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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.

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 cooperate 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
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 Port Dinner on March 1 in the L oats s 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, 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.

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

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IAPH ANNOUNCEMENTS & NEWS

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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.

I t 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 Smaghe, Immediate Past President of IAPH, France, Mr. Geoff Adam, Port of London Authority, U.K., and Mr. Gennady 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. Sumard, Indonesia Port Corporation 3, and Mr. J. D. Dunda, Indonesia Port Cooperation 4 (Vice President of the APA))
   • Association of Pacific Ports (Mr. Akula Savu, Maritime & Ports Authority of Fiji, Fiji)
   • Ports in East Asia (Mr. Gennady L. Zvyagintsev, Commercial Port of Vladivostok, Russia)
   • North-South Transport Corridor - NSTRAC (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 Chivamin, 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, Hiigahakawa 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 show 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...
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 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 of 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.iaphworldports.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 briefer 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 Moussa 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

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-
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.

Program

**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)
- 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 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 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.

**Technical Visit to the Port of Laem Chabang**

16 February 2001

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

In order to enable all the members of the committee to participate to the discussions at the lowest cost and without wasting 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:

• Satoshi Inoue, IAPH Head Office, Japan
• Katsumoto 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 Ibnihajar, Penang Port Sdn Bhd, Malaysia
• Dato Capt. Hj. Abdul Rahim bin Abd. Azra, Penang Port Commission, Malaysia
• Md Niana Merican, Penang Port Sdn Bhd, Malaysia
• Mohd Dzulcarnasen Musa, Port Klang Authority, Malaysia
• Noribusa Ibrahim, Penang Port Commission, Malaysia
• Datin O. C. Phang, Port Klang Authority, Malaysia
• Ramli 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
• Payongkongk Chivamit, Port Authority of Thailand, Thailand
• Chalermit Nakahaj, Port Authority of Thailand, Thailand
• Pratap Simapichakheht, Port Authority of Thailand, Thailand
• A. W. Al-Diwani, Abu Dhabi Seaport Authority, UAE
• H. E. Hasan Mousa Al Qaumzi, Abu Dhabi Seaport Authority, UAE
• Geoff Adam, Port of London Authority, UK

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 the number of points to be discussed should be limited to three main items:
Item 1 - Organization of the Biennial Conferences:

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.
  • 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.

- 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.

- 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.
  • 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. While 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 session. 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)
IAPH ANNOUNCEMENTS & NEWS

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 where 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 express 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 members 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.

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

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


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

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”

N 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.)
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. J. 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.

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, 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.

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 password 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.
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 condolences 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.

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**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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**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
Ports and Harbors April 2001

DEVELOPMENT OF CONTAINER PORTS IN THAILAND

Mr. Chalermchai Meekuni-am
Director of Engineering Department
Port Authority of Thailand

Ports in Thailand are divided—mainly into international seaports 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 Harbou 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 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,
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 neighboring 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 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 as follows:

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<tbody>
<tr>
<td>Total Throughput (Million TEU)</td>
<td>2.268</td>
<td>2.427</td>
<td>2.779</td>
<td>3.072</td>
<td>3.439</td>
</tr>
<tr>
<td>Share of Full Loaded (%)</td>
<td>87.57%</td>
<td>84.14%</td>
<td>72.18%</td>
<td>74.38%</td>
<td>75.81%</td>
</tr>
<tr>
<td>Share of Empty (%)</td>
<td>12.43%</td>
<td>15.86%</td>
<td>27.82%</td>
<td>25.62%</td>
<td>24.19%</td>
</tr>
</tbody>
</table>

- 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
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.

In 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.

The container cargos have 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.

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

Finally, the total cargo volume was separated into container 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 62 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
leased to private operators in accordance with the privatization programme as shown below.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Terminal</th>
<th>Terminal Size</th>
<th>Berth Length</th>
<th>Operation Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>C3</td>
<td>500m x 450m</td>
<td>500</td>
<td>2001</td>
</tr>
<tr>
<td>2</td>
<td>C2</td>
<td>500m x 450m</td>
<td>500</td>
<td>2003</td>
</tr>
<tr>
<td>3</td>
<td>C1</td>
<td>700m x 450m</td>
<td>700</td>
<td>2005</td>
</tr>
<tr>
<td>4</td>
<td>D1</td>
<td>700m x 450m</td>
<td>700</td>
<td>2007</td>
</tr>
<tr>
<td>5</td>
<td>D2</td>
<td>500m x 450m</td>
<td>500</td>
<td>2009</td>
</tr>
<tr>
<td>6</td>
<td>D3</td>
<td>500m x 450m</td>
<td>500</td>
<td>2010</td>
</tr>
</tbody>
</table>

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 operators and PAT.

**Future Prospect**

In the future, the container cargo handled by LCP may no longer be affected by the transshipment traffic from the neighbouring 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 Loading 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. 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 redistribution.
P & H 494  0.1.6.12 10:50 AM  ページ 19

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

COASTRAL 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 strategy by improving the cost efficiency and reduce the traffic burden around Bangkok, but also 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 program 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 FCL 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 lessors. 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 OUAY

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
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 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 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**

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

**Significant Port Development Events**

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

**Graph-9: Traffic Predication for LCP**

**Graph-10: LCP Phase 1 Container Performance per Berth Length**
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 sub-committees, 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 “Intermodal 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
Tel: +301-934-4655
Fax: +301-934-5785
E-mail: anadis@org.com

ISO/TC8 New Subcommittee Leaders
The following are new Chairmen:
• Mr. Claudio Abbate, Italy

American Association of Port Authorities

AAPA: 2001 Education and Training Programs

<table>
<thead>
<tr>
<th>Program</th>
<th>Dates</th>
<th>Member</th>
<th>Non-Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise Workshop</td>
<td>January 18-19</td>
<td>$355.00</td>
<td>$405.00</td>
</tr>
<tr>
<td>Marine Terminal Management</td>
<td>January 22-26</td>
<td>$1,395.00</td>
<td>$1,395.00</td>
</tr>
<tr>
<td>Public Relations and Marketing</td>
<td>February 14-16</td>
<td>$465.00</td>
<td>$510.00</td>
</tr>
<tr>
<td>AAPA Spring Conference</td>
<td>March 19-21</td>
<td>$360.00</td>
<td>$375.00</td>
</tr>
<tr>
<td>Port Administration Seminar</td>
<td>April 4-6</td>
<td>$460.00</td>
<td>$510.00</td>
</tr>
<tr>
<td>Information Technology Seminar</td>
<td>April 4-6</td>
<td>$460.00</td>
<td>$510.00</td>
</tr>
<tr>
<td>Commissioners Seminar</td>
<td>April 25-27</td>
<td>$460.00</td>
<td>$510.00</td>
</tr>
<tr>
<td>Security III workshop</td>
<td>May 2-4</td>
<td>$460.00</td>
<td>$510.00</td>
</tr>
<tr>
<td>Executive Management Conference</td>
<td>May 14-18</td>
<td>$1,380.00</td>
<td>$1,290.00</td>
</tr>
<tr>
<td>Maritime Economic Development</td>
<td>June 14-15</td>
<td>$355.00</td>
<td>$405.00</td>
</tr>
<tr>
<td>Port Directors Seminar</td>
<td>June 21-22</td>
<td>$355.00</td>
<td>$405.00</td>
</tr>
<tr>
<td>Negotiations III workshop</td>
<td>July 12-13</td>
<td>$425.00</td>
<td>$475.00</td>
</tr>
<tr>
<td>Port Operations Seminar</td>
<td>August 17-19</td>
<td>$460.00</td>
<td>$510.00</td>
</tr>
<tr>
<td>Facilities Engineering Seminar</td>
<td>November 7-9</td>
<td>$460.00</td>
<td>$510.00</td>
</tr>
</tbody>
</table>

TOTAL: $5,855.00

Payment Method: Check Enclosed: Please invoice: 

* Non-US members include: Canadian, Caribbean, Latin American and sustaining members

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Homepage: www.22p2-ports.org E-mail: research@aapa-ports.org

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 ITOPF
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 Spills
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: "The Use of Simulator in Crisis Management of chemical incident with the Use of Simulator"
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
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)

10.30 Morning Refreshments

11.00 The French Response to the pollution incident of the heavy fuel tanker Erika and chemical tanker Levoli Sun
Mr Michel Girin, Director of Cedre

11.30 Chemical Industries Emergency Preparedness and Concerns in Asia Pacific
Capt Robert W Cameron, Chairman of Marine Terminal Transport Emergency Response Committee (Asia Chemical Transportation Emergency

12.00 LUNCH

12.30 Questions & Answers

11.45 The practicalities faced by IMO Member Governments in accepting and implementing the 1996 HNS Convention
Mr Koijo Sekimizu, Director, Marine Environment Division, IMO

11.45 The practicalities faced by IMO Member Governments in accepting and implementing the 1996 HNS Convention
Mr Koijo Sekimizu, Director, Marine Environment Division, IMO

12.15 Questions & Answers

REGISTRATION FORM

Fee per delegate

<table>
<thead>
<tr>
<th>Registration</th>
<th>Fee without 3% GST</th>
<th>Fee with 3% GST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early Bird Fee</td>
<td>S$1,260/US$718</td>
<td>S$1,297.80</td>
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<tr>
<td>Regular Fee</td>
<td>S$1,400/US$798</td>
<td>S$1,442</td>
</tr>
<tr>
<td>Group Discount: 30% discount (if you register and pay before 3 August 2001)</td>
<td>S$960/US$558.60</td>
<td>S$1009.40</td>
</tr>
</tbody>
</table>

Fee is inclusive of documentation, refreshments and lunches. It does not include cost of accommodation and travel. *A 3% Good and Service Tax (GST) is applicable only to Singapore-based companies.

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IHMA: 3rd Congress of the International Harbour Masters’ Association
Port Safety - An Increasing Challenge
Cape Town•South Africa•13-18• MAY 2002

PROVISIONAL PROGRAMME

SUNDAY 12 MAY 2002
Am Golf Tournament
Pm Registration & Council Meeting
Evening Welcome Reception

MONDAY 13 MAY 2002
Am Opening of Congress & Exhibition
Pm Session I: Port Safety Management Systems - Benefit or Burden?

TUESDAY 14 MAY 2002
Am Session 2: Port Services - Competition versus Safety
Pm Session 3: Commercial & Recreational Activity in Ports - Marriage or Divorce?

Wednesday 15 May 2002
Am Session 4: Industry & Technical Presentations
Pm Technical Visit - Port of Cape Town

THURSDAY 16 MAY 2002
Am Session 5: New Ship Design - The Impact on Port Safety
Pm Session 6: Not in My Port!

Maritime Simulation Rotterdam b.v.
Maritime Consultancy, Research and Training

MARITIME Simulation Rotterdam b.v. (MSR) is a full subsidiary of STC. MSR is an ISO 9001/9002 certified company. In addition the Dutch Ministry of Transport certifies the simulators and several training courses of MSR. MSR conducts the complimentary core activities of maritime consultancy, operational research and training through combining advanced simulation with the capabilities of a highly skilled and knowledgeable staff for both vessel and shore related activities. These activities are conducted at their premises or may be “on location” at those of the client.

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 Services (VTMIS) for consultancy, operational research and training.

Within the field of Consultancy MSR offers services for both nautical and shore-based needs. In addition, within the field of VTMIS the consultancy activities of MSR are widespread, including: user requirements; functional requirements; system performance; development of procedures, efficiency of information systems; shore-based pilotage; testing of new applications; and human factors. The conduct of customized training and recommendations of manning, including selection procedures, on both a National and International level, are supported by these activities.

Within the field of Operational Research MSR employs civil engineers, psychologists, mathematicians and naval architects. The Research & Development Department specializes in the following: Port Development and Optimisation; Tug Performance Studies; Assessment Centre Methodology; Risk Assessment; Human Factors; Marine Policy Related Studies; Ship Hydrodynamics; and Accident Reconstruction.

Within the field of Training MSR concentrates on both nautical and shore related training. The training of MSR is designed to broaden and accelerate an individual’s attitude, skills, knowledge (ASK Methodology), placing that person in circumstances that will help sharpen handling skills and decision-making capabilities. The MSR center offers an in-depth curriculum of proficiency training, backed by refresher courses. Training activities include: Engineering Resource Management; Bridge Resource Management; Joystick Shiphandling; Shephandling; VTS and VTMIS training; Marine Pilot training; Voyage Management; and Crisis Management and Crowd control. All courses can be tailor-made to customers’ wishes.

The Maritime Events Promotion (MEP) Department forms part of MSR. MEP organizes and facilitates customized maritime and business events, simulator demonstrations, teambuilding activities, workshops and conferences on a regular basis.

The MEP activities are either at the initiative of MEP, in partnership with a third party or purely as a facilitator. For information, please contact:
Maritime Simulation Rotterdam b.v.
Tel: +31 10 4866654
Fax: +31 10 4846071
E-mail: info@msr-nl

Evening Congress Dinner

FRIDAY 17 MAY 2002
Am Ordinary General Meeting (OGM) Close of Congress
Pm IHMA/IHMA Council Meetings
Am European Harbour Masters Association OGM Ordinary General Meeting
IHMA International Harbour Masters Association

For more information, please contact the 3rd IHMA Congress:
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EVENING
Provision of a Safe Haven Close of the Exhibition
Congress Dinner

PORTS AND HARBOURS April 2001 23
Drewry: Drewry Report clearly indicates that Panamaxes will apply pressure to the brakes.

A report from Drewry Shipping Consultants Ltd. reveals that the market in the Dry Bulk world 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 new-building 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 new-building 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: oatway@drewry.co.uk
Tel: 00 44 (0) 20 7536 6516
Fax: 00 44 (0) 20 7987 9396

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 2003, 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 dollar implications for the shipping industry.

Of equal significance to the proposed phase-out dates are the conditions in 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)

**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 INTER-TANKO Reception Facilities publication provides an updated list of facilities currently available worldwide. Wherever
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 swap bodies 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:
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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
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 been able to produce the Guide within 2 volumes, keeping costs and price increases to a minimum.

Included with the new Guide is a “Guide to Port Entry CD” - literally a CD of the information as it appears in the Guide. Purchasers simply return the registration form also featured in the Guide, in order to receive a free 2002 upgrade CD early next year.

The new Guide extends to over 5,000 pages (2,900 pages of port information and 4,400 port plans and mooring diagrams - 1,900 more plans than any other publication), every page consisting solely of port information as we carry no advertising whatsoever.

As would be expected, the Guide has been extensively revised and over 100 new ports and terminals have been added.

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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 worldwide 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 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
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 Ferrariegebouw
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E-mail: info@pianc-aipcn.org
Queries can be addressed to the Working Group Chairman:
Peter Whitehead
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Fax +44 2380 338040
E-mail: paw@research.abports.co.uk

Seismic design guidelines for port structure

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

WORLD PORT NEWS

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%. 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-

Marina Service Connections

The objective of this report is to provide information and recommendations 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
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 the existing permit application for the Global Gateway Terminal will be withdrawn, and a new plan will be developed based on responses 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 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 trucks’ 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 site is <www.emodal.com>.

“In the future, we must move more cargo through limited terminal space. An appointment system will provide out project, 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 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 appointment number. The Scheduler will be accessible only on Emodal’s web site.

Established 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 more than 500 locations. 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 Kashibaara and port Executive Director Richard Steinke signed off on the purchase of 20 super-post-Panamax container cranes worth $143 million from Shanghai Zhenhua 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)
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 4,600,480 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.”

When fears of Y2K disruptions boosted volume, as its shipping terminals record for yearly container cargo volume.

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

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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, clothing, 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’s export traffic 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 $300,000,000.

The One Hundred Twenty-Second Series Bonds, awarded to Lehman Brothers at a price of $523,199,724, 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)
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 $35 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 railroad 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

H e is 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.

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 tonnes 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 625,327 TEUs. “Port Vancouver continues to rank first in the Pacific Northwest for the number of foreign laden TEUs**.”

“The successful growth in overall containership tonnage 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 tonnes. Wood pulp saw solid advances with an 8 per cent increase to 3.7 million tonnes, buoyed by strong demand in Asia and other regions. Lumber saw a modest gain of 5 per cent to 2.1 million tonnes, 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 tonnes. Wheat skyrocketed 26 per cent to 8.5 million tonnes due to strong global demand and aggressive marketing. Canola tonnage dropped 2 per cent to 3.3 million tonnes. Coal, Port Vancouver’s largest export, saw mild gains of 2 per cent to 27.6 million tonnes 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 tonnes, up 2 per cent from 1999. Potash exports regis-
ESPO: New Chairman and Vice Chairmen

R. 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-Marc Pierrini who chaired the ESPO during the past two years, according to information from Mr. Patrick Verhoeven, ESPO Secretary General.

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

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


Tokyo News Service, Ltd.
No. 9 in the rankings of world container mark, Hamburg asserted its position as TEU. In topping the magic four-million grew by 13.6 percent to 4.248 million share in container traffic Hamburg further enlarges its market to continue participating in this trend. Port of Hamburg is superbly equipped modernization and expansion of its strategy of systematic technical outpace world economic output. With in the next few years will continue view of experts growth in world trade Altenwerder by Hapag-Lloyd. In the is the acquisition of stake in project's outstanding future prospects Altenwerder. The latest proof of this capacity with Container Terminal Hamburg's growth prospects and throughput figures attest to the Port of City of Hamburg, commented: "Present government of the Free and Hanseatic half of total cargo volume. 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 traf- fic that at 45.3 million t in the year 2000 for the first time represented more than half of total cargo volume.

Dr. Thomas Mrow, 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.

Port of Hamburg Seaborne Container Traffic in 1999 and 2000

<table>
<thead>
<tr>
<th>Items</th>
<th>1999</th>
<th>2000</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>loaded containers (TEU)</td>
<td>3,253,306</td>
<td>3,703,708</td>
<td>+13.8</td>
</tr>
<tr>
<td>empty containers (TEU)</td>
<td>485,001</td>
<td>544,539</td>
<td>+12.3</td>
</tr>
<tr>
<td>total containers (TEU)</td>
<td>3,738,307</td>
<td>4,248,247</td>
<td>+13.6</td>
</tr>
</tbody>
</table>

Source: Port of Hamburg Marketing Office in Tokyo

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 trailers 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 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
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 new major player 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, 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 to 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

N 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):

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</tr>
</thead>
<tbody>
<tr>
<td>Inland shipping</td>
<td>26</td>
<td>27</td>
<td>30</td>
<td>31</td>
<td>34</td>
<td>35</td>
<td>36</td>
<td>39</td>
</tr>
<tr>
<td>Rail</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>13</td>
<td>13</td>
<td>14</td>
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</tr>
<tr>
<td>Road</td>
<td>66</td>
<td>64</td>
<td>60</td>
<td>58</td>
<td>53</td>
<td>52</td>
<td>50</td>
<td>48</td>
</tr>
</tbody>
</table>

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.
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. RALFH 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. RTC/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 recognized that we needed to have one individual who could coordinate 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.”

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 DW T 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
Guangzhou City, is close to the estuary of the Pearl River. Foreseeing the socio-economic development in the long term, and the overpressure on the existent capacity of the port, the local government encouraged the port authority to construct a new port area alongside Nansha adjacent to the estuary of the Pearl River. Nansha Terminal would provide the deepest alongside water depth and a vast hinterland compared with the existing terminals of the port. For the time being, the project is at an investigation stage. Construction is scheduled to commence in a few years’ time.

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.

Hong Kong: HK Port plans for faster growth

Hong Kong will formulate a new port facilities development strategy, including enhanced multi-modal links, to meet higher than expected growth. Sandra Lee, Secretary for Economic Services, told the Terminal Operations Conference (TOC) in Hong Kong on Tuesday that a feasibility study is being conducted for a container port rail line to support the long-haul freight transport needs between Hong Kong and the hinterland.

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,” Lee said. “Throughput at Hong Kong Port is expected to grow from the base figure of 18M TEU to 30M TEU in 2010 and 40M in 2020,” Lee added. The strategy review is scheduled to be completed by mid-2001.

Hong Kong: The Hong Kong Shipping Register tops 10 million GRT

The Hong Kong Shipping Register has surpassed the 10 million Gross Registered Tonnage (GRT) target set by the Financial Secretary in his 1999-2000 budget speech.

“We arrived at the 10.18 million GRT figure on October 31, 2000 - one and a half years ahead of the scheduled date in April 2002,” said the Hong Kong Special Administrative Region Government’s Marine Department Director, Tsui Shung-yiu. He said the target was achieved with the support of Hong Kong and mainland Chinese shipping companies.

“They have confidence in the Hong Kong Shipping Register as they know the service that we provide is excellent, user friendly and of high quality,” he added.

In addition, the shipping register is also reliable and is managed by a responsible administration. Marine Department officials will continue to visit shipowners as they did before, firstly, to update them about international developments, and secondly, to get feedback to further improve its provision of services.

Mr. Tsui said the Department had adequate resources and manpower to deal with any increase in tonnage on the Hong Kong Shipping Register. The return of the shipping register to its former glory days is a feather in the cap for the Marine Department because the register fell to a low of 5.47 million GRT in 1997 from its peak of 9.096 million GRT in 1996.

(Note: Those interested in the Hong Kong Shipping Register are welcome to call our Registrar of Ships at tel. (852) 2852 4383, fax: (852) 2541 8842 or e-mail: hskr@mardep.hvn.hob.hk. User-friendly application forms can be downloaded from our web site at http://www.infol.gov.hk/mardep.)

(Hong Kong Maritime News)
J urong Port: JTC Corporation unveils plans for newly corporatised Jurong Port

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

J PPL, 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

J PPL 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 J urong Port. J PPL 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, J PPL 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 J PPL's container handling capability to 200,000 TEUs in May 2001. J PPL has also invested in a modern container terminal management system. Supported by the new terminal system, J PPL 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.

Klan: KCT Handles its One Millionth Container

ORTHPORT'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 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 has grown, making it the front-runner in terms of volume handled.

The Guest-of-Honour at the event was the Hon. Minister of Transport Dato' Seri Ling Siik, 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 six 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 Aframax

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

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 future, 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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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.

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

ECORD 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

**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

**Table 1:** Container Traffic

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</thead>
<tbody>
<tr>
<td>Container Traffic</td>
<td>842,464</td>
<td>906,497</td>
<td>738,125</td>
<td>868,521</td>
<td>951,290</td>
</tr>
<tr>
<td>Domestic</td>
<td>0</td>
<td>4,606</td>
<td>4,897</td>
<td>2,087</td>
<td>748</td>
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<tr>
<td>Inward</td>
<td>0</td>
<td>1,649</td>
<td>1,292</td>
<td>1,208</td>
<td>0</td>
</tr>
<tr>
<td>Outward</td>
<td>0</td>
<td>4,747</td>
<td>1,586</td>
<td>879</td>
<td>0</td>
</tr>
<tr>
<td>Foreign</td>
<td>842,464</td>
<td>901,891</td>
<td>733,247</td>
<td>866,434</td>
<td>950,544</td>
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<tr>
<td>Import</td>
<td>430,095</td>
<td>449,347</td>
<td>356,695</td>
<td>437,487</td>
<td>478,795</td>
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<tr>
<td>Export</td>
<td>412,369</td>
<td>452,544</td>
<td>376,552</td>
<td>428,947</td>
<td>417,499</td>
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</tbody>
</table>

**Table 2:** Productivity Yardstick

<table>
<thead>
<tr>
<th>Port Efficiency Yardstick</th>
<th>Unit (Average)</th>
<th>1996</th>
<th>1997</th>
<th>1998</th>
<th>1999</th>
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<tbody>
<tr>
<td>Ship Berth Turn-around Time</td>
<td>Hours per Call</td>
<td>16</td>
<td>N I</td>
<td>21</td>
<td>N I</td>
<td>21</td>
</tr>
<tr>
<td>Average Container/Call</td>
<td>TEUs per Call</td>
<td>410</td>
<td>N I</td>
<td>464</td>
<td>N I</td>
<td>478</td>
</tr>
<tr>
<td>Berth Occupancy Percentage (%)</td>
<td>47</td>
<td>N I</td>
<td>47</td>
<td>N I</td>
<td>51</td>
<td>N I</td>
</tr>
<tr>
<td>Ship Productivity Tons/boxes per Gross Ship hour</td>
<td>18</td>
<td>N I</td>
<td>20</td>
<td>N I</td>
<td>21</td>
<td>N I</td>
</tr>
</tbody>
</table>

Legend: Cont - Container, Conv - Conventional

**Table 3:** Cargo Traffic

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Export</td>
<td>11,248,612</td>
<td>9,557,890</td>
<td>6,591,061</td>
<td>7,771,272</td>
<td>7,351,658</td>
</tr>
<tr>
<td>Domestic</td>
<td>8,854,664</td>
<td>7,055,805</td>
<td>4,080,289</td>
<td>4,970,574</td>
<td>5,354,218</td>
</tr>
<tr>
<td>Import</td>
<td>8,761,877</td>
<td>6,692,536</td>
<td>4,013,442</td>
<td>4,904,155</td>
<td>4,486,353</td>
</tr>
<tr>
<td>Export</td>
<td>92,787</td>
<td>73,269</td>
<td>66,419</td>
<td>47,865</td>
<td>47,865</td>
</tr>
<tr>
<td>Containerized</td>
<td>2,393,948</td>
<td>2,502,085</td>
<td>2,510,772</td>
<td>2,800,698</td>
<td>2,817,440</td>
</tr>
<tr>
<td>Import</td>
<td>2,012,344</td>
<td>2,116,418</td>
<td>2,126,623</td>
<td>2,407,087</td>
<td>2,426,885</td>
</tr>
<tr>
<td>Export</td>
<td>381,604</td>
<td>385,667</td>
<td>384,149</td>
<td>393,611</td>
<td>390,555</td>
</tr>
<tr>
<td>Container Traffic</td>
<td>447,747</td>
<td>487,246</td>
<td>410,294</td>
<td>531,565</td>
<td>569,824</td>
</tr>
<tr>
<td>Foreign</td>
<td>447,747</td>
<td>487,246</td>
<td>410,294</td>
<td>531,565</td>
<td>569,824</td>
</tr>
<tr>
<td>Import</td>
<td>231,083</td>
<td>243,648</td>
<td>212,894</td>
<td>266,615</td>
<td>292,859</td>
</tr>
<tr>
<td>Export</td>
<td>216,660</td>
<td>243,598</td>
<td>197,400</td>
<td>264,950</td>
<td>276,965</td>
</tr>
<tr>
<td>3.Passenger (Foreign)</td>
<td>14,640</td>
<td>23,827</td>
<td>17,865</td>
<td>11,166</td>
<td>10,486</td>
</tr>
</tbody>
</table>

**Table 4:** Port Efficiency Yardstick

<table>
<thead>
<tr>
<th>Port Efficiency Yardstick</th>
<th>Unit (Average)</th>
<th>1996</th>
<th>1997</th>
<th>1998</th>
<th>1999</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship Berth Turn-around Time</td>
<td>Hours per Call</td>
<td>21</td>
<td>64</td>
<td>22</td>
<td>60</td>
<td>27</td>
</tr>
<tr>
<td>Average Container/Call</td>
<td>TEUs per Call</td>
<td>282</td>
<td>N I</td>
<td>347</td>
<td>N I</td>
<td>419</td>
</tr>
<tr>
<td>Berth Occupancy Percentage (%)</td>
<td>32</td>
<td>39</td>
<td>36</td>
<td>38</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>Ship Productivity Tons/boxes per Gross Ship hour</td>
<td>10</td>
<td>35</td>
<td>11</td>
<td>38</td>
<td>14</td>
<td>40</td>
</tr>
</tbody>
</table>

Legend: Cont - Container, Conv - Conventional
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 A$600 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.

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.

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 Thyrrhenian Market and Southern Continental Europe”.

Sydney Ports 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 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.”

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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.

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

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;
- 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 shores of Sydney Harbour, Botany Bay, Newcastle and Port Kembla;
- Maritime property developers;
- Maritime industries;

For further information, comments or to contact: Enquiries@waterways.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