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(1999 - 2001)

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THE Port of Long Beach is one of the world's busiest cargo container ports. As a leading US West Coast Hub Port, Mega-Terminals Project toward 2015 is now taking shape.

Related article on page 27

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- ISEWAN TERMINAL SERVICE CO.,LTD.
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Port of Nagoya

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Opens-May 2001



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IAPH ANNOUNCEMENTS AND NEWS

Montreal Conference Draws Nearer

Agenda of 2 Plenary Sessions and Board Meetings announced and being considered by the Board

At the consultation with President and Vice-President, Dr. Satoshi Inoue, in his April 4 2001 letter, organizing a Board Meeting by correspondence set on May 4 2001, announced and asked to endorse the agenda of the Plenary Sessions and the Board Meetings scheduled to take place during the forthcoming Conference. Though at provisional stage, this is to introduce the agenda of these meetings.

FIRST PLENARY SESSION

1400 - 1600, Monday, 21 May 2001, The Queen Elizabeth Hotel, Montreal, Canada

1. Opening Remarks by the President
2. Reports by the Chair of Credentials Committee - Declaration of Quorum of the Conference
3. Reports by the Secretary General
4. Reports by the Chair of Membership Committee
5. Reports & Recommendation by the Chair of Finance/Budget Committee
 - 1) Settlement of Account for 1999/2000
 - 2) Budget for 2001/2002
6. Reports and Recommendations by the Chair of Constitution & By-Laws Committee Pertaining to Amendments to the Constitution & By-Laws
7. Reports and Recommendations by the Chair of Resolutions & Bills Committee
8. Reports by the Chair of Long Range Planning/Review Committee
9. Reports by Vice Presidents and Committee Chairs
 - 1) Group of Committees for Sustainment & Growth
 - Membership (as above)
 - Communication and Networking
 - Human Resources Development (Presentation of Akiyama Prize - IAPH Award Scheme/Essay Contest)
 - 2) Group of Committees for Technical Affairs

- Port Safety, Environment & Marine Operations
 - Dredging Task Force
 - Legal Protection
 - Trade Facilitation (Presentation of IAPH Information Technology Award 2001)
- 3) Group of Committees for Port Industry Research & Analysis
 - Cargo Operations
 - Ship Trends
 - Combined Transport, Distribution & Logistics
 - Port Planning & Construction
 - Trade Policy
 - 10 Reports and Recommendation by the Chair of IAPH/IMO Interface Group
 - 11 Reports and Recommendations by Liaison Officers with IMO, UNCTAD and others
 12. Closing Remarks by the President

Special Note: *Signing Ceremony of Memorandum of Understanding for Cooperation between IAPH and PIANC will take place from 1130, Monday May 21, immediately after the completion of the Working Session No. 1. This was originally was a part of the 1st Plenary Session.*

SECOND PLENARY SESSION (Closing Session)

1330 - 1530, Friday, 25 May 2001, The Queen Elizabeth Hotel, Montreal, Canada

1. Opening Remarks by the President

2. Adoption of Resolutions of Condolence
3. Election of Honorary Members and Presentation of Honorary Membership Certificates
4. Presidential Citations for Individuals with Meritorious Services
5. Adoption of Resolutions and Bills pertaining to the Constitution and By-Laws, Thanks to the Host and others
6. Announcement of the Dates and Venue of the 23rd IAPH Conference in 2003 and Appointment of its Conference Vice President
7. Invitation Address and Presentation by the Host of the 23rd IAPH Conference (Portnet, South Africa)
8. Announcement of the Venue of the 24th IAPH World Ports Conference in 2005 to be followed by Address by the Host
9. Nomination and Election of the President, 1st, 2nd and 3rd Vice Presidents for the next term
10. Farewell Address by the Out-going President
11. Inaugural Address by the In-coming President
12. Announcement by the New President of Members of the IAPH Executive Committee (Exco) and Chairpersons of the Technical and Internal Committees for the next term
13. Closing Remarks by the Conference Chairman

3 Meetings of the Board of Directors

PRE-CONFERENCE MEETING OF THE IAPH BOARD OF DIRECTORS

1330-1530, Sunday, 20 May 2001, The Queen Elizabeth Hotel, Montreal, Canada (To be preceded by Photo Session, 1300-1330, Mackenzie Room)

1. Opening Remarks by the Board Chairman
2. Report by the Chair of Credentials Committee - Declaration of Quorum of the Meeting
3. Report by the Secretary General
4. Report and Recommendation by the Chair of Membership Committee
5. Report and Recommendations by the Chair of Finance/Budget Committee
 - 1) Settlement of Accounts for 1999/2000
 - 2) Budget for 2001/2002 (Approval for Submission to the 1st Plenary Session)
6. Report and Recommendations by the

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- Chair of Constitution & By-Laws Committee Pertaining to Amendments to the Constitution & By-Laws
7. Report and Recommendations by the Chair of Resolutions & Bills Committee
 8. Report and Recommendations by the Chair of the Nominating Committee
 9. Report by the Chair of Long Range Planning/Review Committee
 10. Report by Vice Presidents on Committees Reports
 - 1) First Vice President for the Group of Committees for Sustainment & Growth
 - Membership
 - Communication & Networking
 - Human Resources Development
 - 2) Second Vice President for the Group of Committees for Technical Affairs
 - Port Safety, Environment & Marine Operations
 - Dredging Task Force
 - Legal Protection
 - Trade Facilitation
 - 3) Third Vice President for the Group of Committees for Port Industry Research & Analysis
 - Cargo Operations
 - Ship Trends
 - Combined Transport & Distribution
 - Port Planning & Construction
 - Trade Policy
 11. Report and Recommendation by the Chair of IAPH/IMO Interface Group
 12. Reports and Recommendations by Liaison Officers with IMO, UNCTAD and others
 13. Consideration on Individuals for Referral to the Honorary Membership Committee
 14. The Dates and Venue of the 23rd IAPH Conference in 2003 (Presentation by the Host, Portnet, South Africa)
 15. Board's Nomination of the Conference Vice President for the next term (for Referral to the Resolutions & Bills Committee for Submission of the Recommendations to the 2nd Plenary Session)
 16. Others, if any
 17. Closing Remarks by the Board Chairman

SPECIAL MEETING OF THE IAPH BOARD OF DIRECTORS

For the selection of the Venue of the 24th IAPH World Ports Conference 2005

1045-1145, Friday, 25 May 2001, The Queen Elizabeth Hotel, Montreal, Canada

1. Presentation by:
 - Port of Kobe
 - Port of Shanghai
2. Voting

POST-CONFERENCE MEETING OF THE IAPH BOARD OF DIRECTORS

1530-1600, Friday, 25 May 2001, The Queen

Elizabeth Hotel, Montreal, Canada

1. Opening Remarks by the New President
2. The Dates and Venue of the Mid-Term Board Meeting in 2002 (Presentation by the host, Abu Dhabi Seaport Authority)
3. Other matters, if any
4. Closing Remarks by the President

Regional Board Meetings: On top of the above 3 Board meetings, Regional Board Meetings will be organized respectively on Wednesday, May 23 2001 as follows:

14:00 - 15:00 Asia/Oceania (Bersimis

Room)
14:00 - 15:00 European/African (Peribonca Room)
14:00 - 15:00 America (Richelieu Room)

Immediately following adjournment of the Post Conference Board Meeting, and in same room, a meeting of **THE IAPH EXECUTIVE COMMITTEE**. Items to be placed on the agenda of the meeting will be the dates and Venue of the Executive Committee Meeting in 2001 followed by the presentation by the Host, Ports of Auckland Ltd, and New Zealand.

Vitally Important!

Submission of Credential and/or Proxy form requested

Regular Members

In his recent letter addressed to all Regular Members, Dr. Satoshi Inoue requested the Regular Members to notify the name of their representative to the Montreal Conference by submitting the form of credentials to the Secretary General as soon as practicable, be it by fax or e-mail.

He further stressed that even if not attending the Montreal Conference, such members are able to attend the Conference by proxy by entrusting the voting rights to: IAPH President, the Regional Vice-President or the representative of Regular Members, who will be attending the Conference.

Members of the Board of Directors

In his recent letter to all Directors, Secretary General Inoue asked all Directors to submit the notice of attendance to the planned Board Meetings on the occasion of the Montreal Conference.

Dr. Inoue empathized also that Directors who will not be attending the meetings can still execute their voting rights by entrusting such privilege to Board Chairman (President Taddeo),

Regional Vice President or other Director who is attending the meetings submitting a form of proxy to the Secretary General beforehand.

Special Voting Chance Offered to Non-Attending Directors For the Selection of the 2005 Conference Venue:

Those Directors who cannot attend the Montreal Conference in person are entitled to execute their voting right on this specific subject by requesting a ballot form to the Secretary General. This special arrangement is the first experience for IAPH, made possible at a strong request expressed in the Mid-Term Board Meeting in Marseilles, France, in May 2000 and further enhanced by the Exco at its Tokyo meeting last October.

Your immediate action is requested!

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Diplomatic Conference on an International Regime for Liability and Compensation for Pollution from Ships' Bunkers, the "Bunkers Convention"

IMO, London, 19-23 March 2001

THE Convention is meant to provide an international framework to enable financial compensation for "victims" of pollution from spills of bunker fuel. The matter originates from IMO's Legal Committee, that worked on the draft text of the Convention for several years. Representatives of IAPH have participated in the activities of the Legal Committee. IAPH has been a firm supporter of the development of this Convention, not in the least because spills of bunker fuel are a type of incident well known to the port community and ports themselves become victims of these types of spills.

Since IMO has a limited capacity of accommodating diplomatic conferences, it was particularly pleasing that the subject of bunker spills was selected for this year's event, over the Athens Convention, another issue that is high on IMO's agenda.

The conference was well attended: representatives of 69 states, 6 intergovernmental organizations and 17 non-governmental organizations, including IAPH, participated. IAPH was represented by Mr. F.J.W. van Zoelen, member of IAPH Committee on Legal Protection and Legal Counselor of IAPH and Mr. P.C. van der Kluit, IAPH Representative in Europe and Liaison Officer with IMO.

The conference was officially opened by Mr. W.A. O'Neil, Secretary General of IMO, who stressed the importance of the Convention, which he described as a final step in the establishment of a comprehensive regime of unified international rules governing the award of prompt and adequate compensation to all victims of ship-sourced pollution. Mr. O'Neil expressed his concern about the large number of issues that were recently tabled, especially in view of the limited time available to consider these. He reminded delegates that the decision to convene a conference of one week instead of the usual two weeks was made in the expectation that such a period of time would be sufficient to adopt the new treaty instrument.

He stressed that failure to adopt a bunkers convention in the given period



P.C. van der Kluit



F.J.W. van Zoelen

of time would not only rebound to the discredit of the Legal Committee and IMO as a whole, but would also disappoint States and lead to the adoption of national legislation; a risk that should not be taken.

The conference then unanimously elected Mr. Aggrey-Orleans from Ghana as Conference Chairman, Mr. A.H.E. Popp from Canada as Chairman of the Committee of the Whole and Mr. W. McFadyen Campbell from Australia as Chairman of the Drafting Committee.

The Committee of the Whole, chaired by Mr. Popp was charged with discussing submitted reactions on the draft text of the Convention, reach agreement on contentious issues and thus enable the Drafting Committee to produce the final convention text.

It is beyond the scope of this article to discuss all the issues that were debated in detail. However, three major issues should be highlighted.

The first related to the minimum gross tonnage of ships that would be obliged to have compulsory insurance under the new Convention. Figures varied widely between 300 and 5000 gt.

It took long and heated discussions and all the professionalism of the Chairman to reach a timely agreement. In the sense of compromise that had been advocated by the chairman and many of the delegates during the discussions, unanimous agreement was reached over a threshold of 1000 gross tons.

The second issue at stake was the entry into force procedure. Here the views varied between 10 months after 10 countries had ratified the Convention to as much as 25 countries and 12 months. In addition, some delegates argued that a number of ratifying states would need to represent a comprehen-

sive percentage of world gross tonnage.

This matter, too, aroused lengthy and heated discussions. But once again, it was the spirit of compromise that led to a decision. Entry into force will be a fact 12 months after 18 countries have ratified the Convention, under the provision that at least 5 of these countries represent a gross tonnage of 1 million tons each.

And then, of course, there was the submission of ITOPF and a large number of non-governmental organizations, including IAPH, that urged delegates to re-insert text in the Convention on legal protection for persons taking measures to prevent or minimize the effects of spills of bunker fuel. The joint organizations felt that omission of such text might make potential responders reluctant to come into action, thus causing delays to remedial actions, which in turn could have a detrimental effect on the environment.

Some countries, among which Australia, had expressed concern that discussion on the ITOPF proposal could lead to delays in the introduction of the Convention. And thus, although these countries sympathized with the essence of the ITOPF submission, they would not support it. However, in order to give the principle of responders' immunity a chance, these countries submitted a proposal for a resolution that could be considered as a second best option and a compromise for the ITOPF supporters. The resolution calls on member governments to provide legal protection for responders when implementing the Convention into their national legislation.

Although the ITOPF submission received support from a number of delegates, it failed to gain sufficient backing. Instead the above mentioned resolution was unanimously adopted. A slight disappointment for ITOPF, IAPH and all the other NGO's, but on the other hand one could be content with the ultimate compromise and the conference-wide sympathy for the principle of responders' immunity. A clear reward for consistent and successful co-operation of a large number of interested NGO's in IMO's Legal Committee and other institutions.

The international shipping and port community can look back on a successful conference: a Convention has been established that will make it possible to effectively compensate the victims of spills of bunker fuel in a manner that is befitting for this, the 21st century.

P.C. van der Kluit
F.J.W. van Zoelen

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Report of the 2nd Annual E-Commerce in Ports Conference

7-8 December 2000, Amsterdam-Netherlands

By **Michel Peronnet**

Port of Marseilles Authority and
IAPH Trade Facilitation Committee
member



THE conference was organized by PDI (Port Development International) and Euromoney Seminars and supported by UN/CEFACT, IAPH (through its Trade Facilitation Committee) and CLECAT (European Liaison Committee of Freight Forwarders). Its main aim was to highlight the increasing value and potential of e-commerce as a tool to improve the efficiency of trade facilitation in ports.

The objective of the following report is to underline some of the most interesting presentations.

The future of e-commerce in ports

The speaker, Mr. Mark H. Kadar, MERCER Vice President, affirmed that e-commerce will continue to grow, but much of the hype already has been settled. In fact, for the B2B phenomenon, it is the beginning of a maturation phase in which an emphasis on new, more sustainable business models will be the key to success.

The value creation on B2B will follow the following premises:

- NOT exchanges ... BUT next generation innovative business design
- NOT one size fits all ... BUT a business design tuned to the company's strengths, industry position and strategic objectives
- NOT start-ups destroying the old rules. BUT understanding and improving upon industry dynamics and the value added roles of traditional players
- NOT a technology driven or software partner ... BUT strategic mindset and the willingness to build new skills and corporate capabilities

Finally, the speaker predicted that efforts of ports in e-commerce (especially by terminal operators) will shift towards web-enabled processes and digitized interfaces with customers and that the co-ordination of e-commerce initiatives

with lines, 3PLs and forwarders will be critical for success of port's portals.

Planning, implementing and managing e-commerce in ports

Mr Len Chapman, from Dubai Ports Authority, explained that the experience of Dubai Ports Authority (DPA) in developing an e-Portal project highlighted the advantages of implementing electronic solutions: access to information in real time and availability, minimized paperwork, all business processes web-enabled, link and integrate the transport chain and support Dubai as an international trading centre.

In this way, e-commerce will improve operations within DPA with significant impacts on internal processes: manifest processing reduced from One hour to Ten minutes, transparent operations,....

Mr Chapman affirmed finally that the E-Commerce tools will also provide advantages for support and administration functions:

- With the Intranet System (which enables systems to be easily distributed throughout the organization, improves work flows, makes operational processes faster, lowers networking costs and improves management decisions),
- With the Extranet System (which enables E-government to be linked with the government agencies in real time and facilitates the trade processes).

Examining the development of port community systems in a web portal environment

The different speakers of this agenda item noted that there is a distinct difference between a conventional Port Community System and a portal site. The concept of Port Community System has emerged and developed across Europe and these are now evolving into Portal Site developments, which will change both the scope of users and the type of services provided.

It was suggested that the evolution of port community systems to a portal environment is foreseeable. The requirement

for wider access, increased functionality and inclusion of a far greater number of players means that there are too many constraints within the existing infrastructure and, in a global trading environment, web presence is a prerequisite to global visibility.

The concept of the portal site must be seen as significantly different from the traditional PCS. Whilst much of the original functionality will be incorporated there will be much greater access to services and more management of the site in order to meet particular users' requirements. The portal becomes a window to the world for the port community but is more than just a gateway or links to related sites.

It was concluded that there is no doubt that where port community systems exist they have become essential to the port infrastructure. As ports are the intermodal hubs for goods so Port Community Systems are the data hub within the supply chain management process.

Analysing how e-commerce in streamlining the shipping process for both ocean carriers and shippers

The Internet impact on ocean carrier-shipper relationships presentation, through the experience of ANDZDL, Shipowners' web services, was the opportunity for Mr Frank Lavarini, Director of ANZDL, to underline the following key points:

- Customers responded significantly to AZDNL's web developments (BL, Tracing)
- Carriers need to upgrade back-end systems, processes, supplier data integrity to improve web capabilities;
- Web makes quality, accuracy & timeliness of carriers' information transparent to their customers;
- Organisation change required to be successful with web interactive services;
- Emarketplaces incapable of completing international transactions;
- XML holds promise, requires a standard, not the silver bullet.

Examining the future of EDI in a web-based world - Will the development of XML change the role and purpose of EDI in the port industry?

The speaker, Mr Simon Spoormaker, from ECT Rotterdam, began explaining the main features of XML by reminding that XML is already supported in browsers, like the Internet Explorer and Netscape. "Everybody has it already" and that XML allows structured docu-

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ment interchange on the web. Moreover, XML is suitable for exchanging data between different systems and underlined that XML's real power is creating dynamic pages - by using business data extracted and represented in XML and serving the files to different users in the form that fits their needs.

The key question is: does XML mean the end of EDI? In Mr Spoomaker's opinion the answer is that XML will not replace EDI. Small firms can get (EDI)-enabled using inexpensive XML-based applications and XML can complement existing EDI implementations by enabling low-cost solutions for low volume EDI.

Subsequently, EDI will be used in two cases: in the case of a high volume data exchange with professional business partners and when EDI-systems are in place and give operational benefits. At the same time, XML will be used by very small companies with no investments in EDI systems who will have (cheap) access to the Internet, in the case of small sized EDI-messages with many small sized businesses and especially when the Internet will be the medium.

Finally, the speaker concluded by affirming that not all companies will be ready to use XML and the Internet for EDI, that XML is not very efficient for bulk EDI and recommending that all those considering to replace existing EDI by XML be prepared to do both for some time.

Exploring the developments in international standards in e-commerce

Mr Nick Fenner, from Watson, Farley Williams, focused his presentation on the legal features regarding e-commerce. After noting the legal obstacles to e-commerce, the speaker listed the international organizations that focus their activities on building a frame for e-commerce: UNCITRAL (United Nations Commission On International Trade Law), CMI (Committee Maritime International), OECD (Organization for Economic Cooperation and Development), ICC (International Chamber of Commerce), UNCITRAL model laws on e-commerce adopted in 1996 and UNCITRAL draft uniform rules on Electronic Signatures.

After making a revision of the latest laws regarding e-commerce in different countries, the speaker affirmed that these laws just provide a framework for parties to agree as to the way that they will do business electronically and the parties will still have to come up with structures and solutions to get around some of the barriers that remain.

Mr Fenner suggested that the way forward is a combination of a regulatory framework (choice of e-commerce-friendly governing law) and self regulation/contractually binding rule-books (to cover areas of remaining uncertainty relating to e-commerce).

Clarifying the complexities of implementing e-commerce in ports

Regarding the presentation of Mr Paul de St. Croix, from the Open Consultancy Network Ltd., the following ten golden rules should be highlighted for the success of e-commerce implementation in ports:

- 1- Understand the limitations in the degree of control and influence your port has with supply chain partners and develop an appropriate strategy.
- 2- Ensure that e-commerce efforts are business-led not technology-led.
- 3- Develop an education programme for business managers within your port to ensure that the realities (rather than the myths) of e-commerce are understood.
- 4- Get your internal systems right first (A2A before B2B - Applications-to-Applications before Business-to-Business) and make sure they can support the required volume of real time transactions required for e-commerce.
- 5- Familiarise yourselves with the new standards (EDI, XML,...) integration tools and initiatives relevant to freight transportation in general and the specific industries your port deals with in particular.
- 6- Look to develop generic interfaces for applications and messaging which can support "many to many" transactions rather than "point to point" integration.
- 7- Everyone has to start somewhere, look for opportunities to add value to your customer experience in small ways rather than waiting till you have a complete solution (think "bleeding obvious" than "bleeding edge").
- 8- Get out there and talk to your customers and supply chain partners face to face, not just at the executive, commercial and operational levels, meet their business analysts and I.T. people too.
- 9- Develop a flexible, responsive and innovative organization and culture designed to embrace and manage constant change.
- 10- Finally port management needs to appreciate that e-commerce is not software. It is a new framework for doing business, and ports should focus on developing a business strategy of utilizing this framework to promote service excellence, performance, growth and profitability.

Examining the role of neutral 3rd parties in bridging the operational information divide

The speaker, Mr Philip van Bergen, from Container-Hub.com, presents Container Hub.com that, as a global e-community system totally independent of market players, promises to deliver the global picture to all its members to help reduce their administrative burden and increase their operational efficiency.

The main features of Container-Hub.com are that it is neutral and secures a web-based community data warehouse, offers common web-enabled reporting tools (web-hosted SMART Applications/Smart Shipstowage/Smart Stuffing/Smart Schedules/Smart Hazardous/Smart Bunkering/SMART fleet management/SMART Booking/SMART Shipplanning) and centrally hosted applications. It is a pay-per-use charging model and it is a neutral 3rd party.

The benefits projected, especially for shipping lines and terminal operators, will be: 1.-Standardised data input & simplified administration process; 2.- Access to real time-hosted data; 3.- Improved utilization of terminal & ship capacity; 4 - Reduced unproductive container handling on the terminal and restowes; 5.- Third party development, roll out and up-grading systems; 6.- Availability of integrated data processing and hosted applications

Container-Hub.com will develop its services through a phased approach:

- Pilot state: will see the service piloted among a number of container shipping lines and terminals in the Mediterranean region. Based on an analysis of Key Performance Indicators, results of the pilot will be placed in the public domain.
- Launch stage: will extend the pilot system by the inclusion of additional functionality and widen the geographic scope of the system within the Mediterranean region.
- Global stage: will extend the service beyond the Mediterranean region by exploiting member links to other ports and to non-member shipping lines calling at ports where container-Hub.com has developed presence.

Agenda Item 11: Facing up to challenges of systems integration in ports

Mr Rodes, from PortIC, the electronic platform of the Port of Barcelona, underlined that, in addition to the traditional factors of competitiveness of a port (geographical situation, infrastructures & equipment, land communications, security, cost, time), there are new elements

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that make a port competitive: connectivity, transactional services and information services.

To go further than a traditional Port Community System and to consider the peculiarities of the port environment, PortIC System has been opened to the banking sector and the insurance companies but also to airport authorities and airlines.

In this way, to consolidate a common objective for a port, the shareholding of PortIC is now composed by the traditional actors of a port (port authorities, stevedores, freight forwarders, shipping lines) but also banks and Customs administrations.

This way allows PortIC to change the rhythm for developing and implementing easily new functionality (telematic invoices, electronic signatures...) to move towards e-commerce within the port community.

Conclusion:

The 2nd Annual E-commerce in Ports Conference was a good opportunity to update the main trends and the consequences of new I.T (new languages' EDI-XML, portal, Internet, VPN...) in the world.

However, it is clear that the e-commerce in ports is really at the beginning of a new phenomenon but not at the stage of current revolution in ports. Nevertheless, this new phenomenon constrains each port in the world to invest more time and more money for equipping the port with tools of IT (infrastructures).

It becomes more essential to invest in port's infrastructures than to invest in port's superstructures (quays, dredging) and/or port's superstructures (cranes, warehouses). Furthermore, investing in infrastructures could be the right way to optimise use of existing infrastructures and superstructures in port.

Press Release ECE/TRADE/01/04
Geneva, 30 March 2001

UN/CEFACT elected a new Chairman for the Centre, Dr. Christian Fröhwald of Germany, who has been working for Siemens and in various ICT standardization committees for 10 years. Further to Dr. Fröhwald's designation, the following five UN/CEFACT Vice-chairmans were elected: Mr Ray Walker, representing United Kingdom; Ms Teresa Sorrenti, representing USA; Mr. Kenji Itoh, representing Japan; Mr. J.J. Olumekun, representing Nigeria; and Mr. Santiago Garcia-Milà, representing IAPH and Port of Barcelona.

Report by Mr. Santiago Milà on Unique Consignment Reference (UCR): A benefit for the whole transport chain

In international trade, the parties responsible for or involved in each stage of the transaction create and receive numerous references that are shown on documents, included in EDI messages as well as in shipping marks.

The servicing of such numerous references is overall a resource intensive activity which gives rise to errors when transferred or transmitted; identification can also be a complicated function without the certainty that the required reference has been quoted correctly. Moreover, the large number and divergent structures of references used makes it difficult - in practice - to link the shipping marks on the goods to references shown on documents or to adopt them as a universal identification in all transport modes.

The optimum benefit of trade community systems will never be realised if all participants seek to overlay messages with their own generated references for particular functions or activities.

These requirements were the reason why the UN/CEFACT (United Nations Centre for Trade Facilitation and electronic business) undertook and approved Recommendation No.8 "Common Access Number," in February 1978. This Recommendation provided a unique reference number for each international trade transaction, linking goods with documents and replacing other references by the new number.

In 1989, the experience of the Recommendation No.8 implementation was analysed and updated. The findings were presented in the form of a revised Recommendation No.8 with the change of the title for "Unique Identification Code Methodology" (UNIC), approved in 1992.

However, the process of updating the Recommendation are not finished as the international trade environment and requirements is constantly changing and the UN/CEFACT International Trade Procedures Working Group (ITPWG) is constantly working on this subject.

Recently, the ITPWG noted that this Recommendation was not being used and as such, ITPWG was evaluating a



number of other initiatives which could enhance or replace it.

As the important issue of how to uniquely reference international goods movements has been discussed by other international organisations as well, ITPWG will study these initia-

tives for amending or deleting Recommendation 8.

Among these initiatives, the World Customs Organisation (WCO) initiative on the Unique Consignment Number Reference (UCR) should be specially highlighted.

Since 1998 and given the requests that World Customs Organisation (WCO) received from those administrations involved in prototype projects and

developments with regard to implementing a solution at national level, WCO noted that it was important for Customs to state its position. Its primary function was to establish a Customs position on the Unique Identification (Unique Consignment Reference for Customs purposes -UCR-) issue.

The aspects discussed by WCO include the level at which any such reference should apply, who should apply the reference, the structure and how a unique reference should be retained throughout the international trade transaction process.

Consequently, the WCO is working to provide a proposition referring a universal reference, having standard characteristics and use, applied to all international goods movements. The UN/CEFACT already expressed its support for the WCO initiative on the development of a Unique Consignment Reference (UCR) that complements its work on that subject.

A final discussion on the draft WCO Recommendation for the Unique Consignment Reference (UCR) took place at the WCO Information Management Sub-Committee (IMSC) last January. This draft Recommendation was approved and the text will then be submitted at the council for adoption, at the earliest, on June 2001.

The Unique Consignment Reference (UCR) can be defined as a unique refer-

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ring system for use between parties as a means of referring to a trade transaction and/or Consignment. Its aim is to reduce the number and different styles of references. It is not intended as a method of product identification.

The benefits of the UCR adoption vary according to the place of the organisation in the trade chain.

- A trade example: A study carried out in Finland had identified a need by a number of Finnish companies for such a reference when trading internationally. These companies wanted to be in a position to identify delays, for example, in shipping or part of consignments not shipped, in order to inform their clients as clearly as possible and not, as currently in many cases, being informed by the client.
- A Customs example: the use of such a number opens up many possibilities, including the reconciliation of export and import data, the use of the export data to generate the import data, international co-ordinated post-auditing, etc. This could lead to increased facilitation for trade through the development of further simplified procedures.

The WCO proposal refers to provide a framework and that, within that framework, existing standards could be used. The WCO proposal does not prescribe a particular standard to be used and therefore provides the flexibility required in international trade. The identified would have a length of a maximum 35 alpha numeric characters, unique at both national and international levels, applied at the consignment level. It would be issued as early as possible in the transaction process by the seller and be linked to existing broker/carrier reference number.

The WCO recommends that the UCR should be:

- used for all international transactions;
- used only as an access key for audit, consignment tracking and information, reconciliation purposes, and should not, itself, be the source of any information;
- able to uniquely identify a consignment being identified as "the total number of items specified in the contract of sale between the seller and the buyer";
- issued as early as possible in the international transaction process by the seller;
- a reference number for Customs use and may be required to be reported to Customs at any point during a Customs procedure.

Regarding the physical structure of the reference, this should be kept simple by using the 35 alphanumeric characters as follows:

- The first character being reserved to identify the year within a ten-year period, and have the values from 0 to 9. (It is considered that this will give uniqueness to the consignment reference over time sufficient to meet legal requirements for storing data for audit).
- The next two characters being reserved for the ISO alpha-2 country code and be the identifier of the location of the seller. (It is considered that this will give uniqueness to the consignment reference geographically to country level).
- Should use the remaining 32 characters to contain an officially recognised national company identifier and an internally applied company reference.

As far as the level of application of the reference is concerned, it is proposed that the consignment level would be the most appropriate point for applying such a reference:

- As the unique reference number would form the key to the audit trail, a link to the number would need to be maintained

through consignment splitting and consolidation for transportation purposes. However, as carriers, and other third parties, would do such consolidation and splitting of consignments, it is envisaged that their internal reference numbers would be linked to the original consignment and consequently to the proposed universal reference.

- A change to the status of the goods during the goods movement, e.g. as a result of the goods undergoing a value-added process or change of ownership, needs a different approach. The original goods movement is considered to have come to an end with the status change. A new UCR is needed in consequence.

As a conclusion, it can be affirmed that the WCO proposal is providing a framework where, within that framework, existing standards could be used.

The benefit of the WCO proposal is that it does not prescribe a particular standard to be used and provides the flexibility required in international trade.

The implementation of the Unique Consignment Reference number (UCR) will have a relevant impact on the transport sector and all those actors involved in an international transaction, reducing bureaucracy, increasing transparency, reducing transaction costs and, in fact, expanding global commerce.

Santiago Milà
Secretary General

Trade Facilitation Committee

For further information:

World Customs Organisation; WCO
Information Management Sub-Committee
(IMSC), <http://www.wcoomd.org>; Address:
WCO, Rue du Marché, 20; B1210
Brussels; Belgium
UN/CEFACT International Trade Procedures
Working Group;
<http://www.uncefact.org> ; Address: Palais des
Nations, CH-1211; Geneva 10; Switzerland.

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.

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More sympathy messages on Kimiko's Passing-away

REFLECTING her longstanding service to IAPH, Dr. Inoue and the Head Office have been receiving a large number of mournful messages of condolences and sympathy for her departure from various persons from various corners of the world. This office has been working as a relay station for forwarding such messages to Mr. Shun-ichi Takeda, her nephew, residing in her hometown in Akita, after adding small notes on the relationship between the senders and Kimiko.

As a show of our respects and thanks to Kimiko-San, amongst other cordial messages, this office takes the liberty of reciting the following messages:



Mr. Paul Bastard, France

*Chair: Committee on Large Ships: 1973/1977
2nd Vice President 1977/1979, President of IAPH 1979/1981
Honorary Member of IAPH (1981)*

IT is with deep sorrow and sadness that I learnt about Miss Kimiko Takeda's passing away. The first time I met her was at the 5th IAPH Conference in Tokyo in 1967. I was then a new member of IAPH, and my colleagues and I had been awestruck by her efficiency, and at the same time, her sincerity and kindness. In few years later, Miss Takeda lent very significant and important help to the Le Havre Port Authority in preparing for the 11th Conference in Deauville - Le Havre, which we all very much appreciated. She impressed us deeply by learning French for the occasion! By doing so, she greatly facilitated the preparation and organization of the Conference. Then, during my two years as President of the IAPH, she continued to help me personally in her kind and supportive manner. Since I stopped traveling around the world, I have been enjoying seeing pictures of Kimiko in the "Ports and Harbors" magazine. She really was a remarkable person. I share your feelings and your pain, which you expressed to her family and send you my deep condolences. Sincerely yours, Paul Bastard



Mr. John Wallace, Australia

*Chair: Committee on Large Ships: 1979/1981, 1981/1983, 1983/1984
Chair: Committee on Port Safety, Environment & Construction: 1981/1983, 1983/1984
Exco Member: 1978/1979, 1979/1981, 1981/1983
Second Vice President: 1983/1984
Honorary Member (1985)*

I was deeply saddened to receive your letter telling me of the passing away of Miss Kimiko Takeda. I have known her since 1967 when we were at the Tokyo Conference and during that time she had always been a wonderful friend. Kimiko was a wonderful person whom we shall miss very much from our port deliberations as well as missing her socially. I am sure you and IAPH will find she will be forever in your heart as she was a kind and generous person and was loved by all. My fond regards to all at IAPH. Yours sincerely, John Wallace



Mr. Anthony J. Tozzoli

*IAPH President (1983/1985)
Honorary Member of IAPH (1985)*

I am writing to you about Kimiko – because you two always made a wonderful team – and I know you will miss her as much, or more than, all of us, whose lives she touched. She was a treasure – wrote several letters about her mother, and of all things interesting.

Much sympathy to all of you, Tony and Jeanne Tozzoli



Mr. André Pages, France

*Chair: Legal Protection of Navigable Waterways (now Port Interest): 1973/1975, 1985/1977, 1977/1979, 1979/1981, 1981/1983, 1983/1985
Exco: 1971/1973
Honorary Member of IAPH (1985)*

SAD news greatly moved us, my wife and me. Since the Tokyo Conference in 1967, we had attended many of the following ones and we paid a lot of visits to Tokyo, where our son Francois was staying under appointment by his company. We got many opportunities to meet Kimiko Takeda and to get a very close friend of her. She was deeply devoted to the IAPH, in fact, a second family to her. So, may I express our profound condolences to the Association, to Mr. Hiroshi Kusaka and to yourself, to her colleagues, Rinnosuke Kondoh, and to the members of your staff, who worked for so many years with Kimiko Takeda. Sincerely, André Pages



Mr. Cheung, Yeun-Sei, Korea

*Conference Vice President: 1985/1987
Third Vice President 1987/1989, Second Vice President: 1989/1991
Honorary Member of IAPH (1991)*

GREATLY saddened by the news on the passing away of Miss Kimiko Takeda. I most sincerely express my profound condolences and pray for her peaceful rest. Most sincerely, Cheung, Yeun-Sei



Mr. Alex J. Smith, UK

*IAPH Liaison Officer with IMO: 1975/1999
IAPH Representative in Europe: 1981/1999
Honorary Member of IAPH (1993)*

THE joy of news from Tokyo turned immediately to sorrow when I learned the sad news that Kimiko had been taken from us. Kimiko-San has been my close and enduring friend for almost 30 years. Isobel and I have both greatly valued that friendship and always looked forward with much anticipation to its renewal at regular intervals when our paths crossed as they did many times over these many years. It was a matter of particular satisfaction to us indeed, that a friendship which had grown out of our common interest in IAPH matters, had blossomed into one with a much wider and firmer base with roots not unlike those which exist between members of the same family. For that reason alone we will miss her immeasurably. Isobel and I offer our most heartfelt condolences on the loss of such a friend. May her memory be with us always. Most sincerely, Isobel and Alex

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John Mather, UK
IAPH President (1991/1993)
Honorary Member (1993)

I was upset, shocked and dismayed at Takeda Kimiko's sudden and untimely death. Kimiko and I were very close for many years. Please accept and convey to all Head Office staff my sympathy and understanding. Yours ever, John Mather



Mr. Robert Cooper, New Zealand
Exco: 1987/1989, 1989/1991
2VP: 1991/1993, 1VP: 1993/1995, IAPH
President: 1995/1997
Honorary Member of IAPH (1997)

I was deeply saddened to learn of the passing of Kimiko Takeda and I send our sincere condolences to her bereaved family and colleagues. In my years as an office holder and more latterly during my term as President of the Association I came to recognise and appreciate the dedication and efficiency she brought to her duties. On a personal level, Margaret and I always enjoyed meeting up with her in various parts of the world and looked forward to her New Year Letter which revealed her compassion and caring nature and brought a different perspective on the vagaries and priorities of life. We had hoped that one day she might have visited us, but now that is not to be. On our property there is a tranquil valley and there by a quiet stream we will plant a graceful in her memory and in the knowledge that our lives have been enriched by having known her. In deepest sympathy, Robert Cooper



Mr. Patrick Falvey, USA
Chairman, IAPH Legal Counselors
(1978/1995)
Honorary Member of IAPH (1995)

MRS. Falvey and I are deeply saddened to hear that Miss Kimiko Takeda has passed away. To lose such a sweet, charming, competent and caring person as she creates a vacuum impossible to fill both as a business and personal matter. We have arranged to have her prayed for in our religious tradition as a mark of our affection for her. Her good life and kindness will earn her the highest rewards, which her own tradition may offer. Please provide a copy of this note to her family. Patrick and Eileen Falvey

Jurong Port Pte Ltd (JPPL) [Regular](Singapore)
(Formerly Jurong Port)

Address: 37 Jurong Port Road, Singapore 619110
(unchanged)

Mailing addressee: Fong Yue Kwong, President

Tel: 65-2650666 (unchanged)

Fax: 65-265-6614 (unchanged)

E-mail: hq@jp.com.sg

Website: <http://www.jp.com.sg>

Board Members:
Chairman: Mr. Barry Desker, *Director, Institute of Defence and Strategic Studies*
Dr. Fu Hy Ning, *Director & President, China Merchants Holdings Co., Ltd.*
Mr. Stephen Pan, *Chairman, World-Wide Shipping Agency (s) Pte Ltd.*
Mr. Robert Yap, *CEO/MD, YCH Group*
Mr. Chong Lit Cheong, *MD Jurong Town Corporation*
Mr. David Chin Soon Siong, *Dy.CE, Singapore Trade Development Board*

Port of Helsinki [Regular](Finland)

Address: P.O. Box 800, FIN-00099 Helsinki

The street address is like the previous one:
Olympiaranta 3, Helsinki 14

Finnish Port Association [Class B] (Finland)

Address: Toinen Linja 14, FIN-00530 Helsinki

Mailing addressee: Alpo Naski, General Director

Tel: + 358 9 771 2277

Fax: + 358 9 771 2274

E-mail: alpo.naski@satamaliitto.fi

Website: <http://www.finnports.com>

CEO & Officer: Alpo Naski, General Director

Boyden Global Executive Search [A-3-3](U.S.A.)

(Formerly Horton International)

Address: 217 East Redwood Street, Baltimore, MD 21202-3316

Mailing addressee: Tim C. McNamara, Managing Director

Tel: 410-625-3800

Fax: 410-625-3801

E-mail: stacy.cook@boyden.com

Website: <http://www.boyden.com>

Pusan East Container Terminal Co., Ltd. (PECT)

[Regular](Korea)

Address: #123, Yongdang-dong, Nam-ku, Pusan, 608-741

Mailing addressee: Byong-Syung MIN, President

Tel: +82-51-621-0771

Membership Notes:

New Member

Regular Members

Piraeus Port Authority S.A. (Greece)

Address: 10, Akti Miaouli Street, Piraeus 18538

Mailing addressee: Psarafdis

Tel: +30-1-452-0944

Fax: +30-1-452-0852

E-mail: olpds@atenai.gr

Hatzakos Stavros, Head of European Union Bureau

Temporary Member

Klaipeda State Seaport Authority (Lithuania)

Address: J. Janonio 24, LT - 5800 Klaipeda

Mailing addressee: Vladas Sturys, Assistant Director Strategy

Tel: 370-982-3775

Fax: 370-649-9625

Changes (Changes involved are underlined)

PACECO® CORP. [A-2-1] (U.S.A.)

Address: 3854 Bay Center Place, Hayward, CA 94545-3619

Tel: 510 264-9288

Fax: 510 264-9280



MR. Bernard Coloby, Chair, Ship Trends Committee of IAPH, in his recent communication to the Head Office, informed us that effective immediately his new title at the Port of Le Havre was Director of Operations.

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Fax: +82-51-624-2542
 E-mail: min@pect.co.kr
 Website: <http://www.pect.co.kr>

Maritime Ports Administration Constantza S.A.
 [Regular](Romania)
 (National Company)
 Mailing addressee: Mircea Marcu, General Manager
 E-mail: mmarcu@constantza-port.ro

Penang Port Sdn Bhd. [Regular](Malaysia)
 Website: www.penangport.com.my

timber, grain, frozen products, containers make up the spectrum of the cargoes handled in Port Klaipeda, which attests to a universal nature of the port.

Cargo Turnover in Klaipeda State Seaport January - December

Type of cargo	2000	1999	00/99, %
TOTAL, th. tonnes	19396.30	14970.98	129.56
Oil products	5197.77	3957.77	131.33
Metals and ferro alloys	4348.11	3059.24	142.13
Fertilizers	2903.79	2823.21	102.85
Timber	680.80	686.49	99.17
Grain	663.83	19.32	3435.97
Apatite	536.46	28.67	1871.15
Sugar	474.51	725.74	65.38
Scrap metal	388.49	210.52	184.54
Containers	395.46	267.69	147.73
Frozen cargo: fruit, vegetable			
meat poultry, butter, fish, etc	357.77	445.03	84.44
Fodder	301.19	444.69	67.73
Cement	234.91	338.63	69.37
Peat	90.35	115.34	78.33
Oil bearing plants, fat	64.76	36.80	175.98
Paper	30.16	26.21	115.07
Machinery	16.03	64.48	24.86
Building materials	12.19	20.37	59.84
Other cargo	2681.72	1700.78	157.68
General cargo	8914.48	6395.33	139.39
Liquid cargo	6006.22	4789.03	125.49
Dry bulk cargo	4475.60	3789.62	118.10
Units			
Rail-wagons	9904	11715	84.54
Road transp. facilit., total	106281	89600	118.62
Containers, TEU	39955	28668	139.37
Passengers	105729	79105	133.66
Terminal B using e			
Crude oil	3480	72 690.13	504.36
LITHUANIAN PORTS, Total	22877.02	15661.11	146.08

The Present and the Prospects of Port Klaipeda

THE geographical position of the Lithuanian state has predetermined its role of a historical mediator between the East and the West. Klaipeda seaport, which has existed on the eastern coast of the Baltic Sea since the 13th century, is the northernmost one among ice-free ports. Port Klaipeda has always played a most important role not only for Lithuania's economy. Nowadays Port Klaipeda is writing its new history as a united port, and it is referred to the group of twenty major ports on the Baltic Sea. Klaipeda has good connections with overseas ports. Ferry lines link Klaipeda with Kiel, Ahus, Mukran, Stockholm, Copenhagen, Fredericia, while regular shipping lines connect the port with the major ports of Western Europe, Southeast Asia and America.

Port Klaipeda is a universal port, however, it has specialized terminals, too. Modern terminals for containers, liquid fertilizers, bulk fertilizers and cement have been built in the port, while the oil terminal and the terminal for ro-ro cargoes have been reconstructed. The capacity of refrigerators and warehouses has been increased. Oil products, metals, fertilizers, sugar,

Introducing the Head Office staff

ON April 3 2001, under the fully blossomed cherry tree at the nearby park, the Head Office staff was photographed after enjoying box lunch in the open air. Cherry blossom season has a special meaning for the Japanese as it coincides with the changes of many things not only the season but also the start of new fiscal term from April 1, school graduation and commencement as well as goodbye and welcome.

The gathering involved such elements as well. It was a goodbye lunch gathering for Mr. Kohnosuke Onso, who served us for 28 years as accountant and welcome to Mr. Tadao Katoh to succeed him effective from April 1 2001. Also, welcomed was Miss Aya Fujinami to succeed Miss Izumi Hayashi who had left us in June last year, and Miss Yukiko Wakayama, a temporary staff since last December. Dr. Inoue, Secretary General, expressed his appreciation for the longtime service and contribution by Mr. Onso, and welcomed the new staff.



From L to R : Hiro Nagai, Kohnosuke Onso, Tadao Katoh, Satoshi Inoue, Chizuko Mita, Yoko Kuriya, Aya Fujinami, Rinnosuke Kondoh and Yukiko Wakayama (Inset: Mr. Katoh and Miss Fujinami)

Visitors

ON 26 March 2001, Secretary General Inoue received Mr. Reinhold Robbe, Member of the Federal Parliament (SPD), Germany, who visited the IAPH Head Office, accompanied by Mr. Hubert Thull, Counselor, Economic Affairs, Embassy of the Federal Republic of Germany and Ms. Emi Taguchi, Interpreter of the Embassy, to take advance of his three-day visit to Japan during 26 - 28 March to meet representatives of the Japanese port and maritime industries.



Pictured from left to right: Ms. Taguchi, Mr. Thull, Mr. Robbe, and Secretary General Inoue



Welcome to Montreal!

WE are now getting closer to the 22nd World Ports Conference of the IAPH, our first major meeting off the new millennium. The team at the Montreal Ports Administration has made every effort to ensure that your stay in Canada is as pleasant and productive as possible. The preliminary program provides eloquent proof of this.

We're sure that this conference will be of tremendous interest to all participants, as much for the depth and diversity of the program as for the high calibre of the invited speakers and the timeliness of the subjects they will address. *Using 2001, A Maritime Odyssey* as our theme, we'll delve into many subjects of great interest that reflect the primary preoccupations of the maritime community around the world.

The event will also offer a stimulating and enjoyable slate of tourism and leisure activities. The social and accompanying persons programs have been designed to allow everyone to take a break and experience the many social, cultural and geographic characteristics of Montreal. We have done everything possible to ensure that our tours meet the expectations of all participants.

I sincerely hope that you will join us. You will be welcomed with all the warmth and charm that is so characteristic of Canadians in general and particularly of Montrealers. It will be a great pleasure to greet you. We wish you <bon voyage> on your trip to Canada for what promises to be an excellent conference!

Raymond Lemay, C.M.
Chairman of the Board
Montreal Port Authority



Dominic J. Taddeo
President & Chief Executive Officer
Montreal Port Authority
President of IAPH



22ND IAPH WORLD PORTS CONFERENCE

Ship's log entry

Status of the preparations

REGISTRATIONS are now beginning to pour in. We note with pleasure that we will welcome a large number of passengers.

We are in the final stage of completing the Conference program and are confident that it will be very rewarding for the delegates.

At this pace, everything will be shipshape for the delegates' arrival. We are putting our full energy and enthusiasm into our efforts to make both the welcome and the Conference unforgettable.



The Queen Elizabeth Hotel, site of the Conference

When you berth in Montreal...

We will be at your service from the moment you arrive.

Airport arrivals

International and domestic flights alike arrive at Montreal-Dorval Airport. After you enter the terminal, we invite you to head for the IAPH welcome desk. It will be open as of May 16 at noon. This is where you will find all the information you need to make your first contact with Montreal a breeze.

To get to your hotel downtown, you can either take the airport shuttle service, a taxi or a limousine, all for a flat rate. At the time of writing this, the flat rates between the airport and downtown Montreal are \$28 for a taxi, \$56 for a limousine. The shuttle bus costs \$11 per person one-way.

Conference registration

The IAPH registration desk will be located on the second floor of The Queen Elizabeth Hotel. When you register, you will receive a delegate's kit

containing all the documents that will be useful for you during the Conference along with information on the social program as well as the accompanying persons program.

We remind you the activities have been planned for those of you who plan to arrive in Montreal before the Conference.

- City tours will take place from:
 - 1 : 00 p.m. to 4 : 00 p.m. Saturday, May 19
 - 9 : 00 a.m. to noon on Sunday, May 20.
- A reception will be held from 6 : 00 p.m. to 9 : 00 p.m. on Saturday, May 19 at the Mount Royal Chalet, chosen for its superb view of the city. JOIN US !

If you need assistance of any kind, we invite you to contact Marie José Moo-Sang at the Montreal Port Authority, by telephone at (514)283-7038, by fax at (514) 283-7019, or by e-mail at moosangmj@port-montreal.com

Developments in sight!

Business opportunities on the horizon

Parallel to its activities, the Conference offers a trade exhibition showcasing organizations from every part of the world. This will be an excellent opportunity for you to make contact and develop rewarding business relationships with a variety of leading companies and organizations.

The trade exhibition will be held at The Queen Elizabeth Hotel from Monday, May 21 until Friday noon, May 25.



We are expecting you!

Saturday, May 19, 2001

IAPH COMMITTEE MEETINGS

- 07:15-08:15 Continental Breakfast for Committee Members Only (Mackenzie Room)
- 08:00-16:00 Registration
- 09:00-10:00 Constitution and By Laws (Chambly Room)
- 09:00-11:30 Membership (Bellechasse Room)
- 09:00-11:30 Human Resources Development (Peribonca Room)
- 09:00-11:30 Port Safety, Environment and Marine Operations (St-Laurent Room)
- 09:00-11:30 Dredging Task Force (Matapedia Room)
- 09:00-11:30 Legal Protection (Kamouraska Room)
- 09:00-11:30 Trade Facilitation (Chaudjere Room)
- 11:45-12:45 **Lunch for Committee Members Only** (Mackenzie Room)
- 13:00-15:30 Cargo Operations (Chambly Room)
- 13:00-15:30 Ships Trends (Richelieu Room)
- 13:00-15:30 Combined Transport & Distribution (Bersimis Room)
- 13:00-15:30 Port Planning and Construction (Gatineau Room)
- 13:00-15:30 Trade Policy (Matapedia Room)
- 13:00-15:30 Communication and Networking (Harricana Room)
- 13:00-15:00 **Time Allocated for further Discussions by Committees, if Required**

Social Program

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

Sunday, May 20, 2001

IAPH COMMITTEE MEETINGS

- 07:15-08:15 Continental Breakfast for Committee Members Only (Mackenzie Room)
- 08:00-16:00 Registration
- 08:30-09:30 Resolutions and Bills/Constitution & By-Laws (Matapedia Room)
- 08:30-10:30 Finance/Budget & Membership (Richelieu Room)
- 08:30-10:30 IAPH/IMO Interface Group (Saint-Laurent Room)
- 08:30-10:30 Long Range Planning/Review (Peribonca Room)
- 08:30-10:30 **Time Allocated for Further Discussions by Committees, if required**
- 09:30-10:30 Credentials (Harricana Room)
- 10:45-11:45 Co-ordinating Vice-President and Chairpersons' Meeting
 - Group of Committees for Technical Affairs (Harricana Room)
 - Group of Committees for Sustainment & Growth (Chaudiere Room)
 - Group of Committees for Port Industry Research and Analysis (Matapedia Room)
- 12:00-13:00 **Lunch for Committee Members Only** (St-Laurent Room)
- 13:00-13:30 Photo Session (Mackenzie Room)
- 13:00-15:30 Pre-Conference Meeting of IAPH Board of Directors (Mackenzie Room)

Social Program

- 09:00-11:30 Montreal City Tour
- 17:00-19:00 Opening Ceremony at the Notre-

22ND IAPH WORLD PORTS CONFERENCE

Dame Basilica
19:00-23:00 Reception and Dinner at Iberville
Passenger Terminal

Monday, May 21, 2001

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

BUSINESS PROGRAM

Opening Ceremony

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

WORKING SESSION NO.1

The World Economy at the Dawn of the Third Millennium
Chairman
Mr. Dominic J. Taddeo
President IAPH
10:00-10:20 **Mr. James R. Bremma**
Partner
Norbridge Inc.
Emerging Developments in International
Trade Logistics and their Implications for the
Port Industry
10:25-10:45 **Karim Basta**
Senior Global Debt
Strategist and Fixed
Income Strategist
Merrill Lynch & Co. Inc.
Global Currency and Interest Rate
10:50-11:10 **Mrs. Devi Aurora**
Senior International Economist
Standard & Poor's, DRI
Outlook for the Global Economy
11:10-11:30 Discussion Forum
11:30-12:00 Reception
12:00-13:45 Lunch
Keynote Speaker:
Mr. Ray Miles,
Chief Executive Officer
CP Ships
What's Going to Happen in the
Container Shipping Industry?

FIRST PLENARY SESSION

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

Accompanying Persons' Program

08:30-09:30 Opening Ceremony and Official Opening
of the Trade Exhibition
09:45-15:30 Visit to St. Joseph's Oratory and
the Botanical Garden

Social Program

17:15-22:30 A "Québécois" Style Evening at
the "Sugar Shack"

Tuesday, May 22, 2001

07:15-08:15 Continental Breakfast for all
(Joliet, Duluth, Mackenzie Rooms)
08:00-16:00 Registration
07:30-08:00 Honorary Membership Committee
(Matapedia Room)
07:45-08:15 Resolutions and Bills Committee
(Harricana Room)

BUSINESS PROGRAM

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

WORKING SESSION NO.2

Port Industry - Realities and New Challenges

Chairman:
Dr. Akio Someya
1st Vice President of IAPH
09:55-10:15 **Mr. T.F. Hau**
Senior Vice-President Operations
OOCL (USA) Inc.
Land Side Access to Ports
10:20-10:40 **Mr. Michael Mertes**
International Logistic Specialists
Daimler Chrysler Corporation
Logistics and Distributions
-Shippers' Requirements for the Partnership of
Shipping Lines, Ports and Inland Carriers
10:45-11:05 **Mr. Gregory L. Smith**
Global Segment Manager,
Freight/Logistics
IBM
How Can E-Commerce Improve
The Interface between Ports,
Shippers and Customers?
11:05-11:30 Discussion Forum
11:30-12:00 Reception
12:00-13:45 Lunch
Keynote Speaker:
Mr. William A. O'Neil
Secretary General
International Maritime Organization
International Environmental Safety Measures
- The Importance of their
Application to the World's Waters

WORKING SESSION NO.3

Productivity and Competitiveness in a Global
Market

Session Chairman;
Mr. Pieter Struijs
2nd Vice-President of IAPH
14:00-14:20 **Mr. Marc H. Juhel**
Senior Port Specialist
The World Bank
Globalization and Partnership
- Trends for the 21st Century
14:25-14:45 **Mrs. Madeleine Paquin**
President-Chief Executive Officer
Logistec Corporation
Globalization of Trade and its Impact on the
Cargo Handling Industry

14:50-15:10 **Datuk G. Gnanalingam**
Executive Chairman
Kelang Multi Terminal Sdn Bhd
Vision 2020 - The Port Industry

15:15-15:35 **Mr. Philip A. Crannell J., AIA**
Chairman
Gee & Jenson
Charting New Waterfronts - Non Traditional
Approaches to Waterfront Development
15:35-16:00 Discussion Forum

Accompanying Persons' Program

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

Social Program

Free Evening

Wednesday, May 23, 2001

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

BUSINESS PROGRAM

08:30-09:30 Presiding
Mr. Dominic J. Taddeo
President IAPH
Conference President
President and Chief
Executive Officer
Montreal Port Authority
Speaker;
The Honourable Martin
Cauchon, P.C., M.P.
Minister of National
Revenue and Secretary of
State responsible for the
Economic Development
Agency of Canada
For the Regions of Québec
(Topic to be finalized)
09:30-09:45 Coffee Break

WORKING SESSION NO. 4

Ships to Ports: Inland Waterways in the 21st
Century

Chairman
Mr. H. Thomas Kornegay
3rd Vice President of IAPH
09:55-10:15 **Mr. Alberto Aleman Zubieta**
Administrator
Panama Canal Authority
(Topic to be finalized)
10:20-10:40 **Dr. Mohamd El Ghamri**
Head of Operations
Suez Canal Authority
(Topic to be finalized)
10:45-11:05 **Mr. Albert Jacquez**
St. Lawrence Seaway
Development Corporation
(Topic to be finalized)
11:05-11:30 **Mr. Guy Veronneau**
President
St-Lawrence Seaway Authority
(Topic to be finalized)
11:30-12:00 Reception
12:00-13:45 Lunch
Keynote Speaker:
Mr. Laurence G. Pathy
President
Fednav Ltd.
(Topic to be finalized)

22ND IAPH WORLD PORTS CONFERENCE

REGIONAL BOARD MEETINGS:

- 14:00-15:00 Asia/Oceania (Bersimis Room)
14:00-15:00 Europe/Africa (Peribonca Room)
14:00-15:00 America (Richelieu Room)
14:00-15:00 Time Allocated for Further Discussions by Committees, if required
15:00-17:00 Technical Tour of Port of Montreal's Infrastructure

Accompanying Persons' Program

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

Social Program

- 17:30-23:00 A Special Evening of Dining and Entertainment "Jazz it up in Montreal"

Thursday, May 24, 2001

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

BUSINESS PROGRAM

WORKING SESSION NO.5

- Port Management - The Emerging Realities in Maritime Commerce around the World*
Chairman
Mr. John Haves
Sydney Port Corporation
Australia
08:30-08:55 Mr. Antoine Rutenacht
President
International Association of Cities and Ports
Environmental Cohabitation - The Port-City Interface
09:00-09:25 Dr. Jose Paul
Chairman
Mormugao Port Trust
Private Sector Participation in Indian Ports - Impacts on Development of Port Infrastructures
09:30-09:55 Mr. I. D. K. Jangana
Managing Director
Gambia Port Authority
(Topic to be finalized)
10:20-10:45 Mr. Jamal T. Aziz
Director General
Directorate General of Ports & Maritime Affairs
Sultanate of Oman
Port Development Strategy in Oman and the Regions
10:45-11:10 Mr. Li Zhengdong
Secretary General
China Ports and Harbors Association (CPHA)
Challenges Facing Ports and Harbours in China in the 21st Century
11:10-11:30 Mr. Shingo Fujino
President
Japan Ports and Harbours Association (JPHA)
Japanese Issues in Regional Perspective of Today and Future
11:30-12:00 Reception
12:30-13:45 Lunch
Keynote Speaker:

Mr. Jeff Radebe
Minister of Public Enterprises
South Africa
Port Systems in South Africa

WORKING SESSION NO.6

Technological Innovations - Indispensable Tools for Success in the Maritime Industry

- Chairman:
Datin O.C. Phang
Port Klang Authority, Malaysia
14:00-14:20 Mr. Christopher J. Gillespie
President
Gillespie Munro Inc.
President, International Federation of Freight forwarders Associations (IFFFA)
E-Commerce and International Freight Forwarding - The North American View
14:25-14:45 Mr. Michel Pouliot, Pilot
President
International Maritime Pilots Association (IMPA)
The Role of Pilotage and Technology Serving Ports - The Importance of Qualifying Needs
14:50-15:10 Mr. Noel Cunningham
Chief Los Angeles Harbor Police
President, International Association of Airport and Seaport Police (IAASP)
Port Security - How to Succeed in its Implementation
15:15-15:35 Mr. Ross Gaudreault
President & Chief Executive Officer
Québec Port Authority
Chairman, American Association of Port Authorities (AAPA)
Technology and its Impact on the Cruise Industry
15:35-16:00 Discussion Forum

Accompanying Persons' Program

- 09:30-15:00 Guided Shopping Tour in the Underground City

Special Program

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

Friday, May 25, 2001

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

BUSINESS PROGRAM

WORKING SESSION NO.7

New Responsibilities for Ports - A Real Challenge

- Chairman
Mr. Jean Smagghe
Immediate Past President, IAPH
08:30-08:50 Dr. Theo Notteboom, Professor
University of Antwerp
Department of Transport and Regional Economics
Port Competition in a Transition Phase: Who Benefits? Who Bears the Cost?
08:55-09:15 Mr. Gil Remillard
Lawyer and Senior Partner
Fraser Milner Casgain
Role of National and International Legislation

on the Development of the Maritime Industry

- 09:20-09:50 Mr. Kurt Nagle
President
American Association of Ports and Harbors (AAPH)
Recognition by Governments of the Economic Role and Importance of Ports
09:55-10:15 Mr. Phil O'Brien
President and CEO
Devencore Ltd.
The Role of Distribution and Logistic Centre on the New Global Auto Route
10:15-10:30 Mr. Jason Haas
Senior Associate
Golder Associates Ltd.
The Environmental Responsibilities - A New Trend
10:30-10:45 Discussion Forum
10:45-11:45 Special Meeting - IAPH Board of Directors
Election of the Venue of the 24th IAPH World Ports Conference 2005
Presentation by:
• Port of Kobe
• Port of Shanghai
11:30-12:00 Reception
12:00-13:30 Lunch
13:30-15:30 Closing Session
-Second Plenary Session
• IAPH Official Committee Business
• Invitation Address and Presentation by Portnet (South Africa), Host of the 23rd IAPH World Ports Conference
• Address by Outgoing IAPH President
• Address by Incoming IAPH President
15:30-16:00 Post Conference Meeting of IAPH Board of Directors
Post Conference Meeting of IAPH Executive Committee

Accompanying Persons' Program

- 09:30-11:30 The Art of Cooking - Culinary Lessons of Various Regions of the World

Social Program

- 18:00 - 23:00 Gala Dinner - "Au revoir"

HOTELS

CONFERENCE HOTEL

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

OTHER HOTELS

Montreal Hilton Bonaventure
1, Place Bonaventure
Montreal, Quebec, Canada
Tel: 514-878-2332
Fax: 514-878-0028

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

OPEN FORUM

OPEN LETTER Trends in Port Privatisation



Malcolm Ravenscroft
Associate Director, The London
Maritime Partnership
Member, Communications &
Networking Committee, IAPH

I was most interested to read the article on 'Trends in Port Privatisation' in the January/February issue of Ports and Harbors. I was unable to attend the PDI conference in September 2000 so this was the first opportunity for me to see Dr Baird's paper.

I am most grateful for Dr Baird's acknowledgement of my efforts as regards the survey undertaken by IAPH. I in turn would like to re-emphasise the considerable assistance I received from IAPH members and from IAPH staff in Tokyo.

I am very pleased that Dr Baird has reviewed the work undertaken in 1999 and that he has extended it to focus on other privatisation issues. It was always intended that the survey should be developed in the manner that he has done. Indeed, I would hope that something along these lines could form a regular feature of the IAPH year. Certainly, my colleagues and I within the London Maritime Partnership would be very willing to assist. In the meantime, I give below some comments on Dr Baird's paper:

The re-stating of the original results of the IAPH survey in a graphical manner is very useful. It highlights the significance of the major conclusions in a more obvious manner than our rather sterile tables. The anomaly with some results is indeed due to the incompleteness of some responses. For my report, the analysis of the results was calculated as a percentage of the completed questionnaires. You will appreciate that different percentages arise if results are calculated on the basis of questionnaires issued or based upon responses to individual questions. Generally, I found the conclusions were not significantly different and hence, for consistency, I adopted the number of

questionnaires received as a reasonable base.

I fully understand the reasons for Dr Baird focusing on the container ports. However, I wonder if it would be possible for IAPH to publish a list of the ports he contacted and an indication of which replied. I feel it would greatly assist an understanding of the results of the survey. I would be particularly interested to know whether Dr Baird identified any significant variation between the results given by the larger ports as compared with the smaller ones. Similarly, it would be interesting to know whether Dr Baird identified any variance in answers between a container port and a container terminal. Hamburg is a container port with two container terminals. The response to a questionnaire on privatisation and its advantages or disadvantages will differ considerably if the response is from the Port of Hamburg (State), HHLA (Corporatised State) and Eurokai (Private). Similar situations arise in other ports. If there was to be a further sur-

vey, it may be of interest to explore both of these aspects.

Unfortunately, a copy of Dr Baird's questionnaire was not included in the IAPH article. Again, it would be very useful for IAPH to publish this. I am particularly interested in the questions relating to the aims of privatisation. I do not doubt that Dr Baird identified the most common reasons for privatisation. However, I suspect another factor may be the desire by Government to resolve a problem where such resolution requires social or financial consequences that the Government would find politically unacceptable. Whilst the UK is a good example of this, others are evident.

I fully accept Dr Baird's conclusions as regards the methods of privatisation. During the IAPH survey and more recently in my involvement with the London Maritime Partnership, I have identified about fifteen distinct ways in which privatisation has been introduced. These variations are largely to satisfy political rather than business requirements. The effect is that it is sometimes difficult to readily identify the proportion of public to private financial support in such entities.

Whilst nearly half of the ports (47%) identified labour reform as either critical (17%) or very important (30%), I still consider this to be low. In my recent involvement with ports considering privatisation, I have found that labour reform is fundamental to the future development of any form of privatisation. I would suspect that there is a direct correlation between those ports that have successfully privatised their activities and those that have reformed their labour practices.

Due to a typographical error, the IAPH article did not include Figure 3.7. It would be useful if IAPH could reproduce this in a future issue. It would further

clarify Dr Baird's comments on the advantages of privatisation. In particular, I would be interested to know whether he concluded that all port costs were lower because of privatisation or whether this was only evident within the container terminals. Further, I wonder whether lowering charges within the privatised terminals had a positive or negative effect on total port costs. It would be interesting to consider this in any future survey.

It is interesting to note that ports perceive their loss of control over the private operator as a significant disadvantage (31%). In some ways, this perception is inevitable. Where the port previously had absolute control, it now has to accept the rights of the terminal operator, tenant or lessee. However, recognising the preference for the Rotterdam model, this loss of control is less real than perceived. The Port Authority continues to be the statutory authority for the harbour and the approach channels. It controls ships dues, it is the landlord, it reviews rents and in some cases, it can include performance targets. This is certainly less control but hardly loss of control.

Whilst it was not a direct question within the IAPH survey, I feel it is reasonable to conclude that any consideration of privatisation by the respondents does not include the UK model. As you conclude, it is more related to the private sector provision of port assets and port services rather than property rights or harbour management. As such, it is the Rotterdam model that is more relevant to port privatisation than the UK.

Similarly, I feel it is correct to conclude that private companies are unwilling to extend their involvement into the ownership of breakwaters or navigation channels because of difficulties with the recovery of costs and the ongoing public liability issues. The UK's position is again an anomaly driven by the particular circumstances of the early 80's. I have no doubt that if privatisation were undertaken within the UK today, it would not be in this form. I suspect that both private and public interests would find the Rotterdam model to be more acceptable and possibly, more sustainable in the longer term.

Finally, I would like to reiterate my pleasure that Dr Baird has developed the IAPH survey in this way. Privatisation has been and will remain an important issue for the port sector. It is an area that IAPH should continue to explore with its members.

Yours sincerely

REJOINDER



Alfred J. Baird
Head, TRI Maritime
Transport Research Group
Napier University, Edinburgh,
Scotland, UK

I am very grateful to Mr. Ravenscroft for his open letter containing comments concerning my article entitled "Trends in Port Privatisation" which was published in the January-February edition of the IAPH Ports & Harbors Journal. The letter raises a number of relevant issues and questions relating to the survey on port privatisation, each of which I have attempted to address through this brief rejoinder.

Some 48 ports responded to the Napier University survey, collectively accounting for 64% of top 100 container port throughput. About 5 or 6 further ports submitted completed questionnaire too late for inclusion. Mr. Ravenscroft makes a very valid point when he asks whether there was any significant variation identified between the responses given by larger ports as opposed to smaller ones. I regret to say, however, that additional analysis of this nature was not undertaken. Such analysis should most certainly form an important element in any future survey.

Rather than publish a list of ports responding, what can be stated is that the responses were fairly evenly spread throughout the top 100 container ports. For example, the respondent split was: 19 ports in the top 33; 15 ports in positions 34-67; and 14 ports in positions 68-100. Survey responses were also fairly well balanced geographically, as is shown in the article. In essence, the

results did not appear to be skewed by any over dependence on either large or small ports in the top 100 list, or by ports located in a specific geographic region.

Questionnaires were in all instances addressed to the relevant port authority, rather than to individual terminal operators. The only exception to this would be in the UK where, at least for the top container ports, the port authority and the private terminal operator tend to be one and the same, with some exceptions. However, I agree with Mr. Ravenscroft that further surveys may well benefit from exploring the views of both port authorities' as well as private terminal operators.

A copy of the questionnaire is included at the end of this rejoinder. The questionnaire was faxed directly to the ports. This type of survey has the benefit of being undertaken rather quickly, and with responses (hopefully) also being returned promptly by fax. Subsequent surveys might be undertaken even more expeditiously by e-mail. Being very short, just 1 page, and with multiple choice answers to select from, the questionnaire was designed to facilitate fast response, as well as offering coverage of key issues, some of which were identified from the earlier IAPH survey. Designing a brief questionnaire that also offers sufficiently comprehensive coverage is always going to be a challenge for the researcher. In this

OPEN FORUM

instance, given the satisfactory response rate, that balance seems to have been about right, although there is always room for improvement.

Responses relating to the perceived importance of labour reform were at best mixed. For example, two major ports located not too distant from one another and with similar labour laws/arrangements gave entirely different responses to this question. Of course, the answer to this question may well be different if one is asking private terminal operators rather than the relevant port authority, as Mr. Ravenscroft implies; in many ports the entity most directly associated with port labour will be the terminal operator, not the port authority. Indeed, perhaps the latter point in part explains any ambiguity in response to this question.

As the focus of the Napier survey was on container ports, the notion that a given port had witnessed reduced costs due to privatisation would also largely be expected to be in relation to container activities. There is therefore a need for future surveys to also consider other kinds of terminals, and specifically the impact of privatisation on costs at these terminals. As to whether or not lower port charges at private terminals has had a negative or positive effect on total port costs, this would also need to be considered separately in any future survey, as Mr. Ravenscroft suggests. The perception of loss of control is probably another area in need of additional investigation.

Few would dispute that the UK port situation differs from virtually everywhere else in regard to the extent of privatisation in a port. Still, it may well be of interest to continue to explore some of the key issues with UK ports, as with other ports. One reason for this is that there are bound to be strengths and weaknesses with any form of institutional arrangement, and hopefully a survey can tease out some of these out. As Mr. Ravenscroft identifies, fully private ports as in the UK may well find great difficulty when it comes to financing basic infrastructure (as their private predecessors did in the 19th century). A survey should therefore be able to probe these factors, even if only to isolate them as a result of some anomaly, due to different forms of ownership or whatever.

Port privatisation in its many forms has altered the face of the global ports industry; as this process will inevitably continue it deserves to be closely monitored. I am therefore in full agreement with Mr. Ravenscroft that a worldwide

survey of port privatisation should become a valuable and regular feature in the IAPH calendar, with repeat surveys being carried out so that results may be presented at the biennial conference.

A number of positive suggestions have been made for additions and improvements to both the IAPH and the

complementary Napier University surveys, largely thanks to Mr. Ravenscroft's timely intervention. Merging elements of both surveys, with these (and other) enhancements included, should in future provide for a most comprehensive and informative survey by the IAPH of its members.

ANALYSING TRENDS IN (CONTAINER) PORT PRIVATISATION
(QUESTIONNAIRE)
PLEASE FAX BACK TO A. BAIRD, NAPIER UNIVERSITY
FAX - 00 44 131 455 3484 (OR 3486)

Name of Port						
(Please circle your preferred answers)						
1. What were the main aims behind bringing the private sector into your container terminal operations?						
Lower costs/efficiency	Expand trade	Know-how	Reduce cost to public sector	Other		
2. What public sector method(s) of privatisation have been used to develop your container terminals?						
Corporatisation	Concession	Management contract	Build-Operate-Transfer (BOT)	Joint venture	Sale of port land	Other
3. What is the approximate total value of private sector investment in your container terminals during the past 5 years?						
Under \$25m	\$26-50m	\$51-100m	\$101-150m	\$151-200m	\$201-250m	Over \$250m
4. What is the approximate total value of public sector investment in your container terminals during the past 5 years?						
Under \$25m	\$26-50m\$	51-100m	\$101-150m	\$151-200m	\$201-250m	Over \$250m
5. How important has been port labour reform in attracting private sector investment for your container terminals?						
Critical	Very important	Important	Neither important nor unimportant	unimportant	Very unimportant	
6. What are the main advantages of private sector investment in container terminals?						
Sharing investment	Management expertise	Improved productivity	Helps trade growth	Other		
7. What are the main disadvantages of private sector investment in container terminals?						
Loss of control	Lengthy process	Difficulties in operator selection	Political and commercial ambiguity	Other		
8. Do you believe that there is a role for a public sector port authority, and if so, why/why not?						
YES (answer below)		NO (Please give reason)				
Ensure fair competition/pricing	Regulation and safety	Public good aspect	Planning and marketing	Monitoring efficiency	Create basic infrastructure	Other
9. Any other comments						

THANK YOU.

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

TDG14: International Multimodal Transport: Awareness, Implementation, Controls and Logistics**September 3-5, 2001, The Hilton, Sandton, Johannesburg, South Africa***This programme is subject to change without notice.***Day 1: Monday 3 September 2001**

- 09:45 Welcome and introduction of Minister
Chairperson of SAMSA - Prof. Hilton Staniland
Address
South African Minister of Transport - MR Abdullah Omar (To be confirmed)
Welcome message from IMO
On behalf of the Secretary-General of the International Maritime Organisation introduced by the CEO of SAMSA - Capt. Brian Watt
Keynote address
Mr Tom Allan, Chairperson of the MSC
introduced by CEO of SAMSA - Capt. Brian Watt

Session 1INTERNATIONAL AND DOMESTIC
LEGISLATION AND REGULATORY
CONTROL**Chairperson: Mr Sipho Mskinga**
Director General of the National Department of Transport

- 11:30 "The revised reformatted International Maritime Dangerous Goods (IMDG) Code"
Presented by: Mr Irphan Rahim IMO Secretariat (to be confirmed)
- 11:50 "The Mandatory Code for the safe carriage of irradiated Nuclear Fuel, Plutonium and High-level Radioactive Wastes in flasks on board ships (INF Code)"
Presented by: Mr Malcom Miller - BNFL
- 12:10 "The Implementation of the International Convention on Liability and Compensation for damage in connection with the Carriage of Noxious Substances (HNS) by sea with special reference to the manner in which it was implemented in Korea as a possible model"
Presented by: Mr. Jonghae Choi - Chairman of the sub-committee.

- 13:30 "The European RID/ADR system as a model for global regulation for the transportation of dangerous goods by road and rail"
Presented by: Mr. Hajo Busch - Govt. Dept. for Traffic, Buildings and Home Affairs - Germany

- 14:50 "SA Legislation affecting the carriage of dangerous goods from a port to the Hinterland"

- Presented by:* Mr. Hennie van Tonder, National Department of Transport
- 15:10 "Enforcement and deficiencies with packaged dangerous goods"
Presented by: Capt Brian Hopkins - UK MCGA

- 16:00 "Implementation of IMO Conventions, Resolutions and Codes in the Southern Africa Development Community (SADC) Countries"
Presented by: Mr J P Muindi IMO Regional Coordinator, Kenya

- 16:30 "The Effect of the International Safety Management (ISM) Code and the Introduction of STCW 95 on the safe carriage of dangerous goods"
Presented by: Captain Ian Chown - Unicorn Tankers

- 16:50 Discussion on Session 1 - led by the Session and Symposium Chairperson
- 17:00 Closure of day 1

Day 2: Tuesday 4 September 2001**Session2:**PACKAGING AND BULK CARRIAGE OF
DANGEROUS GOODS (SOLIDS, GASSES
AND LIQUIDS)**Chairperson: Mr Mike Julian**
Chairperson of MEPC

- 8:30 "The handling of liquefied gases in bulk from the shore and terminal aspect"

- Presented by:* Mr John Gyles, SIGGTO
- 9:00 "Handling and transport of bulk liquid chemicals"

- Presented by:* Capt. Patrick Russi
Parcel Tankers Operators

- 9:30: "Evaluation of the liquefaction potential of solid bulk cargoes"

- Presented by:* Capt. Takao Tobinobo and Prof. Ura Tamaki - NKKK

- 10:00 "A bulk terminal operator's perspective"
Presented by: Mr Richard Peckham - Bulk Terminals

- 10:30 Discussion on Session 2 - led by Session and Symposium Chairperson

Session 3ENVIRONMENT PROTECTION AND RISK
ASSESSMENT**Chairperson: Ms Lorraine Lotter**
(To be confirmed)

- 11:00 "The challenges facing IMO's Marine Environment Protection Committee (MEPC)"

Presented by: Mr Michael Julian - Chairman MEPC

- 11:30 "Status of reviews of MARPOL 73/78 Annexes I and II"

Presented by: Mr John Crayford - Senior Technical Officer, Marine Environment Protection Division, IMO

- 12:00 "Port waste reception facilities - are they necessary and adequate?" (to be confirmed)

- 13:30 "The application of IMO Codes in respect to ship safety and pollution prevention in the transportation of dangerous goods"

Presented by: Mr JJ Mcnamara - National Cargo Bureau

- 14:00 A paper on this session's topic
presented by: Dr Claus Muchna - HOYER (To be confirmed)

- 14:30 "Contingency planning for casualties at sea with specific reference to dangerous goods" (To be confirmed)

- 15:00 Discussion on Session 3 - led by the Session and Symposium Chairperson

- 15:15 Tea Break: The rest of the afternoon at leisure- Evening function to be confirmed

Day 3: Wednesday 5 September 2001**Session 4:**PORTS, TRAFFIC MANAGEMENT AND
LOGISTICS**Chairperson: Mr Hajo Busch**
Govt. Dept. For Traffic, Buildings and Home Affairs - Germany

- 8:30 "The logistical challenges of the future in dealing with dangerous goods"

Presented by: Mr Geoff Hart - Dept. of Environment, Transport and Regions - London UK

- 09:00 "Ports are there to serve ships - A responsible approach"

Presented by: Capt. Hans - Jurgen Roos - Bremen Port Authority

- 09:30 "South African Ports at the

INTERNATIONAL MARITIME INFORMATION

- Crossroads"
Portnet South Africa (To be confirmed)
- 10:00 "Ports - How to serve land-locked countries"
Presented by: Mr MM Nangola - Ministry of Works, Transport and Communication - Namibia and Capt. Mike van der Meer - Nampont - Namibia
- 11:00 "Logistics of handling dangerous goods in transit storage"
Presented by: Mr Christer Nas, Traffic Dept., Lunda Schenker - BTL AB
- 11:30 "The transportation of dangerous goods on the lakes of Southern Africa," Malawi (To be confirmed)
- 12:00 "Dealing with dangerous goods incident in a port area"
Presented by: Capt. Derrick Cooke, Port Captain - Durban, South Africa
- 12:30 Discussion on Session 4 - led by Session and Symposium Chairperson
- 14:00 Summing up of the Symposium, with conclusions and recommendations
Symposium Chairperson - Mr Tom Allen
Closure
Captain Brian Watt - CEO SAMSA

Write to:
ISTDG 14
PO Box 863 Magaliesview 2067
Fax: +27 12 342-3160
(Attention: Tomas Moore)

UNEP: World Environment Day on 5 June

THIS is to inform you that the World Environment Day theme this year is: Connect with the World Wide Web of Life. The theme reflects the need to make the connection in whatever way we can, between ourselves and all life on Earth. The World Environment Day provides an excellent opportunity to make that connection, whether through modern technology, traditional means or by joining hands with other individuals and organizations.

The main international celebrations will be held in Torino, Italy, and Havana, Cuba, which will be linked up with Hue, Vietnam, and Nairobi, Kenya. UNEP is



*World Environment Day 2001 logo
You can use this logo to promote the day and any other related activities.*

indeed honoured that these cities will be hosting this important United Nations Day.

World Environment Day, considered by many as the most important event on the environmental calendar, is celebrated every year on 5 June in more than 100 countries around the world. This observance helps to draw attention to some of the ways in which humanity is imperiling its own habitat and to emphasize the urgent need to change attitudes and behaviours.

Further and lastly, this is to inform you that we will produce World Environment Day information material, including a news release, a poster and a logo sheet, which will be distributed to all our partners. You can also visit our World Environment Day web site at www.unep.org/wed where you will find background information on the day and how it is being celebrated around the world.

Klaus Topfer
Executive Director UNEP.
Reference: WED 27 February 2001

ISU: Salvors Look to IMO to Back Responder Immunity

THE UK government is nearing completion of its review of legislation used to prosecute Milford Haven Port Authority following the Sea Empress spill in 1996, Frank Wall, Manager of Shipping Policy at the UK Department of Environment, Transport and the Regions, said March 14.

Mr Wall told over 200 delegates attending the International Salvage Union-sponsored Third International Marine Salvage Conference that they can rely on the pledge - made by UK authorities two years ago - that salvors acting "reasonably" to prevent pollution would not be prosecuted.

Former Master of the Rolls Lord Donaldson reinforced this message. He told the conference that, in the case of the UK, "you can rely on the undertaking that has been given."

Mr Wall added, however, that it looked unlikely that responder immunity provisions would be included in the new International Maritime Organization convention on bunker spill damage. This convention is expected to be adopted by IMO governments at a diplomatic conference which opened in London yesterday (March 19).

The ISU regards the delay in complet-



Frank Wall, Manager of Shipping Policy at the UK Department of Environment, Transport and the Regions, addressing the Third International Marine Salvage Conference

ing the review of the UK legislation as a negative signal to other IMO member governments. ISU President Jean Labescat reminded the conference of the essence of the problem: "The very last thing a salvage master needs while fighting to save a ship and prevent pollution is the threat - even the implied threat - of civil or criminal action if, despite doing his best, the operation has limited success."

Noting that an earlier draft of the new Bunker Spill Convention included responder immunity, ISU Immediate Past-President Hans Walenkamp told delegates at the ISU conference: "Many governments seem unwilling to listen to industry arguments. They appear unconcerned that lack of immunity in the new convention would send a negative message to other governments, who might otherwise have been prepared to develop national laws designed to encourage, rather than deter, salvors and other responders."

Early feedback on use of the new SCOPIC Special Compensation system (with remuneration based on pre-agreed tariff rates) was also reviewed during the conference.

Quentin Prebble, Lloyd's Underwriters' Association Representative on Salvage, said: "SCOPIC has been a very worthwhile development. Salvors are responding to difficult casualties with greater confidence." He also noted that there had been a 33 per cent increase in the use of Lloyd's Form since the introduction of SCOPIC in August 1999.

Quentin Prebble also had concerns about safe havens - another prominent issue at the ISU conference. He said: "This is a major concern for underwrit-

INTERNATIONAL MARITIME INFORMATION

ers. The denial of access means significant additional risk to ship and cargo. Salvors need to be supported and allowed to get on with the job."

Tim Fuller, from the Britannia Steamship Assurance Association, noted that over 30 SCOPIC cases had produced no arbitrations. He said: "It is clear to us that this potential advantage is real. There has been a saving of cost."

ISU Legal Adviser Archie Bishop told the conference that SCOPIC is meeting the objectives of those responsible for its introduction. He added that the new system was also "building a bridge between traditional salvage and wreck removal."

Giving an account of the practical application of SCOPIC, Smit Pentow Marine's David Main presented an outline of the Treasure operation off the South African coast. He said that SCOPIC'S use had led to rapid finalisation of the contract, good financial discipline and benefits from direct reporting - all factors that allowed the salvor to focus on the operational issues. Shipowner's Casualty Representative Nick Haslam, in describing the attempt to save the World Discoverer, in the Solomon Islands, added that the SCOPIC Clause had proved to be an "eminently workable tool."

In closing the conference, ISU President Jean Labescat called on industry organizations to build on the cooperation and trust that developed during the drafting of SCOPIC and direct that energy at problems now causing concern, including responder immunity and safe havens.

(March 20, 2001)

CONTACT: Jean Labescat, President, ISU - (France +33) 155 491 600
Michael Lacey, Special Adviser, ISU (UK) :44) (0) 20 7645 9000
TRS Public Relations - (UK +44) (0) 1304 813366

ISU: Pollution Prevention Survey Underlines Concern over Bunkers

DURING 2000, member salvors of the International Salvage Union (ISU) responded to over 300 marine casualties where there was a possibility of a pollution event arising. There was a significant increase in both the number of services provided and the total volume of potential pollutants recovered.



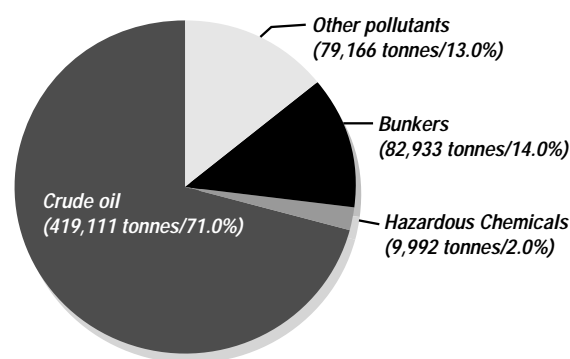
The 35,000 dwt OBO Bovec went aground near Prince Rupert, British Columbia, in March 2000. The vessel was in ballast. ISU salvors removed fuel oil prior to a successful refloating.

Over the course of last year, ISU salvors responded to 310 casualties with a potential for causing environmental damage, as against 232 in 1999 (an increase of one-third). The aggregate

figure of cargoes and bunkers salvaged rose by just over 36 per cent, from 434,100 tonnes to 591,202 tonnes.

Commenting on the outcome of the latest ISU Annual Pollution Prevention

ISU: Recovery of Pollutants by Marine Salvors - 2000



Exxon Valdez spill: 37,000 tonnes

Sea Empress spill: 70,000 tonnes

Braer spill: 85,000 tonnes

310 salvage operations
Pollutants recovered: 591,202 tonnes

INTERNATIONAL MARITIME INFORMATION

Survey, President Jean Labescat says: "The increase on 1999 is significant, but the total of pollutants recovered is only half that of 1998, when a total recovery of 1.18 million tonnes was recorded.

"As in the case of last year, the recovery is much lower than the levels in the 1994-98 period, primarily due to the absence of laden VLCC salvage operations. Other trends include a sharp drop in the amount of chemicals involved in salvage operations and a growing focus on the removal of marine fuels as the first step in casualty salvage. This is reflected in an increase of nearly 28 per cent in the volume of bunkers recovered last year."

In 2000, ISU salvors responsible for the 310 salvage assistances reported in the survey recovered the following:

- 71% crude oil419,111 tons (295,116 tons in 1999)
- 2% chemicals9,992 tons (55,665 tons)
- 13% otherpollutants (e.g. slops, dirty ballast and non-hydrocarbons) 79,166 tons (18,435 tons)
- 14% bunkers.....82,933 tonnes (64,885 tonnes)

The amount of crude oil recovered was equivalent to around six spills of Sea Empress size. While there was a major reduction in the tonnage of chemicals involved in casualties, this was matched by an equally steep increase in the tonnage of other potential pollutants (such as slops and dirty ballast).

In the seven years to end-2000, ISU salvors recovered 8,906,052 tonnes of potential pollutants. This figure consists of 7,671,149 tonnes of crude oil, 494,385 tonnes of chemicals, 436,787 tonnes of bunkers and 303,731 tonnes of other pollutants (recorded as a distinct category for the first time in 1997).

During 2000, 15 salvage services concerned tankers (20 in 1999). The largest tanker involved was laden with 140,000 tonnes of crude oil. There was a substantial fall in the number of casualties requiring ship-to-ship transfer services - six, as against 20 during 1999.

Jean Labescat adds: "Lloyd's Form retained its preferred status during 2000, when nearly one-third of all services covered by the survey were rendered under this contract - the most regularly utilized salvage agreement."

CONTACT: Jean Labescat, President, ISU - (France +33) 155 491 620
Michael Lacey, Special Adviser, ISU - (UK+44)(0)20 7645 9000
TRS Public Relations - (UK+44)(0)1304 813366

Seatrade Academy/Cambridge Academy of Transport: ANATOMY & SHIPPING - Autumn Programme

2-14 Spt. 2001

BEING an expert in one field is no longer enough - an awareness of the whole business is essential. Environmental issues impact economics. Political shifts open up threats and opportunities. Changes in law, finance, marketing, energy and technology all create fresh challenges. For those needing the big picture, changing roles or entering the shipping industry, the Anatomy of Shipping intensive two-week course provides the answer.

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E-mail: events@seatrade-global.com

Website: www.anatomyofshipping.com

TOC2001: The 20th Terminal Operations Conference in Lisbon, Portugal - June 19-21

DAY ONE TUESDAY 19 JUNE

09:30-13:00

PLENARY SESSION 1

SHIPPING AND PORTS - GLOBAL AND REGIONAL TRENDS

World trade growth projections imply a dynamic future market for port and terminal operators. But the industry and its customers are also living through a time of uncertainty. Internal market consolidation and restructuring continue unabated. Opinions are divided over the future of the transshipment concept versus direct calls. Both carriers and ports are seeking to reposition themselves within today's IT-driven integrated logistics chains.

Setting the scene for the entire conference, the plenary session will analyse the key strategic drivers for the terminal industry and its customers - and debate the practical implications for larger and smaller players alike.

CHAIR WOUTER DEN DULK, Former President, Europe Combined Terminals B.V., Supervisory Board Member, Rail Infrastructure Beheer B.V., Netherlands

14:00-17:30

PLENARY SESSION 2

THE TERMINAL OF THE FUTURE

What will the terminal of the future look like? What will be the optimal designs for

tomorrow's vessel sizes, throughput volumes, peak capacity and service level demands? Will established berth and yard layouts be superseded, or can they be adapted?

Including case studies from some of the newest facilities in the world, this session will take a fresh look at the demands facing tomorrow's terminals and assess the options for meeting the challenge.

CHAIR C DAVIS RUDOLF III, Director, Engineering & Maintenance, Virginia International Terminals, USA

DAY TWO WEDNESDAY 20 JUNE

TRACK 1

PORT MANAGEMENT

09:30-13:00

SESSION 1

ENVIRONMENTAL AND COMPETITION POLICY

Growing public concern over the perceived environmental impact of port and terminal development, including degradation of wetland habitats, means that permission for new projects and expansion of existing facilities can no longer be taken for granted. Yet there is absolute need for additional capacity over the coming years. How can these two issues be reconciled?

With the environment emerging as a key driver of port development policy, the first part of this session will examine how port authorities and terminal companies should plan their response.

CHAIR ASAF ASHAR, group manager, port & intermodal systems, National Ports & Waterways Institute, USA

14:30-17:30

SESSION 2

PORT AND TERMINAL INVESTMENT

Future port and terminal development requires billions of dollars in investment capital. But what is the underlying reality of port investment over the past 15 years? How should developers and investors understand the real value of a container terminal lease? What tools exist to make valuation easier?

Including analysis of investment opportunities in a major emerging market, this session will provide both investors and developers with new tools and information to support their decision-making.

CHAIR NOLAN GIMPEL, Vice President & General Manager, International, Stevedoring Services of America, USA

DAY TWO WEDNESDAY 20 JUNE

TRACK 2

TERMINAL MANAGEMENT AND OPERATIONS

09:30-13:00

INTERNATIONAL MARITIME INFORMATION

SESSION 1

TERMINAL PRODUCTIVITY, HANDLING AND AUTOMATION

As container terminals get bigger and bigger, effective asset utilization becomes ever more critical. But how should terminals measure their performance against their competitors? Will enhanced productivity come from equipment scale or from adopting new technologies? And is it necessary for each terminal to sustain its own technical services function, or can this be outsourced to a third party?

This session will review the newest tools and technology for measuring and achieving maximum productivity in the terminal and re-assess some assumptions.

CHAIR JAMIE FRATER, Director, Operations, P&O Ports, UK

14:30 -17:30

SESSION 2

EQUIPMENT AND SYSTEMS FOR SMALLER AND MEDIUM SIZED TERMINALS

Smaller and medium-sized terminals face specific issues in meeting today's requirements for cargo handling and information systems. What is the cost-benefit of becoming involved in equipment design? What role can automation play? Are current terminal systems suitable for low throughput and/or combination cargo? And how should smaller facilities plan and execute the crucial task of equipment maintenance?

This session will provide highly practical information for the smaller and medium sized player, with case study experience from facilities in North America, Europe and New Zealand.

CHAIR RICHARD CLARKE, Port Planning Manager, Posford Duvivier, UK

DAY THREE THURSDAY 21 JUNE

TRACK 1

PORT MANAGEMENT

09:30-13:00

SESSION 3

HUMAN RESOURCES

Notwithstanding the growing role of automation and information technology, ports and terminals need people to function. How can management engage and motivate the workforce to deliver the required performance levels - especially during privatization or take-overs?

What skills will tomorrow's port workers need? What are the options for implementing effective training programmes? And what are the elements of a successful recruitment strategy, both in mature and emerging markets?

This session will offer strategic and tactical insights into the recruitment and training of port and terminal personnel, including

new methods for the advanced education of senior managers.

CHAIR C. BERT KRUK, Director, Mainport Holding Rotterdam Consultancy (MHR Con), Rotterdam Municipal Port Management, The Netherlands

09:30-13:00

TRACK 2

TERMINAL MANAGEMENT AND OPERATIONS

SESSION 3

E-BUSINESS IN PORTS AND TERMINALS

E-business promises dramatic improvements in the speed, accuracy and availability of the huge amounts of data and documentation that shipping and ports need to function. But what does it take to move from e-theory to e-practice? Moving, managing and sharing information more effectively through the terminal, the port community and with suppliers, partners and customers is the goal.

With contributions from ocean carriers, port communities and technology providers, this session will look at how to harness the power of e-commerce in the real world.

CHAIR JAN HOFFMANN, International Trade, Finance and Transport Division, Economic Commission for Latin America and the Caribbean (ECLAC), Chile

Write to:

Telephone: +44 20 7553 1439

Telephone us between 09:00 and 17:30 (UK time)

Fax: +44 20 7553 1820 (Fax back this completed Registration form)

E-mail: michelle.fisk@informa.com

SMIT International: Smit Tak Refloats Grounded Gas Carrier Off the UK Coast

DURING February, Smit Tak, in association with Klyne Tugs, successfully refloated the Kilgas Centurion, the gas carrier that ran hard aground on the UK east coast, near Great Yarmouth. The salvage was performed under a Lloyd's Open Form contract.

The 1,872 dwt Kilgas Centurion was en route from Teesport to the Thames when she grounded in dense fog on December 15. The 1983-built vessel was carrying 1,026 tons of propane, 155 tons of bunkers and 45 tons of gas oil when the incident occurred. Although she suffered no significant damage during the grounding, she took on a list to port.

Klyne Tugs immediately sent the tugs

Lady Hammond and Anglian Duke to assist. Meanwhile, Smit Tak mobilized a salvage team from Rotterdam. The tugs connected to the vessel's bow and pulled the Kilgas Centurion free.

Smit salvage teams have also been active in the Far East. In January, Smit Singapore provided emergency pollution prevention services after the bulk carrier Amorgos grounded on rocks off the coast of southern Taiwan.

The 35,238 gt vessel was traveling from Singapore to Nantong, in China, when she suffered engine failure during a Force 8 gale. The 1984-built vessel, carrying 62,800 tons of iron ore, 1,500 tons of bunkers and 55 tons of diesel oil, drifted and ran aground in a wildlife preservation area. She then broke into two sections with only the accommodation deck visible.

Smit Singapore, working under a LOF contract, immediately mobilized the 100 tons bollard pull salvage tug Smit Lumut and a salvage team from Singapore. Initial inspection revealed extensive damage. The vessel had broken her back at No. 6 hold, suffered damage to the port side and breached the cargo area.

During the cargo recovery operation, the weather failed to abate. The strong winds and currents made the pollution defence task extremely difficult. Over 230 tons of pollutants, however, were recovered from the Amorgos and transferred to storage tanks on board the Smit Lumut.

India International

Maritime Expo™ 2001

10-13 Oct. 2001, Bombay Exhibition Center, Mumbai - INDIA

Provisional Conference Programme

11 Oct 2001 (Thursday)

1100-1300 Panel Discussion: Making Indian Ports More Productive

Sub-topics

- Performance, issues and perspectives in Indian Ports
- Importance & Role of Labour
- How to improve productivity and efficiency in Indian Ports
- Port development experiences
- Modernisation of Indian Ports

Followed by discussion

1415-15:45 Emerging technology in port development and scenario of Indian Ports

1600-1700 Case study on port development

INTERNATIONAL MARITIME INFORMATION

12th October 2001 (Friday)

1000-1230 Panel Discussion: Main Topic:
Logistics for more efficient ship-
ping

Sub-topics

- Strategy, policy and perspective in Indian Shipping
- Strategy for efficient shipping
- Liner shipping in India
- Container shipping - Financing strategy for shipping

1415-1700 Regulations governing shipping and human resource management in shipping

13th October 2001 (Saturday)

1000-1100 Protecting & preserving marine environment

1115-1215 Better dredging technologies to improve port accessibility

1215-1330 - Concluding Session

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New Publications**ICSW: Ports of the Seven Seas**

THE International Directory of Port Welfare Services with 200 plus pages containing up to 92 data entries for each of 500 ports worldwide, this is a reference document for all those involved in providing services to seafarers - from welfare centers to ship owners, unions to port authorities, airlines to embassies. Designed to help seafarers 'navigate' foreign ports, the Directory provides a wide range of useful information including details of seafarers' centers and services, health and medical facilities, transport, communications, shore leave, local regulations and places of interest. The first edition limited to 7000 copies.

Write to:

International Committee on Seafarers'

Welfare

11 Lancaster Mews London W2 3QE United

Kingdom

Tel: +44 20 7 402 1554

Fax: +44 20 7 402 1522

E-mail: icsw@icsw.org.uk

Website: seafarerswelfare.org

informa:**Advance Information****• Lloyd's Maritime Directory 2001**

LLOYD's Maritime Directory is a two-volume reference work covering the whole of the shipping industry. Volume One is a list of more than 12,000 shipowners and their vessels (over 56,000 commercial vessels, excluding fishing). Each entry contains the contact details of the company and any companies that they act as agents for. The vessels they own are listed, along with information pertaining to them, including: name, ex name, registered owner, nominal owner, propulsion, speed, draught, gross and net tonnage, year of build, flag, call sign, breadth, depth, deadweight and the management company if applicable. Volume Two is a list of key companies in shipping's satellite and support industries. Volume One also includes 'The Year in Shipping' - a unique overview of major events, which have happened over the past year and have featured in Lloyd's List. The 2001 edition of Lloyd's Maritime Directory has been fully revised and updated, and new for this edition, is a new maritime training section.

price: £275/US\$470/HK\$3666

• Understanding the Freight Business

THE movement of cargo between the UK and overseas markets - and the administration surrounding it - can be complex. Each transport mode has its own ground rules and a mystique that can appear daunting to any newcomer. The fifth edition of Understanding the Freight Business helps to unravel these complexities as both a learning aid and a desktop reference. It combines such diverse topics as transport modes, insurance, customs practice, e-commerce, documentation and payment for exports as a comprehensive tool for freight forwarders, shippers, importers, exporters and transport operators.

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OCS: The Middle East & Indian Subcontinent Containerport Market to 2010

CONTAINERPORT markets in this region have seen considerable demand growth and altered trade structures in recent years.

In the Middle East, the prospect of relatively high and stable oil prices has prompted the start up of many formerly delayed projects and laid the foundation for substantial further growth in containerport demand, not least from ongoing major petrochemical export projects.

In the Indian subcontinent, privatization and deregulation have prepared the ground for the development of a number of containerport projects, and provided the bases for strong containerport demand growth. The continuing containerization of general and bulk cargoes will underpin further growth in this potentially vast market.

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WorldCargo News: Container Terminal Planning - A Theoretical Approach

A major new study by Dr Itsuro Watanabe, entitled "Container Terminal Planning - A Theoretical Approach" is now available exclusively from WorldCargo News.

This brand new 245-page study is an in-depth analysis of capacity constraints, productivity, selectivity and flexibility of different container handling systems in terminals of different types and sizes: common-user or dedicated; hub center

WORLD PORT NEWS

(transshipment and/or relay) or import/export vocation; gateway or feeder port; intermodal rail or truck distribution inland; with or without CFS, etc.

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dictive tools through development of queuing theories backed up by hundreds of detailed equations.

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Western Europe: Exports increased by \$15.3 billion (primarily electrical machinery) and imports by \$28.1 billion (primarily petroleum and petroleum products and organic chemicals).

3. EXPORTS, IMPORTS AND BALANCE OF GOODS BY SELECTED COUNTRIES AND GEOGRAPHIC AREAS

Not Seasonably Adjusted
Millions of Dollars

COUNTRY/REGION/ TRADING BLOC	January - December		
	2000	1999	Change
Exports			
NORTH AMERICA	\$290,507	\$253,509	14.6%
Canada	\$178,786	\$166,600	7.3%
Mexico	\$111,721	\$86,909	28.5%
WESTERN EUROPE	\$181,270	\$165,952	9.2%
European Union	\$164,825	\$151,814	8.6%
Eur. Free Trade Assn.	\$11,756	\$10,117	16.2%
EASTERN EUROPE	\$2,536	\$2,371	7.0%
FORMER USSR	\$3,608	\$3,511	2.8%
Russia	\$2,318	\$2,060	12.5%
PACIFIC RIM	\$203,245	\$173,774	17.0%
Australia	\$12,460	\$11,818	5.4%
China	\$16,253	\$13,111	24.0%
Japan	\$65,254	\$57,466	3.6%
NICS (1)	\$84,724	\$70,989	19.3%
SO/CENT AMERICA	\$59,257	\$55,153	7.4%
Argentina	\$4,700	\$4,950	-5.1%
Brazil	\$15,360	\$13,203	16.3%
Colombia	\$3,689	\$3,560	3.6%
Venezuela (2)	\$5,552	\$5,354	3.7%
OPEC	\$24,554	\$20,166	21.8%
Saudi Arabia	\$6,230	\$7,912	-21.3%
Imports			
NORTH AMERICA	\$365,120	\$308,432	8.4%
Canada	\$229,209	\$198,711	5.3%
Mexico	\$135,911	\$109,721	23.9%
WESTERN EUROPE	\$241,031	\$212,969	3.2%
European Union	\$220,366	\$195,227	12.9%
Eur. Free Trade Assn.	\$16,438	\$14,162	16.1%
EASTERN EUROPE	\$5,779	\$4,282	35.0%
FORMER USSR	\$10,448	\$7,539	38.6%
Russia	\$7,796	\$5,921	31.7%
PACIFIC RIM	\$418,187	\$359,743	16.2%
Australia	\$6,439	\$5,280	22.0%
China	\$100,063	\$81,788	22.3%
Japan	\$146,577	\$130,864	2.0%
NICS (1)	\$111,453	\$95,102	17.2%
SO/CENT AMERICA	\$73,301	\$58,465	25.4%
Argentina	\$3,102	\$2,598	19.4%
Brazil	\$13,855	\$11,314	22.5%
Colombia	\$6,969	\$6,259	11.3%
Venezuela (2)	\$18,648	\$11,334	64.5%
OPEC	\$67,028	\$41,977	59.7%
Saudi Arabia	\$14,219	\$8,254	72.3%

(1) NICS = Newly Industrialized Countries - Hong Kong, Singapore, Taiwan, South Korea.

(2) (2) Venezuela also included with OPEC

Source: U.S. Bureau of the Census, www.census.gov/foreign-trade

(AAPA ADVISORY)

The Americas

AAPA: US international trade in goods and services in 2000

DESPITE four consecutive months of gradual improvement, the United States ended the year 2000 with a record international trade deficit of \$369.7 billion., up from \$265.0 billion in 1999, according to data reported by the U.S. Bureau of Census.

1. U.S. International Trade in Goods and Services Seasonally Adjusted (millions of dollars)

	2000		January - December		
	Dec.	Nov. (Rev)	2000	1999	Change
Exports					
Goods	\$64,925	\$65,848	\$773,304	\$684,358	13.0%
Services	\$24,895	\$24,709	\$295,093	\$271,884	8.5%
Total	\$89,820	\$90,557	\$1,068,397	\$956,242	11.7%
Imports					
Goods	\$104,101	\$104,973	\$1,222,772	\$1,029,917	18.7%
Services	\$18,713	\$18,711	\$215,314	\$191,296	12.6%
Total	\$122,814	\$123,684	\$1,438,086	\$1,221,213	17.8%
Balance					
Goods	(\$39,176)	(\$39,125)	(\$449,468)	(\$345,559)	30.1%
Services	\$6,182	\$5,998	\$79,779	\$80,588	-1.0%
Total	(\$32,994)	(\$33,127)	(\$369,689)	(\$264,971)	39.5%

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

With respect to U.S. goods trade in 2000, the largest increases in exports were in capital goods (primarily semiconductors and computer accessories); industrial supplies and materials; and consumer goods.

Top gainers among imported goods were industrial supplies and materials (primarily crude petroleum); capital goods; and consumer goods.

China: In 2000, U.S. goods exports to China increased by \$3.1 billion (primarily oil seeds and computers and comput-

2.U.S. EXPORTS AND IMPORTS OF GOODS BY PRINCIPAL END-USE CATEGORY Seasonally Adjusted (millions of dollars)

GOODS CATEGORY	January - December		
	2000	1999	Change
Exports			
Foods, Feeds, Beverages	\$47,825	\$45,532	5.0%
Industrial Supplies (1)	\$172,190	\$147,000	17.1%
Capital Goods	\$356,822	\$311,406	14.6%
Automotive Vehicles	\$80,003	\$75,756	5.6%
Consumer Goods	\$89,167	\$80,768	10.4%
Other Goods	\$36,422	\$35,336	3.1%
Imports			
Foods, Feeds, Beverages	\$45,981	\$43,579	5.5%
Industrial Supplies (1)	\$298,088	\$222,024	34.3%
Capital Goods	\$352,234	\$297,112	18.6%
Automotive Vehicles	\$196,266	\$179,393	9.4%
Consumer Goods	\$275,729	\$239,466	15.1%
Other Goods	\$48,444	\$43,046	12.5%

(1) Includes petroleum

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

er products) while its imports from China increased by \$18.3 billion (primarily computers and computer products; telecommunications equipment; and toys, games, and sporting goods).

Japan: Exports increased by \$7.8 billion (primarily electrical machinery and computers and computer products), while imports increased \$15.7 billion (primarily automobiles and automobile parts and electrical machinery).

WORLD PORT NEWS

Canaveral: Port's economic impact study reveals its track records and influence

PORT Canaveral pumps about \$464 million a year into Brevard County's economy, according to an economic impact study released last week by the Canaveral Port Authority.

The study also found Port Canaveral's influence reaches beyond Brevard County, with a yearly economic impact of \$808 million in the 11-county Central Florida region, nearly \$1.6 billion statewide and an estimated \$2 billion nationwide.

The study measured economic effects during the port's fiscal year from October 1, 1998, to September 30, 1999.

In Brevard County the Port accounted for more than 15,000 jobs paying about \$304 million a year.

The study also confirmed the cruise industry is Port Canaveral's largest business, with \$276 million a year in direct impact on Central Florida's economy.

The Port Authority plans to use the findings as a marketing tool to attract additional business, garner support for port projects and activities, and to help port officials make decisions in allocating funds, among other uses.

Port Canaveral's last economic impact study found that in fiscal 1993, the Port pumped \$387 million into the local economy. Compared with the latest study, that means the port's economic impact grew by 19.9% from 1993 to 1999, or more than 3% a year.

(AAPA ADVISORY)

Jamaica: Seeking for KCT management contractor, skilled terminal operator

THE Port Authority of Jamaica (PAJ) wishes to enter into a management contract in respect of its Kingston Container Terminal (KCT), effective 1 August 2001.

Established in 1972 by The Port Authority Act, with responsibility for the development and regulation of Jamaica's port and shipping industry, PAJ owns a major transshipment terminal located in the Kingston Harbor, the seventh largest natural harbor in the world just 32 miles off the major East-West trade route to and from the Panama Canal. KCT handled 644,075 TEUs in 2000, with 839,995 TEUs estimated for 2001. Since 1982, KCT has been operated by a private sec-

tor company under a management contract.

PAJ requires an operator with world-class expertise and technology who serves international customers. The operator will be expected to make substantial performance improvements and appropriate incentives will be an essential element of the compensation.

This management arrangement is envisaged as the first step in a process to privatize the facilities under a long-term tenure arrangement for an own-account operator on a competitive tender basis. The manager selected may also bid for such tenure with no superior right over other bidders.

The manager will manage and operate all aspects of KCT under a management contract, for a period of 5 years or such shorter period as may be negotiated. Negotiations must be finalized by 31 July 2001 and the new management must be in place by 1 August 2001.

Interested parties are invited to submit statements of qualifications including the following information:

- Description of operator's business activities;
- Experience/track record in international

port operations;

- Details of port-related interests in the Caribbean and Latin American regions.
- Latest annual report/financial statements or details of financial strength;
- Description of operator's network of affiliates;
- Details of ownership structure;
- Operational statistics for the past 5 years including measures of production, productivity, utilization and service;`
- Reasons for interest in the venture.

Following a review of the expressions of interest, a short list of pre-qualified candidates will be prepared to whom additional information will be provided to enable them to bid to provide management services.

Written expressions of interest should be submitted no later than April 10, 2001, to Pricewaterhouse Cooper, 5th Floor Scotiacentre, Duke Street, Kingston, Jamaica, W.I. Tel: (876) 922-6230. Fax: (876) 922-7581.

For further information about The Port Authority of Jamaica, please visit the website www.seaportsofjamacia.com.

Long Beach: LB Port plans mega terminals

THE Port of Long Beach ended the first year of the new millennium with record breaking cargo volumes and a multi-billion dollar commitment toward capital improvements that will take the Southern California seaport into the new century.

With an eye on meeting the needs of a booming cargo-handling business, the Port of Long Beach is moving into high gear with a \$1.9 billion plan to build five

mega terminals of more than 300 acres each.

The port's ambitious expansion plan calls for the reconfiguration of most of its existing facilities and the construction of as many as three new large terminals over the next 10 to 15 years. The port is consolidating seven of its eight existing container terminals into four large terminals of more than 300-acres.

The massive scale of the mega termi-



WORLD PORT NEWS

nals mirrors skyrocketing growth in Pacific Rim trade and represents the port's plans to keep pace with growing international trade.

Long Beach ended 2000 with a new calendar-year record, handling the equivalent of 4,600,787 twenty-foot-long container units in 2000, a 4.4 percent increase over 1999.

Led by steady import gains and rebounding exports, the port surpassed last year's record 4,408,480 twenty-foot equivalent units (TEUs).

In calendar 2000, the number of imported cargo containers grew by 6 percent to nearly 2.5 million TEUs. The number of exported containers climbed by 5.6 percent to more than 1 million TEUs - the highest level since 1997 when Asia's economic crisis began.

One of the mega terminals, a 375-acre cargo facility currently under construction on Terminal Island, recently was leased to Hanjin Shipping Co. of South Korea. The 23-year-old company signed a 25-year, \$1 billion lease for the new "Pier T" terminal. The company's new home is the size of 280 football fields, or more than twice as big as Hanjin's existing 170-acre facility located at the port.

"This lease underscores Hanjin's remarkable success during the past decade and its high expectations for the future," said Port Executive Director Richard D. Steinke.

Construction of Hanjin's new terminal has been underway since 1998, when the U.S. Navy transferred use of the complex to the port. The port has already cleared structures from more than 200 acres. Demolition for the final 175 acres is underway. Underground utilities, light poles and half-depth paving have been completed for 200 acres.

The first 2,400 feet of the concrete wharf is completed and construction of another 1,300 feet is underway. A contract for the final 1,300 feet of wharf will be awarded this summer.

The terminal will include 5,000 lineal feet of wharf, at least 50-foot water depths, a 30-lane truck gate complex, electrical plugs for 1,200 refrigerated containers and 12 to 16 "post-Panamax" sized cranes capable of unloading ships too wide for the 106-foot Panama Canal.

Hanjin plans to begin moving to its new facility in 2002. Construction of the entire terminal should be completed during 2003.

The Hanjin facility, as well as the other mega terminals, will have dockside rail yards that will link to the Alameda Corridor, a \$2.4 billion rail connection between the waterfront and intercontinental rail yards near East Los Angeles.

Currently under construction, the 20-mile-long corridor will consolidate rail traffic onto parallel-dedicated tracks separated from street traffic by overpasses. The corridor is scheduled for completion in the spring of 2002.

The mega-terminal expansion projects also are a major economic boost for the region, employing thousands of temporary construction workers and engineers. The projects are funded by a combination of port revenues and bonds. The bonds will be paid off through the leases paid for by the terminal tenants.

Founded in 1911, the Port of Long Beach encompasses 7,600 acres of wharves, cargo terminals, roadways, rail yards, harbors and shipping channels. All forms of cargo, including petroleum, lumber, steel, newsprint, cooking oils,

cement and products shipped in cargo containers, move through the port. The port operates as a department of the City of Long Beach and is governed by a citizens' Board of Harbor Commissioners.

- Port of long Beach.jpg --- Port of Long Beach, Pier J Pier G & Pier F in Foreground, West Basin and Pier T Under Construction in Upper Left
- Pier T Wharf Construction.jpg --- Dredging and Excavation for New Wharf Construction
- Hanjin.bridge.jpg - A Hanjin Shipping Co. container vessel sails under the George Desmond Bridge at the Port of Long Beach.
- Hyundai.skyline.jpg. - A setting sun casts a golden glow on the Long Beach skyline as Hyundai container vessel sails into the Port of Long Beach.

Prince Rupert: Seeing sulfur terminal, cargo decreases, steel pipe imports and cruise traffic growth

Construction commences on sulphur terminal

CONSTRUCTION of the first phase of Sulphur Corporation of Canada's sulphur terminal commenced last month on Ridely Island. Construction is expected to be completed in the fall with first shipments planned for the fourth quarter of 2001. The new facilities will service the storage and logistical needs of many sulphur producers in western Canada exporting sulphur worldwide.

Tonnage volumes continue to slide in 2000

TOTAL tonnage handled through the Port of Prince Rupert continued to slow in 2000 with 7.7 million tons compared to 9 million tons in 1999 - a 14% decrease. The decline is attributed to the continued decline in the Port's commodity-based volumes such as coal at Ridley Terminal which fell by 36% to 3.9 million tons due to the closing of the Quintette coal mine in northeastern British Columbia. Grain volumes through Prince Rupert Grain Ltd. continue to be lower than historic levels. Forest roduct volumes were mixed with a 40% decrease in woodpulp volume at Fairview Terminal but increased by 39% through the Skeena Cellulose facility in Port Edward and a 10% increase in lumber volumes. Specialty Agricultural Products

tonnage improved but continue to be lower than historical levels.

Steel shipper tests Fairview Terminal

THE Port of Prince Rupert accommodated the first-ever shipment of import steel pipe through Fairview Terminal this month. The 8,000 tons of steel pipe was unloaded from the ocean carrier Perla II, sorted on the dock, and is being loaded aboard rail cars destined for Alberta. The shipment was successfully managed by the Terminal Operator, Canadian Stevedoring/BCR Marine and demonstrated the abilities of the highly skilled work force in Prince Rupert and the versatility of Fairview Terminal, the Prince Rupert Port Authority's forest product and general cargoes facility.

Cruise traffic looks strong for 2001 season

TRAFFIC at the Prince Rupert Port Authority's small ship cruise facility Atlin Terminal is expected to double this season. The 2001 cruise schedule will see over 25 calls by a variety of small cruise ships including the 114 passenger Spirit of Oceanus, the 124 passenger Odyssey, the 160 passenger World Discoverer, and the Safari Spirit. The Port Authority is forecasting over 2,000 cruise passengers at the Atlin Terminal in 2001.

(54 North)

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ST. Lawrence: Canadian & US agencies using Web and GPS for safer transport on Seaway and Great Lakes

THE Seaway agencies of Canada and the United States are using the Web and Global Positioning system (GPS) technologies to increase marine transportation safety on the Seaway and Great Lakes and to create efficiencies both in vessel transit operations and administration.

The site, located at www.greatlakes-seaway.com, provides comprehensive environmental data, including water levels and find speeds; shipping and navigation information; rules, regulations and official forms; and links to every organization, port and government agencies involved with the Great Lakes Seaway System.

This site is being developed in three stages. Stage 1, with helpful information, active links and a search engine, is available now. Stage 2, with dynamic information, will be launched in May. Stage 3, a fully interactive site with cargo matching, cost calculator, and full e-business capacity, will be ready in September.

By September, shipping companies will be able to transact almost all their business with the Seaway on-line, from finding cargo to fill empty vessels on their return voyages, obtaining necessary clearance to enter the Seaway, and paying their bills to scheduling passage through the locks.

Beginning in July, the Seaway's Traffic Management System (TMS) will incorporate satellite technology in a new Automatic Vessel Identification System (AIS). AIS is based on a transponder and computer screen combination that will soon be carried by every commercial vessel passing through the Seaway.

Using GPS technology, any vessel carrying the AIS transponder will transmit its exact location both the Seaway's Traffic Control Centers and to other ships on the waterway. As a vessel passes through the locks and channels, its location will be instantly plotted on a "virtual Seaway" both at the Traffic Control Centers and aboard ship. The computer screen will show exactly where the vessel is, its speed and estimated time of arrival at the next lock.

The Seaway's TMS adds such information as local wind speed and direction, water depth, ice conditions, the direction of the vessel's next change of course, and safety-related messages as dictated by circumstances. The agencies claim that "potential savings for

ship owners amount to US\$300,000 annually."

AIS is being field tested this year and will become mandatory for all commercial vessels in 2002. It will enable 24-hour navigation for all vessels in all weather conditions, including poor visibility and ice cover, through the navigation season.

Vancouver: Gordon Houston appointed President & CEO to succeed Norman Stark

GORDON Houston succeeds Norman Stark as the Port Authority's President and Chief Executive Officer, effective March 1.

Capt. Houston has been with the Port Authority and its predecessor, the Vancouver Port Corporation since 1991, first as Deputy Harbour Master, then Harbour Master and finally Vice-



President of Operations in 1996.

A native of Scotland, he holds a Master Mariner Certificate from Edinburgh University and a Diploma in

Nautical Sciences from Liverpool University. He came to Port Vancouver from the former Prince Rupert Port Corporation (BC) where he served as Harbour Master.

He is currently a Director of the Chamber of Shipping of British Columbia, chairman of the Western Marine Community, chair of the Industry Awareness Committee of the Pacific Marine Training Campus and Senior Partner for the Burrard Inlet Environmental Action Program Management Team.

Africa/Europe

ABP: Grimsby & Immingham hits 50 million tonnes

ASSOCIATED British Ports' (ABP) Port of Grimsby & Immingham has achieved a record-breaking result for the fifteenth year running, with annual throughput in 2000 exceeding 50 million tons for the first time.

The port's performance continues to go from strength to strength, boosted by growth across a number of key trades. Roll-on/roll-off traffic increased by 11 per cent, and 424,000 trade vehicles were handled - the highest number ever to pass through the port. Dry bulk traffic also saw good growth, driven by a strong performance at Immingham Bulk Park where throughput grew by 33 per cent to 266,000 tons. Cargoes of liquid bulks reached new heights, with Immingham Oil Terminal handling the record level of 22.5 million tons.

Grimsby & Immingham benefited from a number of important developments during 2000. Humber International Terminal (HIT) at Immingham became operational in June, and was officially



inaugurated by Her Royal Highness The Princess Royal in October. This major new facility, which offers the only deep-water multi-purpose terminal between the Thames and the Tees, performed ahead of expectations, handling one million tons of cargo during its first six months of operation.

In addition to a five-year agreement with Enron Coal Services to import coal for use in power stations located in the Aire and Trent valley, other new customers using HIT's new facilities include Edison Mission Energy and TXU.

At Grimsby, an investment in new facilities providing additional capacity for one of the port's major vehicle customers, Volkswagen Group UK Ltd, was completed. The 31-acre expansion to Volkswagen Group UK's Northern Distribution Centre incorporates a spe-

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cially-constructed underpass which allows car imports to be transported through to the extended storage area without having to cross a major highway. Grimsby's vehicle trade received a further boost during 2000 with the start of export shipments of - Land Rover 4x4s and Rover cars, the latter being the first vehicle exports to be delivered to the port by rail on a regular basis.

Commenting on Grimsby & Immingham's record-breaking year, Dennis Dunn, Port Director, said:

"To have exceeded the 50 million-tonne milestone is a tremendous achievement, of which the port and its community are justly proud. Of equal importance is the sustained growth of the port, and the fact that throughput has consistently increased for fifteen successive years underlines the Grimsby & Immingham's world-class facilities, combined with its central location, are a winning combination. Of course, there is no room for complacency, and we shall continue to work in close partnership with our customers to develop further the potential that we have here."

22 February 2001

ABP: Southampton's success story sets the standard

ASSOCIATED British Port's (ABP) Port of Southampton posted an impressive performance in 2000 with the amount of cargo handled increasing by over 11 per cent compared with the previous year.

Many of Southampton's trades experienced strong growth in 2000, producing dramatic increases in the number of cruise calls and volumes of containers, fresh produce and bulk cargos handled.

Southampton's cruise business has boomed, reinforcing the port's position as the UK's premier cruise port. The number of cruise passengers who trav-

eled via Southampton in 2000 grew by over 35 per cent, with over 330,000 cruise passengers passing through the port. There were 148 cruise calls (1999: 107 cruise calls) made at Southampton. Agreement was reached with P&O Cruises for a new passenger terminal to be built at the port, which will make the Port of Southampton P&O Cruises' principal UK cruise port for the next ten years. New services which started operating from the port in 2000 include those of Airtours and Fred Olsen Lines. Cunard Lines also announced that Southampton will be the home base of its new flagship liner Queen Mary 2 when she is delivered in 2003.

Banana imports contributed to an overall growth of 26 per cent in fresh produce volumes handled, with around 20 per cent of the UK's fresh produce being imported via dedicated facilities in the port's Western Docks. Southampton's position as one of the UK's leading fresh produce-handling ports was reinforced when the exclusive contract with the Federation of Canary Island Producers was renewed and extended. Some 120,000 tons of palletized fresh produce is handled by Southampton for the Federation each year.

In 2000, over 535,000 cars were handled at Southampton, the UK's leading vehicle handling port. It was recently announced that under a new ten-year agreement with Wallenius Wilhelmsen Line (WWL) - Europe's largest vehicle-shipping and land-logistics carrier - Southampton will be the site of the UK's first port-located multi-deck car terminal. ABP will be investing over £3 million in the construction of a five-level terminal at the port's Eastern Docks for WWL which will provide the equivalent of almost five hectares of car storage, with accommodation for up to 3,120 cars. The new facility becomes operational by the end of the year.

Southampton Container Terminals' (SCT) throughput for the year was 1,063,525 TEU, representing a 15.3 per cent increase on the 1999 figure; for the first time in SCT's history, the one million TEU mark had been surpassed. The increase in throughput resulted from organic growth and new services won during the year which have included the new World Alliance's China Express service; Grand Alliance's transatlantic services, and the South American service of Hamburg Sud, Alianca, CMA CGM. To meet the increasing volumes being handled, SCT has invested in straddle carriers and super post-Panamax cranes, and developed additional land to increase yard and general-stacking capacity.

Algeciras: Port's container terminal continues to breakthrough container productivity records

THE Port of Algeciras Bay's container terminal continues to break records. The weekend of the 17th - 18th February last, all of our production levels were broken by the two most important containerhips belonging to the Maersk Sealand Multinational, namely the Svend Maersk and Sine Maersk. They are both S-class and the largest in the Danish company's fleet. Svend Maersk handled an average 40.2 containers per hour - one of the highest rates in Europe - and productivity levels on the Sine Maersk reached 36.5 containers per hour. Together with the Greenwich Maersk (34.17 c/hr), Banjaard (32.5c/hr) and Providence (33.2 c/hr), these kinds of productivity levels are attained in very few ports in the world. All in all, the excellent work over this weekend allowed more than 90,000 containers to be handled in one weekend alone.

The excellent running of the terminal owes much of its success to the high professional standards of the workers of the Stowage & Unstowage Company of the Port of Algeciras Bay and of the workers of Masersk Sealand, as well as the organizational systems employed on the terminal by the Danish company.

This productivity record was broken over one weekend in February, a month in which the Port of Algeciras Bay returned a throughput of 157,000 TEUs (twenty-foot equivalent units) - an 18% increase over the same month last year. If we add the 13% increase seen in January 2001 over last January, it confirms the explosion of this type of traffic in the Port of Algeciras Bay since the King Juan Carlos I Quay was opened in June 2000. (March 9, 2001)

Antwerp: Maersk Sealand relaunches direct sailings from Antwerp to the Far East

THE Danish shipowner Maersk Sealand has included the Port of Antwerp in the rotation of its AE2-service between Northern Europe and the Far East. The weekly service will be operated with nine ships of a 3,680 to 6,250 TEU capacity that will be handled at the North Sea Terminal of Noord Natie on the Scheldt. The service will account for an annual traffic in the Port of Antwerp of at least 50,000 TEU.



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By including the Port of Antwerp into its sailing schedule, Maersk Sealand wants to match the strong demand from Belgian and French shippers for a direct call. In the past, the containers were routed via Rotterdam, which was more expensive and took more time for cargo to get to its destination. The call at Antwerp as a matter of fact replaces the call at Rotterdam in the rotation of the container service.

For Maersk Sealand, the introduction of the AE2-service signals a return to Antwerp. Until mid-1994, Maersk did in fact use Antwerp as a direct port of call on this route. This practice, however was discontinued because the Danish shipowner at the time wanted to introduce a call at the South Chinese Yantian in its rotation scheme via the AE2-service, direct sailings now start from Antwerp bound for Jeddah, Port Kelang, Tanjung Pelepas, Hong Kong, Busan, Kwangyang, Shanghai, Ningbo, and Xiamen. In the Mediterranean Basin, the hubs of Gioia Tauro and Damietta are served along the way.

Maersk Sealand is the world's largest container ship operator and is part of the Danish A.P. Møller Group that in Antwerp controls also the smaller shipping company Safmarine. The combination Maersk Sealand/Safmarine currently accounts for an annual traffic of a good 200,000 TEU in the Port of Antwerp, where the ships are handled by Noord Natie.

A number of vessels in the AE2 service will be the largest container ships to call at the Scheldt port on a regular basis. The former record for the largest container ship was held by the "NYK Andromeda" (6,148 TEU). With their capacity of 6,252 TEU, the "Sealand Washington" and the "Sealand Michigan" are just a tad larger. Maersk Sealand is also introducing into the AE2 service ships of its K-class with an official capacity of 6,000 TEU but that, in

practice, can actually load approximately 7,000 TEU.

Antwerp: Widening Albert Canal along entire length for unhindered passage of 2-barge push tows

THE Albert Canal, which links the ports of Antwerp and Liege, will be made navigable along its whole length for push tows of up to 9,000 tons. To that end the Flemish Minister for Public Works, Steve Stevaert, approved the carrying out of the necessary adaptation work in the Olegem - Antwerp section. The construction work carries a price tag of BEF 10 billion (€247.89 million) and will take 10 years to complete. It is important to notice that in the short term BEF 3.5 billion has been earmarked by priority for the reconstruction of five bridges, while BEF 230 million has been released for the first expropriations. The bridges' headroom will be raised to 9.10 m, making possible the passage of container barges stacked four high. The 6-m depth will accommodate fluvial-maritime traffic and coastal navigation. The widened canal will allow the unhindered passage of 2-barge push tows.

The planned widening will permit an increase in scale along the entire length of the canal. This is bound to particularly favour the traffic of push tows, which accounts for 40% of all transport on the canal and handles primarily solid fuels, ore and metal residues, minerals and building materials, fertilizers, chemical products, and containers. Ninety-five percent of the container traffic on the canal is carried out by push tows.

There is no doubt that the construction work will stimulate economic activity along the Albert Canal and have a positive impact on traffic in the ports of Antwerp and Liege.

Göteborg: Port sees growth in container and other cargo traffic in 2000 over 1999

A record 33.1 million metric tons of cargo were shipped through the Port of Göteborg in 2000, an increase of 9.1% compared to 1999. The Port's predominant cargos - oil, containers/unit loads, and automobiles - each recorded year-to-year gains.

Crude and refined oil reached 19.3 million tons, a 13% jump from 1999, reflecting "intensive refining activity at the Göteborg refineries." Oil traffic includes imports, exports, and domestic shipments.

Container traffic was up 10% to 685,000 TEUs, including flats and cassettes. General cargo at the Port of Göteborg means unitized cargo. If ro/ro units such as semi-trailers, trailers and lorries are counted, the number for 2000 comes to more than 1.1 million units.

Auto traffic, another key cargo sector for Sweden's largest port, also flourished in 2000 when a total of 309,000 vehicles were imported or exported, an increase of 11% from 1999. Exports accounted for 60% of last year's volume.

Port of Göteborg COMMERCIAL TRAFFIC

	2000	1999	Change
Cargo (Metric Tons, 000s)			
General Cargo	13,584	12,848	5.7%
Unitized	12,778	12,091	5.7%
Non Unitized	806	757	6.5%
Bulk (excl. Oil)	257	484	-46.9%
Oil	19,289	17,062	13.1%
Total Tons	33,130	30,394	9.0%
Other			
TEUs	685,000	624,000	9.8%
Ferry Passengers	2,996,000	3,809,000	-21.3%
Vessel Calls	12,095	12,526	-3.4%

Source: Port of Göteborg, www.portgot.se

Greece: Using Pennine's marine-vibropiling Aquacaster to combat potential seismic damage

PENNINE is using marine vibropiling techniques, incorporating its Aquacaster system, for the construction of a breakwater, part of the port expansion at Patras in Greece.

Aquacaster is a specialized flottage system, based on the proven technology of HD150 flottage and developed by Pennine specifically for this type of work. The use of this technique to densify the soft clay that underlies the

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At Patras Port in Greece, Pennine's Aquacaster system is being used to install 30,000 stone columns up to 20 metres below sea bed level in water that is up to 11 metres deep. These columns will form part of the breakwater being constructed for the port expansion.



Pennine's Aquacaster system used to combat potential seismic damage in Greece. Picture shows the marine vibropiling hopper being lowered to the sea bed.

seabed in the area of the new breakwater will not only increase the bearing capacity and reduce potential settlement but also improve performance in the event of seismic activity.

At Patras Port, the Aquacaster system is being used to install 30,000 stone columns up to 20 metres below sea bed level in water that is up to 11 metres deep. This is the latest Mediterranean project for Pennine. As a result of a previous successful collaboration with Pennine, the main contractor, Bachy-TCGC JV, is mainly using their own staff to operate the specialist plant and equipment with Pennine supplying technical and practical guidance plus an on-site fitter to carry out a rolling maintenance programme.

The partial and total failure of structures following several recent earthquakes will inevitably lead to a greater use of vibropiling methods in areas where these events are a common hazard and as public awareness of the issues surrounding construction increases.

Vibropiling is now a proven technique for mitigating structural damage in seismic risk areas. Extensive studies in Japan, following the Koshiro-oki earthquake in 1993, have shown conclusively that structures built on vibropiled foundations suffered less damage or no damage when compared to structures founded only in existing ground.

Le Havre: Ranking 4th among major European ports in performance reveals its good trade results and prospects

WITH overall traffic of 68 million tons in 2000, up 5.6% compared to 1999, the port of Le Havre has maintained its 4th rank among the major ports in North Europe.

With 17 million tons for general cargo and 13.8 million tons for containers, an increase of 7.5%, Le Havre has confirmed the constant increase in its containerized goods traffic (20.2%) and its leadership in the market sector in France.

When added to the regular growth in recent years (+52% between 1995 and 1999), these figures show how solidly Le Havre is anchored on the North-European range.

The results also highlight the quality of the far-reaching work carried out by the entire port industry in Le Havre.

Two recent events are to lead to new large-scale developments in trade:

MSC (Mediterranean Shipping Company), the 4th largest shipowner worldwide, recently signed an agreement that will see powerful develop-

ment in its volume of trade by making Le Havre a major platform for international transshipment. Its aim is to reach 500,000 movements of containers per year in 2004. In addition, MSC and the stevedore TN are jointly investing a minimum of three over-Panamax gantry cranes.

This event is indicative of market confidence in the Port of Le Havre for the years to come.

Vehicle trade

CAT, an operator specialized in car traffic, has refocused its new vehicle import-export business between North Europe and Spain on Le Havre since the beginning of January 2001. The decision generates additional yearly traffic of 150,000 cars through Le Havre, or growth of some 35%.

Le Havre: Port Authority reveals development program for 2001-2006

THE Port of Le Havre Authority has undertaken an ambitious development program for the next six years. Some FF. 4.8 billion (730 million Euros) including FF.3.7 billion for Port 2000 (565 million euro), are to be invested by the PAH to meet growth in trade, containers, ro-ro and dry bulks in particular. Until the first berths of Port 2000 enter service, every effort will be made to face the growth of traffic and limit the effects of saturation.

Port interests focus on handling container traffic with substantial investment. A working group of stevedores, shipowners, port personnel, the supervisory authorities of the PAH, the UMEP (Port Users' Association) and the PAH, has focused on handling container traffic before the first berths enter service for Port 2000.

To the FF. 150 million (22 million euro) invested by the PAH will be added FF. 528 million (80 million euro) of private investment funds. The backers confirmed the sums and the corresponding commitments on January 11. By 2003, the investments will result in 30 additional hectares of back-up area (15 hectares have already been constructed), the improvement of port equipment as part of a 10-year business plan, the arrival of at least 12 new over-Panamax gantry cranes and the extension of the Quai des Amériques (Americas Quay). Four new NELCON gantry cranes are already gradually entering service on the Quai de l'Atlantique (Atlantic Quay) and

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Quai de Amériques (Americas Quay) between February and May 2001.

- Other news in ro-ro traffic and dry bulks include:
 - The extension of the Ro-Ro Centre (FF. 100 million), as growth in new cars continues, will be operational in 2002; already since January 2001, 13 additional hectares of back-up area for storage are being developed. The public contract for the construction of a berth 380m long as well as for a quayside with a surface area of 1.7 ha has just been signed.
 - The order for a new 35-ton grab crane for the Multibulks Centre was awarded in January 2001 to the Finnish company KONE (delivery scheduled for March 2002), the investment budget for bulk cargo being estimated at FF. 49 million.
- Another major investment budget has also been scheduled for:
 - the maintenance and renewal of gantry cranes (FF. 170 million) and for their integrity control;
 - the maintenance and renewal of gantry cranes (FF. 170 million) and for their integrity control;
 - the development of logistics parks (FF. 90 million);
 - the development of information systems,
 - ship repairs ...

Le Havre: J. M. Lacave presents port's 2000 results - His motto: Our customers' expectations, our on-going concern

THE priorities for the Port of Le Havre in 2001 will remain balanced, ecological development of business, and seamless communication based on the efficient use of information systems and other resources, our on-going aim being to fully satisfy our customers' expectations.



Feeling of confidence

The social climate, previously criticised by our competitors, has continually improved thanks to the feeling of confidence that has enabled us to adopt work methods leading to greater productivity.

Constantly expanding traffic

More than 68 million tons of goods were handled during the past year, representing an increase of 5.6% - the best

results in 20 years. This means Le Havre has confirmed its number 4 position among the main ports in Northwest Europe.

The number of port calls stood at 7,333.

The barometer to compare the competitiveness of large modern ports remains container traffic: Le Havre saw an increase 7.5% in this trade last year, placing it at the centre of its competitors on the Channel/North sea range. With more than 17 million tons of general cargo, including some 14 million tons of containers, Le Havre reinforced its position as the leading French port for this type of traffic.

Vast development scheme

Port 2000 is a unique concept that integrates a series of schemes to perfect service access to the old world via Le Havre.

As well as enabling a distinct improvement in overland connections, Port 2000 will ultimately double the capacity of Le Havre's container terminals. The beginning of construction work is scheduled for the summer 2001.

Given the anticipated success of Port 2000, the first phase of which initially included the construction of 4 quay berths by 2004, the project has already been scaled up to include 2 additional berths by 2006.

These new facilities move Le Havre right into the new millennium.

Historic investment program

The "historic" investment plan of US\$ 670 million, scheduled to take place between 2000 and 2005, also includes a number of operations in the short-term to improve the productivity of goods handling equipment, to clear new storage areas and facilitate overland access for the main activities in the Port of Le Havre (containers, ro-ro, bulk). For the quays of terminals located in the tidal basin, four new over-Panamax gantry cranes have recently been acquired: two are in service and two are currently being adjusted.

Fast-growing logistics

Distribution centres are the corollary of the development in container traffic, and the year 2000 confirmed the boom in logistics for the region of Le Havre. The new year will see a number of North-American and European companies (SDV, Eiffage, Normandie Entrepôts Logistique, etc.) set up on the various logistics parks on the site, which already offer 500,000 m of specialized, air-conditioned or refrigerated

warehouses.

A wide range of value-added services is available, from labelling to order preparation, inventory management, and packing. Some fifty private companies in highly specialised fields provide logistics services. These include:

- Own account: DISTRILUX, SIPLEC, SEITA
- Mass logistics: SDV, SEAINVEST, CNM, MONDIAFOREST
- Controlled temperatures: SEAFRIGO, FRIGOSCANDIA, DUGRAND
- Cars: GEFCO, CAT, AXIAL
- Hazardous goods: CARE
- Chemical products: KATOEN NATIE
- Distribution-logistics: DAHER, VATINEL, HEPPNER LOGISTIQUE, TRAMAR, PROLOGIS, NORMANDIE ENTREPOT LOGISTIQUE ...

As part of the extensions to Port 2000 a new logistics park will shortly offer additional warehousing capacity of some 200,000 m.

PLA: Radar beacons step up barrier safety

Part of PLA's campaign to make London country's safest port

TEN new radar beacons (Racons) have been installed on the Thames Barrier to assist passage through the Barrier in the event of fog.

When the sand dredger Sand Kite collided with the Barrier in fog in 1997 visibility was down to 400 metres and the Barrier fog lamps were on - but it caused one of the biggest salvage operations on the River Thames.

This resulted in navigation through the Thames Barrier being made one of the most pressing issues reviewed by Lord Justice Clark's investigation into safety on the River Thames.

PLA has now installed Racons on both the upstream and downstream ends of piers 4, 5, 6, 7 and 8, the main navigable spans in the center of the River.

Now, the new Racons will be switched on whenever visibility is reduced to one nautical mile or less. Or when requested by a vessel approaching the Barrier control zone to assist the master in identifying the spans open for navigation.

The flood protection gates between the spans are regularly raised in turn for routine inspection and maintenance. All river traffic needs to be aware, too, of

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which spans are available for their use when approaching the Barrier.

The Racon warning does not replace the current requirements for vessels to report into the PLA Navigation Control at the Barrier for clearance to proceed through the flood defence gates, but is an additional safety precaution.

The Racons are under the control of PLA VTS officers in the control center and are switched on using APC Based Touch Screen Control System.

The new Racons are part of the ongoing commitment of PLA and the Government to enhance safety on the Thames. The £350,000 cost was paid by the Environment Agency.



Exchanging good wishes - new chairman Simon Sherrard (left) and outgoing chairman Sir Brian Shaw

PLA: WELCOME AND FAREWELL

LONDON's Port community had the opportunity of saying farewell to departing PLA chairman Sir Brian Shaw and welcoming his successor, Simon Sherrard at a lunch held on board the Silver Barracuda.

Sir Brian reflected on the three most significant changes within PLA since his period on the board - the abolition of the Dock Labour Scheme, the privatization of the Port of Tilbury and the financial restructuring agreement with the Government in 1993.

He thanked port operators for showing their confidence in the Port of London by investing more than £60 million in new facilities.

He also pointed out that in the space of 10 years, from 1989 to 1999, trade through the Port had increased from 44 million tons to 52 million.

He said he was leaving PLA with the knowledge that the Port was facing its greatest ever opportunity with the development of the container port at Shell Haven - and that the board of the PLA had never been stronger.

Mr Sherrard paid tribute to Sir Brian's contribution to the PLA and the Port of London as a whole, and acknowledged that the Shell Haven closure had been a major setback - but tonnages were not down as much as had been expected, mainly due to an increase in gas products and non-fuel traffic.

"This is important," he said, "because we don't want to be dependent on one trade."

Mr Sherrard also referred to the importance of PLA working as closely as possible with the Port community, and he was determined to ensure that

navigation throughout the Port was as safe as they could make it, but at the same time delivering value for money.

"We have to recognize within PLA that we are in a service business," he added.

Rotterdam: Foot and Mouth Disease (FMD) Affects Port Operations

THE local outbreaks of foot and mouth disease in the Netherlands have forced the Dutch government to restrict the transport and/or export of some animal-related products. This affects operations in the port of Rotterdam as well. So far problems were solved or are expected to be solved soon. The situation described is per 17.00-h local time today and will last until Saturday morning. Then the situation is evaluated again. Until earlier this afternoon the situation was more restricted.

Meat (products), milk and dairy products

1. All exports are forbidden.
2. Imports from non risk countries are allowed.
3. Transport within the Netherlands is allowed, unless it is followed by (re)exports.
4. Landing from sea of mentioned products from risk countries (France, England, Argentina, and possibly Ireland) is allowed, but it is not allowed to leave the terminal by land or inland waterways. Transshipment by sea is allowed. Because until early this afternoon transport was more restricted and the checking of the papers of each suspect

container needs some time, there were queues of trucks at the pre-gate areas of terminals. Trucks with risky cargo were not allowed to enter the terminal, or to return to the Dutch cold-stores.

After the transport regime was relaxed this afternoon, they are able to return. Also because Dutch exporters will cease to send risk goods, we expect the flow to "dry" and the situation at the gate areas to relax.

At the terminals the demand for reefer point is high; a certain amount of imports from risk countries was at sea at the moment of banning of a specific country. This kept and keeps coming in, but cannot leave the terminal (unless sea-sea). Temporary storage is therefore necessary. This flow of goods however is going to cease.

The terminal operators say they have to improvise, but believe they will manage.

Animal feed

The transport of animal feed/ingredients by truck is restricted. Both from the port to the factories and from the factories to the farms.

But, the transport by barge is allowed (again, since this early afternoon).

Transport of these ingredients to the factories is almost 100% barge. Imports into the port are not forbidden, but

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export is. This means that it is not allowed to transport animal feed/the ingredients by barge into Germany and other countries.

If the transport restrictions via land last for long, it is possible that the manufacturers of animal feed build up too much stock. In that case they probably will ask to keep their feedstock in the port area. Surplus silo capacity is limited, but there is the possibility of floating storage in lash units and inland vessels.

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Rotterdam: Opens Hankook Tire's EDC, expects 3 gantry cranes, will see competition in mooring service

Opening EDC Hankook Tire

MARCH 7 Mr. Ivo Opstelten, Mayor of Rotterdam, officially opened the European distribution Center (EDC) of Hankook Tire. The 21,000 m² EDC is situated at Distripark Maasvlakte. The total site is 3.4 ha. Investments are some ten million Euro. Hankook expects an annual turnover of three million tires and one million batteries, imported in some 10,000 TEU. Storage at Maasvlakte amounts to 500,000 tires. In his speech Mr. Jung Rak Chey, managing director of

the Hankook organization in Europe explained that the company wanted to cut down the delivery time, which is necessary to get "up market" and realize growth. The EDC project started in 1995 and Rotterdam was selected out from four potential sites in Europe. "The decision to establish our EDC was based on the fact that the port of Rotterdam is the gateway to Europe with an excellent infrastructure connecting Rotterdam to every part of Europe in the most efficient way."

ECT Orders Gantry Cranes

MARCH 6 ECT signed a contract with ZPMC from Shanghai for the delivery of three gantry cranes. It took an option on two more. The cranes have to be operational in February 2002 and reach 22 containers wide. They will be used at the Delt Dedicated West terminal.

Competition in Mooring Assistance

IT is likely that the existing Rotterdam boatsmen organization "De Eendracht" will get competition. Newcomer Dutch Mooring Services (DMS) is expecting to get the permit of recognition of the Rotterdam municipality in the next few weeks. After that two boats already ordered can be delivered and eight boatsmen can start their training on the job. DMS is an initiative of the owners of International Lashing Service, one of the two principal lashing companies in the port of Rotterdam.

compared to the previous half year, which was boosted by activity associated with the America's Cup. EBIT in the property segment, which includes marinas, was \$4.4 million, compared with \$6.9 million.

Earnings per share were 15.8 cents, compared with 15.4 cents in the previous half year.

Directors have declared an interim dividend of 9 cents per share, fully imputed for taxation.

"This continues the steady returns that Ports of Auckland has produced for its shareholders," said Mr Darrow.

Chief Executive Geoff Vazey said that the Company's operational performance in the half year had been very solid.

"We have seen pleasing growth in container volumes, good gains in productivity and costs have been held in spite of some pressures from the low New Zealand dollar."

Container volumes were up 9.5% to 285,000 TEUs (20-foot equivalent units).

Imports had been strong through the period, while exports had been steady.

Breakbulk volumes were down by 5% to 2.1 million tons, mainly because of lower volumes of dry bulk products, including cement and wheat.

"This is not a significant concern because breakbulk volumes represent only about 30% of our total volumes. Containers are the main driver of revenue for the Company, as our added-value activities are mainly in the container business," Mr Vazey said.

The breakbulk volumes included nearly 65,000 cars and a further 5,000 heavy vehicles. Car volumes comprised approximately 24,600 new vehicles and 40,300 used vehicles.

The Company's Marine Services division handled 1,073 ship calls during the period, compared with 1,022 in 1999-00. These included nearly 900 ship calls at the Port of Auckland and 79 at Marsden Point.

Mr. Vazey said a feature of the last six months was the success of the new electronic products and services provided by the Company's container division, Axis Intermodal.

"Ninety percent of import containers through our container terminals are now processed with electronic clearances. This is a radical change from the paper-dominated processes that used to be required to obtain clearances from all the agencies involved in the import and export process.

"Electronic clearances bring efficiencies not only for us but also for our shipping line customers through faster processing and lower-cost transactions."

Asia/Oceania

Auckland: Port sees solid growth in first six months - 9.5% gain in box traffic and 2% gain in profits

PORTS of Auckland started its latest financial year on a solid note, with a 9.5% increase in container volumes and a 2% increase in profits.

The net surplus before tax for the half year to December 2000 was up 2% to \$31.3 million, and the after-tax surplus was also up 2% to \$20.9 million.

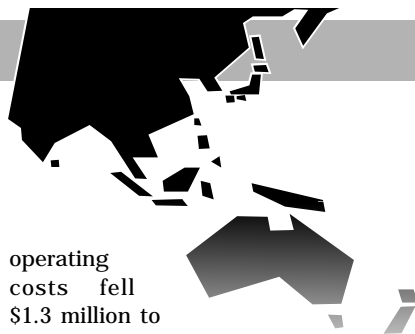
Importantly, the Company's port activities performed particularly well. Operating revenue from all port and cargo-handling services increased from \$67.9 million to \$68.9 million, while

operating costs fell \$1.3 million to \$41.2 million.

Earnings before interest and taxation (EBIT) in these port activities were up 9% to \$27.9 million.

"This is a very strong result, and extremely pleasing. Our core cargo-handling business continues to demonstrate solid growth," said Company Chairman, Neville Darrow.

Revenue from marinas was down



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Mr Darrow said that the Company's forward capital investment programme included the extension to the Axis Fergusson container terminal, the purchase of two new container gantry cranes and the proposal to deepen the main commercial shipping lane through Rangitoto Channel.

The Company's financial strength and ability to invest in infrastructure were important elements in its competitive positioning. Two of its major shipping clients had already announced their intention to bring 4,100 TEU container vessels into the New Zealand trade and others would follow suit.

"Ports of Auckland is in a strong position to invest in the infrastructure and facilities required to handle these larger vessels, which are at least a third bigger than any regular callers to New Zealand ports," Mr Darrow said.

"They will need deeper berths, larger areas of back-up land for container handling and bigger cranes. Above all, they will demand much higher rates of productivity as more containers will be handled on fewer ships.

"Having said that, the Board will not start spending the money until it is clear that the investment is supported by market developments, and we have confidence in the return that will be generated."

Mr Vazey said the first six months of the financial year were very sound in terms of volume, profitability and productivity.

"Looking ahead, we expect the second half year to be equally steady. We got off to a good start in January, with container volumes and breakbulk volumes both up on last year. In the months ahead, vehicle imports are likely to be flat or to decline, because of the

exchange rate, and this will flow through to breakbulk volumes for the full year.

"General conditions point to reasonable growth for the economy as a whole, but the low exchange rate may have an impact on import throughput."

Mr Vazey said that as New Zealand's freight dynamics mature and as shipping lines move to address problems with over-capacity, Ports of Auckland would be in a good position to gain further market share.

Auckland: New Auckland/Palmerston North rail service breaks ground in container logistics

PORTS of Auckland and Tranz Rail have reached agreement for a Ports of Auckland-owned rail service to transport export and import containers between Palmerston North and Auckland.

Under the agreement, there will be at least one dedicated daily return service between Palmerston North and Ports of Auckland to enable export containers from the central and lower North Island to be shipped out of Auckland. Import containers unloaded in Auckland will balance the flows on the southbound return journey.

Ports of Auckland will make a capital investment of less than \$5 million to achieve a daily dedicated rail service that it will fully own and control. Ports of Auckland's specialist container division, Axis Intermodal, will own its own rolling stock, while Tranz Rail will operate the line-haul rail services under contract.

Axis Intermodal already operates the country's most sophisticated rail

exchange at the Port of Auckland, where it achieves high rates of productivity and rapid intermodal exchange of containers between ship and rail. It plans to establish and operate a similar terminal in Palmerston North.

The agreement breaks new ground for New Zealand freight logistics as the dedicated rail service is expected to attract additional container volumes from the entire lower North Island, with import containers destined for the region balancing the export flows.

Ports of Auckland Chief Executive, Geoff Vazey, said Tranz Rail had been very progressive in approaching the deal.

"We have a shared vision of how the freight dynamics of New Zealand should be configured to the best advantage of the country's producers."

The agreement will have major economic advantages for Palmerston North, boosting its role as a center of freight and distribution for the lower North Island. The service will cater for refrigerated containers as well as general containers.

Brisbane: Port of Brisbane Corporation signs landmark dredging agreement in Vietnam

THE Port of Brisbane Corporation last week entered into a joint venture agreement with WADRECO, a subsidiary of the Vietnam Waterway Construction Corporation (VINAWACO), to provide port-related and dredging services in Vietnam and other Asian countries.

Over the next year, the partnership will pursue four dredging projects valued at about \$30 million and port man-

Bintulu Port Sdn. Bhd. (Company No. 254396-V)
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agement projects of around \$7 million.

The Corporation will provide expert advice to the Vietnamese Government, Vietnamese State Owned Enterprises and private sector clients on port development, port management, transport management services including safety and environment, and dredging in estuarine and coastal waters. The Corporation will also develop an environment management plan for dredging operations.

WADRECO will provide market intelligence, market network access, in-country marketing, dredging crew and in-country market support.

Corporation CEO, Graham Mulligan, said the partnership was the result of our intensive strategy to market overseas the Corporation's considerable expertise.

"The Corporation is a leading-edge, highly competitive, commercial entity. Our proven experience and expertise in the port industry now enables us to offer a consulting service to countries that need to develop effective ports without environmental degradation.

"Our people are specialists in port management systems, taking a multi-disciplinary approach to developing and managing port projects. They are recognised both nationally and internationally for their work in achieving accreditation under the ISO 14001 Environmental Management System, as well as one of the highest ratings awarded under the Det Norske Veritas International Safety Rating System," Mr Mulligan said.

The joint venture company is expected to commence operations in June 2001.

Cochin: Cochin Port Trust achieves ISO 9002 accreditation

RAJAGOPAL, Honourable Minister of State for Railways and Parliamentary Affairs, received the ISO 9002 Certificate for Cochin Port Trust from Shri K.M.Madhok, Chief Executive, Indian Register Quality Systems(IRQS), and handed over the same to Dr. Jacob Thomas, IAS Chairman, CoPT, in a brief function organized at Hotel Casino, W/Island on 13/2/2001.

Speaking on the occasion, the minister wished that Cochin Port be the pioneers in kerala to ensure quality services to the customers. The minister also promised all help for provision of rail link to the Vallarpadam international transshipment terminal area.

The representatives of Customs Dept, Custom House Agents' Association, Steamer Agents' Association, Clearing & Forwarding Agents, various User Depts, Trade Unions functioning in the port, IRQS Team, employees of the Cochin Port Trust, etc. participated in the function.

In his presidential address, Dr. Jacob Thomas, IAS, outlined the various steps taken by the Port to attract new cargoes and to promote tourism. He complimented the team of officers and staff who had worked hard in getting ISO certification for the port.

Shri Madhok, Chief Executive, IRQS, offered felicitations.

Shri A. Janardhana Rao, Dy. Chairman, CoPT, welcomed the gathering and Shri V.G Koshy, Chief Engineer, CoPT proposed a vote of thanks.

Cochin: Indian Government extends Cochin port limits up to 10 nautical miles from old Cochin Light House

GOVERNMENT of India in the ministry of shipping (Ports wing) have issued a notification extending the port limits up to 30 meters depth and 10 nautical miles to north and south from the old Cochin Light House. The sea wall extension is up to 12 nautical miles in line with the territorial waters of the country. The eastern boundary shall lie along the high water mark on the Ernakulam foreshore between the northern and southern boundaries. The extended area would include Chellanum on the south and Vypeen on the north. The following are also included in the extended area: -

- a) all land belonging to the Cochin Port Trust and any areas reclaimed by the back waters or the sea and that may be reclaimed within the limits specified above and accretion becoming within these limits;
- b) All waterways connected to the backwaters within these limits;
- c) All land forming part of the main land, island, etc, falling within 45.76 metres (50 yard) of the high water mark along the shore of the backwaters and the sea lying within the port limits specified above;
- d) All existing port installations and future constructions like wharves, jetties, bridges, etc, made for port purposes and for public convenience.

The notification has appeared in sub-section (i) of section 3 of part 2 of

Gazette of India extraordinary dated 26th February 2001 (G.S.R.107(e)).

In the context of increased activities of the port (including beyond the existing port limits) concerning setting up of an International Container Transshipment Terminal at Vallarpadam, LNG Petronet Terminal at Puthuvypu, Passenger Terminal for cruise vessels, earmarking green port area for Golf Course of international standards at Vallarpadam, setting up of an international bunkering terminal at outer harbour, etc, it has become necessary to extend the existing port limits so that the port activities do take place within the prescribed port limits. This will also enable the port trust to associate itself with the Cochin Refineries Ltd in its expansion and developmental plans in a more effective and symbiotic manner, the Port Trust Chairman, Dr.Jacob Thomas, IAS, stated in a press release.

Hong Kong : One-way traffic arrangement to enhance safety in Kap Shui Mun Fairway

THE Director of Marine, Mr Tsui Shung-yiu, today (March 9) said that new legislation would be enacted to restrict the movement of vessels in Kap Shui Mun Channel to enhance marine traffic safety.

"The new law, expected to be in place this year, will restrict vessels exceeding 10 metres to sail through the channel in a southeasterly direction only," Mr Tsui said.

Meanwhile, Marine Department's Harbour Patrol Section would continue with their efforts in enforcing the International Regulations for Preventing Collisions at Sea, he added.

Speaking at the Commendation for Bravery Presentation Ceremony, Mr Tsui said the Marine Department kept under review all related policies and legislation to ensure the safety of all ships and their passengers on board when navigating within Hong Kong waters.

He also talked on the progress of a \$226 million project to replace and upgrade the existing vessel traffic services system.

"Installation and testing of the new equipment is expected to start in May for completion by the end of this year.

"The Vessel Traffic Centre will then be able to regulate, track and monitor the movement of vessels in Hong Kong waters more effectively and further reduce marine accidents," Mr Tsui said.

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On the educational measures, Mr Tsui said that the Training Unit of the Department's Port Control Division would organise seminars for the related sectors to raise their awareness and concern on marine safety.

At today's ceremony, the Director presented his commendation to 21 people for their bravery acts during marine incidents. He also commended agents of five vessels for their assistance in search and rescue operations.

Mr Tsui said that while his department kept promoting marine safety by taking and formulating measures and policies, without the selfless and courageous acts of such heroes who were ready to help those in danger at the risk of their own lives, the annual casualty figures on people falling into the sea would probably increase sharply.

The individual recipients, comprising seven civilians, four employees of the Chellaram Shipping (Hong Kong) Ltd, a Marine Inspector from Marine Department, three Police Sergeants, five Police Constables and a civilian staff of the Police, have rescued a total of 13 people from waters since November, 1999.

Agents of the five vessels - "Unifortune," "Kuo Lung," "Deligence Container," "Pacstar" and salvage tug "Tai Koo", were commended for their participation in four search and rescue operations in the past 14 months which resulted in the rescue of 48 people from vessels in distress.

Iranian Ports: Iran's PSO announces changes in the basis of agency fee and other arrangements

THE Port and Shipping Organization of the Islamic Republic of Iran, concurrent with the establishment of new facilities for ships and vessels calling at the Iranian ports has eliminated the controlling and defining of the Agency fee calculation since January 07.2001.

Agency fee will be arranged by the consignees and agents of shipping lines according to the agreeable basis. This new policy is to pursue the following objectives:

- 1 - Reducing the vessel port cost.
- 2 - Removal of the redundant formalities and bureaucracy.
- 3 - Reaching the real cost in maritime transportation.

4 - Omission of unnecessary items in maritime transportation cost.

5 - Omission of meddlers and brokers in the process of maritime transportation.

6 - Providing a climate of good-understanding between shipowners and charterers from one side and the shipping agencies on the other side.

7 - Establishing an atmosphere of competition in order to render better and further services.

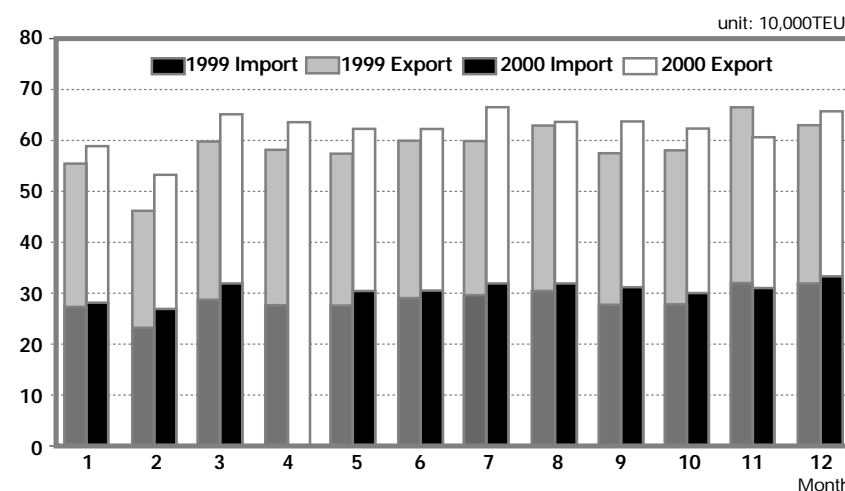
Finally, it is hoped, through providing new facilities and conditions, the grounds are paved more than ever for attracting more extensive voyages to the Iranian ports.

Kaohsiung: Statistics of Containers Handled in 1999 / 2000

Statistics of Containers Handled

unit: TEU

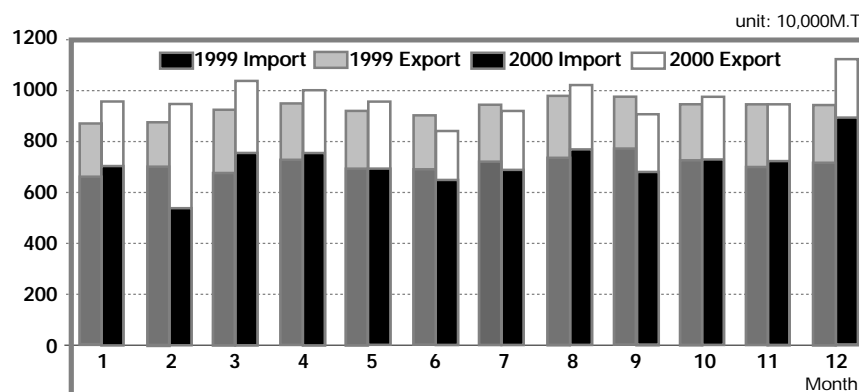
Year (Month)	Total	Incoming Container	Outgoing Container
1999 (1 ~ 12)	6,985,362	3,398,909	3,586,453
2000 (2 ~ 12)	7,452,832	3,634,740	3,791,092



Commodity Volume of Imports & Exports

unit: M.T.

Year (Month)	Total	Import	Export
1999 (1 ~ 12)	110,722,837	84,442,062	26,280,175
2000 (2 ~ 12)	115,286,857	86,690,132	28,596,725



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Klang: Northport Launches WAP service - the first amongst Malaysian ports

NORTHPORT, the country's leading port operator, will launch its newest technology offering customers the utilization of the Wireless Access Protocol (WAP) Service.

Northport Corporation Bhd (NCB) Chairman Tan Sri Dato' Seri (Dr.) Ahmad Sarji bin Abdul Hamid officially launched the service on 12th February 2001 in Shah Alam.

The WAP service developed by Northport is a highly innovative solution and regarded as amongst the pioneering WAP based applications within the logistics/transportation sector, both locally and regionally.

The service is expected to be highly popular with local Malaysian importers and exporters, as it gives them mobile container tracking facilities via E-mail/SMS from mobile handphones. The User has the facility to track containers by registering the container numbers. SMS and/or E-mail alerts which are triggered by changes in the container status are sent to users and the triggers are user-definable. This means that they can track their container anytime of the day no matter where they are in Malaysia.

Northport comprising Klang Container Terminal Bhd (KCT) and Klang Port Management Sdn Bhd (KPM) has, prior to this pioneered other information systems such as the Tele Client and the Northport - Net which offers interactive connectivity to its customers.

"One of the greatest challenges faced in total logistics management is the battle against the clock. Time is money," said KCT/KPM Managing Director En. Abdul Halim Harun.

"Therefore realizing the key to winning these precious few minutes is the immediate access to relevant and timely information in which Northport had developed one of the most sophisticated state-of-the-art information systems that are focused on easing the time consuming burden of logistics planning and management for all port users. The latest being the WAP service," he added.

The introduction of the WAP application will also give customers the leverage to realize the full benefits of just-in-time logistics management.

This highly interactive system also provides port users with direct access into the port's rich operational data bank from anywhere around the world,

24 hours a day/seven days a week.

For further information please contact:

Ms. Helen How
Commercial/Corp. Comm Manager
Klang Container Terminal Bhd
Tel: 03-31698888 Ext 1170a

Mr. Chia Kon
AGM, Marketing
Klang Port Management Sdn Bhd
Tel: 03-31698888 Ext 21702

MPA: MPA enters into new bilateral agreement with UK Hydrographic Office

A new bilateral arrangement recently established between the United Kingdom Hydrographic Office (UKHO) and the Maritime and Port Authority of Singapore (MPA) will spell greater co-operation in the exchange and distribution of hydrographic products and services produced by Singapore and the UK.

The Arrangement provides for collaboration in the production and exchange of hydrographic products, data, materials and services covering Singapore port waters and its approaches, and the sharing of expertise in hydrography and related disciplines. It will also allow the incorporation of a series of high quality navigational charts produced by the MPA into the admiralty world series published and distributed by UKHO.

Each chart will bear the badges of the MPA and the UKHO. Initially, eight charts of scale 1:10,000 and seven charts of scale 1:30,000 will be "dual-badged" and distributed. The 1:10,000 nautical charts cover mainly Singapore waters. The 1:30,000 charts include the approaches to the Singapore port.

The MPA will compile and provide the UKHO with digital files of charts covering the Singapore waters and its approaches. For the 1:30,000 scale charts, the UKHO will provide MPA with compilations of the areas outside Singapore waters. The UKHO will be responsible for the print quality of all the charts.

These jointly produced charts, called Dual Badged Charts, will be on the World Geodetic System 84 Datum (WGS 84) and will conform to the specifications of the International Hydrographic Organisation for International (INT) Charts. They will minimize the duplica-

tion of effort between the two organizations. The Charts will be distributed through the UKHO chart agents located worldwide, providing greater convenience to mariners and other users of the charts.

Capt. Wilson Chua, Chief Hydrographer of Singapore, commented: "The UKHO and MPA already have a close working relationship with each other. Officers from the MPH and the UKHO meet regularly at regional and international hydrographic forums and undertake joint projects to promote navigational safety. This agreement represents another step forward in our partnership."

One of the major projects carried out together was the Singapore - Hong Kong Admiralty Raster and ENC Demonstration (SHARED) programme in 1997. The programme successfully tested the effectiveness of using the Electronic Chart Display and Information system (ECDIS) with official electronic nautical data on board vessels such as container ships and car carriers plying between Singapore and Southampton, and between Singapore and Hong Kong. Since then, the programme has attracted wider participation from other Hydrographic offices including Australia, USA, Canada, Chile, China, Indonesia, Japan, Malaysia, the Philippines, and South Korea.

The signing of a new Arrangement earlier this year by Mr Chen Tze Penn, Director-General, MPA and Admiral John Clarke, former UK Hydrographer, has furthered the close ties and co-operation that the two organizations have enjoyed over the years.

MPA: Singapore voted the Best Asian Seaport at 2001 Asian Freight Industry Awards

SINGAPORE has once again been voted the Best Seaport in Asia at the 2001 Asian Freight Industry Awards (AFIA). This is the 13th time that Singapore has picked up the Best Seaport in Asia title since the launch of AFIA in 1987. The AFIA awards, which recognize the best cargo transportation players including seaports, airports, global shipping lines, global air cargo carriers, container terminal operators, total logistics operators, were handed out by its organizer, Cargonews Asia, at The Regent Hotel in Hong Kong today.

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Mr. Chen Tze Penn, Director-General, Maritime and Port Authority of Singapore (MPA), said, "We are pleased to be voted again the Best Seaport in Asia. We would like to thank our voters including the major shipping lines, terminal operators, freight forwarders and shippers for their support and confidence in the Singapore port. It is an award that recognizes the efficient services and excellent shipping connections that our port can and will continue to provide to them."

In the last 10 years from 1990 to 2000, the Singapore port has achieved steady growth for its vessel arrival, shipping tonnage and container throughput. Vessel calls at the port have expanded at an average of about 10 per cent a year. As for shipping tonnage, it has grown by more than 6 per cent on average a year while container throughput has been achieving an average of some 13 per cent growth annually.

MPA: IMO officials promoting inter-government efforts to fight piracy and armed robbery

ADMIRAL E E Mitropoulos, Assistant Secretary-General of the International Maritime Organisation (IMO), and Mr Tom Allan, Chairman of the IMO's Maritime Safety Committee (MSC), will be meeting with maritime and law enforcement officials from Bangladesh, China, India, Indonesia, Japan, Malaysia, the Philippines, Republic of Korea, Russian Federation, Hong Kong and Singapore over a two-day meeting from 15-16 March 2001 in Singapore. The Anti-Piracy Regional Meeting will review the co-operation and co-ordination at

national and regional levels to address the problem of piracy and armed robbery against ships in the Andaman Sea, Malacca Strait and South China Sea regions.

The IMO meeting in Singapore will work with these regional countries to identify general and specific problems relating to piracy and armed robbery against ships in the region and how to improve the implementation of IMO recommendations to combat the problem. This is a continuation of a series of meetings such as the 1999 Singapore and 2000 Mumbai IMO anti-piracy regional seminars and workshops.

The meeting will review the revisions to the IMO MSC/Circular 622, which includes recommendations to Governments for preventing and suppressing piracy and armed robbery against ships, and the IMO MSC/Circular 623 which provides guidance to shipowners and ship operators, ship masters and crews for the same aim. The meeting will also review the new draft Code of Practice for the Investigation of the Crime of Piracy and Armed Robbery against Ships. At the same time, it will study the existing national and regional infrastructures and resources available for dealing with the problem and determine how effective they are; what else could be done and in what way the IMO could assist.

The Maritime and Port Authority of Singapore (MPA) is again assisting the IMO to host this Anti-Piracy Regional Meeting. The MPA similarly facilitated the holding of the previous IMO Regional Seminar on Piracy and Armed Robbery Against Ships in February 1999.

While there has not been a case of sea robbery in Singapore waters since 1990, the rise in attacks in the region is a cause for concern. As a maritime

nation which straddles one of the busiest international waterways and given our interest to promote safer shipping, Singapore takes a serious view of piracy and armed robbery against ships. Not only could they pose serious threats to life at sea, they could also endanger navigational safety and cause marine pollution if ships are left unmanned as a result of such attacks. Given the transboundary and international nature of the problem international and regional co-operation is required to deal with such crimes at sea. As such, Singapore is fully supportive of the IMO's efforts at promoting multilateral co-operative efforts to deal with the problem and views this regional meeting as an important step forward.

New Mangalore: Port announces record traffic throughput for 1999-2000

THE New Mangalore Port during the financial year 1999-2000 achieved a record traffic throughput of 17.60 million tons as against 14.20 million tons handled in the previous year thereby registering a growth rate of 24.00% over last year and 21.00% over the target fixed by the Ministry. The percentage growth rate over target is the highest among 11 major ports. The traffic increased by 3.4 million tons compared to the corresponding period of previous year. The LPG traffic handled is 0.84 million tons which was the highest among the major ports of the country by registering a growth rate of 15% over 1998-99. The number of vessels handled during this fiscal year is 749 as against 724 handled in the previous year. The

Launch of Tokyo News Service's Website

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

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



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

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

Tokyo News Service, Ltd.

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increase in traffic is mainly due to the increased handling of iron ore, MRPL crude products, LPG & timber.

The Port performance indicators for the period 1999-2000 vis-a-vis 1998-99 are furnished below:

	1998-1999	1999-2000
1. Total traffic handled (in tons)	142.06	176.00
2. Target (in lakh tons)	155.00	146.00
3. No. of vessels handled		
i) Iron ore	111	141
ii) Dry bulk cargo	41	60
iii) Tankers	423	415
iv) Break bulk cargo	149	133
v) Total	724	749
4. Average pre-berthing detention time (in days)		
i) Iron ore	1.17	2.24
ii) Dry bulk cargo	0.96	0.63
iii) Tankers	0.94	0.99
iv) Break bulk cargo	0.67	0.28
v) Total	0.93	1.07
5. Average turn round time (in days)		
i) Iron ore	2.71	3.73
ii) Dry bulk cargo	12.42	10.19
iii) Tankers	2.35	2.48
iv) Break bulk cargo	5.59	5.19
v) Total	3.72	3.80
6. Average output per ship berth day (in tons)		
i) Iron ore	32,928	32,448
ii) Dry bulk cargo	1,596	1,780
iii) Tankers	14,421	17,048
iv) Break bulk cargo	750	939
v) Total	7,514	9,082
7. Average output per hook per shift (in tons)		
i) Dry bulk cargo	471	588
ii) Break bulk cargo	253	283
iii) Containers	-	208
iv) Total	337	391

PSA: Marks millennium year with record throughput of over 17 million TEUs in Singapore

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

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

Port Klang Authority: Port Statistics (1995-2000)

CARGO STATISTICS ('000 Fwt)

Year	Dry	Liquid	General	Container	TOTAL
1995	6,384	4,353	7,558	21,740	40,034
1996	8,381	5,085	8,542	27,016	49,025
1997	9,568	5,578	8,703	31,918	55,768
1998	6,202	5,490	4,221	31,429	47,432
1999	6,114	5,176	5,827	43,853	60,970
2000	6,477	4,710	5,993	48,097	65,277

SHIP STATISTICS

Year	Dry	Liquid	General	Container	Passenger	TOTAL
1995	566	1,102	2,349	2,715	1,138	7,870
1996	76	1,211	2,520	3,798	1,428	9,533
1997	602	1,283	2,667	4,889	1,543	10,984
1998	438	1,378	1,906	5,830	1,212	10,764
1999	374	1,427	2,002	6,734	902	11,439
2000	387	1,299	2,297	7,444	989	12,416

PASSENGER STATISTICS

Year	Number of Ships	Passengers (Dis/Embark)
1995	1,138	341,692
1996	1,428	359,473
1997	1,543	377,747
1998	1,212	403,200
1999	902	215,502
2000	989	285,563

CONTAINER INFORMATION (TEUS)

Year	Laden	Empty	Total
1995	986,862	146,949	1,133,811
1996	1,216,793	192,801	1,409,594
1997	1,452,884	231,624	1,684,508
1998	1,466,261	353,757	1,820,018
1999	1,960,353	590,066	2,550,419
2000	2,551,553	655,220	3,206,753

PORT FACILITIES

1. Berth

Berth(Type)	Berth(Total)	Length(metres)	Displacement
Container	15	3,792	60,000-115,000
Breakbulk	12	1,936	30,000-80,000
Dry Bulk	7	1,529	23,000-80,000
Liquid	6	1,402.4	40,000-80,000
Passenger	4	408	6,000-80,000
Bunker	1	196	10,000
TOTAL	45	9,263.4	

2. Storage

Category	Number	M2 (sq m)
CONVENTIONAL		
Transit Shed	7	30,452
Warehouse	20	96,564
Open Yard	10	257,213
TOTAL		384,229

CONTAINER

CFS	11	52,764
Container Yard	3	144.6

3. Equipment

CATEGORY	TOTAL
Quay Crane	35
Yard Gantry	60
Mobile Crane	2
Straddle Carrier	77
High Stacker	9
Prime Mover	235
Trailer	251
Forklift	87
Tug Boat	12
Pilot Launch	9
Bulk Crane	4
Bulk Conveyer	4

their Port of Call."

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

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

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

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

During the last twelve months, PSA has been awarded some of the most prestigious awards in the maritime industry, with our customers voting us as "The Best Container Terminal" at the Lloyd's List Maritime Awards 2000 for the second consecutive year; and as the "Best Container Terminal Operator (Asia)" for the 11th time at the Asian

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Freight Industry Awards. PSA was also conferred the status of a laureate at the prestigious Computerworld Smithsonian Awards.

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

PSA: Acquiring majority stakes in Belgian port management and operation company HNN

SINGAPORE's terminal operator PSA Corporation (PSA) as the purchaser and Companie Maritime Belge N.V. (CMB) and Noord Natie 1548 N.V. (Noord Natie) as the vendors have signed a Heads of Agreement (HOA) and PSA is set to acquire a majority stake in Belgian port management and operations company, Hesse Noord Natie (HNN).

HNN, to be formed by the merger of Hesseentatie N.V. (Hesseentatie) (a wholly-owned subsidiary of CMB) and Noord Natie will be a leading terminal operator in Belgium with key operations in the ports of Antwerp and Zeebrugge.

The proposed acquisition will give PSA entry into the important and growing container business in Northern Europe. The acquisition of HNN will significantly expand PSA's overseas port network where it is already involved in ten overseas port ventures in seven countries worldwide.

The HOA with CMB and Noord Natie was signed on March 8 in Antwerp, Belgium. The HOA is subject to the completion of a Sale and Purchase Agreement and satisfactory fulfillment of regulatory and commercial conditions, including local competition clearance and completion of the merger between Hesseentatie and Noord Natie.

The HOA was signed by Mr Philippe Saverys, Chairman CMB, Mr Philip van Gestel, President Noord Natie, and Mr Goon Kok Loon, President (International Business Division), PSA.

HNN has been valued at between Euro 580-650 million. The company has as estimated debt of Euro 145 million as at end-Dec 2000. PSA will acquire at least 51% of HNN, while CMB and Noord Natie will retain an aggregate interest of 20-25%. PSA will fund the acquisition through internal funds, and possibly through external debt not exceeding 30% of the acquisition price.

The acquisition is not expected to have a significant impact on PSA Group profit after tax for the current year but is expected to contribute positively in subsequent years. On a proforma consolidated basis, the unaudited turnover and unaudited EBITDA of HNN in 2000 is



estimated to be in the region of Euro 450 million and Euro 84 million respectively.

The merged entity will operate a total of 22 terminals, including 6 container terminals, in Antwerp and Zeebrugge. It provides a comprehensive range of port and logistics-related facilities and services including container handling, ro-ro terminals, general cargo, fruit handling and storage. The combined throughput of HNN in 2000 is estimated to be 3.7 million TEUs.

PSA will contribute its expertise and experience in port operations, management and application of technology to further develop Antwerp and Zeebrugge into leading container gateways for Belgium and Europe.

Mr. Philippe Saverys, Chairman, CMB said, "We expect to achieve higher efficiencies at the Ports of Antwerp and Zeebrugge with PSA. The company will tap on PSA's marketing expertise and extensive application of technology to its port operations to become more competitive in Europe."

Mr Philip van Gestel, President Noord Natie, said "We look forward to working with our new shareholders in HNN. We are confident that PSA's active participation will further raise the maritime status of Antwerp and Zeebrugge in Belgium as well as in Europe, and will enable us to offer better services to our customers."

Mr Goon Kok Loon, President (International Business Division), PSA said: "We are honoured and happy to have this opportunity to add value to the port and logistics activities at Antwerp and Zeebrugge. Antwerp has a long history as one of Europe's most prominent maritime, commercial and financial centers. With the support of the HNN managers, the local authorities and the business community, we are confident that the ports in Antwerp and Zeebrugge will set new standards in productivity and reliability. We are committed to sharing our experience, technology and operational know-how with our Belgian operation to enable it to compete more effectively for the growing container volumes in Northern Europe."



Port of Antwerp, Belgium

Insert Picture Left to Right: Mr Goon Kok Loon, President (International Business Division), PSA Corporation Ltd, Mr Ludwig Criel, Director CMB and Mr Philip Van Gestel, President, Noord Natie

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PSA: Dalian Container Terminal (DCT) achieves record vessel performance under bad weather

PSA Corporation's flagship project in China, Dalian Container Terminal (DCT), set a new benchmark when it achieved a vessel rate of 170 boxes per vessel hour on 28 January 2001. The outstanding vessel record was achieved on the vessel M/V "Fuzhou Voy 0001" chartered by Evergreen Marine Corporation, despite harsh snowy conditions.

Mr Wong Seng Chee, Senior Vice-President (Asia Pacific), PSA Corporation, said, "This new record in vessel productivity is a testimony of the continuous commitment of the DCT team to excellent customer service. Through meticulous pre-operation planning, skill, teamwork and perseverance, the team braved temperatures of minus 24 to minus 18 degrees Celsius to deliver the good results to our customer. We would like to thank Evergreen Marine Corporation for their close co-operation in helping us achieve this vessel performance record, and we look forward to even greater success from our win-win partnership."

Mr Zhang Song Ping, Deputy General Manager, China Marine Shipping Agency (Sinoagent Dailian), said, "We are proud to have worked closely with Dalian Container Terminal to attain this outstanding record-breaking performance. The excellent record vessel rate, the hard work put in by the staff of DCT and their ability to berth the vessel on arrival affirms DCT's reliability and commitment to delivering results. I would like to thank DCT's management and staff for their support and we will continue to strengthen our strategic partnership with DCT to ensure continued growth and productivity."

Dalian Container Terminal (DCT) and Dalian Dagang Container Terminal (DDCT) are PSA's port investments in Dalian. DCT was officially launched on 2 July 1996, while DDCT was formed on 7 July 1999 as a domestic terminal, to cater to the needs of Dalian and the North Eastern regions of China. DCT and DDCT handled around one million TEU (Twenty-Foot Equivalent Units) of containers in year 2000, representing a robust 37% increase over the volume handled in 1999. In November 1999, DCT also gained recognition from both the international and local shipping communities when it was awarded the title of 'Best Emerging Container Terminal' in the inaugural Lloyd's List

Maritime Asia Awards.

Besides DCT and DDCT, PSA Corporation also manages and operates Fuzhou Qingzhou Container Terminal and Fuzhou Aofeng Container Terminal in China.

PSA Corporation operates the world's largest container transshipment hub in Singapore. It provides every shipper an unrivalled choice of 300 shipping lines with connections to 200 ports. This includes daily sailings to every major port in the world. As a testimony of its excellent efficiency and quality service, PSA Corporation was voted the 'Best Container Terminal' at the prestigious Lloyd's List Maritime Asia Awards 2000 for two consecutive years. PSA Corporation was also awarded 'Best Container Terminal Operator (Asia)' for the 11th time, and Singapore the 'Best Seaport (Asia)' for the 12th time at the Asian Freight Industry Awards 2000. PSA Corporation was the first Singaporean multi-national corporation to be conferred the prestigious Singapore Quality Award for business excellence.

Besides its operations in Singapore, the PSA Group is involved in developing, managing and/or operating 10 port projects in seven countries around the world in Brunei, China, India, Italy, Korea, Portugal and Yemen.

Pusan: Announces critical increases in container handling volumes in 2000, up 17.1% over 1999

THE Port of Pusan has reported a critical increase of container handling volumes in 2000 with a growth of 17.1% based on 1999 volumes.

Of 7,540,387 TEU of the container throughput handled last year, 2,551,162 TEU and 2,483,753 TEU were carried in export and in import respectively. Significantly contributing to the total volumes, the transshipment reached 2,389,956 TEU in 2000 with an impressive growth rate of 46.4% compared to 1999.

The total container handlings in each container terminal are as follows:

- Jausungdae Container Terminal: 1,433,801 TEU
- Shinsundae Container Terminal: 1,282,135 TEU
- Gamman Container Terminal: 1,769,441 TEU
- Uam Container Terminal: 312,299 TEU
- Gamchun Container Terminal: 388,802 TEU
- Conventional Piers (6 piers): 2,353,909 TEU

The total figure in Pusan accounts for 82% of the national container trade volume in Korea. To deal with more cargoes with better facilities in the future, the Port of Pusan is getting ready with the channel dredging and the expansion of Gamman Container Terminal, which are undergoing right now.

(Copyright 1999 by Pusan Regional Maritime Affairs & Fisheries Office)

Sydney/Yokkaichi: Sydney Port Celebrates 100th Anniversary - Dedication of Viewing Platform

Speech by for Mr D Field, Chairman, Sydney Ports Corporation

**Molineux Point
Thursday, 8 March 2001**

Ladies and gentlemen,

Your program for these brief proceedings indicates that I am to outline to you the history behind the project to construct this viewing platform (or lookout) around which we are gathered.

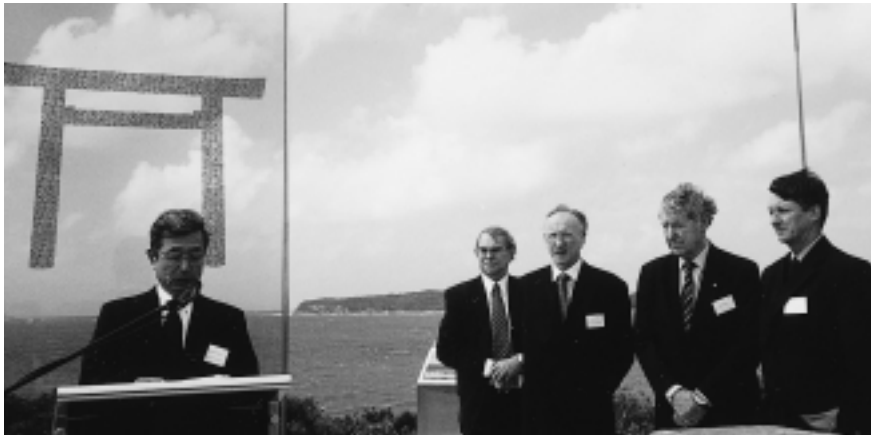
For at least the last 30 years, the aim of port managers here in Sydney has been to complement the harsh appearance and impact of port areas with features that give something of value to the wider community. The predecessors of Sydney Ports Corporation gave Sydneysiders a fine amenity area at Peacock Point at Balmain in Sydney Harbour, lovely lookout points at Millers

Point above the Darling Harbour wharves and the huge expanse of Sir Joseph Banks Park to the west of the golf course here on the northern side of Botany Bay. Beach protection projects all around Botany Bay have been, in part, a responsibility accepted by port management - and the list goes on. For every dollar spent on developing the ports of Sydney in the last 2 or 3 decades, a significant additional amount has been spent on provision of public open space and recreation areas.

If we look back even further, a number of the islands of Sydney Harbour were for many years in the care of the Sydney Harbour Trust and then the Maritime Services Board before becoming (in relatively recent times) responsibilities of the National Parks and Wildlife Service.

Like its predecessors, Sydney Ports Corporation is intent on providing the

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*Dedication of Viewing Platform
From L to R: Iijima, Jonh Hayes, D. Field, John Wallace and Greg Martin*

wider community with places to enjoy. Where we can achieve something extra, we are very pleased to do so.

Here at Molineux Point, we believe we have been able to provide a feature which everyone can enjoy while at the same time allowing those who wish to learn more about the historic locality to satisfy their curiosity.

Botany Bay was Captain James Cook's landing place in 1770. From here, you can see Kurnell where he set foot ashore.

The unobstructed views from this spot are without equal in this historic part of Sydney.

On the platform we have constructed we have placed four pedestals. One faces Kurnell, one faces La Perouse, another historic location, one faces Sydney airport and the other faces the Port Botany seaport. Each pedestal offers a brief description of the scene in the distance. The pedestal facing the seaport invites visitors to contact Sydney Ports Corporation for more information.

The ultimate benefit of the platform is one of allowing the community somewhere to visit to reflect on the significance of Botany Bay in Australia's history while also providing views of modern day commerce, as represented by Port Botany and the airport.

Yesterday, today and tomorrow are all recognized in the design of the platform. As far as yesterday - or the past - is concerned, the timber bridge leading to the platform has been constructed with

timbers salvaged from the old wharves in Walsh Bay, Sydney Harbour. These timbers symbolize the work of the Sydney Harbour Trust, our first port authority in Sydney, whose 100th anniversary we are celebrating this week.

Today is an exciting day for Sydney Ports Corporation because we have with us here our good friends from the port of Yokkaichi in Japan - friends from our Sister Port of 32 years standing. Today it is our great pleasure to mark our 32 years of friendship with Yokkaichi by dedicating the viewing platform itself to our Sister Port.

Tomorrow - in other words, the future, is the time for emerging generations to come here to enjoy this feature.

My pleasant duty in a few moments time will be to invite others to come forward to assist in the official opening of the viewing platform.

But first I wish to acknowledge those who have worked on this project.

The platform has been built by BCP Complete Contracting to a design by

Tim Williams Architects, with the bridge having been constructed by Waterway Constructions. Within Sydney Ports, the project has been managed by a team including Alistair Palmer, Norman Ferguson and Robert Durant. I congratulate and thank you all for your various contributions to the project.

As far as design is concerned, the most outstanding feature is the glass panel in the center of the platform, depicting a torii gate in the style of those found in the part of Japan where our friends from Yokkaichi live. There are two special plaques on the structure. The first refers to the historic link with the Sydney Harbour Trust, symbolized by the timbers in the bridge. The other refers to the Sydney - Yokkaichi relationship. They are equally important.

It is now time to dedicate this fine new feature.

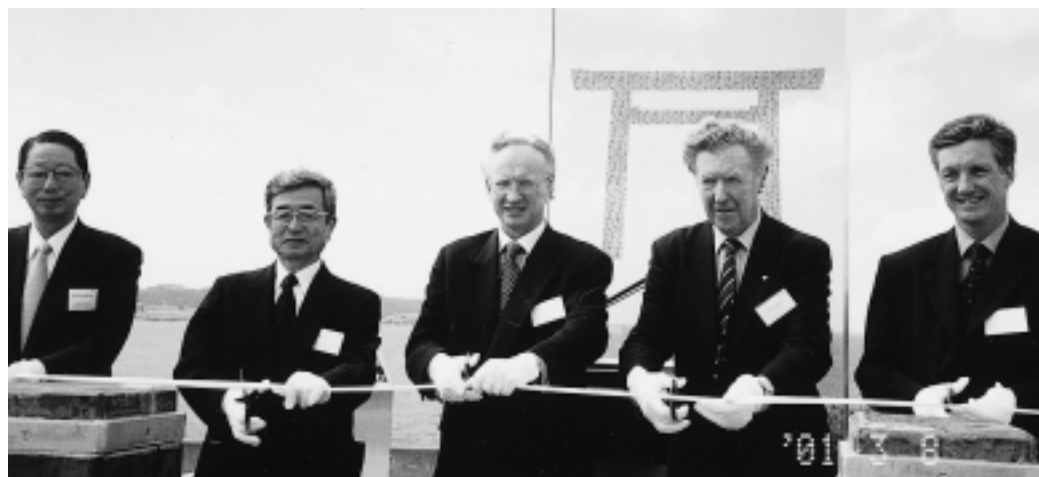
For this purpose I invite Mr Iijima and Mr Kosuge, representing Yokkaichi, to come forward. I have great pleasure in also inviting Mr John Wallace, President of the Maritime Services Board of NSW from 1975 to 1984 to come forward. And I also ask Mr Greg Martin, CEO of SPC, to join me.

Together we will cut the ribbon and, in doing so, dedicate the platform to its several purposes.

- an SPC gift to the community,
- a reminder of the era of the Sydney Harbour Trust, and
- a mark of Sydney's long time friendship with Yokkaichi.

Ladies and gentlemen, thank you for attending this ceremony.

We will now complete the dedication with the cutting of the ribbon.



From L to R: Hiromasa Kosuge (Chairman, Yokkaichi Harbour Transportation Association), Iijima, D.Field, John Wallace and Greg Martin