, Head of the International Economic Relations and Shipping Division of Hamburg, and Mr. Giuliano Gallanti, Vice President of Assopporti and President of the Port Authority of Genoa, were elected as ESPO Vice-Chairmen, at the general assembly, Mr. Verhoeven reported.

Africa/Europe

Cork: Inauguration of Gulf Stream Ireland-France RO-RO Service

GULF Stream Irlande (GSI) is to commence a year round freight service from Ringaskiddy to the Port of Brest in France. The first sailing of the m.v. "Francoise" will be on Tuesday 13 February at 2000 hrs. and GSI will be offering three sailings per week from the two ports with departures from Cork on Tuesday, Thursday and Saturday and from Brest on Monday, Wednesday and Friday. The direct 17-hour crossing offers a substantial reduction in transit time to hauliers.

In order to utilize the carrying capacity of the vessels 32 unit spaces, GSI is offering a brand new service to

customers, i.e. "Fly Drive," by chartering a plane to fly up to ten drivers of unaccompanied lorries to and from the ports of discharge/loading with a hotel and taxi service provided. This unique feature of the new service will be available on the Monday, Tuesday, Friday and Saturday sailings. Gulf Stream Irlande is confident that as a family run business who maintains close contact with their customers that the Cork-Brest service will prosper through commitment and perseverance.



Hamburg: Fresh throughput record consolidates Hamburg's position as Germany's leading universal port

FRESH throughput record consolidates Hamburg's position as Germany's leading universal port.

"Container traffic" powers growth and with a share of over 50 percent for the first time takes the lead in all cargoes handled in the port.

Hamburg asserts its position as Europe's second largest container port and the ninth

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.

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Port of Hamburg Seaborne Container Traffic in 1999 and 2000

Items	1999	2000	%
loaded containers (TEU)	3,253,306	3,703,708	+13.8
empty containers (TEU)	485,001	544,539	+12.3
total containers (TEU)	3,738,307	4,248,247	+13.6

Source: Port of Hamburg Marketing Office in Tokyo

largest in the world.

In the year 2000 the total volume of seaborne cargoes handled in the Port of Hamburg rose by 5 percent and set a fresh throughput record of 85.1 million t. Growth was powered by container traffic that at 45.3 million t in the year 2000 for the first time represented more than half of total cargo volume.

Dr. Thomas Mirow, a senator in the government of the Free and Hanseatic City of Hamburg, commented: "Present throughput figures attest to the Port of Hamburg's growth prospects and hence also to the need to expand its capacity with Container Terminal Altenwerder. The latest proof of this project's outstanding future prospects is the acquisition of stake in Altenwerder by Hapag-Lloyd. In the view of experts growth in world trade in the next few years will continue to outpace world economic output. With its strategy of systematic technical modernization and expansion of its range of goods-related services, the Port of Hamburg is superbly equipped to continue participating in this trend."

Hamburg further enlarges its market share in container traffic

Containers handled via Hamburg grew by 13.6 percent to 4.248 million TEU. In topping the magic four-million mark, Hamburg asserted its position as No.9 in the rankings of world container ports and as No.2 in Europe. Growth at

13.6 percent was not just the highest for ten years, but was also well above average market growth in Northern Europe that is put at about nine percent. Hamburg has therefore further enlarged its market share of container traffic. This is especially true of Hamburg's traditionally strong core markets and its main links such as the trades with Asia, South America and the Baltic region.

Around 35 percent of Northern Europe's East Asia cargo handled via Hamburg

Double-digit growth was achieved in 2000 on Hamburg's container traffic with each of the three trades with East Asia, SE Asia and the Indian subcontinent. Altogether 2.1 million TEU were handled via Hamburg in traffic with Asia. Hamburg's outstanding importance as a seaport and logistics base for handling imports and exports in trade with Asia is underlined by the fact that 20 container shipping companies regularly link Hamburg with ports in Asia. For many years Asian countries have dominated the rankings of Hamburg's most important trading partners in seaborne foreign trade. The People's Republic of China continues to take first place. Around 700,000 TEU to and from China were handled at Hamburg in the year 2000, or 16 percent more than in the previous year.

Hamburg's strong position as

Europe's second largest distribution center for container traffic is based on the one hand on the high proportion of local cargo and on the other on its extremely well developed links with the hinterland in Germany and Central Europe. Whether by truck, rail, feeder or inland waterway ship, the network of pre-voyage and post-voyage traffic links so vital for a seaport is the foundation for Hamburg's position as the premier traffic hub in Northern Europe. Handling rail traffic totaling over one million TEU Hamburg is also Europe's most important rail hub for container traffic. German cargo forms the major part of this. Along with Hamburg's leading role in German foreign trade, however, the metropolis on the Elbe is acquiring growing significance for handling exports and imports to and from such neighbouring countries as Poland, the Czech Republic, Slovakia and Hungary. Short distances and transit times make Hamburg the ideal gate port for handling the foreign trade of the countries of Central Europe and the Baltic region.

Helsinki: Setting record high traffic volumes

TRAFFIC through the Port of Helsinki this year is set to break all records. Container traffic will exceed 370,000 TEU and trucks and trailers 320,000 units. General cargo traffic will exceed 8.5 million tons. Last year's figures were 321,000 TEU, 304,000 units and 7.8 million tons, respectively.

Overall goods traffic is unlikely to break the 1997 record of 11 million tons. This is because of falling imports of coal by Helsinki Energy owing to low-cost imported electricity. Transportation of fuel and cement, which are included in coastal traffic, has also declined.

Passenger traffic has continued to grow and an estimated 9.3 million passengers will have passed through the port this year. This represents an increase of 2 per cent on the figure for the previous year.

The Port of Helsinki is extremely pleased with these encouraging trends. Growing traffic reflects the confidence of our customers in the services and facilities provided by the Port of Helsinki and the companies working there. Thanks are due to our customers, partners and stakeholders.

(Port of Helsinki, Communication

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London: PLA and APBA Sign Joint-Marketing Agreement

A Far-reaching "Joint-Marketing Initiative" Agreement between the Port of London Authority (PLA) and the Port of Algeciras Bay Authority (APBA) has been signed in London today (Tuesday 6 March).

The agreement between the two ports is the first of a series to be established with ports around the world in order to cooperate in various fields related to commercial port development and marine transportation. Unlike the traditional "Twinning" arrangements between ports, these initiatives are based on a formal commercial footing with each port working with the other - as appropriate - to develop and gain new business for the benefit of the customer and the ports concerned.

Announcing the signing at the launch of the 2001 Port of London Handbook, PLA Chairman, Simon Sherrard said: "We are delighted to have signed a Joint-Marketing Agreement with the Port of Algeciras today, which will see our two ports co-operating in the development of new business opportunities for the benefit of both ports, and our respective customers.

"There are many similarities between London and Algeciras, not least that we both have extensive development plans for new container terminals, at Shell Haven in London and at the Campamento and Isla Verde sites in Algeciras. In addition, as we see the growth of a few major players involved in port and terminal operations worldwide, we believe there is strength in independent ports coming together to provide competitive alternatives."

On behalf of the port of Algeciras, the President Senor Manuel Morón said: "As well as my personal satisfaction with the

signing of this Agreement, I would like to express my firm conviction that our work together under its terms will be advantageous to both ports and port communities.

"The main goals of our ports include establishing an international presence via a world network of port alliances. We are both chasing standards of excellence in our operations, through improved service quality to our customers and more respect for our environment."

Discussions on a similar agreement have been concluded in Bangkok between the PLA and the Port Authority of Thailand, which is expected to be signed in May or June.

The first "limited" agreement was arranged between the PLA and the Port of Hamburg three years ago. Discussions are currently taking place between the two ports to expand its terms to meet those of the new initiative.

The "Joint-Marketing Initiatives" embrace the following issues:

Establishing New Markets - preserving the independence of each individual port, at all appropriate opportunities both ports will promote the other with a view to developing joint trade. This will include joint presentations to potential customers in progressing new trade between both ports.

Joint-Venture Marketing - both ports will promote the benefits of the other when speaking at or attending conferences, exhibitions or trade missions.

Publicity - both ports will, as appropriate, include within their publicity material (including Web Sites) information to introduce the joint-venture port.

Exchange of Experience and Information - both ports will exchange experience and information to enhance the effectiveness of port management and operation.

Exchange of Personnel - both ports will arrange for relevant key personnel exchange, and organise seminars or training programmes on all aspects of commercial, marketing and technology issues within their organisations.

The "Joint-Marketing Initiative" requires each port to meet every two years to review the progress of the Agreement and plan for the forthcoming programme.

Rotterdam: Geared to Modal Shift

IN 2000, the share enjoyed by inland shipping in Rotterdam container transport increased further. This was revealed by the figures published today by ECT, that account for some seventy percent of container throughput in Rotterdam. Inland shipping rose from 36% to 39%. The terminal capacity for rail in Rotterdam was increased by a new terminal at Maasvlakte and extension of the Eemhaven facility. Even though, the share of rail declined from 14% to 13%. Road transport fell from 50% to 48%.

Modal shift:

The Dutch government and the Rotterdam port sector are conducting a policy geared towards reducing road transport's share: the realization of a 'modal shift.' Since 1993, the truck's share in container transport has fallen at ECT, by 18% to 48%.

Development "modal split" (ECT):

	Inland shipping	Rail	Road
1993	26	8	66
1994	27	9	64
1995	30	10	60
1996	31	11	58
1997	34	13	53
1998	35	13	52
1999	36	14	50
2000	39	13	48

The figures relate to the Home terminal and the Delta terminals. The other terminals deal with less rail and more road containers and, in addition, there is the necessary (primarily truck) traffic from and to the empty depots and the road transport of continental containers from and to the Rail Service Center Rotterdam. Although the figures given do not therefore relate to the Rijnmond region, they do give a good indication of trends.



Manuel Moron (left) and Simon Sherrard exchange Agreements following the signing ceremony

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Rotterdam: Going to co-operate with European Customs

THE customs in Rotterdam, Antwerp, Le Havre, Felixstowe and Hamburg (the RALFH group) are going to co-operate on a high level to stimulate a uniform execution of customs regulations in the ports. The initiative is supported by the European Union and goes together well, with the program Customs 2002 that harmonizes the regulations. RALPH is going to propose on subjects such as risk analysis, working methods, container scans frequency of controls etc. National interests are to be replaced by a European interest.

Rotterdam: Rotterdam Car Terminal/Car Center reports stable throughput in 2000

ROTTERDAM Car Terminal reports a stable throughput of 170,000 units in 2000.

The number of cars handled by Rotterdam Car Center (PDI inspections etc) rose from 85,000 to over 100,000. In order to expand these kinds of value-adding activities RTC/RCC bought part of the adjacent HRS terminal. A shed will be transformed into a second PDI-center and the new quay length of 800 meters enables the company to handle three car carriers at the same time. RCT/RCC expects to compensate the loss of 50,000 Toyotas by 60,000 units of a new Asian customer.

TT Club: Ian Lush appointed Marketing Director for TT Club

THE TT Club has appointed Ian Lush to the new position of Marketing Director.

Mr Lush has joined the TT Club from GeoLogistics where he was European Marketing Director with specific responsibilities for marketing development across all of GeoLogistics' operations in Europe, the Middle East and Africa.

Commenting on the new appointment, the Club's Chief Executive, Paul Neagle, remarked:

"The TT Club is expanding its range of products and services. We recog-

nized that we needed to have one individual who could co-ordinate the marketing of these products, responsibility which has previously lain with individual underwriting teams. We

are very keen to project the TT Club brand into important new areas of business whilst supporting our underwriting teams in their efforts to grow in our traditional markets."

Asia/Oceania

Guangzhou: Over 100 million ton throughput for second consecutive year

SOUTH China's Port of Guangzhou hailed the new millennium. It reached historical throughput records of 111.8 million tons and container traffic volume of 1.43 million teus last year, an increase of 9.5% and 21%, respectively, from 1999, when the port had an annual throughput of over 100 million tons for the first time. The throughput record in 2000 put the Port of Guangzhou in the third position in Chinese mainland after Shanghai and Ningbo.

South China witnessed stable economic growth in the last decade, especially for the city of Guangzhou with the GNP growth rate of 13% for 2000. Strategically located in the heartland of the Pearl River Delta, a consuming and manufacturing concentration area, the Port of Guangzhou has benefited from increasing imports and exports through the port, ranging from general cargo to bulk cargo to containerized cargo. Traditionally, conventional cargoes in large quantities are the main kinds of cargo through Guangzhou, such as crude oil, coal, cereals, sugar, fertilizers and mineral ores. The port has been making every effort to upgrade its specialized berths to meet the clients' needs. In view of the increase in north-south coastal container trade, the port authority maintained close co-operation relationships with shipping companies to increase shares in the container traffic market. Up to now, it is regarded as a hub port for domestic coastal container



trade.

To maintain its position as a hub port in South China, the Port of Guangzhou will carry out the following three key projects during the 10th National Five Year Development Plan period (2001~2005).

1. Second phase of shipping channel dredging: The channel to be dredged is 115 km long from Huangpu Terminal to the estuary of the Pearl River. Upon completion of the first phase, the current water depth will be -11.5m. It is scheduled to dredge 2 meters further down within two years' time. Upon completion, the depth of the channel will be -15 meters plus the regular tidal difference. In other words, vessels of up to 50,000 DWT could berth as upstream as at Huangpu Terminal. This project is scheduled to commence next year.
2. Construction of 5 new deep-water berths for the second phase of the Xinsha terminal project, of which 3 are for container cargo and 2 for crude oil. This project will commence next year.
3. Opening a new dock area in Nansha: Nansha, now under the jurisdiction of



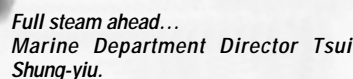
Humen Bridge across the Pearl River. Ships are sailing upstream to Port of Guangzhou along the newly dredged channel.

It could be expected that the Port of Guangzhou will continue to play a role as a hub port for South China in consequence of the above projects.

Lee also said the Port and Maritime Board was updating its strategy in the light of revised official forecasts which predict cargo demand for the Hong Kong container port in the next 15 years to grow at an annual rate of five per cent. "This is faster than the forecast for 4.6 per cent in our previous study in 1997."

In addition, the shipping register is also reliable and is managed by a responsible

(Hong Kong Maritime News)



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Jurong Port: JTC Corporation unveils plans for newly corporatised Jurong Port

JTC Corporation today announced plans for its recently corporatised Jurong Port, which became Jurong Port Pte Ltd (JPPL) on 1 January 2001.

JPPL, which is corporatised as a wholly-owned subsidiary of JTC Corporation, aims to be a premier multi-purpose port and logistics services provider to enhance Singapore's position as a world-class maritime and logistics hub.

Key gateway for bulk and conventional cargo

JPPL has more than 30 years of experience in handling bulk and conventional cargo. In fact, all the dry bulk cargo in Singapore is imported through Jurong Port. JPPL will build on this strength to continually enhance the efficiency and quality of service. A good example is its common user cement terminal which has a capacity of 4 million tonnes per year.

Broadening its range of services to include container handling

To broaden its range of services, JPPL has invested more than \$290 million in the last three years to meet customers' needs for increased container capacity as well as logistics warehouse space.

Among its new investments are two quay cranes and four rubber-tyred gantry yard cranes that will boost JPPL's container handling capability to 200,000 TEUs in May 2001. JPPL has also invested in a modern container terminal management system. Supported by the new terminal system, JPPL will provide the shipping and logistics industry with a full range of competitive and cost effective container handling services. Its container handling services and tariffs can be customised and dedicated to meet shipping lines' requirements.



privatized container terminal operator in Malaysia.

The port, which handled 241,182 TEUs in its first year of operation, has over the years seen a strong growth pattern in terms of container throughput.

Despite operating in an increasingly competitive environment in respect to container trade, KCT's market share recorded over the past 14 years still makes it the front-runner in terms of volume handled.

The Guest-of-Honour at the event was the Hon. Minister of Transport Dato' Seri (Dr.) Ling Liong Sik, who has been most closely associated with efforts to promote the port system in the country. Dato' Seri Ling has had a direct hand in the all-out efforts to promote Malaysian ports, initiatives taken in the past 6 years. This is the period which saw the country's largest port, Port Klang, making rapid progress in its ranking amongst the world's top container ports in terms of the volume of containers handled.

The high-profile role of the Minister was also felt in the efforts to sell Port Klang as a port for transshipment. From an obscure beginning with less than 15,000 teus of transshipment containers in 1994, Port Klang now handles more

than 1 million teus of transshipment boxes a year.

Hosting the event was the Chairman of Northport Corporation (NCB) Tan Sri Dato' Seri (Dr.) Ahmad Sarji Abdul Hamid, who also assumed the top office in KCT following the successful completion of a restructuring exercise earlier this year. The move saw the emergence of NCB as the common holding company for KCT, Kontena Nasional and Klang Port Management. The structural change reflected PNB's commitment to put to optimal value its investment in 2 successful port operating companies that together service some two-third of Port Klang's containerized trade.

'K' Line: Builds up its tanker fleet with newbuilding orders for two VLCCs and one Afframax

THE Company has been propelling the rearrangement of its Tanker-Sector-related fleet in accordance with the New "K" Line Spirit for 21 (New K-21), since 1998. One 300,000-DWT double-hulled VLCC is under construction at Kawasaki Heavy Industries, Ltd. and another at Imabari Shipbuilding Co., Ltd., with completion in April 2001 and December 2001. In addition, we are pleased to inform you that we have placed an order with NKK Corporation for two additional 300,000-DWT double-hulled VLCCs that are to be completed in 2004.

Manila: Manila International Container Terminal**Klan: KCT Handles its One Millionth Container**

NORTHPORT'S Klang Container Terminal Bhd. Has handled the equivalent of more than one million TEUs during 2000. KCT is the first port in Malaysia to surpass the 1 million container milestone in a single year.

A ceremony to make the historic event was held at KCT Berth 11.

KCT which commenced operations as a commercial entity in 1986 was the first

THE Manila International Container Terminal or M.I.C.T., situated between the North and South Harbors protruding westward into the Manila Bay, is the Philippines' only container-dedicated port out of the nineteen major ports catering to container traffic in the archipelago. It is distinctively the country's top foreign container traffic hub with an average monthly container throughput of around 70,000 TEUs, representing nearly 60% of the total international container haul, nationwide. Expansion plans, to be

accomplished in the immediate further, earmark the construction of three additional berths, each planned to be about 300-400 meters in length with an effective draft of 14.5 meters, and an 11-hectare container stacking area that will be equipped with the latest automated cargo handling equipment, including at least 2 post-Panamax quay cranes. Upon completion, terminal capacity will increase annually by 300,000 TEUs (twenty-foot equivalent unit) from its present-day capacity of 1.2 million TEUs.

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Berth No.	Length(in meter)	Controlling Depth (in meter)
1	250	12.50
2	250	13.00
3	250	12.50-13.00
4	250	12.50-13.00
5	300	14.50

Table 1: Container Traffic

PARTICULARS	1996	1997	1998	1999	2000
Container Traffic(in TEU)	842,464	906,497	738,125	868,521	951,290
Domestic	0	4,606	4,878	2,087	746
Inward	0	1,649	3,292	1,208	0
Outward	0	4,747	1,586	879	0
Foreign	842,464	901,891	733,247	866,434	950,544
Import	430,095	449,347	356,695	437,487	478,795
Export	412,369	452,544	376,552	428,947	471,749

Table 2: Productivity Yardstick

Port Efficiency Yardstick	Unit (Average)	1998		1999		2000	
		Cont. Vessel	Conv. Vessel	Cont. Vessel	Conv. Vessel	Cont. Vessel	Conv. Vessel
Ship Berth Turn-around Time	Hours per Call	16	Nil	21	Nil	21	Nil
Average Container/Call	TEU per Call	416	Nil	461	Nil	478	Nil
Ship Working Time	Hours per Call	13	Nil	17	Nil	17	Nil
Berth Occupancy	Percentage(%)	47	Nil	47	Nil	51	Nil
Ship Productivity	Tons/Boxes per Gross Ship hour	18	Nil	20	Nil	21	Nil

Legend: Cont - Container, Conv. - Conventional

South Harbor

South Harbor caters to both general and containerized foreign cargo traffic with an effective quay length of 2,972 meters. Container capacity is presently scaled at about 700,000 TEUs (twenty-

foot equivalent unit) per annum. It boasts of a monthly average foreign container throughput of close to 45,000 TEUs, constituting 36% of the country's total international container traffic, and a monthly average record of 400,000

Table1: Cargo Traffic

PSARTICULARS	1996	1997	1998	1999	2000
1.Cargo Throughout (in M.ton)					
Foreign	11,248,612	9,557,890	6,591,061	7,771,272	7,351,658
Non-Containerized	8,854,664	7,055,805	4,080,289	4,970,574	4,534,218
Import	8,761,877	6,982,536	4,013,442	4,904,155	4,486,353
Export	92,787	73,269	66,847	66,419	47,865
Containerized	2,393,948	2,502,085	2,510,772	2,800,698	2,817,440
Import	2,012,344	2,116,418	2,126,623	2,407,087	2,426,885
Export	381,604	385,667	384,149	393,611	390,555
2.Container Traffic (in TEU)	447,747	487,246	410,294	531,565	569,824
Foreign	447,747	487,246	410,294	531,565	569,824
Import	231,087	243,648	212,894	266,615	292,859
Export	216,660	243,598	197,400	264,950	276,965
3.Passenger (Foreign)	14,640	23,827	17,865	11,166	10,486

Table 2: Port Efficiency Yardstick

Port Efficiency Yardstick	Unit (Average)	1998		1999		2000	
		Cont. Vesse	Conv. Vessel	Cont. Vessel	Conv. Vessel	Cont. Vessel	Conv. Vessel
Ship Berth Tum-around Time	Hours per Call	21	64	22	60	27	61
Average Container/Call	TEU per Call	282	Nil	347	Nil	419	Nil
Ship Working Time	Hours per Call	13	63	12	60	16	59
Berth Occupancy	Percentage(%)	32	39	39	36	38	32
Ship Productivity	Tons/Boxes per Gross Ship hour	10	35	11	38	14	40

Legend: Cont - Container, Conv. - Conventional

metric tons of conventional cargoes, representing around 15% of the nation's total foreign general cargo throughput. Asian Terminals, Inc., the sole cargo handling operator of South Harbor, has a standing commitment to invest not less than three Hundred Million U.S.Dollars (US\$300 M) over the next 10 years for the rehabilitation, development and expansion of port facilities including Engineering Island. At the onset of 1998, existing structures, mostly old warehouses, have been demolished to give way to ample cargo and container stacking expanse to complement its current 13.5-hectare back-up areas. By year 2022, South Harbor envisions itself to have expanded its container capacity to 2,010,000 TEUs per annum with a berth occupancy rate of 70% and a berth production of 1,213 TEUs per meter per berth per year.

PSA: PSA's Italian Port's Voltri Terminal Europa records 50% cargo growth in 2000

RECORD throughput growth - PSA Corporation's joint-venture project in Italy, Voltri Terminal Europa(VTE), ushered in the new year with a record throughput of 744,000 TEUs handled in 2000. This represents a 50% container throughput increase over the previous year.

The double-digit growth rate in container throughput at VTE has been achieved in a very competitive market environment. The good results bear testimony to the shipping lines' vote of confidence in VTE's quality service and excellent management of operations. It is also a manifestation of the win-win partnership between VTE and its customers.

Mr. Giuliano Gallanti, President, Genoa Port Authority said, "PSA



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Corporation has world-class experience and expertise in the container-handling business, port development, the management of waterfront facilities and other port-related activities. We are pleased to have this opportunity to work with PSA. Their comprehensive expertise will complement the Genoa Government's efforts to further raise the maritime status of Genoa in Italy and realize our goal of making Genoa into an international port of call. We will continue to provide support to PSA Corporation in making VTE a global success."

Mr. Goon Kok Loon, Deputy Group President (International), PSA Corporation, commented, "The robust growth is a strong boost to the VTE Team, as we have been working very hard in partnership with the shipping lines, freight forwarders and the local authorities. This achievement will spur us to greater heights, and make us even more motivated and committed to providing fast, reliable and efficient value-added services to our customers. With the close co-operation and continued support of our customers, the government agencies and our partners, we are confident of transforming VTE into an advanced and efficient container port, well geared towards responding and serving the rapid economic and industrial growth in the North Tyrrhenian Market and Southern Continental Europe".

VTE upgrades its facilities and acquires new equipment

To meet increasing business demands as well as to better serve its customers, VTE would be upgrading its infrastructure with the expansion of its terminal facilities including the yard areas. The terminal would also be purchasing one railway crane in 2001, and two quay

cranes, scheduled for delivery in early 2002. These enhancements will allow VTE to continue in its highly reliable and efficient service to its customers.

PSA Corporation operates the world's largest container transshipment hub

in Singapore, providing every shipper with an unrivalled choice of more than 300 shipping lines with connections to over 740 ports worldwide. Everyday, PSA offers customers using its Singapore hub 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 is also involved in developing, managing and operating 10 port projects in seven countries around the world.

Sydney: Sydney Cove Passenger Terminal hosts the biggest cruise ship to visit Australia

THE largest cruise ship ever to visit Australia will berth at the Sydney Cove Passenger Terminal on Saturday February 17, 2001. The new 76,152-ton Aurora will spend the evening in Sydney as part of

her maiden round-the-world voyage.

On its journey into Sydney Harbour, Sydney Ports Corporation's fire tug, "Shirley Smith," will meet the Aurora at Bradley's Head and escort it into Circular Quay.

Chief Executive Officer of Sydney Ports Corporation, Greg Martin, said each year increasing numbers of international cruise ships are choosing Sydney as a port of call.

"Refurbishments to the Sydney Cove Passenger Terminal include the provision of new amenities and improved public access to the building. The upgrading of the terminal demonstrates Sydney Ports' commitment to meeting the needs of the cruise industry, ensuring Sydney remain Australia's premier cruising destination," Mr Martin said.

"The presence of the Aurora and other magnificent cruise ships from time to time, such as the QE2, Legend of the Seas and the Crystal Harmony which was berthed at the Terminal during the Olympics, add an entire dimension to an already spectacular vista of Sydney Harbour," Mr Martin said.

The \$A600 million Aurora, carrying 1900 passengers and 850 crews is more than a quarter of a kilometre long and stand 62 metres high.

On its journey from Auckland, the ship will make its way through the heads Saturday morning at approximately 6:45am and move into the terminal by 7:30am. It will remain overnight and departs for Brisbane at 6:30pm Sunday evening.

In accordance with the long standing practice for a vessel on its maiden visit to a port, Sydney Ports Corporation will be presenting the Aurora's Captain with a commemorative plaque at 11:30am on Saturday morning.



Photo Courtesy of Tokyo News Service, Ltd.

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Sydney: Profile of Waterways Authority and its activities 2000

THE Waterways Authority is a NSW statutory authority created on 1 July 1995 under the Ports Corporatisation and Waterways Management Act 1995. The Authority reports, through our Chief Executive, to the Hon Carl Scully MP, NSW Minister for Transport and Minister for Roads.

Our organisation manages the commercial and recreational waterways of the State, with a view to achieving the highest possible standards of safety for all waterway users, the protection of the marine and foreshore environment and the provision of essential marine infrastructure.

The role of the Authority was expanded on 28 July 1999 with the transfer from the NSW Department of Transport of the Maritime Assets Division. This Division is responsible for managing assets that were previously owned by the Marine Ministerial Holding Corporation, a separate statutory body with no staff. These assets include foreshore lands and the seabeds of the major ports of Sydney, Botany Bay, Newcastle and Port Kembla, which during the year were formally transferred to the Waterways Authority.

This broadened role of the Authority includes responsibility for:

- issue of licences and registrations for recreational boaters;
- periodic survey of commercial vessels;
- management of private moorings and commercial mooring sites;
- installation and maintenance of navigation aids across the state;
- promotion of safety on the water through education and communication;
- programs throughout NSW;
- leasing of marinas, jetties and wharves in Sydney Harbour and Botany Bay;
- enforcement of marine safety and environmental legislation and regulations;
- provision of a Sydney Harbour cleaning service;
- provision of waterways infrastructure through the Waterways Asset;
- Development and Management Program;
- development and construction consent for structures over the waters of Sydney Harbour and Botany Bay;
- administration of the beds of Sydney Harbour, Botany Bay, Newcastle and Port Kembla and wetland leases; and
- management of the regional ports of Eden and Yamba.

To fulfil these functions, we have offices and customer service centers at 33 different locations around NSW.



Photo Courtesy of Tokyo News Service, Ltd.

In 1999-2000 we managed:

- issue of 403,200 recreational boating licences;
- registration of 173,900 recreational and 6,700 commercial vessels;
- 14,000 private moorings and 4,500 commercial mooring sites;
- periodic survey of 2,400 commercial vessels;
- leasing of 2,000 marinas, jetties and wharves in Sydney Harbour and Botany Bay;
- maintenance of over 3,000 navigation aids;
- the issue of 650 aquatic licenses per annum covering 24,600 associated aquatic events;
- on-water management and control of activities related to the 2000 Olympic and Paralympic Games; and
- provision of \$2.4M of waterways infrastructure through the Waterways Asset Development and Management program.

The Marine Ministerial Holding Corporation was formally dissolved on 29 June 2000. Its final Annual Report is contained in this Report.

Our mission

To lead and advocate the integrated use and management of NSW navigable waters for the community through a focus on marine safety, environmental sustainability and infrastructure development.

Our vision

To achieve the integrated management of navigable waters.

Our values

- communication
- creativity and learning
- integrity
- leadership
- quality
- teamwork
- valuing the individual

Our objectives

- business process innovation
- client focus
- financial performance

- organizational health

Our stakeholders

- The minister for Transport and the NSW Government on behalf of the community;
- People wishing to be protected from hazardous and/or annoying activities caused by vessels on the waterway;
- Commonwealth, State and local government agencies involved in the management of the State's waterways;
- The NSW Department of Transport, the Newcastle Port Corporation, Port Kembla Port Corporation and the Sydney Ports Corporation;
- Recreational Boating related clubs, industry associations and groups;
- State Emergency Services, Water Police and Volunteer Rescue Organizations including the Volunteer Marine Rescue Council of NSW, Australian Volunteer Coast Guard, Royal Volunteer Coastal Patrol, Volunteer Rescue Association and Surf Life Saving NSW;
- Employees of the Waterways Authority of NSW.

Our clients

- The community and all users of the State's waterways;
- Owners and occupiers of moorings and wetland leases;
- Owners and tenants of marinas, wharves and jetties;
- Private Commercial port wharf owners;
- Regional port customers
- Users of land and property on the foreshores of Sydney Harbour, Botany Bay, Newcastle and Port Kembla;
- Maritime property developers;
- Maritime industries;

For further information, comments or to contact:

Enquiries@waterway.nsw.gov.au

James Craig Road, Rozelle Bay NSW 2039, Australia

PO Box R 228 Royal Exchange, Sydney NSW 1223

Tel: 61-2-9563-8555, Fax: 61-2-9563-8425