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THE Port of Nagoya is located at the approximate center of the Japanese Archipelago, at the innermost part of Ise Bay facing the Pacific Ocean, and serves as the economic and industrial distribution center for the Central Japan (Chubu) Region.

It is a gateway to around 150 countries and regions, with functions both as a commercial and an industrial port. Improvement projects are underway to further upgrade the Port's quality in a balanced and comprehensive manner, so as to fulfill its role as an integrated international port. Related article on page 35.

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22nd World Ports Conference in Montreal

President Dominic J. Taddeo and his Team at the Montreal Port Authority made the 22nd World Ports Conference attractive and enjoyable for the more than 800 men and women who gathered from 60 different countries and economies of the world by offering tightly packed business programs let by with 30 speakers on contemporary issues facing the world's business and transport sectors. The programs were backed up by the culture of Montreal itself, starting from the uncontestable warm hospitality and maple syrup on down to the city's world-famous Jazz.

Here is the summary of the Conference as authored by our special reporter, Mr. Peter J. Rimmer, MA, PhD, FASSA, Emeritus Professor and Visiting Fellow, Division of Pacific and Asian History Research School of Pacific and Asian Studies, The Australian National University.

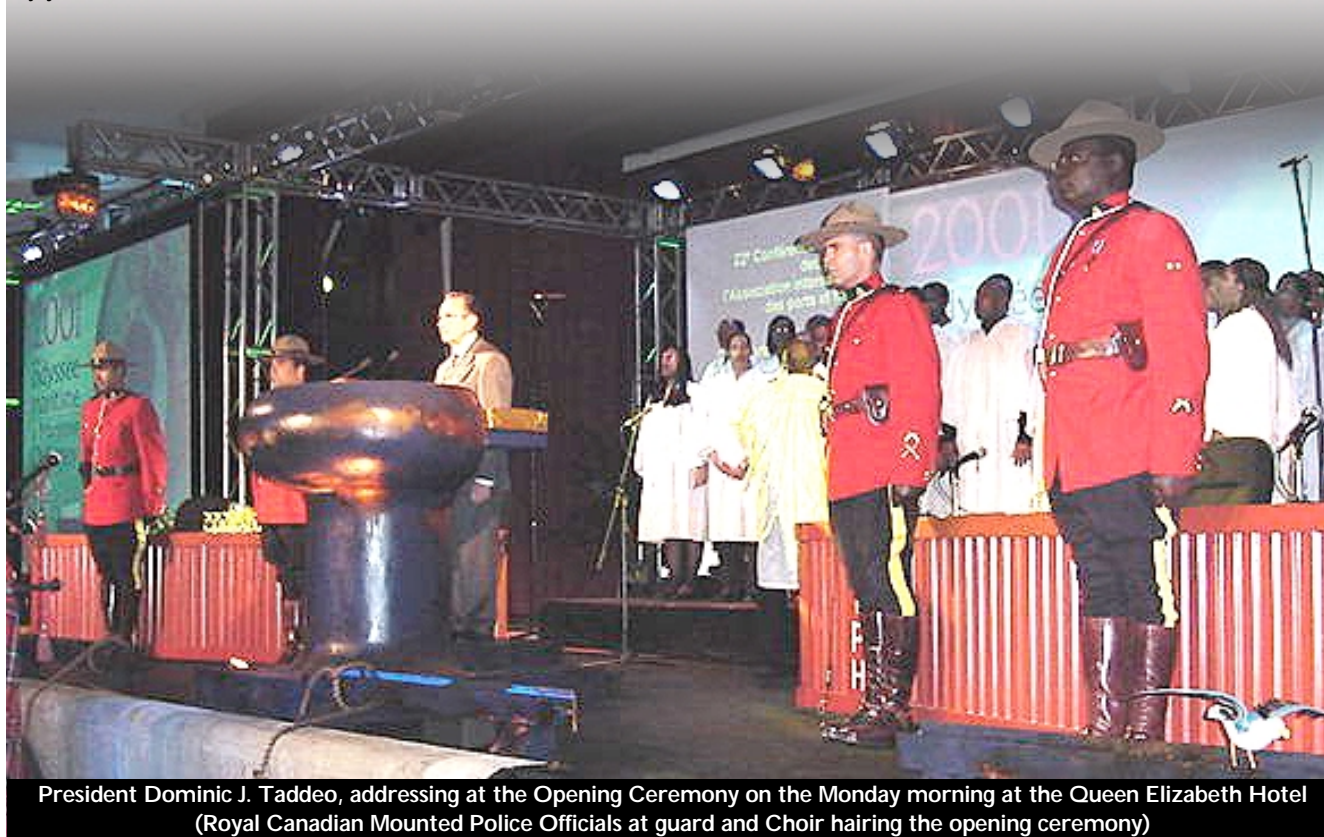
2001, A MARITIME ODYSSEY: OVERVIEW

THE Port of Montreal hosted the 22nd World Ports Conference between 19 and 26 May 2001. It was the first International Association of Ports and Harbors (IAPH) Conference at which the President (Dominic J. Taddeo) was from the host port. The biennial Conference was the second held in Montreal, only London had previously enjoyed this distinction. The same venue —

the Queen Elizabeth Hotel — was used. When the last World Ports Conference was convened there at the height of the Cold War in 1971 the late Pierre Trudeau was in the first of his four terms as the Canadian Prime Minister.

This return of the IAPH Conference to Montreal in 2001 provided an invaluable opportunity to reminisce and reflect on thirty

years of rapid change in the port industry before looking ahead to fashioning an appropriate agenda for the new millennium. In 1971 world trade was worth US\$500 billion but by 2000, according to the World Trade Organization, it had increased to US\$6 trillion — 60 per cent of which passes through the world's ports. Thirty years ago containerization was still an embryonic activity but its glob-



President Dominic J. Taddeo, addressing at the Opening Ceremony on the Monday morning at the Queen Elizabeth Hotel (Royal Canadian Mounted Police Officials at guard and Choir hairing the opening ceremony)

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al manifestation now is worth US\$90 billion. Significantly, IAPH member ports handled over 90 per cent of all container traffic.

A perusal of the conference agenda in 1971 shows that some key topics — the size of container ships and the location of container terminals on urban peripheries — are still matters for discussion thirty years later! Others have been transformed during the interregnum — the importance of mainframe computers in port operations giving way to personal computers and E-business. New subjects have appeared in the interim, notably the impact of the new era of globalization and world trade on port activities, and a variety of technological innovations. The latter range from using the Internet to manage cargo manifest to the digital global positioning system (DGPS) to track the world's shipping fleet. Thus continuity and change are ever-present features of the maritime economy.

The Conference's chosen theme — 2001, A Maritime Odyssey — provided a broad framework for identifying and exploring the principal preoccupations of the world's maritime community. The five-day business program supplied a gripping discourse on the current state of the maritime economy, which was rich in evocative details, complex constituencies and universal topics. This brief overview highlights the keynote address, six keynote speeches, and a technical tour, and summarizes the twenty-nine papers given in seven working sessions (abstracts of these papers will appear in the July/August issue of Ports and Harbors).

GLOBAL ISSUES

In his keynote address to the Conference, Canada's Minister of Transport (Hon. David M. Collenette) began the Odyssey by reflecting on the challenge posed to his country's transport system by changes in the world economy. The government has responded by reshaping its original national transport policy to promote deregulation and privatization. This has resulted in Canada's ports being given a commercial mandate.

In Working Session No 1 attention moved from the local to the global by focusing on the state of the world economy at the dawn of the third millennium. Emerging developments in international trade and logistics over the past three decades were reviewed and port managers alerted to the likely impact of the increasing size of container ships and fewer vessel strings on ports by 2020. A context for these developments was provided by an outlook on short-term currency and interest rate trends, which revealed hope for the United States of America (USA) in the longer-term. There was also speculation about what would happen if the USA went into recession, Europe is not an alternative locomotive, Japan falters,

Asia relapses, and Argentina defaults/devalues. The conclusions were that the risk of a recession in the USA is still uncomfortably high and there is no likely lifeline from the rest of the world. But the good news is that there is more room for fiscal and monetary stimulus in the USA and Europe. The session was rounded out by speculation on the nature of the port industry in 2020 which envisaged a few large players controlling a large market share of container terminal throughput and the seaport becoming like an airport with the adoption of more disciplined operational procedures.

In the first keynote speech Ray Miles (CEO, CP Ships) took the opportunity to announce a marked increase in capacity its ships serving the Port of Montreal in conjunction with its

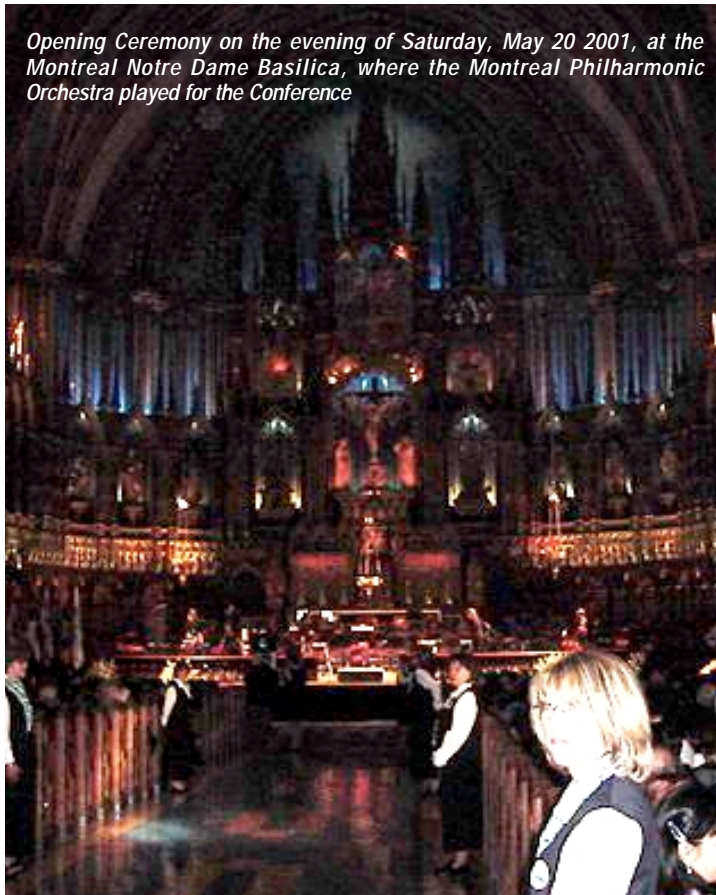
the current realities and new challenges in the port industry. These include issues of inadequate landside access stemming from shortages of terminal/rail capacity, high demand on regional infrastructure and public concerns about truck traffic growth arising from accelerated trade growth and larger ships, particularly at ports favored by global shipping alliances. There is also the challenge of knitting together the disparate shipping, port and inland transport elements into a seamless, global supply chain managed to meet the aim of global network corporations, such as the Ford Motor Company, to become 'a world class consumer pull company'. The demand of their increasingly discriminating customers for speed, quality and reduced total costs will be helped considerably by E-business. This involves interacting, distributing and selling online to eliminate billions of dollars in redundant paperwork and unnecessary delays. Such innovations over the past decade have led to transportation's share of Gross Domestic Product in North America declining from 15 per cent to less than 10 per cent.

In the third keynote speech William A. O'Neil (Secretary General, International Maritime Organization) stressed that the fundamental focus of IMO continues to be the safe movement of vessels and their cargoes. Although conscious that ports should not be exposed to pollution, fire and explosion, the IMO is prepared to intervene where salvagers dealing with a damaged vessel containing a potentially hazardous cargo have no port willing to admit them, like the tanker *Castro* in the Mediterranean in early 2001.

In Working Session No. 3 interest was centered on productivity and competitiveness in a global market. The dynamism of the container segment was highlighted to demonstrate opportunities for improving port productivity through private sector participation, primarily in container terminals in both advanced capitalist and developing countries. Increased competitiveness among ports has been heightened by consolidation among ocean carriers and the emergence of global terminal operators capitalizing on privatized port facilities. Pulling together private and public partnerships is encouraged by the World Bank-sponsored Global Facilitation Partnership for Transportation and Trade Consolidation (GFP) launched in 1999 to smooth commercial transactions. Typified by Canada's Logistec Corporation, there are also opportunities for the private sector in niche container terminals and non-containerized bulk and non-bulk handling on behalf of fewer but larger customers.

As these emerging global network corporations served by global shipping alliances seek to reduce total costs, port community

Opening Ceremony on the evening of Saturday, May 20 2001, at the Montreal Notre Dame Basilica, where the Montreal Philharmonic Orchestra played for the Conference



partner Hong Kong's OOCL. This investment highlighted the pivotal role CP Ships have afforded its original homeport in its strategy for serving the Chicago market. The success of this venture has prompted huge investments in a bid to handle seasonal shortfall in the availability of containers.

In the second keynote speech Rob Ritchie (President and CEO, Canadian Pacific Railway) wanted to remove trade barriers so that the grand vision of borderless trade could be revitalized. Further productivity gains could be derived from supply chain management, especially from customs clearance and compliance. Economic growth would then be driven by the seamless movement of goods, which has the potential to improve economic, political and social conditions across all countries.

This plea for borderless trade presaged a switch in Working Session No. 2 to consider

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"extranets" have been developed to meet port stakeholder requirements for timely information flow, better processing of documentation, improved gate operations and yard management. Use is also being made of underdeveloped port land assets by encouraging massive private investments in passenger cruise ships, mixed-use terminals, elaborate waterfront and retail entertainment centers, and support services to diversify port revenue streams — a process accompanied by a marked geographical diversification in home ports and port-of-call. These prospects should prompt port authorities to examine Corpus Christi's Harbor Island residential option, Port Canaveral's master plan for an urban waterfront center, and Chicago's Navy Pier waterfront entertainment center.

HEMISPHERIC ISSUES

Marking a shift in scale from global to hemispheric issues, Canada's Minister of National Revenue (Hon. Martin Cauchon) provided a review of the country's streamlined customs arrangements in the fourth keynote speech. Much has been done since 1990 to identify and implement workable solutions for clearing people and goods known to be low-risk. These arrangements include a self-assessment regime for shippers supported by a post-verification process. This allows the Customs and Revenue Agency to direct more resources to security issues involving terrorism and the illegal entry of people.

In Working Session No. 4 there was an examination of prospects for inland waterways in the twenty-first century. Initial attention was centered on the modernization of the operations and infrastructure of the Panama Canal commenced in 1996 — a larger cut and wider locks — to offset some of the impacts of vessel size as its ports seek to become logistics hubs for the Americas. Then parallels were drawn with the benefits of revolutionary navigational and management aids on the St Lawrence Seaway using mandatory automatic identification systems (AIS), which will operational on 1 July 2001. This development will be part of a comprehensive traffic management system (TMS) aimed at creating a virtual waterway by providing users a seamless source of information over the 3,700 km route from Montreal to Lake Erie employing a real-time web site so that shipowners can track their vessels and cargoes.

These broad discussions on the St Lawrence Seaway as a global E-business gateway served as a prelude to the technical tour that showcased the Port of Montreal's infrastructure. The Port provides a classic example of the pressures on inland centers occasioned by the accelerated growth of the container industry and need for continuing access for waterfront space to accommodate its expanding throughput. Effective use of on-dock rail and truck access is the key to Montreal's efficient intermodal operation. Both Canadian National Rail (CNR) and Canadian Pacific Rail (CPR) have track connecting the port with centers throughout Canada and links through the USA to Mexico. Also the prospect of a thriving cruise industry promises to revitalize the use of other areas of the waterfront.

After the technical tour it was much easier

to appreciate the realization of the St Lawrence seaway vision detailed by Laurence G. Pathy (President Fednav Ltd) in the fifth keynote speech. Opened in 1959, the Seaway is navigable by shallow draft vessels and serves 15 major Great Lakes ports with access to one-third of North America's population. Although beset with obstacles ranging from geographical limitations through rail competition and limited year-round operability to the environment, there is a consensus that these can be overcome through binational cooperation on infrastructure, traffic operations and financing.

LOCAL ISSUES

Working Session No. 5 focused on port management and drew on a range of first-hand experiences to highlight the economic realities in maritime commerce around the world. Initially, there was an examination using European examples of how conflicts between cities and ports over the environment could be made productive and dynamic for port cities. Then a wide-ranging examination of the Indian port scene highlighted that planned infrastructure development between 2001 and 2021 rests heavily on the degree of private sector involvement and participation. The complex labor problems involved in privatization were further explored in Gambia where a stopgap compromise was made to satisfy workers and the government but not the private sector. In Oman the sultanate is bidding to make Salalah into a hub port for large container vessels on the east-west route between Asia and Europe, while Sohar port is being positioned to become a regional transshipment port in trade with Iran and the twelve Commonwealth of Independent States (CIS). The challenges facing China's ports are encapsulated by the expected rise in container throughput from 22 million TEUs in 2000 to 60 million TEUs in 2010 — a proposition requiring accelerated infrastructure development as Shanghai alone will have to handle 15 million TEUs. Japan's national port policy formulated in 2001 is designed to accommodate new terminals required for mega-container vessels operating on long-distance routes and container vessels in the Intra-Asian trade.

GLOBAL ISSUES REVISITED

Interest in the Working Session No. 6 highlighted the critical importance of technological innovations as indispensable tools for success in the maritime industry. These issues provided an opportunity to draw on the knowledge of leaders in IAPH's often unheralded sister organizations in the wider maritime community. International freight forwarders are embracing a new business model that adopts E-business to increase efficiency. Similarly, simulators have facilitated the training of pilots and technologies, ranging from electronic chart displays and automatic identification systems, have enhanced judgement in navigating vessels. A review of global seaport security issues, particularly rampant cargo theft, has led the International Association of Airport and Seaport Police (IAASP) to establish standards for cargo security and loss control, which involve extensive use of sophisticated technology. The cruise industry has also been assisted

by technological innovations in ship design and construction to achieve economies of scale and lower costs per passenger. Besides delivering high productivity gains these technological innovations have improved efficiency, safety and profitability. While shipping is part of the old economy it is now run by new economy standards of innovation.

Working Session No. 7 was centered on the new economic, legal, political and logistical responsibilities of ports. While negative externalities remain spatially concentrated, port authorities need to aware that the benefits of the current period of port transition brought about by logistical integration, the redesigning of shipping services and restructuring of the stevedoring are becoming less concentrated in the local port system. As a port authority could be sued for damages if a connection is established between the inspection of a ship and the cause of the sinking, the IAPH needs to monitor the European Commissions Directive (95/21/EC), which makes ports responsible for ensuring compliance with safety standards. IAPH members, individually and collectively, need to ambassadors for their ports and maritime commerce to ensure government legislators appreciate the industry's importance in economic development. There is also a need to recognize the importance to manufacturers of location within well-coordinated hub cities, like Montreal, situated on the global sea-land-air route between Asia, Europe and North America. As illustrated by a string of case studies the application of a suite of information management tools and techniques like Geographical Information Systems (GIS) and other spatial technologies offer powerful visual aids in ports and harbor site assessments.

LOOKING AHEAD

Excitingly, the next World Ports Conference will be held in Durban in 2003. In Montreal South Africa's Minister of Public Enterprises (Hon. Jeff Radebe) highlighted in the sixth keynote speech the role afforded port development in leading the continent's economic and cultural rebirth. Within South Africa progress has been made by establishing firm macro-economic foundations based on sound fiscal policies and the micro-economic reform of state-owned enterprises and an expanded private sector, particularly in transportation, energy and telecommunications. South Africa is aware that it cannot be an island of prosperity but that it must spearhead these developments throughout the rest of the continent.

The world will be viewed through very different economic and social prisms in Durban and Shanghai (site of the World Ports Conference in 2005) than that offered by Montreal. Rotating the Conference venue between the IAPH regions — the Americas, Europe and Africa, and Asia and Oceania — offers members an unrivalled opportunity to develop an important worldview, which complements their key port management tasks. As there are marked parallels in port issues across the world the IAPH's biennial conference provides an ideal forum for discussing interactions between new technology and land use — a never-ending Maritime Odyssey!

IAPH ANNOUNCEMENTS AND NEWS

IAPH Award Scheme 1999/2001

A biennial essay contest on the theme of "My suggestions for the top 3 changes required to improve the quality of service in my port" was conducted in 2000 under the IAPH Award Scheme. As it turned out, 15 eligible entrants from 7 IAPH Member Ports in 7 countries participated in the contest.

For purposes of screening, a panel of judges was established comprising Chairman Goon Kok-Loon, PSA Corporation Ltd., Singapore and Mr. John Hayes, Sydney Ports Corporation, Australia. After a careful evaluation by the panel, Chairman Goon announced in early April that, while there was no entry considered appropriate for the top prizes of 1st, 2nd, 3rd and 4th, the Merit Prize with a cash of US\$100 be awarded to the following three entrants:

Mr. Ngozi R Onyeagwazi

Nigerian Ports Authority

Mr. Chen Geyi

Guangzhou Harbour Bureau, China

Mr. Sunil P Pawar

Jawaharlal Nehru Port Trust, India

At the same time, the guidelines for evaluating the essays were also announced as follows:

Guidelines for Evaluation

1. Expectations

- Cost and benefits of each suggestion quantified;
- Implementation schedule drawn and solutions to overcome problems identified;
- Essays should not be a chronicle of improvements which have already been made.

2. Administrative Rules

- Entrants must be individuals employed in IAPH member ports;
- Entries should be original works;
- Entries which are the result of official

studies or otherwise sponsored projects will be disqualified;

- Regardless of language used, the entry paper must be accompanied by a brief summary in English.

3. Evaluation Criteria

- Content: relevance, originality, depth of analysis of problem areas for improvement, whether recommendations are specific, concrete, effective and practical, whether cost benefit analysis was done and details of implementation provided;
- Presentation/Organisation: logical flow of thought, effective use of diagrams/charts.

Summary of three entry papers selected for Merit Prize

Ngozi R. Onyeagwazi

Nigerian Ports Authority

Nigeria

IN the world today, time is one of the greatest assets with which anything could be achieved. So in rendering services one must not forget the saying, "Time is money." And any "time" lost cannot be regained forever again.

At this present moment, man has been able to save time, made computer which is one of the known instruments that appropriately uses little time in doing a lot of work and services. Therefore the computerization of the Port activities such as Nigerian Ports Authority will be a

dream come through in our fight for changes required to improve the quality of services in the Ports. Because when the Port charges - (Customs, demurrage per day, berthing charges, etc) - could be easily accessible at a glance through the pressing of the computer keyboard, then a lot of man-hour which could have been lost in scouting for information would be saved. This will encourage the customers who already know what costs they will pay for any particular goods they import or export from that Ports.

The computerization of the Nigerian Ports Authority will serve as a source of handy information point. People as well as customers can easily check for any information they need, concerning the Port from the Computer Center. This will make more people know about the services the Port renders and as a result will be ready to do business with such a Port. Moreover the Port Authority will not be spending more money in printing pamphlets/leaflets regarding the services they render to the public. Since they can easily access any information they need from the computers, thereby saving cost. In government quarters, there are certain traditions that prevail, such as the normal eight (8) working hours. If this could be adjusted to 24 working hours for the staff so as to cover the whole day.

Punctuality is the soul of business, and being aware that people are always at their service in the ports, the Port users would not want their goods to incur demurrages which will attract extra charges. As an office worker, you can go to work (i.e. from 8 a.m. to 4 p.m.) and when you close from work, go to the Ports and clear your imported goods or export your goods to any part of the world with ease at any time of the day, say 1.00 a.m. or 2.00 a.m. in the morning or even at 12.00 midnight, knowing that people are already at work. If this 24-hour working system is introduced in Nigerian Ports Authority, it will ensure proper surveillance of the Port premises by the security and five service personnel in the ports. There will be a drastic reduction in the level and rate of crime, pilferage in the Ports. Also stealing and vandalism of goods (imported and export oriented) would be stamped out. Sudden

IAPH ANNOUNCEMENTS & NEWS

outbreak of fires will be promptly tackled and brought under control. Questionable acts of arson would be checkmated. Also questionable people would not be found in the ports, both at day and night.

My third suggestion is good salary and remuneration. Many things go wrong today in the society the world over because of money, crimes of different sorts, cheats in their highest order, stealing in the executive quarters. In fact this transcends all the strata and fabrics of every societal class in the world today. All these are attributed to the craze for money and poor wage income. Our Ports are not exceptions. The workers could be brought over or enticed with a reasonable amount or allow them easy access to the Ports when the workers are not well paid or well remunerated. They could resort to Peu-robbery, or other criminal activities to enrich themselves in order to meet the societal flamboyance. But when a worker is well paid, he would be very happy to carry out his job properly and promptly too. He would not be easily bought-over by people of dubious character because he would not want to lose his job since at the end of the month and he is sure of a reasonable pay package.

Chen Geyi

Guangzhou Harbour Bureau
China

XIII Stevedoring Company and Xinsha Stevedoring Company, two subordinates under the Guangzhou Harbour Bureau, are two important terminal operators specialized in coal discharging. However belt lengthways-tear occurring during coal discharging operations has always been the thorny problem that causes a loss of more than 1 million RMB each year and brings negative effects on both productivity and the reputation of the Port of Guangzhou. The author makes a detailed analysis about belt lengthways-tearing and finds a creative method to solve the problem based on his plenty of practice. This method has proved effective in daily production activities and is worthwhile to be popularized since it is simple and easy to be applied, small in investment and fast in the desired result producing.

This thesis has won the first-grade prize of the excellent thesis of Guangzhou Harbour Bureau in 1999 and was recommended for publication in "Trends in Port Science & Technology" which is a highly esteemed magazine under the general editorship of China's Ministry of Communications.

Sunil P. Pawar

Jawaharlal Nehru Port Trust
India

TODY's globalization and new economic policy trend, the MNC companies are entering all over the world particularly in the developing countries like India which competitively challenge the traditional business to withstand. They come with the modern managerial, technical and customer-oriented strategy to improve their business. The survival of the native organization is to improve their quality through the rapid change in their infrastructure.

'Quality' is the word not only to indicate the fast service to the customer of cargo handling operation...but now today's scenario is to think in more detail than what customers expect rather than what we can give them best of the Best. And thus the new services of port area put in front of customer as ...Ensuring safety of cargo and minimum or nil damage/loss of cargo, fast documentation process, planned scheduling of operation, delivering the cargo to freight stations and all above is the time factor.

I had presented this matter which is mainly based on my work experience while working as a workman of Port,

what I observed and the drawbacks seen which I emphasize to improve in the subject of this essay contest.

In the introduction to the importance of quality I mentioned in particular three subjects and gave solutions according to my observation & study viz ...

- Implementation of automation rather than manual operation in cargo handling areas;
- Real implementation of a good desired maintenance system and developing a good communication system; and
- Change in some of present work methods such as handling & storage of hazardous cargo, stacking of outbound containers, round-the-clock operation by applying a hot seat exchange method.

My suggestion in this regard is to change the conventional methods with little change where all the management and the worker will adopt to co-op each other in the new working atmosphere to meet the challenges of globalization. Being working in JNPT port, I carried out long-term observation and fortunately this essay contest gives me an opportunity to express my views and suggestion in this regard.

IAPH IT Award 2001 Announcement of the Winners

In his advice of May 2 2001, on behalf of Mr. Emili Arbos, Chairman of Trade Facilitation Committee, Mr. Santiago Mila, Port of Barcelona, announced the Winners of the IAPH IT Award 2001 as follows:



Emili Arbos

Gold Plaque

System title:

"Reporting on A Project Research into the Application of Information Technology in Ports and Maritime Transport"

Winning Organization:

Administração dos Portos de Paranaguá e Antonina, Brazil

Silver Plaque

System title:

"Port Information System"

Winning Organization:

Port of Brisbane Corporation, Australia

Bronze Plaque

System title:

"Container and Booking Inquiry Using the Web"

Winning Organization:

Port of Houston Authority, Texas, USA

Expressing thanks to the seven first-category entrants (IAPH member ports), Mr. Mila, however, noted that there was no entry for the second category (academic institutes). He further noted that the Winners would be awarded respective plaque at the first Plenary Session on Monday, 21 2001 on the occasion of the 22nd IAPH World Ports Conference.

IAPH ANNOUNCEMENTS & NEWS

Joint IAPH/ICHCA Submission to the IMO's
6th Session of the Subcommittee on
**Dangerous Goods, Solid
Cargoes and Containers**

Dear Mr. O'Neil,

Please find attached a joint submission by the International Association of Ports and Harbors (IAPH) and the International Cargo Handling Co-ordination Association (ICHCA) to the 6th session of the Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC 6), that is scheduled to meet from 16-20 July of this year.

The submission refers to document DSC 5/7 by Canada, the discussion of which, due to time constraints, was deferred to DSC 6. Both Associations believe that Canada was right to draw the Subcommittee's attention to problems associated with cargoes under fumigation and wish to support Canada's submission.

Yours sincerely,

Rotterdam, 19 April 2001

P.C. van der Kluit
IAPH Representative in Europe
IAPH Liaison Officer with IMO

DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS
6th session
Agenda item 7

DSC 6/7/..

Fumigated cargoes and the risk at ports

Submitted by the
International Association of Ports and Harbors (IAPH)
and the
International Cargo Handling Co-ordination Association (ICHCA)

Executive summary:

IAPH and ICHCA, based on the results of a survey amongst the members of their Associations, pledge full support for the request of Canada as contained in document DSC 5/7

Action to be taken: see paragraph 8
Related document: DSC 5/7

1. In document DSC 5/7 Canada reports a number of incidents with Cargo Transport Units (CTU's) under fumigation. The incidents result from non-compliance with relevant IMO

Recommendations.

2. In paragraph 7 of the submission, Canada calls upon the Subcommittee to invite MSC to issue a circular reminding agents, shippers, terminal operators and ship owners of the requirements of the IMDG Code with respect to the transport of CTU's under fumigation and highlight the safety concerns that improper procedures of fumigation and mis-declaration of CTU's under fumigation can have on the persons involved in the handling of these Cargo Transport Units.
3. Since such non compliance represents potentially serious risks at ports for port

and terminal personnel (as well as organizations further inland), it is of interest to IAPH and ICHCA. Both organizations have, therefore, consulted their members to inquire whether similar incidents as reported by Canada happen at IAPH member ports or ICHCA member facilities.

4. Both Associations received a considerable response to their inquiry, indicating that the typical procedural mistakes as reported by Canada regarding fumigated Cargo Transport Units and the potential risks thereof are common to many ports and terminals. One port company which receives regular requests from various national authorities to open boxes for examination recorded its experiences over a seven month period. Over 150 units were found to be affected by fumigant but which did not comply with the IMDG Code's requirements. 98% were not declared and 57% did not have the fumigation sign attached to the container. The indications are that there is widespread non compliance with this particular movement.
5. The inquiries showed that there was a general awareness of the risks associated with these cargoes. Even if the proper procedures are followed, there is widespread concern for the safety of persons involved in the handling of these cargoes because of the likelihood that the procedures have not been followed.
6. In that context attention is drawn to the possibility that exporting countries and importing countries may have different regimes regarding fumigation, thus contributing to the risk of dangerous errors. The change from methyl bromide to phosphine on environmental grounds also has implications. The latter is more slow acting and can be reactivated by moisture and it is likely that more incidents will be encountered unless the Code's provisions are met.
7. The respondents to the inquiries fully endorsed strict, uniform implementation and enforcement of the existing guidelines and as a consequence, strong support is expressed for the operative paragraph of the Canadian Submission. It is suggested that "packers" be added to the list of those being reminded and that "affixing the relevant fumigation sign close to the doors" be added in the list of precautions to be taken.
8. The outcome of the inquiries and the views of the respondents have been fully discussed within IAPH and ICHCA, resulting in both Associations pledging their full support for the Canadian request for a circular as mentioned in paragraph 7 of document DSC 5/7.

IAPH ANNOUNCEMENTS & NEWS

Membership Notes**New Members****Regular Members****Calcutta Port Trust** (India)

Address: 15 Strand Road, Calcutta 700 001
 Mailing address: H.P. Roy, Chairman
 Tel: +220-5370, 220-3451 (Ext. 201)
 Fax: +220-4901
 Email: cptcal@wb.nic.in

Port of Vlore (Albania)

Address: Porti I Vlores "3 Shantori" Vlore
 Mailing address: Petrit Tafili, General Director
 Tel: 355-6329417
 Fax: 355-6329417
 Email: porti-vlore@aul.sanx.net

Associate Member**National Ports Council** (Nationale Havenraad) [Class B] (Netherlands)

Address: P.O. Box 20903, 2500 EX The Hague
 Mailing address: Jos M. Dekkers, Secretary General
 Tel: +31-70-3517619
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 Email: jos.dekkers@nhr.cend.minvenw.nl
 Website: <http://www.havenraad.nl>

Changes (Changes involved are underlined)**Indonesia Port Corporation II** [Regular] (Indonesia)

Mailing address: Abdullah Syaifuddin, President Director
 Commercial Director: Harry Soetanto

Philippine Ports Authority [Regular] (Philippines)

Mailing address: Alfonso Cusi, General Manager
 Assistant General Manager for Engineering:
Medardo Melicor

Sea Ports Corporation [Regular] (Sudan)

Chairman: Hamza Mohamed Osman

Frederic R. Harris, Inc. [Associate] (U.S.A.)

Address: 605 3rd Avenue
 New York, NY 10158-0180

Correction of a table appeared in December 2000 issue

Table 2 caption as "Summary of services of major carrier alliances and megacarriers", on page 18, of the article entitled "ESCAP Regional Shipping and Port Development Strategies Under a Changing Maritime Environment", has been found containing a serious error of listing Hanjin as inadvertently listed in New World Alliance, whereas it should have been grouped in United Alliance Group. The error was caused during the process of typesetting.

With sincere regrets we hereby reproduce an actual size but up-dated version of Table 2. Having said so, this office present, thanks to the kind advice given by Mr. Hasudungan Tampubolon, Director, Transport, Communications, Tourism and Infrastructure Development Division of ESCAP, and further to Mr. Puvaneswari Manikam, The Logistics Institute - Asia Pacific, National University of Singapore,

for their kind advice.

Table 2. Summary of services of major carrier alliances and megacarriers

Alliance group	Participating lines	Number of sailings per week			Slot capacity (Number of ships)
		Transpacific	Asia-Europe	Transatlantic	
Grand Alliance	P&O Nedlloyd NYK Hapag-Lloyd OOCL	West coast 6 East coast 2	7	2	645,748 TEU (278)
		Maersk Sea-Land	4	6	544,558 TEU (228)
New World Alliance	APL-NOL MOL Hyundai	West coast 9 East coast 1	4	1	447,358 TEU (178)
United Alliance	Hanjin DSR-Senator Cho Yang UASC	West coast 8 East coast 2	5	2	342,566 TEU (152)
Cosco/K Line/Yangming		West coast 7 East coast 1	4	3	380,689 TEU (207)
Evergreen		West coast 5 East coast 2	3	1	311,951 TEU (132)

Source: Korea Maritime Institute.

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.

IAPH ANNOUNCEMENTS & NEWS

Visitors

ON April 13, 2001, Mr. Eric Stromberg, Executive Director, North Carolina State Ports Authority (NCSPA), during his trade development trip to Asia, visited the Head Office with Mr. Tadashi Aoki, NCSPA Representative in Japan. They were received by IAPH Secretary General Dr. S. Inoue.



From left: R. Kondoh, Deputy Secretary General, IAPH; Inoue; Stromberg; and Aoki

ON April 17 2001, Dato Capt. Haji Abd. Rahim bin Abd. Aziz, Penang Port Commission, on his business mission to Yokohama, visited the Head Office to exchange views with IAPH Secretary General Dr. S. Inoue on passenger port development projects.



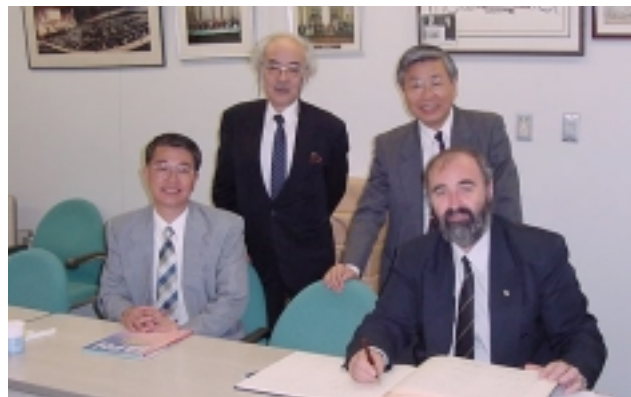
From left: Dato Capt. Haji Abd. Rahim bin Abd. Aziz; R. Kondoh, Deputy Secretary General, IAPH; and Inoue

ON April 21, 2001, Rear Admiral Neil R. Guy, SD SM MMM JCD, Director, International Hydrographic Bureau, Monaco, visited the Head Office to exchange views and comments with IAPH Secretary General Dr. Satoshi Inoue on IMO-related projects for the development of vessel traffic systems in African waters. Rear Admiral Guy was visiting Japan to attend the VTS-related conferences organized by the Japanese Coast Guard in Kobe.



From left: R. Kondoh, Deputy Secretary General, IAPH; Guy; and Inoue

ON April 24, 2001, Dr. Barrie Lewarn, Director, Faculty of Maritime Transport & Engineering, Australian Maritime College (AMC, Associate Member of IAPH), visited the Head Office and met with IAPH Secretary General Dr. Satoshi Inoue. Dr. Lewarn was visiting Tokyo to attend a joint educational program at the Tokyo University of Mercantile Marine.



From left (front row): Hideki Hagiwara, Ph.D., professor of Information Systems Engineering, Tokyo University of Mercantile Marine; and Lewarn; (rear row): R. Kondoh, Deputy Secretary General, IAPH; and Inoue

ON May 1, 2001, Dr. Giuliano Gallanti, President of the Port Authority of Genoa, and Mr. Pietro Dante Oddone, Public Relations and Promotion Manager, visited the Head Office and were received by IAPH Secretary General Dr. Satoshi Inoue. Gallanti and Oddone were on a trade development visit to a Tokyo exhibition organized as part of the Italy-Japan Festival 2001 held at the Tokyo Big Site (an exhibition complex located on an island offshore Tokyo).



From left: Inoue; Gallanti; Oddone; and Kondoh, Deputy Secretary General, IAPH

Apologies from the Head Office

The binding of a limited number of copies of the May 2001 issue of the IAPH journal was found to have been collated incorrectly. We therefore had the copies in question re-printed with a red dot placed on the upper right-hand side of the front cover, re-distributing the re-printed copies to all recipients of the journal.

Please accept our most sincere apologies for any inconvenience caused.

OPEN FORUM

Introduction

During the past decade, major ports around the world have faced significant challenges as marine technology and logistical systems evolved. Two major thrusts that impacted ports were increased specialization and growth in ship size. Ports modified their cargo-handling technology and expanded facilities to meet these new demands. For example, the trend towards deploying ever-larger container ships forces ports to invest in longer out-reach, post-Panamax gantry cranes and, at even greater cost, deepening access channels and water depth at berths.

A third transportation thrust involved integrated logistics, reflected by an expanding network of improved intermodal links based on the 'hub and spoke' system. In the shipping world, integrated logistics partly led to shipping line alliances and mergers.

In the container trades, major hub ports are being developed to serve post-Panamax vessels (ships that are larger than the Panama Canal locks) that presently carry 7,060+ TEU (twenty-foot equivalent containers). Industry forecasters suggest this is not the optimum size and future mega-size container ships may reach 16,000+ TEU capacity. Such large vessels will serve a limited number of strategically located hub ports with container transshipment by coastal shipping and intermodal systems (rail and road).

Canada's major container ports, Vancouver, Montreal, Halifax and Saint John, handle most of the national, and some US international, container trade. Are there opportunities for these and other Canadian ports to serve as future hub container ports for tomorrow's mega-size container ships?

Containership Evolution

Cullinane (1999) has suggested that containerisation evolved through two phases. The first, to the mid-1980s, included four ship size generations until the Panamax limit of 13 containers across a 32.2 m wide deck was reached. Since then, a second phase emerged involving an integrated intermodal distribution system coupled with a rapid increase in the use of post-Panamax ships.

Canadian Ports for Tomorrow's Mega Container Ships



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(Notes by the Head Office: Our thanks go to Mr. Gary Crook, Transportation SITE, UNCTAD, for his kind coordination and arrangement for enabling the introduction of this article.)

By 1993, other major shipping lines followed APL's earlier lead and introduced larger and wider post-Panamax vessels. As pointed out by Baird (1999), "almost three-quarters of the current post-Panamax fleet (i.e. generally vessels of 4000 TEU and above) were built

in the 1993-99 period." Various industry authorities (Ashar 2000, Baird 1999, Cushing 1999, Damas 2000, Germanischer Lloyd 1998, and de Monie 1998) suggest the next generation of mega-size container ships will be 12000 to 16000+ TEU capacity with up to 22 to 24 containers across a 60 m wide deck and drafts of 15 to 21 m. Many major ports are already gearing up to meet the challenge of handling these mega-size container ships.

Larger ships offer economies of scale (increased capacity with higher speeds at lower costs per TEU), greater ship stability, better flexibility in handling containers, and improved reliability (Cushing 1999).

Trade Growth

A recent forecast projects world port container throughput growth of 505 to 611 million TEU in 2015 (i.e. 2.4 times 1999 throughput of 210 million TEU) (Ocean Shipping Consultants 2000). As container trade grows, the ships serving it will become larger. de Monie (1998) suggested that tomorrow's 'mega-ships' will likely be used on east-west global pendulum routes (ending on either coast of North America) calling at few offshore, deep-water ports. Feeder vessels to other ports would tranship containers from these offshore terminals. Ashar (2000) proposes a more radical approach involving a fleet of 15,000 TEU vessels providing a two way equatorial round-the-world service through an enlarged Panama Canal. This fleet would serve seven strategically located transshipment hub ports, some floating in deeper water. Ashar's equatorial east-west routing would find these transshipment hub ports located in the Mediterranean (serving Europe) and the Caribbean (serving North America). Terrassier and Uguen (1999) report that some of de Monie's and Ashar's concepts are coming to fruition as container throughput is rising perceptively in Mediterranean ports located on the main east-west shipping lanes.

Implications for Canadian Ports

The challenge for Canada is to capture the opportunity to serve mega-size container ships. Such service presents

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several problems for ports including the need to provide deep water, wider channels, deeper berths, high-speed cargo-handling equipment, a highly productive and reasonably priced labour supply, suitable berths for coastal feeder vessels, and good road and rail intermodal connections to inland destinations.

Three of Canada's major container ports, Halifax, Vancouver and Saint John, can be considered potential hub ports for the next generation of mega-sized container ships. Depth restrictions in the St. Lawrence River will limit Montreal's accessibility for mega-sized container ships. Another possible contender as a future transshipment hub port is Prince Rupert on the west coast. All four ports offer deep-water with good intermodal connections and sufficient landside storage space to develop new, state-of-the-art container terminals.

Canada's east coast offers an ideal terminus for the westbound pendulum route from Southeast Asia through the Suez Canal and the Mediterranean to Eastern North America. Currently, post-Panamax ships serve this route to New York (with a stop in Halifax). Both Halifax and Saint John lie relatively close to the main North Atlantic shipping lanes from Europe to New York. On the west coast, Vancouver and Prince Rupert offer good sites to serve as the terminus of the eastbound pendulum route from Asia to North America.

Each of these four ports could provide on-shore major transshipment terminals for mega-size container ships as opposed to offshore facilities proposed by de Monie and Ashar.

Halifax

HALIFAX was recently a major contender in bidding for a contract with Maersk Sealand to provide a large container terminal to serve their post-Panamax fleet. In the end, Maersk Sealand chose to remain in New York. However, Halifax's bid did serve to raise the port's profile within the shipping community as a potential mega-ship hub port.

Halifax has ice-free, deep-water berths (14 m) that can be dredged deeper, and a main channel depth of 18 m. Canadian National Railway (CN) provides trunk rail service to the port, serving two existing container terminals (Halterm and Fairview). CN provides intermodal rail links to central Canada, the US mid-west, and Gulf states through its purchase of Illinois Central and marketing

agreement with Kansas City Southern Railways. Both of Halifax's container terminals provide on-dock rail transfer systems to CN's intermodal service.

The Maersk Sealand proposal call enabled the Halifax Port Authority (HPA) and its many stakeholders to participate in planning a new major container terminal. The optimal site selected by the HPA to meet the bid requirements was a harbour infill project along the present CN mainline in the Bedford Basin. This project involved extending the foreshore into the Bedford Basin by 300 m and 1300 m along the shore. The new container terminal would have handled 750,000 TEU per year by providing 1800 m of contiguous berth face, 16 post-Panamax gantry cranes, container storage for 24,000 TEU, on-dock rail service, and 15 m of water depth (Salzano, 1999).

Saint John

SAINTE JOHN offers a deep-water facility located on the east coast in the Bay of Fundy. Its container terminal has spare capacity to handle more throughput. Saint John is served by both CN and a private short line service linking it to the eastern US and central Canada. Like Halifax, an additional major container terminal could be provided by infilling the foreshore into the harbour outwards to Partridge Island. Such a site is contiguous with current port facilities and is easily accessible for road and on-dock rail transfer. An alternative site would be Lorneville, a proposed deep-water terminal with ample land for future landside storage and industrial development. Developing this site requires a short rail spur line.

Vancouver

VANCOUVER has become Canada's largest container port, handling over 1 million TEUs in 1999. Part of its success came from its new container terminal in deep water (15.8 m) at Roberts Bank outside the urbanized area. Roberts Bank is a 105-hectare man-made island linked by causeway with road and rail connections. The facility was constructed by the federal government in the 1970s to serve as a coal and grain-handling terminal. In 1997, Deltaport Container Terminal was commissioned at Roberts Bank as a two berth 600,000 TEU facility on a 40-hectare site served by four post-Panamax cranes. The container terminal is served by road and by both of Canada's main railways - Canadian Pacific and CN. Both CP and CN offer double-stack rail services throughout North America.

Deltaport Container Terminal is expected

to reach full capacity by the end of 2000. Present forecasts indicate that Deltaport Container Terminal will be handling 850,000 TEUs by 2007. Further expansion is problematic unless Deltaport converts the existing coal terminal to container handling operations. Enlarging Roberts Bank is likely to be cost prohibitive and environmentally difficult.

Prince Rupert

PRINCE RUPERT Port Authority is located some 500 nautical miles north west of Vancouver, placing it closer to Asian markets than other North American west coast ports. Prince Rupert is served by road and CN rail with good connections to the North American continent via Prince George and Edmonton. The rail line from Prince Rupert has the lowest Canadian rail grade through the Rocky Mountains, making rail transport less costly and quicker than from other Canadian west coast ports.

Prince Rupert currently handles about 9 million tonnes of various cargoes destined for Asian markets. The port also handles a small volume of containers. Prince Rupert has one of North America's deepest harbours with a depth of almost 40 m. Thus, it is more than capable of handling tomorrow's mega-sized container ships. The likely location for a major container terminal is Ridley Island, located in Prince Rupert's outer harbour. This site offers over 400 hectares of industrial land for future development. In addition, Ridley Island is connected to the mainland by causeway and served by both road and rail.

Serving Tomorrow's Mega-Size Container Ships

Four Canadian ports, Halifax, Saint John, Vancouver, and Prince Rupert, are suitable contenders for an on-shore container handling facility to meet the demands of tomorrow's 8,000 - 16,000 TEU container ships. Each port offers deep water, manoeuvring room, ice-free berths, and access to continental rail service. Three of these sites, Vancouver, Halifax, and Saint John, provide established container terminals located within urban settings. Although urban areas offer a local market for some imports and exports; further traffic congestion, competing waterfront development demands, and environmental concerns may limit their potential for additional growth. Prince Rupert offers considerable landside storage space advantages.

To truly be competitive with other US east coast ports in achieving hub port

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status, both Halifax and Saint John need a direct double-stack rail line to the US northeast including Boston and New York. Considerable capital investment will be needed to upgrade track and related infrastructure to handle a high volume of double-stack container trains to these major US markets.

Conclusion

There is a significant opportunity for four of Canada's deep-water ports to develop major on-shore transshipment container terminals to serve the coming generation of mega-size container ships (12,000 to 16,000+ TEU). These on-shore ports could serve the North American market as opposed to the off-shore facilities suggested by de Monie and Ashar. Seizing this opportunity requires the effective and skilful coordination of all the major elements within the marine logistics chain.

Most important of all, however, is the need for clear leadership at the regional and national level to achieve this unique and vital opportunity. A dedicated national task force, supplemented with parallel regional task forces should be created. These task forces should be comprised of senior transportation industry representatives along with others from the federal, provincial, and municipal governments. They should be mandated to coordinate, at regional,

national and international levels, the development of a major transshipment container terminal on each coast as part of Canada's national transportation policy. The task forces should ensure necessary intermodal infrastructure is in place, funding sources identified, and legislative constraints modified to allow these ports to serve tomorrow's container trade in an effective and efficient manner. The benefits of these on-shore transshipment terminals accrue not only to Canadians but also to the US.

Canada cannot allow this significant opportunity to pass it by. Appropriate action must be taken now to ensure the development of Canadian major transshipment container terminals to serve global east and west pendulum routes. These major Canadian facilities should become today's reality for tomorrow's trade.

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Port of Vancouver

OPEN FORUM

Port Authority Seeks Financial Support from Congress for More Than \$100 Million in Vital Dredging Projects

Channel Deepening Work is Key to Continuing Economic Growth in NY-NJ Region

THE Port Authority, in coordination with the states of New York and New Jersey, has urged Congress to support the agency's funding request for more than \$100 million for critical dredging projects needed to maintain the Port of New York and New Jersey as the leading North Atlantic destination for shippers.

In testimony submitted Monday to the Energy and Water Development Subcommittee of the House Appropriations Committee, the Port Authority outlined the importance of the channel improvement work to the New York and New Jersey region. The bistate agency also urged that funding levels in the Army Corps of Engineers Fiscal Year 2002 budget for channel deepening work be adequately maintained.

"The flow of international and domestic commerce through the bistate gateway has increased dramatically in recent years, evidence of a thriving international trade environment and the importance of federal and non-federal investments in water and land side facilities," according to the Congressional testimony jointly submitted by the Port Authority, the State of New York and the State of New

Jersey. "Without adequate channels and intermodal connectors linking the terminals to the highways and rail lines, the nation's business cannot be accomplished in an efficient way."

For Fiscal Year 2002, the Army Corps of Engineers requested federal funding for the following channel deepening projects:

Continued work to deepen the Kill van Kull and Newark Bay channels to 45 feet. These channels serve Port Newark and the Elizabeth Port Authority Marine Terminal, the busiest and largest container facilities on the East Coast, as well as provide access to terminals on the Arthur Kill.

Continued funding to deepen the existing 35-foot Arthur Kill Channel to the Howland Hook terminal (41 feet) and then on to the Tosco Bayway Refinery (40 feet).

Continued funding to deepen the existing 38-foot Port Jersey channel in Bayonne, N.J., to 41 feet.

"Steamships, planned and under construction, are only getting larger, promis-

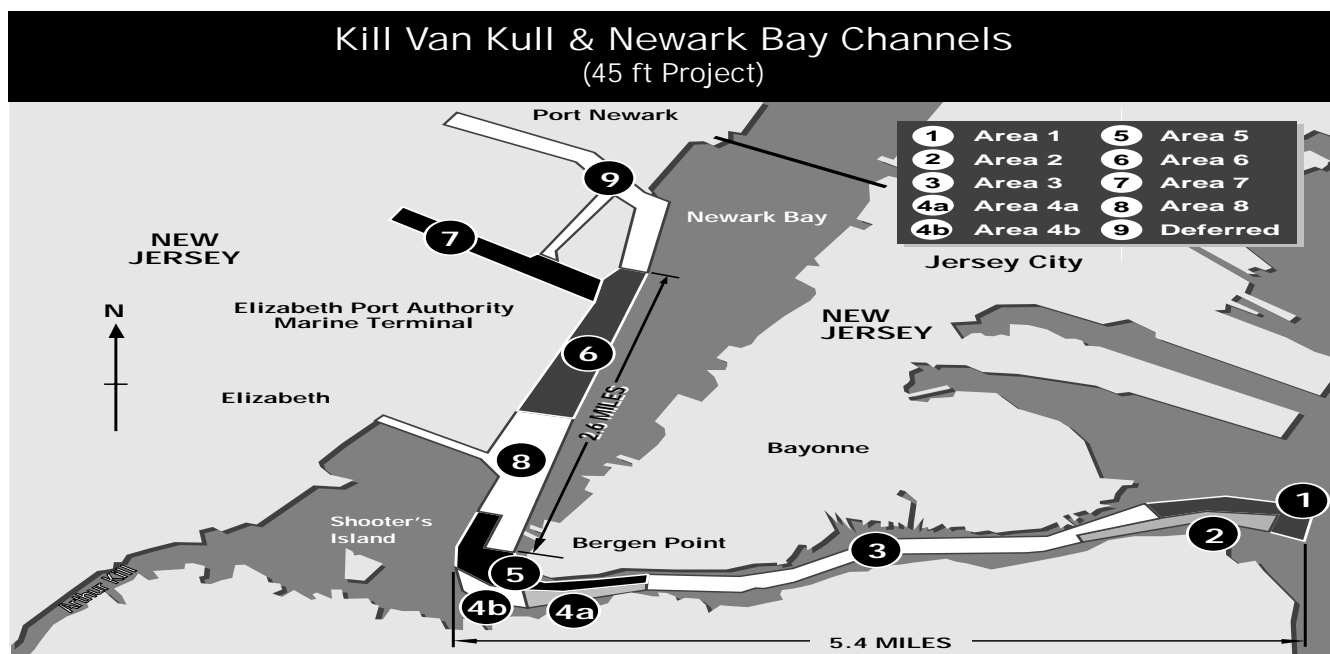
ing greater volumes of cargo on each call and requiring deeper channels to allow the vessels safe and efficient operation," the Port Authority said in its testimony. "In fact, the Army Corp of Engineers estimates that the nation will enjoy \$270 million in annual transportation cost savings due to larger vessels calling on the Port of New York and New Jersey."

The testimony also seeks to continue preliminary engineering and design work on the planned 50-foot port deepening project, as well as appropriations to continue the study of projects that could enhance the quality of the Hudson-Raritan estuary.

Attached is a copy of the Port Authority's testimony.

Joint Statement

Louis J. Hector, Vice President, Transportation and Infrastructure State of New York, Empire State Development Corporation and Richard Gimello, Executive Director, New Jersey Maritime Resources State of New Jersey, Department of Transportation and Richard M. Larrabee, Director, Port Commerce Department The Port



OPEN FORUM

Authority of New York & New Jersey
Regarding Federal Navigation
Channels in the Port of New York & New
Jersey Fiscal Year 2002

Presented to the Energy & Water
Development Subcommittee
Appropriations Committee, United States
House of Representatives, Washington,
DC.

April 9th, 2001

Endorsed By:

American Assoc. of Exporters & Importers; American Waterways Operators; American Stevedoring Inc.; Bi-State Harbor Carriers; Conference Board of Commissioners of Pilots (N.Y.); Board of Commissioners of Pilots (N.J.); Commerce & Industry Association of NJ; CSX Corporation; East Coast Warehouse & Dist. Corp.; Global Terminal & Container Services; Hoegh Lines; Howland Hook Container Terminal, Inc.; Int'l Longshoremen's Association; Local 1588 Int'l Motor Freight, Inc.; Int'l Matex Tank Terminals; K Line America, Inc.; Maher Terminals, Inc.; Maritime Port Council of Greater NY; Maersk Sealand, Inc.; Nation's Port New Jersey; Motor Truck Association; New Jersey State; AFL-CIO; New Jersey Chamber of Commerce; New Jersey Motor Truck Association; New Jersey Alliance For Action; New York Shipping Association, Inc.; New York State; AFL-CIO; Norton Lilly Inc.; Norfolk Southern Corporation; NY-NJ Port Promotion Association; P & O Ports North America, Inc.; Regional Business Partnership; Safeway Trucking Corp.; Seafarer's International Union; Staten Island Chamber of Commerce;

Tosco Bayway Refinery Union; County Alliance Union; County Economic Development Corp.; United NY/NJ Sandy Hook Pilots Assoc.; Universal Maritime Service Corp.; Waterfront Commission of NY Harbor

Mr. Chairman and members of the Subcommittee, we appreciate the opportunity to share with you our collective request for navigation channel funding. We do so at some disadvantage because we do not have benefit of the President's budget request. However, because we work closely with our partners in the Corps of Engineers on the projects and studies pertaining to the Port of New York and New Jersey we believe the level of funding described below is both reasonable and necessary for reasons discussed below.

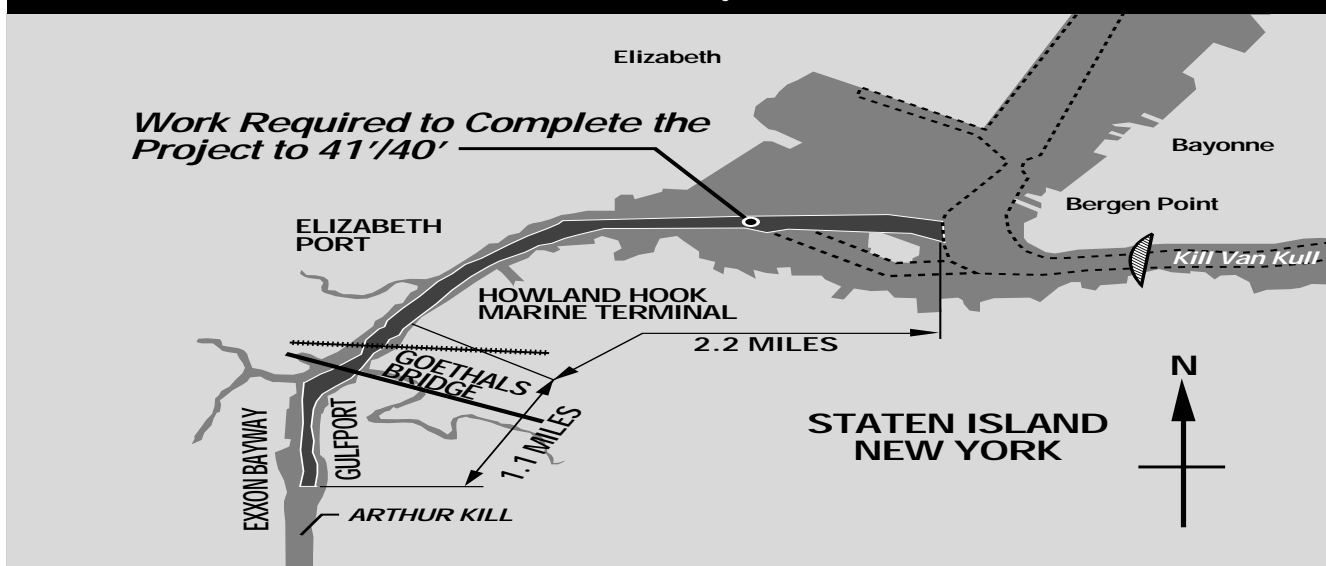
Mr. Chairman, this is our first statement submitted since you came to hold the gavel in the Energy & Water Development Subcommittee. Therefore we would like to make a point of extending an invitation to you, the Subcommittee members and staff to visit the Port of New York and New Jersey. There you can see for yourself the remarkable economic and natural resource asset that our nation has in the Port. The flow of international and domestic commerce through the bistate gateway has increased dramatically in recent years, evidence of a thriving international trade environment and the importance of Federal and non-Federal investments in water and landside facilities. Without adequate channels and intermodal connectors linking the terminals to the highways and rail lines, the nation's business cannot be accom-

plished in an efficient way. And that is what we see as our role - the role of the governmental agencies charged with responsibility for the port - that is, making commerce work for our country.

BACKGROUND So as to demonstrate why Federal funds for navigation projects in our region are monies well spent, we quickly recite some statistics from the year 2000. Last year \$82 billion in cargo flowed through our marine terminals, an increase of 13 percent over 1999. For the first time, total container volumes surpassed the 3 million TEU (20-foot equivalent units) mark in 2000, a 7-percent increase over 1999. Loaded TEUs were 2,246,194 in 2000, a 10.8-percent increase. For the first time in 20 years, ship calls topped the 5,000 mark with 5,124 commercial vessels, representing a 7.3-percent increase. Overall vessel traffic in the port has increased more than 12 percent since 1991. Total cargo volumes (bulk and general cargo combined) grew by 9.7 percent in 2000.

While the Port of New York and New Jersey serves a huge local market it is also the major gateway to the United States. The port handles 11 percent of all oceanborne general cargo imported into the nation. It also serves a significant market in the Midwestern United States. In fact, 40 percent of the Midwest bound cargo that flows through North Atlantic ports comes through the Port of New York and New Jersey. As you might imagine, and as Congressman Frelinghuysen knows very well, the working port serves not only the national interest but also our bistate region where the Port supports more than 166,000 jobs and contributes \$21 billion to the regional

Arthur Kill Channel Howland Hook Marine Terminal (41/40 ft Project)



economy.

We are grateful for the funding that this Subcommittee has provided to projects in our port. In addition to the required non-Federal match there also will be significant, related investments in a wide range of port-related infrastructure. The public and private investments are in response to market demands. Those demands clearly indicate that commerce will flow strongly through our port at rates that will test the capacity of our infrastructure in the channels, at the terminals and on access facilities even as construction is underway. Our conservative analysis projects annual growth at under 4 percent, which will double cargo in our region by the end of the decade.

However, as you can see in the 2000 statistics, real growth actually has exceeded that pace. Given the above, we think that funding the projects at our recommended levels is well justified and consistent with the best interests of this country as it works to meet the demands of world commerce. The navigation channels that are under construction, or so will be, serve the major terminal areas of the Port. The improvement work by the Corps of Engineers will ensure that essential navigation infrastructure will be in place to accommodate post-Panamax ships currently deployed in international commerce.

Mr. Chairman, the Federal government and we, your partners, should undertake major capital projects in timeframes that provide project benefits when they are needed and not long after they are required. That is why we are investing \$4 billion over the next several years on an ambitious construction schedule to increase the capacity and efficiency of

the land and water infrastructure that is required to serve the nation's business.

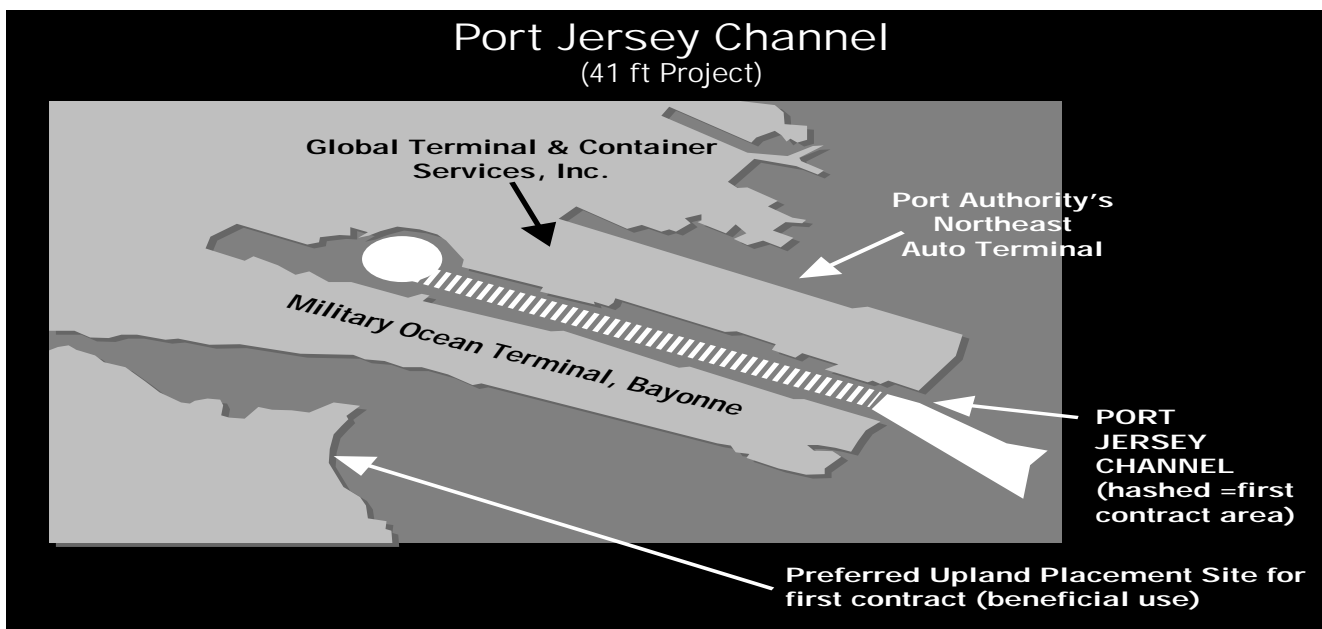
The Port Authority of New York and New Jersey, alone, is committing \$1.8 billion in port redevelopment projects over the next five years while some of our private partners have committed spending over \$500 million in marine terminal investments. As we already noted, trade volumes have skyrocketed, placing "future" demands on the port facilities today and portending even more to come. Steamships, planned and under construction, are only getting larger, promising greater volumes of cargo on each call and requiring deeper channels to allow the vessels safe and efficient operation. And with greater efficiency in all aspects of our transportation system, the nation benefits by becoming more competitive. In fact the Army Corps of Engineers estimates that the nation will enjoy \$270 million in annual transportation cost savings due to larger vessels calling on the Port of New York and New Jersey.

Discussed below are select projects and appropriation amounts that we seek for FY 2002. Please know that these are in addition to other, continuing projects, currently under study or requiring maintenance that we anticipate will be in the Corps of Engineers budget.

DISCUSSION Kill van Kull - Newark Bay Channels, NY & NJ (Phase II) The deepening of the Kill van Kull and Newark Bay Federal channels to 45 feet would serve Port Newark and the Elizabeth Port Authority Marine Terminal, the busiest and largest container facilities on the East Coast, as well as terminals on the Arthur Kill. The Port of New York and New Jersey achieved a major milestone in this project by wit-

nessing the beginning of the final phase of construction in 1999. Since that time, the project is fully underway, on schedule and under budget. Of nine planned construction contracts, one is complete and two are nearing completion. A fourth contract was awarded in March and bids were received for a fifth contract. In April, bids for a sixth contract will be received. The Port Authority of New York & New Jersey as local sponsor for this project has approved the local share of funding and is committed to completing construction with the Corps of Engineers by the end of 2004. It is a goal mandated by the users of the Port who have waited a long time for the 45-foot depth. We seek \$44 million to keep the project on track.

NY & NJ Channels: Arthur Kill Channel, NY & NJ The Arthur Kill Channel, NY & NJ, Howland Hook Marine Terminal (HHMT) project authorization was initiated in 1986 and most recently revised in the 1999 WRDA. The project's controlling depth is currently 35 feet. The planned channel improvements include: (1) deepening the existing 35-foot channel to 41 feet below MLW from its confluence with the Kill van Kull Channel to the Howland Hook Marine Terminal and (2) deepening to 40 feet below MLW from the HHMT to the Petroport and Tosco facilities in New Jersey. The Army Corps estimates that the project will result in an annual public benefit of \$70 million. The Port Authority has already invested nearly \$52 million in 2000 including the purchase of land to expand the terminal at HHMT. Another \$475 million has been committed in the Port Authority's five-year capital plan to further expand capacity and improve the productivity of the terminal.



OPEN FORUM

The Port Authority Board of Commissioners has approved an amount representing the full local share and we are eager to get the project underway. The HHMT currently serves 18 shipping lines and employs 800 people - an increase of 200 over 1999 - on peak days and is expected to increase to a range of 1000 to 1200 employees in 2001. Howland Hook is the fastest growing marine terminal in the harbor, handling approximately 20% of the Port of New York and New Jersey's cargo. In the last year alone, the terminal's volumes grew an amazing 72 percent. Lastly, we note that HHMT is the Defense Department's Northeast Strategic Port of Embarkation in the event of a national emergency, which gives it a special role to play in the national defense strategy. Yet vessels serving national security interests will not be able to fully load at the terminal until the project is completed.

The Port of New York and New Jersey is the number one refined petroleum port in the nation and ranks with the Port of Houston, Texas, in terms of total volume. Many of the petroleum facilities are located along the Arthur Kill, including the Tosco Bayway Refinery. Deepening the Arthur Kill to the Tosco Refinery will reduce the need to lighter the large tankers at the anchorages in New York Harbor. If lightering were no longer necessary, the potential for an environmental accident as a result of the double handling of this sensitive cargo would be eliminated. Last year, the President's budget request included this project for the start of construction and Congress approved \$4 million. We are aware of recommendations that include as much \$50 million for the Arthur Kill project. We would welcome funding at a level as high as that. However, if that exceeds the capability of the Corps of Engineers in FY 2002 we urge that the subcommittee provide at least \$20 million to keep pressure on the Corps of Engineers to complete this important project on an expedited basis.

New York Harbor and Adjacent Channels: Port Jersey, NJ. The 1986 WRDA authorized construction of the Port Jersey Channel to 41 feet. The Port Jersey Channel, located in Bayonne, NJ, presently serves approximately one-half dozen shipping lines calling at Global Marine Terminal. In addition, the channel provides access to the Port Authority Auto Marine Terminal and would serve a new terminal that is contemplated for a portion of the former Military Ocean Terminal at Bayonne. As the only privately owned container terminal in the port, Global pays approximately \$12,000,000 in

Federal, state, and local taxes annually. More than 300 vessels, carrying more than 325,000 twenty-foot equivalent units, call annually at the terminal. Well over 600 terminal employees, with an annual payroll of \$28 million, and 3,000 indirect jobs depend on this facility for their livelihood. In addition, Global Terminal has recently invested over \$50 million in new container cranes and other handling equipment. They also plan to invest another \$40 to \$50 million in facility improvements to efficiently handle the growth of cargo projected for this area of the Port. Recognizing the demand of ocean carriers and responding to a critical need to provide deeper water on an emergency basis, the State of New Jersey in 1997 constructed a 38-foot channel leading to Global at a cost of \$14,000,000. We anticipate that the project will be done over two years and that with an appropriation of \$22 million for FY 2002 we will be able to make the level of progress needed at that location and ensure the timely initiation of the second of the two planned contracts.

New York & New Jersey Harbor Project: Congress last year authorized the New York & New Jersey Harbor navigation project that builds on the improvement projects described earlier in this statement. This is a comprehensive deepening of the entrance channels (to 53 feet) and those serving the major terminal areas of the bistate port (to 50 feet). This harbor-wide project will take the Port's navigation infrastructure into the 21st century. It will ensure that the United States will have world class channel dimensions at its principal Atlantic gateway to meet the demands of international shipping. The Corps of Engineers has made good progress in the project thus far. The Port Authority and New York District Engineer signed the PED agreement at the end of 2000. This pre-construction and engineering design phase is expected to last 2 to 3 years. The Port Authority is currently investigating ways to shorten construction schedules to bring 50' channels to the Port to meet the demands of our customers sooner. Therefore we request that the Subcommittee support the continued engineering and design work on the project with an appropriation of \$8 million.

NY & NJ Estuary Restoration Project: The implementation of a restoration and remediation plan for the Hudson-Raritan Estuary is a significant part of any future improvement strategy for the harbor. The Corps of Engineers' feasibility study on harbor restoration is an important step in determining potential Federal and non-Federal projects to improve the quality of

the natural resource. To that end, we respectfully request that funds in the amount of \$3 million be appropriated for the second year of this valuable effort.

Ambrose Shoal: Last year, the conferees of the Energy & Water Development bill for FY 2001 directed the Corps of Engineers to remove dangerous, high elevation areas near the entrance to the Ambrose Channel. It was an urgent matter, prompted by incidents that were evidence that what markings are in place at that location are insufficient to protect vessels from the hazard. Thanks to you, and prompt work by the Corps of Engineers, it appears that the work will be completed in the current fiscal year.

Section 102 Restrictions: The conferees last year again adopted a limitation on Corps of Engineers agreements entailing credits and reimbursements for advances by non-Federal sponsors. Such a provision effectively preempts initiative on the part of non-Federal sponsors to bring about a completed project at a lower cost. We strongly urge the Subcommittee not to renew that restriction or to at least provide the Secretary with some flexibility in that regard. As partners with Congress and the Corps of Engineers in pursuit of beneficial projects, we think that if a project can be expedited through the advancement of funds, it is in the long term interest of all parties, most especially the public.

CONCLUSION Mr. Chairman, the Port of New York and New Jersey directly serves a substantial portion of the United States, reaching into the Midwest and beyond. As the evolution of the shipping industry has continued the port sector has witnessed the shift to a smaller number of major intermodal gateways that require the deeper channels. We have seen that shift occurring in our region. Major steamship lines that are adding large ships to their fleets have committed to new and expanded facilities in our harbor. We are responding by making investments in channels, berths, terminal infrastructure and rail and road improvements. We are also implementing a new rail and barge feeder service program to speed containerized cargo to their destinations with less impact on the environmental and greater efficiency. This program will entail even greater expenditures by the public and private sectors at the state and local level. The Federal role in meeting the requirements of world commerce is even more crucial because the navigation channels are the essential first step.

Thank you for this opportunity to advise you on the Corps of Engineers projects of concern to our States and region.

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

IIR Conference: Practicalities of Achieving Optimal**PORT PRODUCTIVITY**

July 11-13, 2001 • Hilton Long Beach CA

Wednesday, July 11th, 2001
Pre-conference Workshop

Port Capacity Balancing Capital Investments and Operating Costs While Maximizing Throughput

Led by Thomas Ward, Principal,
JORDAN WOODMAN DOBSON

- 9:00 Establishing definitions and evaluation of numeric terminal capacity
- 10:30 Evaluating the best methods of analysis
- 11:30 Identifying the critical segments of port operations as the basis for interaction between capacity issues and port development and policy
- 2:00 Establishing an understanding of the divergent constituent demands on port capacity and development
- 3:00 How to assess the critical capacity concerns at each segment of the port

ABOUT WORKSHOP LEADER

Thomas Ward is a principal of California-based Jordan Woodman Dobson. JWD is recognized worldwide as a leader in the field of container terminal planning and analysis. Mr. Ward is principal-in-charge of JWD's terminal planning group. He has been closely involved in the design of dozens of marine terminals in the United States and around the world. Mr. Ward has focused particular attention on the operational efficiency of terminals, supported by several general-purpose terminal simulation models. He has directed the development of these models since 1985. JWD's simulation models are used to analyze storage demand, equipment requirements, terminal traffic, gate layouts, and innovative terminal operating plans.

Conference Day 1

Thursday, July 12th, 2001

- 8:45 Chairperson's Opening Remarks
Gary P. LaGrange
Executive Director
MISSISSIPPI STATE PORTS AUTHORITY
- 9:00 Gaining labor buy in to the importance of productivity and

technology implementation

Robert D. Dockendorff

Vice President Research

PACIFIC MARITIME ASSOCIATION

- 9:45 Achieving complete system productivity and understanding its impacts on port operations - A CASE STUDY of Port Hawaii's Comprehensive Information Database System (CIDS)

Fredrick S. NunesEngineering Program Manager
PORT HAWAII

- 10:45 Developing and deploying a management operating system which integrates all terminal operations, addresses technology limitations, and maximizes port productivity
- Stevenson E. Kemp, Jr., PE**
Manager, Operations Processes
SOUTH CAROLINA STATE PORTS AUTHORITY

- 11:15 **CASE STUDY:** How Jacksonville Port Authority used productivity measurement and analysis to build a case for port expansion and technology implementation

Victoria B. RobasTalleyrand Equipment Manager
JACKSONVILLE PORT AUTHORITY**Dave N. Barber**Talleyrand Equipment Manager
JACKSONVILLE PORT AUTHORITY

- 1:30 Assessing what gate technology is available to ensure increased efficiency and how to gain labor buy in

Peter Vandermet

Vice President Terminal Planning and Development

- 2:15 **CASE STUDY:** How Puerto de Cartagena SPRC Terminal identified and implemented the most appropriate cost effective technologies and equipment to maximize productivity of the container yard

GUSTAVO FLOREZOperations Director
PORTUARIA REGIONAL DE CARTAGENA S.A.

- 3:15 Clarifying your port's environmental responsibilities and establishing a management system to ensure compliance with the different regulatory bodies

Ralph G. Appy, Ph.D.

Assistant Director of Environmental Management

PORT OF LOS ANGELES

- 4:00 Designing your intermodal operations to ensure easy access and complete integration with the entire port operation

Craig LevieManager of Rail Development
PORT OF PORTLAND

- 4:45 Closing Remarks from the Chairperson

Conference Day 2

Friday, July 13th, 2001

- 9:00 Chairperson's Recap
Gary P. LaGrange
Executive Director
MISSISSIPPI STATE PORTS AUTHORITY
- 9:15 Optimizing your existing land resources to achieve maximum port productivity
Wade Battles
Managing Director
PORT OF HOUSTON AUTHORITY
- 10:00 Perspective from the shipping lines: how a ports productivity impacts a shipping lines decision to choose your port
Art Mathis
General Manager West Coast Operations
COSCO (CHINA OCEAN SHIPPING COMPANY)
- 11:00 Improving terminal throughput, reducing congestion at the gate, and minimizing the environmental impacts of port growth by introducing new logistics systems/technologies and improving inland distribution
Bill Ellis
Program Director - Port Planning & Development
PORT AUTHORITY OF NY & NJ
- 11:45 Overcoming environmental and production challenges of dredging to optimize quayside productivity
Brian Ross
Dredging & Sediment Management Team
US EPA, REGION 9
- 2:00 Identifying clear and consistent productivity measures to gain an accurate and comprehensive picture of productivity across the container

INTERNATIONAL MARITIME INFORMATION

terminal

Perfecto Palacio Lopez

Vice Chairman - Managing Director

VALENCIA CONTAINER

TERMINAL-SPAIN

- 3:00 Understanding the impacts of external forces on quayside and vessel productivity and determining what tools and technology will ensure high productivity
Speaker To Be Announced
- 3:45 Chairperson's Recap

FEES: Including lunches and refreshments, the fee schedule for attending "Practicalities of Achieving Optimal PORT PRODUCTIVITY" conference and workshops is as follows:

Conference and Workshop\$2395
Conference ONLY.....\$1595

Payment must be received by July 4, 2001, You may pay by check, Visa, MasterCard, American Express or Diner's Club. Please

make checks payable to "Institute for International Research, Inc." and write the name of the attendee(s) on the face of the check, as well as our reference Z0830. If payment is not received prior to registration on June 27, 2001, a credit card hold will be required and will be processed 10 days following the conference.

DATES: July 11th - 13th, 2001

VENUE: Hilton Hotel, Long Beach CA
2 World Trade Center
Long Beach, California 90831
Tel. 562-983-3400*

**This number is for general hotel information only. Hotel will not accept individual call-ins for hotel room reservations at IIR's negotiated group rate.*

REGISTER NOW!

Call: (888)670-8200 US; (941)951-7885
Int'l or Fax: (941)365-2507

Visit Our Website: www.iir-ny.com

for participants from developing countries and from Middle and Eastern European countries will be available on a "first come, first served" basis.

The fellowships will cover:

- travelling expenses
- hotel accommodation
- conference fee and papers

Daily allowances are excluded.

Eligibility will be judged on the basis of professionalism, present/future post and language capability. Therefore, interested persons should send their application to the conference organizers before the end of June 2001.

The application, which should be written in English, should include:

- a detailed curriculum vitae
- a personally signed statement that you speak and understand English well
- a statement by a direct superior that the applicant is professionally concerned with the conference subject.

A short evaluation report on the benefits arising from the fellowship will be expected.

BREMEN: 6th International Conference on Safety in the Port Environment 2001

Shifting Responsibilities
Between Land-and
Ship-Side Operations

Bremen, 8-10 October 2001

Hosted by:

The Bremen Senator for Economy and Ports

Sponsored by:

International Maritime Organization
Baltic and International Maritime Council

In co-operation with:

IHMA/EHMA • IAPH • ICHCA
IFSMA • WMU

Supported by:

Federal Ministry of Transport, Germany

Organized by:

BLG CONSULT GmbH
Formerly: PORT AND TRANSPORT CONSULTING
BREMEN GmbH

Preliminary Programme

• Monday, 8 October

- 10:00 Opening
- 11:00 **Key Notes for Topic 1:**
Ports of Refuge
- 12:00 **Key Notes for Topic 2:**
Personnel and Technology
- 13:15 *Lunch: Hosted by the Bremen Senator for Economy and Ports*
- 15:30 **Key Notes for Topic 3:**
Quality Management

16:45 **Key Notes for Topic 4:**

**Elements of Safe
Approach/Emergency Response
- Panel discussion**

• Tuesday, 9 October

- 09:00 Two separate and parallel working groups on the following topics:
- 12:00 Group 1 - Ports of Refuge
Group 2 - Personnel and Technology
- 14:00 Technical visits to selected port service centers

• Wednesday, 10 October

- 09:00 Two separate and parallel working groups on the following topics:
- 12:00 Group 3 - Quality Management
Group 4 - Elements of Safe Approach/Emergency Response
- 14:00 Plenary discussion and summary of results
- 16:30 Closing by the Senator for Economy and Ports

Venue: World Trade Center Birkenstr. 15
28195 Bremen/Germany

■ Remarks

With regard to the separate and parallel working groups, participants are kindly requested to indicate which group they wish to work in already when filling in the registration form.

■ Application for Fellowship

The conference hosts and sponsors have decided that a limited number of fellowships

■ Conference fee: EURO 400

Your registration can only be accepted after transfer of the conference fee to the account no. 100 3693 006 with Bremer Landesbank (sort code 290 500 00), Bremen/Germany for BLG Consult GmbH (please indicate 6th Port Safety Conference and name of participant) or after receipt of your cheque made payable to BLG Consult. All charges to be paid by sender.

What will be the focus in 2001? This Conference will focus on safety issues in the transport sector, especially the ship-port interface, starting with a ship approaching land and ending when the cargo leaves the port premises. New technologies will be considered which increase the speed of cargo handling, demand more facilities, equipment and area, but which reduce the number of personnel involved. This rapid technological change needs to be assessed. Lessons learnt from recent accidents in ports or their vicinity will be discussed. The responsibilities of different stakeholders for prevention and fast response action will be one of the main foci.

Write to:

Ms. P. Käpnick/Ms. Dr. J. Wesnigk

P.O. Box 286153

D 28361 BREMEN/GERMANY

Phone: +49 421 398 3805

Fax: +49 421 398 3698

E-mail: blg-consult@blg.de

Homepage: <http://www.blg.de>

INTERNATIONAL MARITIME INFORMATION

PIANC/Battelle: International Conference on Remediation of Contaminated Sediments

October 10-12, 2001, Venice, Italy

TECHNICAL PROGRAM OVERVIEW

The Conference will be chaired by Augusto Porta of Battelle-Geneva Research Centre, and Rob Hinchee of Battelle-Columbus. The technical program will consist of a Plenary Session, platform (oral) breakout sessions, and a poster session. The Plenary Session will open with remarks by Prof. Paolo Costa and Dr. Michele Vianello, Mayor and Vice-Mayor, respectively, of Venice. The technical sessions will follow.

Sediments remediation experts from a number of international organizations already have committed to prepare technical presentations on the following topics:

- Management of Muds from Dredging Operations. A. Brambati (Università degli Studi di Trieste)
- Technologies in Sediment Remediation: Capping Barriers, Electrochemical, and Mechanical Treatment Processes. W. Calmano (Technische Universität Hamburg-Harburg)
- Sediments Contamination in the Hudson River: K. Fisher (Corporate R&D Center, General Electric).
- New Technologies in Environmental Dredging. A. Jensen (DHI-Water and Environment)
- The Cement-Lock Process for Sediment Treatment. M. Mensinger, et al. (ENESCO/Gas Technology Institute)
- Bioremediation of Hydrocarbons in Beach Sediments. J. Obbard, et al. (National University of Singapore)
- A Biologically Based Decision-Making Framework for the Assessment of Contaminated Sediments. T.B. Reynoldson (National Water Research Institute, Environment Canada)
- Sediment Decontamination for Port Redevelopment. E. Stern (U.S. Environmental Protection Agency)
- Availability and Biotreatment of Polycyclic Aromatic Hydrocarbons in Sediments. J.W. Talley (USACE/WES; University of Notre Dame) and U. Ghosh and R.G. Luthy (Stanford University)
- Sediment Management. T. Wakeman (Port Authority of New York and New Jersey)

COOPERATING ORGANIZATIONS

A number of other international organizations involved with management and remediation of contaminated har-

bor and river sediments have agreed to participate in developing this conference. These organizations include:

Autorità Portuale di Venezia
Central Dredging Association (CEDA)
Comune di Venezia
DHI Water and Environment (Formerly Danish Hydraulic Institute and VKI Institute for Water Environment)
Environment Canada
Magistrato alle Acque di Venezia
Ministero dell'Ambiente
PIANC-International Association of Navigation Congresses
Provincia di Venezia
Regione Veneto
U.S. Environmental Protection Agency
U.S. Army Corps of Engineers/Waterways Experiment Station, Center for

Contaminated Sediments

The Conference registration fee (including two hotel nights) may be paid in either Euro or U.S. dollars, as follows:

800 Euro/US\$800 if paid by July 31
900 Euro/US\$900 if paid after July 31

Optional additional fees are:

125 Euro/US\$125 per additional hotel night
45 Euro/US\$45 per guest for banquet

INQUIRIES

All inquiries about the conference should be directed to:

Marco Pellei
Battelle Geneva Research Centre
27, Route de Drize
CH-1227 Carouge/Geneve, Switzerland
Fax: 41-22-827-2094
E-mail: sedimentscon@battelle.org

HAM: Symposium on Liner Shipping VII

HAMBURG again this year is organising its International Symposium on Liner Shipping. As in previous years the event will be very international with some 200 - 250 participants from approx. 40 countries. Top speakers from governments, from the shipping and transport industry including ports as well as from research will deal with subjects concentrating on all facets of market development.

Dates and Location

Hamburg Inter-Continental Hotel, September 10-12, 2001

Patrons

- The Minister of Transport of the Federal Republic of Germany
- The Senator of Economic Affairs of the Free and Hanseatic City of Hamburg
- The President of the Hamburg Chamber of Commerce
- The President of the Association of Hamburg Port Operators

Organizers

Chief Organizer and Conference Management by Dr. Hans Ludwig Beth, Chairman of Port of Hamburg Marketing Association in co-operation with the maritime institutes of Poland (Institute Morski), Korea (KMI), New York (CII), Germany (ISL) and the World Maritime University as well as with Lloyd's London.

The event is split into two conference

days plus port and terminal tours, business contacts and a final reception on September 12, 2001. Participants will receive full documentation.

For programmes, registration forms and any further information please contact:

Port of Hamburg Marketing Association
Dr. Hans Ludwig Beth
Mattentwiete 2, 20457 Hamburg, Germany
Tel: +49-40-37709-100
Fax: +49-40-37709-109
E-Mail: dr.beth@hafen-hamburg.de

UNESCO/IHE Courses

- **Applied Environmental Modeling of Surface Waters**
October 15-29 (1 week)
Tuition Fee Dfl. 2,400*

This fully workshop oriented course covers water quality modeling of complex systems, both on local and regional scale, centers around the modeling package DUFLOWIN and involves modeling of water flow (1.5 day), water quality processes (1.5 days), specific operational quality management (1 day), environmental management, and case histories (1 day). Practical exercises on the optimization of water resources schemes, assessment of urban and rural pollution, and integrated environmental management will highlight the professional potentials of such models. Discussion of participants' 'own' problems is an essential part of the course programme. In

INTERNATIONAL MARITIME INFORMATION

general the workshops will continue into the evening.

• Environmental Practices on Offshore Oil & Gas Activities

October 1-26
(4 weeks)

Fees are available on request

Offshore oil and gas exploration and production (E&P) activities have been expanded over the years from near-shore, shallow water prospects to areas with vulnerable ecosystems. The fact that E&P activities have not always been without ecological side effects has led to the close examination of key operational practices. Course objectives are geared towards raising general awareness on the protection of the environment from oil and gas operations, and establishing mutual understanding between different stakeholders in the private and public sectors.

Target participants are a combination of environmental regulators, auditors, and coordinators in governmental agencies; professional and operational engineers, managers, and environmental coordinators of oil and gas companies; NGOs; and politicians and advisors of Ministries. Participants can choose between one or two modules: Module 1 (October 1-12, for managers and decision-makers) and Module 2 (October 15-26, for HSE officers, operators, and engineers).

** Dates and fees shown are subject to confirmation by IHE upon registration. Application forms for short courses are available on the Internet site www.ihe.nl under item Education, sub item Short and Tailormade Courses. Application forms are also available from IHE at contact details noted below.*

Write to:

International Institute for Infrastructural,
Hydraulic and Environmental Engineering
IHE Delft, PO Box 3015, 2601 DA Delft,
The Netherlands

Tel: +31 15 215 17 15
Fax: +31 15 212 29 21
E-mail: ihe@ihe.nl
Internet: www.ihe.nl

ASEAN Ports' Conference and Maritime Exhibition

5th - 6th November 2001,
Ho Chi Minh City, Vietnam

Regional Shipping and Port
Operations under AFTA and
eCommerce Era
Opportunities and Challenges

Day One Monday 5th November 2001

08:00 Registration and Refreshments
09:00 Conference & Exhibition Opening
Ceremony

TRANSPORT POLICY & PORT DEVELOPMENT STRATEGIES (AFTA Perspectives)

10:00 Opening Remarks from the Chairman
Barry Cable, Chief of Water
Transport Section, UN/ESCAP
10:10 Trends in Transport Policy and
Port Development Strategies
• From trade facilitation to transport
policy: the synergy and implications
• Trends in transport policy in the
region: a comparative assessment
• Port development strategies within
the regional cooperation framework
and international shipping trend
• Opportunities and challenges for
the economies and maritime indus-
tries in the region
Barry Cable, Chief of Water
Transport Section, UN-ESCAP
10:30 Regional Transport System under
AFTA: ASEAN's Vision and

Prospects

- ASEAN's vision in transport development
- ASEAN framework agreements in transport : implementation and implications
- Framework for ASEAN competitive sea transport system
- Opportunities and challenges for shipping and port operators
Honorio R. Vitasa, Asst. Director,
Infrastructure and Tourism Unit,
Bureau of Economic and Functional
Cooperation, ASEAN Secretariat

11:10 Trends in Transshipment and Hub Port Development: The European Experiences

- Container shipping trend and new dimensions imposed on ports: an update
- Competition between hub ports: cases and prospects
- Key factors and prominent players
- Alliances in maritime businesses: pros and cons
- The European experiences
Dirk Visser, Senior Shipping
Consultant, Managing Editor Dyna Liners,
Dynamar Consultancy B.V., The
Netherlands

11:30 Hub Port Development in SE Asia

- Assessment of recovery and growth of SE Asian economies and trade
- Hub port development & transshipment trend in SE Asia
- Concessions and services requirements between hub port and shipping lines: PTP's experience
- Toward a new balance in hub port development and container shipping operations
Mohd Sidik Shaik Osman, CEO,
Port of Tanjung Pelepas,
Malaysia

11:50 Panel Discussion and Closing Remarks
from the Chairman

Launch of Tokyo News Service's Website

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

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



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

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

Tokyo News Service, Ltd.

INTERNATIONAL MARITIME INFORMATION

DEVELOPMENT STRATEGY & EXPERIENCE OF SOME ASEAN EMERGING & LEADING HUB PORTS

- 14:00 *Opening Remarks from the Chairman*
Datin O.C. Phang, CEO & General Manager, **Klang Port Authority**
- 14:10 PT. Jakarta International Container Terminal, **Indonesia**
W. S. Wirjawan, President Director
- 14:30 Northport Corporation Bhd, Malaysia
Abdul Samad Mohamed, Managing Director
- 14:50 Port Authority of Thailand (PAT), **Thailand**
Chalermchai Meekun-iam, Director Engineering Department
- 15:30 **Manila International Container Terminal, Philippines**
Edgardo Q. Abesamis, Executive Vice President, International Container Services
- 15:50 **Singapore Port Corporation, Singapore**
Ong Seow Leong, Regional Manager, International Business Division
- 16:10 *Panel Discussion and Closing Remarks from the Chairman*
- 16:30 **Close of Day One**

Day Two Tuesday 6th November 2001

- 08:30 Registration and Refreshments

e-COMMERCE FOR SHIPPING & PORT BUSINESSES

- 09:00 *Opening Remarks from the Chairman*
Alex De Lijster, Senior Advisor Manager, **P&O NEDLLOYD**, Chairman of EDI Committee of IMO, Member of UNCEFACT Steering Committee
- 09:10 **The Developing EDI/XML Standards for e-Commerce and the Evolution of Communications Strategies and Services**
- The role of UN CEFAC, IMO and other intergovernmental organizations in establishing a legal framework for e-commerce
 - EDI/XML how each would challenge existing communication strategies in ports
 - The benefits and disadvantages of using email, Internet, EDI, XML...
 - The role of Government in facilitating e-commerce and developing and maintaining a sustainable communications system
- Alex De Lijster**, Senior Advisor Manager, **P&O NEDLLOYD**, Chairman of EDI Committee of IMO, Member of UNCEFACT Steering Committee
- 09:40 *From Port-based to Internet-based Port*

Communities System: Prospects and Challenges

- Key elements in developing and maintaining a port-based communication system
 - The benefits and disadvantages of implementing an Internet-based port communities system
 - Opportunities and challenges for a dot com company and the projected market evolution
 - Opportunities and challenges for developed and developing ports in the IT era
- Eric Lui**, President & CEO, **Asiaship.com**
- 10:30 **EDI & E-Commerce in Ports**
- UN/EDIFACT messages in container transport
 - Principles and rules for harmonizing codes
 - Key challenges to implement and operating a paperless port on a daily basis
 - The role of shippers, freight forwarders, ports, agents in maximizing the use of e-commerce in ports
 - Evolution of e-commerce in ports
- Simon Spoormaker**, Chairman, SMDG & Manager, EDI & Standards, ECT Rotterdam
- 11:00 **Systems & Solutions for Internet-based Community Applications**
- International standards and de-facto market standards in web services and e-commerce: current development and evolution
 - Vision and solutions
 - Products and services
 - Partners' solutions and services
 - Policy and support system for the SE Asian region
- TBN**
- 11:30 *Panel Discussion and Closing Remarks from the Chairman*

PRESENTATION BY EXHIBITORS ON IT SOLUTIONS & PORT EQUIPMENT

- 14:00 Introduction from the Organizer
- 14:10 Exhibitor 1
- 14:40 Exhibitor 2
- 15:30 Exhibitor 3
- 16:00 Exhibitor 4
- 16:30 End of Conference

For further details, please contact:

Vietnam Seaports Association (VPA)
C/o Saigon Port, 3 Nguyen Tat Thanh, Ho Chi Minh City, Vietnam
Tel: 848 9401030 / 8254362
Fax: 848 8263092
E-mail: vpa2hcm.vnn.vn
Attn: Mr. Ho Kim Lan

XVIth International Hydrographic Conference

Monaco, 14-19 April 2002

"Short" Conference Programme including collateral meetings (13-20 April 2002)

Day 1 Saturday 13 April

- all day Registration of Delegates
- am Finance Committee

Day 2 Sunday 14 April

- all day Registration of Delegates (cont'd)
- am Opening of Commercial Exhibition and Chart Exhibition
- am Heads of Delegation meeting

Day 3 Monday 15 April (Plenary)

- am Opening Ceremony
- Designation of Eligibility Committee and deliberations
- pm Work Programme 1: Reports and Proposals

Day 4 Tuesday 16 April (Plenary)

- am Work Programmes 1 and 2: Reports and Proposals
- pm Work Programmes 2 and 3: Reports and Proposals

Day 5 Wednesday 17 April (Plenary)

- am Work Programme 3: Reports and Proposals
- pm Work Programmes 4 and 5: Reports and Proposals Commercial Exhibition closes

Day 6 Thursday 18 April (Plenary)

- am Work Programmes 4 and 5: Reports and Proposals
- pm Review and approve 5-year budget

Day 7 Friday 19 April (Plenary)

- am Election of Directors
- pm Unfinished business
- Closing Ceremony

Day 8 Saturday 20 April

- am Collateral meetings (Strategic Planning & Regional Hydrographic Commissions)
- pm Collateral meetings (continue if necessary)

Invitation to Observers to Attend XVIth International Hydrographic Conference Monaco, 14-19 APRIL 2002

- Asian Development Bank (ADB)
- Central American Commission of Maritime Transportation (COCATRAM)
- Comité International Radio Maritime (CIRM)
- Comisión Permanente del Pacífico Sur (South Pacific Permanent Commission)
- Commission of the European Communities (CEC)
 - Directorate General for Transport and Energy (DG TREN)
 - Directorate General for Enlargement
 - Directorate General for Development
- Committee on Science & Technology of Organization of Islamic Conference

INTERNATIONAL MARITIME INFORMATION

- Commonwealth Secretariat-Commonwealth Fund for Technical Cooperation (CFTC)
- Commonwealth Association of Surveying and Land Economy (CASLE)
- Consultative Group on Ocean Mapping (CGOM)
- Cooperation Council for the Arab States of the Gulf
- Deutsche Gesellschaft für Ortung und Navigation
- Deutsche Hydrographische Gesellschaft
- Engineering Committee on Ocean Resources (ECOR)
- European Group of Institutes of Navigation (EUGIN)
- European Harbour Masters' Association (EHMA)
- Food and Agricultural Organization, Fishery Resources Division (FAO)
- IHO/IOC Guiding Committee for GEBCO
- IHO-Data Centre for Digital Bathymetry (DCDB)
- Indian Ocean Maritime Affairs Cooperation (IOMAC)
- Instituto de Navegación de España
- Intergovernmental Oceanographic Commission (IOC)
- International Association for the Physical Sciences of the Ocean (IAPSO)
- International Association of Institutes of Navigation (IAIN)
- International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)
- International Association of Geodesy (IAG)
- International Association of Ports and Harbors (IAPH)
- International Cartographic Association (ICA)
- International Chamber of Shipping
- International Commission for the Scientific Exploration of the Mediterranean (ICSEM)
- International Council for Exploration of the Seas (ICES)
- International Council of Scientific Unions (ICSU)
- International Electrotechnical Commission (IEC)
- International Federation of Surveyors (FIG)
- International Geographical Union
- International Institute of Aerospace Survey and Earth Sciences (ITC)
- International Maritime Academy (IMA) + University of New Hampshire, University of Southern Mississippi, University of Hong Kong, Plymouth University
- International Maritime Organization (IMO)
- International Mobile Satellite Organization (INMARSAT)
- International Radio Consultative Committee (CCIR)
- International Society for Photogrammetry and Remote Sensing (ISPRS)
- International Standards Organization (ISO)
- International Telecommunications Union (ITU)
- International Union of Geodesy and Geophysics (IUGG)
- International Union of Geological Sciences (IUGS)
- Institut Français de Navigation (French Institute of Navigation)
- Japan Hydrographic Association (JHA)
- League of Arab Nations
- Maritime Organization Western and Central Africa (MOWCA)
- Navigational Electronic Chart Systems Association Inc. (NECSA)
- NAVTEX Coordinating Panel
- Oil Companies International Marine Forum (OCIMF)
- Open ECDIS Group (OEG)
- Organization for Economic Cooperation and Development (OECD)
- Organization of Eastern Caribbean States (OECS)
- Organization of African Unity (OAU)
- Pan American Institute of Geography and History (PAIGH)
- Permanent Committee on Mean Sea Level (PCMSL)

- Permanent International Association of Navigation Congresses (PIANC)
- Radio Technical Commission for Maritime Services (RTCM)
- Regional Centre for Training in Aerospace Surveys (RECTAS)
- Regional Centre for Services in Surveying, Mapping and Remote Sensing (Nairobi) (RCSSMRS)
- Regional Organization for the Protection of the Marine Environment (ROPME)
- Scientific Committee on Antarctic Research (SCAR)
- Scientific Committee on Oceanic Research (SCOR)
- South Pacific Applied Geoscience Commission (SOPAC)
- Southern African Development Commission (SADC)
- The Hydrographic Society (THS)
- UN Conference on Trade and Development (UNCTAD)
- UN Department of Technical Cooperation for Development

- UN Development Programme (UNDP)
- UN Division for Ocean Affairs and the Law of the Sea (DOALOS)
- UN Economic Commission for Africa (ECA)
- UN Economic and Social Commission for Asia and the Pacific (ESCAP)
- UN Economic and Social Commission for Western Asia (ESCWA)
- UN Environment Programme (UNEP)
- UN Global Environment Facility (GEF)
- UN World Bank
- World Meteorological Organization (WMO)

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Telex: 479164 MC INHORG

New Publications

informa/Lloyd's List

1. Lloyd's Maritime Directory 2001
2. Lloyd's Electronic Maritime Directory 2001
3. Lloyd's List Marine Equipment Buyers Guide 2001
4. Lloyd's Ports of the World 2001
5. Lloyd's List Maritime Atlas 20th edition
6. Lloyd's Directory of Shipping Agents 2001
7. Containerisation International Yearbook 2001
8. The World Container Census 2001

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INTERTANKO: Publications

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WORLD PORT NEWS

*The Americas***Canaveral: More Items Being Processed Through FTZ**

PORT CANAVERAL, FL-Foreign Trade Zone 136 at Port Canaveral saw a modest increase in items companies processed through the FTZ last year, up 3,000 items from the previous year.

According to the recently released annual report, the companies processed \$23 million in merchandise with 20,000 different items from 44 countries. Among the top five foreign items last year were fishing equipment, satellite parts, NASA equipment/ground support equipment, passenger ship supplies, and plastic casings.

Exports of satellites and their components dropped dramatically after deactivation of one of the satellite processing facilities, which lost some commercial business to foreign competitors. The drop in duty rates to zero percent for foreign satellites and their ground

support equipment led to the deactivation.

Warehouse space last year also grew to help meet the increasing needs of the thriving cruise industry. An additional 14,600 square feet was added to warehouse space to accommodate storage of ship supplies, ship stores, ship parts, and ship equipment. The additional zone activation brings total FTZ warehouse space to 92,000 square feet. The zone also occupies 69,000 square feet of processing space plus Harris subzone of 388 acres.

Foreign Trade Zone 136 encompasses three hubs covering nearly 4,200 acres in Brevard. It served 68 businesses during FY 2000 and provided employment for 147 persons.

fantastic. Other ports around the world have successfully revitalized their properties and we believe that the setting of the Seawall at the edge of our magnificent harbour is unrivalled for this. We are only constrained by our creativity and imagination."

The HPA is a Government Business Enterprise mandated by the Federal Minister of Transport. The HPA develops, promotes, and manages port assets, fosters and promotes trade and transportation and serves as a catalyst for the local, regional and national economies.

Halifax: Welcomes COSCO

CHINA Ocean Shipping Company (COSCO) is poised to add a second service at the Port of Halifax. The line will add Halifax to its existing GENYEX - Genoa Express service presently calling Genoa and New York. The service will directly link Canada to the eastern and western Mediterranean via the Italian port of Genoa.

The inaugural Halifax call is scheduled for May 10th with the COSCO vessel "MV Xiang Yun He." The service will have a weekly frequency, two out of three vessels to start and will become a full weekly service by third quarter 2001 with the addition of a third ship. Vessels are in the 1,700 TEU (twenty-foot equivalent units) range. With a service speed capable of 22 knots, transit to Genoa from Halifax will be seven days.

This is the second service for COSCO in Halifax. The line also calls the Port with its "TAS-1" transatlantic service which was inaugurated in October 1998.

David Bellefontaine, President and CEO of the Halifax Port Authority, stated that, "We are very pleased to welcome

Halifax: Seeks Proposals for Unique Waterfront Development Facilities

ON April 17, the Halifax Port Authority (HPA) invited proposals for the redevelopment of much of its 'Seawall' properties in South End Halifax. Located south of the existing waterfront boardwalk this property includes land area of approximately 15.6 acres, plus a number of buildings and general real estate facilities.

Cargo sheds along the Seawall were constructed in the early part of the twentieth century and now have limited use for most types of cargo handling. Presently, the berth area is utilized for the handling of cruise vessels and for vessel lay-up and repair. Adjacent facilities are mixed use and include the Pier 21 Society's Interpretive Centre, space leased for offices and artist workshops and other commercial uses.

Any proposed redevelopment must take into account use of the area for other shipping business and in particular the flourishing cruise shipping business. In 2001, approximately 100 cruise vessels carrying 150,000 cruise passengers are forecasted to be accommodated at

the Seawall. This represents a 300 percent increase over five years. Long term growth in this business is expected to continue and development of the Seawall must support and promote this important regional economic generator.

David Bellefontaine, President and CEO of the HPA, in issuing the request for proposals, noted that "The potential of this unique waterfront property to provide an exceptional mix of shipping, tourist and other commercial activity is



WORLD PORT NEWS

COSCO's second Halifax service. We believe that the addition demonstrates COSCO's confidence in Halifax as a major east coast gateway and is another positive sign of the Port's ability to attract new business."

The new COSCO service will call at the Fairview Cove Container Terminal, operated by Cerescorp Company.

LA/LB: Voluntary Commercial Cargo Ship Speed Reduction Program

THE Program was introduced and became effective from May 1 2001 for ships entering and leaving the Ports of Los Angeles and Long Beach.

The Ports, along with the Steamship Association of Southern California, the Pacific Merchant Shipping Association, the Marine Exchange of Los Angeles and Long Beach Harbor, Inc., the California Air Resources Board, and the South Coast Air Quality Management District, have mutually agreed to implement an "Air Quality Compliance Zone" with a 12-knot speed restriction beginning 20-nautical miles from Point Fermin to the boundaries of the existing mandatory Precautionary Area.

The purpose of the Speed Reduction Measure is to reduce air pollution from ships in the South Coast Air Basin. It is expected that full implementation of this measure will result in the reduction of over three tons of smog pollutants from ships per day.

New York City: NYC' EDC prepares Environmental Impact Statement

THE New York City Economic Development Corporation (EDC) has selected a consultant team to provide environmental and engineering services for the preparation of an Environmental Impact Statement (EIS) for the so-called "Cross Harbor Freight Movement Project." The \$20 million study will be financed by a combination of federal and local funds.

EDC, on behalf of the City, recently completed a two-year Cross Harbor Freight Movement Major Investment Study (MIS), which examined market-based transportation alternatives to enhance the movement of goods in the New York metropolitan region. According to EDC, the results confirmed

that construction of a cross harbor freight tunnel would significantly reduce costs of transporting goods, limit the deterioration of roadways, and improve air quality in the New York City region.

As a result of the MIS, the City is advocating a three-tier strategy for improvements in methods of transporting freight. The first two components, which include enhancing and expanding the capacity of the existing New York Harbor railcar float system and improving the existing rail freight yards, are underway.

The City and State have invested more than \$20 million in improvements at the 65th Street Rail Yard in Brooklyn, including construction of two new rail transfer bridges for the cross harbor float system. EDC has named the Canadian Pacific Railroad, a major transcontinental railroad, to operate the rail yard and move it to full utilization (*Advisory*, April 2, 2001, p. 4)

EDC is also overseeing \$14 million in improvements to the First Avenue Rail Line and the future construction of a float bridge and rail yard at the Red Hook Container Terminal in Brooklyn.

The third component of this strategy will be the construction of a rail freight tunnel under New York Harbor and additional improvements to the Bay Ridge Line that will allow it to accommodate the movement of freight trains to new intermodal facilities in Brooklyn and Queens.

The proposed tunnel would connect Brooklyn with either Staten Island or Jersey City (NJ). The environmental and engineering study, which is expected to be completed in two years, will help determine the best route.

Construction will take approximately five years, and cost approximately \$1.5 billion for a one-track tunnel. A two-track tunnel would cost about \$2.5 billion. These estimates include the costs of necessary improvements to existing rail infrastructure on both sides of the harbor.

Financing would be accomplished through a public-private partnership. A private tunnel operator, with oversight by a new public tunnel authority, would finance the project with revenues from rail fees and the leasing of viaduct space for telecommunications and electricity transmission.

Other findings of the MIS study included:

- While many transportation projects have cost-benefit ratios of barely over one, the benefits of a one-track freight tunnel are triple the annual costs. A two-track tunnel would deliver annual benefits twice the

annual costs.

- A rail tunnel would divert 8.6 million tons of freight from truck to rail annually, equal to one million fewer annual truck trips across the Verrazano-Narrows and George Washington Bridge.
- Based on current scheduling, more than 40 trains would use the tunnel daily.
- The tunnel would result in almost \$350 million in annual benefits to businesses through reduced transportation costs.
- Public benefits such as improved air quality, highway safety, reduced travel time, and decreased highway maintenance costs are approximately \$70 million per year.
- The increased and improved rail car float operation would divert two million freight tons annually from trucks on approximately 14 barge crossings per day, compared with the two to four crossings a day currently.

The complete findings of the MIS are available on the EDC website at www.newyorkbiz.com.

(AAPA ADVISORY)

NY/NJ: New Toll Structure Enhances E-Zpass Use at Bridges and Tunnels

A new toll structure that will take effect March 25 at the Port Authority's bridges and tunnels is expected to result in a dramatic increase in E-Zpass use due to deep discounts offered to those who use the electronic toll collection system.

The Port Authority projects at least a 15-percent increase in E-Zpass use by all of its bridge and tunnel customers by the end of this year. The E-Zpass increases are expected to be even more dramatic at some facilities, including the Outerbridge Crossing, Bayonne Bridge, and George Washington Bridge. The Port Authority also operates the Goethals Bridge, and the Lincoln and Holland tunnels.

Under the new pricing plan, the cash toll at all crossings will be \$6. Customers driving automobiles who use E-Zpass will pay \$5 during peak periods and \$4 off-peak.

"Increasing E-Zpass use at all of our crossings is a critical component of our new congestion pricing approach at the bridges and tunnels," said Ken Philmus, the Port Authority's Director of Tunnels, Bridges and Terminals. "An E-Zpass lane allows us to process approximately 1,000 vehicles per hour, compared to 300 transactions at a staffed lane, which helps congestion by expediting traffic

WORLD PORT NEWS

flow.

"More importantly, as the E-Zpass market share grows, we will be far more creative in the way in which we configure toll plazas and roadway approaches. Where possible, we plan to eliminate toll barriers in E-Zpass lanes when enough motorists are using E-Zpass, allowing free-flowing toll payments and less merging after the toll plaza. We will also be looking to dedicate certain approach lanes for E-Zpass users to ensure that the benefits of free-flow toll lanes are extended far beyond the bridges and tunnels," Mr. Philmus said.

"We are trying to spread the word that the E-Zpass discounts contained in the new toll structure will allow travelers to save time as well as money," Mr. Philmus said.

In addition to a rise in automobile E-Zpass use, the Port Authority also projects that more truckers will switch to electronic toll collection and change the time of day that they travel. Currently, more than half of truck customers use E-Zpass, and that is also expected to increase by at least 15 percent by the end of this year.

Truckers with E-Zpass will pay a \$5 toll per axle toll if they use the crossings during off-peak periods, and \$3.50 per axle if they travel during the weekday overnight hours from midnight to 6 a.m. This represents a decrease from the \$3.60 rate that is currently in place. The Port Authority hopes that the deep discount will encourage the movement of trucks in the overnight period, in the 5 a.m. to 6 a.m. hour specifically.

The Port Authority opened its first E-Zpass lanes at the Bayonne Bridge on June 29, 1997.

Electronic toll collection lanes open at all crossings by the end of that year.

In January 1998, approximately 38 percent of Port Authority customers used E-Zpass. The level of customers using E-

Zpass rose to 44 percent in January 1999, to 52 percent in January 2000, and to 59 percent in January 2001. Since the Port Authority first offered E-Zpass to its customers, it has opened 347,448 accounts.

NY/NJ: Neil D. Levin Approved as Port Authority Executive Director

THE Port Authority Board of Commissioners today approved Neil D. Levin, the choice of governors Pataki and DiFrancesco to serve as Executive Director of the Port Authority.

Mr. Levin previously served as the Superintendent of Insurance for New York State. Mr. Levin also served as Superintendent of Banking for New York State from January 1995 to April 1997, and is a former Vice President of Goldman, Sachs & Co.

Statement by Neil D. Levin

I am very honored that my name has been put forward as Executive Director of The Port Authority of New York and New Jersey, which contributes so much to the economy of the region. I have met with both Governor Pataki and Acting Governor DiFrancesco.

I am grateful for their support, and I pledge I will do my utmost to carry out their vision for an agency to work efficiently and in the most cost-effective manner to build and operate a transportation network so vital to the region.



My nomination now goes to the Port Authority Board of Commissioners. I look forward to meeting with Chairman Eisenberg and the Board next week. Therefore, until I have met with the Board and they have acted on my nomination, it is appropriate that I withhold further comment.

St. John (NB): Cruise St. John- Meet & Greet Committee praised for service innovation

CRUISE Saint John Meet & Greet Committee received honorable mention for its innovation in customer service and community development at the Tourism Innovation Awards held March 23 in St. Andrews (NB).

Created twelve years ago in rapid reaction to the unanticipated arrival of a cruise vessel during a hurricane, the Cruise Saint John - Meet & Greet Committee now includes some 53 volunteers who welcomed more than 101,000 visitors to New Brunswick, plus another 40,000 crewmembers, during the 2000 season.

From the beginning, the Committee's dockside program has consisted of a musical band upon arrival or departure, a rose for each female passenger and a city lapel pin for each gentleman.

On occasions when children are aboard, the volunteers have miniature Canadian flags to pass out for them. Additionally the cruise volunteers offer hospitality and information on attractions, restaurants and shopping in the area. As the vessel departs for the day a bag piper plays for their departure.

(AAPA ADVISORY)

Savannah: Box traffic at Garden City Container Terminal continues to grow

CONTAINER traffic via the Port of Savannah continues to grow, with volume at the Georgia Ports Authority's (GPA) Garden City Containerport Terminal for the July-February period up 23.3%, or 127,701 TEUs, over the corresponding period of fiscal 1999-2000.

The GPA also reports improvements in productivity, with its crane operators "averaging about 40 picks per hour," according to Director of Operations John D. Trent.

(AAPA ADVISORY)



WORLD PORT NEWS

Stockton: Duraflame Inc. receives 200,000 tons of liquid paraffin wax

DURAFLAME Inc., a well-established Stockton business, will take delivery of a 200,000-ton shipment of liquefied paraffin wax at the Port of Stockton late this month.

The wax, which the company uses in the manufacture of its Duraflame fire logs, will arrive aboard M/T Orion for discharge directly to tank cars pre-positioned on the Port's on dock rail system. A series of cargo hoses will be connected between the vessel's manifold and a specially constructed rail car loading rack.

Once a car has been loaded, it will be moved down the rail track by one of the Port's track mobiles and another car brought into position. It is estimated that approximately 14 hours and 25 rail cars will be required to complete the discharge operation.

Duraflame is hoping to secure a long-term source of wax from Thailand.

(AAA ADVISORY)

Vancouver: BCR Marine and VPA signs 21-year lease contract

BCR Marine and the Vancouver Port Authority (VPA) have signed a 21-year lease that will set the stage for an initial investment of \$16.3 million and a major increase in container handling capacity at Centerm. Centerm is operated by BCR Marine's Casco Terminals and owned by the VPA.

"This long-term lease creates the stability we need to invest in additional equipment and capacity. More capacity will improve customer service and keep the facility at the leading edge in the maritime cargo industry," said Bill Weymark, President and Chief Operating Officer of BCR Marine.

Following the expiry of the current operating contract at the end of 2007, the new lease will run for 21 years until 2029.

The plan to invest \$16.3 million will be implemented over the next year as BCR Marine and the VPA expand the capacity of Centerm by 25% to a total of 200,000 containers.

"The growth in the container sector has been a huge success story for Port Vancouver and the B.C. economy. The signing of this lease demonstrates a renewal of our excellent working rela-

tionship with BCR Marine," said Gordon Houston, Vancouver Port Authority President and CEO. "It also signals a revitalization of Centerm so that together we can offer even better value to all our customers."

BCR Marine, a division of the BCR Group of Companies, is one of the major marine cargo businesses on the Pacific Coast. BCR marine's business units are: Casco Terminals, Canadian Stevedoring, and Vancouver Wharves.

Port Vancouver is Canada's largest and most diversified port, trading more than \$30 billion in goods with more than 90 nations. The Port generates 10,700 direct employment opportunities and \$540 million in taxes.

Wilmington: Harbor Deepening Project

WITH the award of two contracts just after the first of the year, the U.S. Army Corps of Engineers now has a total of four projects working in the Wilmington Harbor deepening project which will deepen the Cape Fear River navigation channel from 38 to 42 feet. Part of this work includes pumping 5.6 million cubic yards of sand from the river bottom to nearby beaches for restoration and storm protection.

Dredging continues at the two locations where work began last fall: the ocean bar entrance and a mid-river area just south of the Port of Wilmington. One new contract to dredge nearly 8 miles at the mouth of the river is being done by Bean Stuyvesant of New Orleans. The other new contract, by Great Lakes Dredge & Dock Company of Oakbrook, IL, involves work at another mid-river site.

Close coordination to ensure safe operations and minimize traffic disruptions continues between the Ports Authority, the Cape Fear River Pilots, the

US Coast Guard, shipping agents and the dredging contractors.

The project remains on schedule to bring the new 42-foot depth to the Port of Wilmington by early 2003.

To follow progress on all four contracts, visit the Wilmington District, US Army Corps Web Site at www.saw.usace.army.mil, select "Wilmington District Links," and visit the Wilmington Harbor Project Web Page.

("STEM TO STERN" First Quarter 2001)

Wilmington: Government Relations Manager Hired

ON February 19, Haskell S. Rhett, III, joined the NC State Ports Authority as Government Relations Manager. Mr. Rhett previously had worked for the Cape Fear Council of Governments as Management Services Director. In this position, Mr. Rhett assisted regional local governments in planning, economic development, environmental and management matters. He also worked with legislators on topics of concern to the regional local governments, including transportation, environmental regulation, and local land use planning.

Mr. Rhett's career experience also includes work as a program analyst in the Office of Coastal Resource Management for the National Ocean and Atmospheric Administration (NOAA), and as a district planner for the NC Division of Coastal Management in Wilmington. He holds a Master's Degree in Public Administration from the University of South Carolina/College of Charleston, Columbia/Charleston, SC, and an undergraduate degree from the University of North Carolina at Wilmington. He and his wife live in Wilmington.

("STEM TO STERN" First Quarter 2001)



WORLD PORT NEWS

Africa/Europe

ABP: New Value-Added Services Division

ASSOCIATED British Ports (ABP) will launch its new value-added services division, ABP Connect, today, 20 April 2001, at an inauguration ceremony marking the official opening of the new Cardiff Distribution Terminal, a 6,540 sq m state-of-the-art warehousing and distribution complex which forms part of the new division.

Cardiff Distribution Terminal will be officially opened by the Rt Hon. Rhodri Morgan, A.M., M.P., First Minister, National Assembly for Wales, with Bo Lerenius, Group Chief Executive, Associated British Ports Holdings PLC, hosting the opening ceremony and launch celebrations.

ABP has invested £2.5 million in Cardiff Distribution Terminal, which is located on the south side of Queen Alexandra Dock at ABP's Port of Cardiff. The facility is sited within its own secure compound and is equipped with a drive-in racking system for 8,000 pallets. While the terminal is common-user, leading pet products specialist, The Bob Martin Company, has a dedicated area within the terminal.

Rhodri Morgan said:

"ABP's continued commitment to its South Wales ports and the South Wales economy is clearly shown by their investment of £2.5m in this new distribution terminal. The Assembly administration strongly supports this kind of investment because an efficient port system in Wales is crucial to a modern transport infrastructure and modern economy."

As ABP's newly-established value-added services division, ABP Connect will operate Cardiff Distribution Terminal as part of the overall supply-chain management, warehousing, distribution and transport services it will provide. ABP Connect will also incorporate other value-added businesses that were previously operated by ABP's Slaters Transport, Exxtor Haulage, Cardiff Cold Store and Southampton Free Trade Zone. ABP Connect has been created as part of the company's strategy of growing its core ports and transport business by developing and extending the value-added services it is able to offer its customers.

Commenting on the opening of Cardiff Distribution Terminal and the launch of ABP Connect, Bo Lerenius said:

"The launch of ABP Connect is an exciting occasion for us - and it is made even more significant by the fact that we are able to showcase

some of its capabilities and resources to you today, with the opening of the new Cardiff Distribution Terminal. Strategically, ABP Connect is important to our operations as it is one of the ways in which we intend to grow our business, by focusing on and developing the value-added services that we can offer our customers. The launch of this new division does not represent a departure for us - it is an extension of activities in which ABP, as a group of ports and transport-related businesses, already has considerable expertise. The purpose of ABP Connect is to consolidate these activities, giving them greater focus so that the growth potential of our value-added services capabilities can be fully realized."

AMS: Giant container cranes arrive

THREE enormous container cranes each 111.8 meters high arrived on March 22 in Amsterdam. The cranes were shipped on a heavy lift ship from China where the company ZPMC built them. The cranes will be located in the new Amsterdam container terminal Ceres Paragon in the Amerikahaven.

The three container cranes are the first of a total of nine cranes for the port. On or about 15 April two more will arrive with the last four coming in at the beginning of May. They are characterized by ultra-low noise emission and a 61 metre reach which puts them in the largest category of container cranes. This means that they will be able to handle the future generation container ships with 22 containers across the deck. The currently largest container vessels can carry 17 containers across the deck. The cranes have a so-called 'twin-twenty' spreader from Dutch company Stinis. These grippers mean two 20ft containers can be lifted simultaneously. In addition they are also suitable for 40ft and 50ft containers.

The order was awarded in October 1999 to ZPMC and coming 1 July delivery of all nine cranes will be complete. The cranes cost NLG 10 million each. To transship the monsters from vessel to

quay a special rail construction had to be built.

In the meantime the first straddle carriers from the total 39 carriers planned have also been delivered to the terminal. These 13 metre high machines handle transport of the containers between quay and storage yard where they can stack the containers three on top of one another.

In the middle of this year the container terminal will be delivered and operational. Amsterdam will then possess the first container terminal in the world with a dock basin where ships can be loaded and unloaded simultaneously on both sides. This innovative manner of container transshipment means a 30 to 50 percent shorter processing time. Initially the terminal will have an annual capacity of 600,000 containers (950,000 TEU). Expansion up to 2 million TEU capacity is being considered. It is expected that the new container terminal will create directly 600 and indirectly 2600 new jobs.

AMS: Co-operation with port of Duisburg

THE Amsterdam Port Authority has just received permission from the municipality's Board for Finance and Port Affairs to enter into a strategic alliance with the German inland port of Duisburg. The first concrete action that will follow is the start of a coal terminal in Duisburg, in which Amsterdam and Duisburg will jointly participate. This co-operation will mean the creation of a logistics chain to and from the European hinterland which will in turn strengthen the competitive position of Amsterdam Port.

According to Hans Gerson, executive director of the Amsterdam Port Authority, the joint coal-terminal will mean an improvement of the product port function by which load packages will be more strongly tied to Amsterdam. "This will help retain the strong position of Amsterdam's coal companies in coal transport to the German hinterland and should even improve it. The terminal will have a positive effect on the turnover and employment in the port and positively influence port tariffs. A port needs to achieve a certain scale of operations to offer competitive tariffs," says Hans Gerson.

Because of the strong competition between sea-ports on the West European coast, more and more ports

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are turning to strategic alliances with owners or suppliers of load packages in order to favour their individual situations. Amsterdam wants to strengthen its position also on the coal market through the alliance with Duisburg. Because of the liberalization of the European energy market, it is expected that German coal imports will increase strongly. The Duisburg coal terminal will mean extra storage and transshipment capacity for Amsterdam from which just-in-time delivery to the many German power stations will be better assured. In parallel both ports will support each other in their marketing efforts through which the chances of new business will increase.

Duisburg is a logical partner for Amsterdam. It is Europe's largest inland shipping port and an important link in the logistics chain to the European hin-

terland. Duisburg is also connected to the dense German railway network, through which customers without a water connection can also be effectively served.

For the commercial participation in the coal terminal a partnership will be created under German jurisdiction in which Amsterdam will participate at 34 percent and Duisburg Port at 66 percent. This joint partnership will take a 30 percent participation in Masslog GmbH, the partnership that carries out the actual exploitation of the coal-terminal. For participation in Masslog, Amsterdam will invest NLG 18,730.

Two other market parties will join Masslog. These are the stevedore and inland shipping company Harpen Transport AG for 50.1 percent and the logistics service provider IQ Martrade Holding for 19.9 percent.

improved their share, handling 520,000 TEU (up 20.2%). Nor could the road hauliers complain, with road traffic increasing by 216,000 TEU.

This 7.4% increase was however the lowest increase of all modes.

We see that the overall share of road haulage, which was still 72.1% in 1995, has now fallen to 60.6%. Inland navigation and rail have in the same period improved their market shares to 6.6% and 4.9% respectively.

In view of the ongoing debate on transport and mobility this change is significant.

Antwerp: Barge traffic tops 70 million tonne mark

IN 2000 the tonnage carried in and out of Antwerp by inland navigation rose by almost 8 million tonnes (up 12.5%) to 70,172,324 tonnes. This tonnage was carried by 57,788 barges with a joint overall capacity of 81.2 million m³. The rise in volume confirms Antwerp's position as the second largest barge port in Europe and the clearing house of Belgium's barging industry. The biggest rises in tonnage came from the ore and coal trade (up 56%), metal products (up 26.5%) and chemicals (up 24%). Oil and oil derivatives continued to be the largest trade, remaining steady at just over 20.8 million tonnes. Container barge traffic also showed impressive growth with a 14% rise to just over 14 million tonnes.

Antwerp: Waterways and rail win bigger share in container distribution

IN 2000 Antwerp handled close to 4.1 million TEU, an increase of 13% over 1999. Actual container tonnages were likewise up 13%, and came to 44.5 million tonnes.

The choice of mode for the transport of containers to and from the hinterland is the subject of a census organized annually at the gates of the container terminals by the Antwerp Port Federation (AGHA).

The census always counts far more containers than are actually involved in purely maritime operations. The higher figures are the result of container exchanges between ports (Zeebrugge and Rotterdam in particular), berth-to-

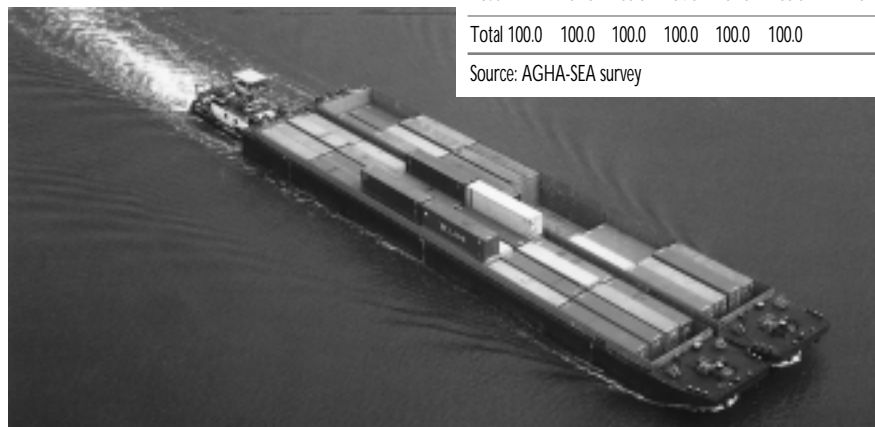
berth transfers, and depot movements. This year's census revealed that in 2000 terminal container traffic rose by 656,000 TEU (up 12.7%). All transport modes shared in this increase. Ship-to-ship transfers rose by 132,000 TEU to 630,000 TEU (up 26.5%).

However, the greatest increase in absolute TEU was seen in container traffic on the inland waterways. This trade rose by 220,000 TEU to a record level of 1.5 million TEU. The railways also

Percentage share in container distribution to the hinterland (excl. transshipment)

	1995	1996	1997	1998	1999	2000	+ or - 1995/2000
River	22.7	24.3	27.1	27.6	27.9	29.3	+6.6
Rail	5.2	6.2	7.1	7.8	9.3	10.1	+4.9
Road	72.1	69.5	65.8	64.6	62.8	60.6	-11.5
Total	100.0	100.0	100.0	100.0	100.0	100.0	

Source: AGHA-SEA survey



In 2000 the share of inland waterways in the container distribution rose by 220,000 TEU to the record level of 1.5 million TEU.

Cruise Europe

Boom in US Passport Issues Signals Good News for European Travel Industry

CRUISE Europe News published its annual cruise passenger statistics in the last issue. Although only selected European ports were included, it is quite evident that US passengers are the ones who visit most frequently by cruise ship, followed by Britons and Germans. According to the New York-based European Travel Commission, 2000 was a record year both in terms of passengers travelling to Europe and also by another indicator, namely how many USA citizens apply for and are issued with passports. The following press release from the ETC ought to be food for thought for Cruise Europe members.

Americans are applying for their first

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passports at rising rates, according to a review of U.S. State Department data by the European Travel Commission. In 2000, a record 7,292,182 passports were issued by the department's Passport Services unit. Of that total, 5.83 million - 80 percent - were from people seeking first-time passports. Another 1.24 million were renewals, and the remainder were for amendments of existing passports. This would bring the total number of valid passports to an estimated 52.38 million, or about 18 percent of the citizen population (taking into account amendments and deaths of older passport holders).

"This is good news for Europe," said Einar Gústavsson of Iceland, U.S. chairman of the 30-nation European Travel Commission. "Based on past experience, more than half of these new passports were obtained for a trans-Atlantic trip."

Applications for first-time passports accelerated significantly through the '90s. Since 1993 (the first year in which 10-year passports came up for renewal*), annual first-time passport applications more than doubled from an estimated 2.6 million a year to 5.8 million in 2000. Altogether, about 32 million first-time passports have been issued since 1993. Of the estimated 12.75 million U.S.-citizen departures for Europe in 2000, ETC calculates that as many as 3.2 million went for the first time.

"Thanks to the solid U.S. economy, millions more Americans have the means to visit Europe," Mr. Gústavsson said. "This includes not only baby-boomers, but seniors, Generation X singles and families with children."

"The strength of the dollar also was a key factor in making Europe very affordable this year," he said. Passports are required of U.S. citizens travelling to Europe. However, they are not required for travel by Americans to Canada, Mexico and many Caribbean nations.

*) The State Department began issuing 10-year passports in 1983. Previously, passports were good for five years.

Copenhagen: Merger Creates Copenhagen Malmö Port

ON January 1, 2001 the two ports of Copenhagen in Denmark and Malmö in Sweden announced their merger into a single company: the Copenhagen Malmö Port. Both Boards of Directors have ratified the merger.

New management is working hard to prepare for the official launch of the new company on May 15, 2001, full details of which will be announced at a later date.

"We will be able to offer our cus-

tomers and partners new opportunities and an increased level of service in Copenhagen Malmö Port," says Lars Karlsson, Managing Director of the new company. "Our goal is to create a dynamic and competitive port. This

will be done by making use of synergies, the strategic location in the region and direct entry into an already developed infrastructure."

Customers and partners of the two ports will be kept informed about developments with both written messages and personal visits. Copenhagen Malmö Port AB - CMP for short - will present its new logo on the official opening day of May 15, 2001.



*Mr. Lars Karlsson,
Managing Director,
Copenhagen Malmö Port
AB: aiming for an
increased level of
service*

Cyprus: Emerging Cruise Destination

CYPRUS has become the cruise line hub of the region. Within easy reach of Greece, Egypt, Israel and Lebanon, Cyprus can be enjoyed as part of an appealing multi-destination vacation.

In year 2000 some 50 international cruise liners included Cyprus in their Mediterranean itineraries with 284 visits and 148,500 visitors.

In addition, some 1212 passenger vessels used the Cyprus ports as homeports for cruises with a passenger throughput of 745,600.

Limassol, the largest port of Cyprus,

during the year 2000 was the busiest cruise port in the Mediterranean. A total number of 991,872 passengers were handled by Limassol port with a total number of 1138 passenger and cruise calls.

The market potential will grow as Europeans 13% of the current global cruise market, discover the pleasures of cruising in the Mediterranean which is the leading alternative to the Caribbean.

Cyprus can be used as a fly/cruise/stay destination from package holiday makers who combine a short cruise to the Greek Islands, the holy Land, Egypt and Lebanon and their land vacation to the island.

Cyprus, as a cruising center, recorded a total passenger throughput of 1,042,600 movements.

During the year 2000, the two multi-purpose ports of Limassol and Larnaca handled in total 4 million metric tons.

The container traffic through the above mentioned ports reached the number of 259,000 TEUS.

Genoa: Entrance only for SBT tankers

WITH effect from 1 January 2002 tankers not classified as SBT by Flag Registers will not be allowed to enter/berth at the petrochemical port of Genoa Multedo.

Every tanker will have to provide an IOPP certificate stating in paragraph 5 compliance with SBT as per Marpol 73/78 Reg. 13.

Until 31 December 2001 a provisional derogation will be granted to those vessels which, are not equipped with the required certification, but which submit an alternative ballasting procedure such as that reducing the level of emissions from cargo tanks.

(INTERTANKO)



Port of Limassol

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Genoa: Chronological Traffic Data

	1996	1997	1998	1999	2000
General Cargo	12,769,556	16,650,672	18,640,314	19,130,776	21,939,032
Of which:					
Containerized	7,333,469	10,707,746	12,280,434	11,884,234	14,271,264
Conventional	5,436,087	5,942,926	6,359,880	7,246,542	7,668,232
Solid Bulk	8,337,282	8,922,001	9,107,852	9,182,588	10,487,626
Liquid Bulk	24,757,041	16,855,740	17,124,943	17,553,954	18,378,450
Of which:					
Mineral Oils	23,773,835	15,788,637	16,097,772	16,577,266	17,406,858
Other Liquid Bulk	983,206	1,067,103	1,027,171	976,688	971,592
Bunkers and Ship Supplies	879,878	875,651	887,437	814,326	930,804
TOTAL	46,743,757	43,304,064	45,760,004	46,681,644	51,736,144
Units					
Total Containers TEU	825,752	1,179,954	1,265,593	1,233,817	1,500,632
Incoming Ships	7,479	7,959	7,369	7,816	7,463
Passengers					
Ferry	2,067,798	2,079,697	1,846,122	2,118,219	2,368,152
Cruise	399,227	353,566	364,647	569,124	397,516
Total	2,467,025	2,433,263	2,210,769	2,687,343	2,765,668

Mombasa: Cargo Traffic Hits 9 Million-ton Mark in 2000

THE new Kenya Ports Authority management led by Mr. Brown Ondego has steered the Port of Mombasa into an all time high productivity record of 9,122,276 tons in the year 2000 reflecting a rise of 11.40 per cent (933,828 tons) over 1999's performance figure of 8,188,548 tons.

The result-oriented team saw transit traffic through the port rose from 1,309,991 tons in 1999 to 1,454,325 tons in 2000, a rise of 144,334 tons of 9.9 per cent. Container traffic, on the other hand, recorded a total of 236,928 TEUs (twenty foot equivalent units) in 2000. This rose by 4,511 TEUs or 1.9 per cent over the 1999 total of 232,417 TEUs. The increased cargo throughput at the port was registered against the backdrop of the country's dwindling economic performance and civil unrest in the Great Lakes region which is Mombasa Port's main cargo catchment area.

Total cargo throughput at the Port of Mombasa has averaged about 8.3 million

tonnes between 1993 and 1997. The throughput rose from 7.99 million tonnes in 1993 to a record 8.442 million tonnes in 1997. KPA sources told Bandari of determination to perform better by being more customer-oriented. "This calls for a fervent pursuit of on-time service delivery through improved and sustained equipment availability coupled with a rising output of a diligent work force," the Authority's spokesman added.

The port's exemplary performance recorded last year, started to show by the end of the third quarter when statistics available indicated an overall tonnage growth of 11.3% over the same period of 1999. The super performance is attributable to proper management principles that have been instituted in the port by the new management team.

This includes setting of operational targets which were initially not there and recognizing good performance among the employees. The management also put in place an equipment rehabilitation and replacement programme that has seen the port working close to this targets. At the container terminal three reach-stackers and front loaders have since been revived to boost the operation. The port has also acquired 20 new terminal tractors and has refurbished fifteen others to reach the optimal requirement for smooth operation.

That, together with team work that is currently dominant in the port, is the secret to the performance. Indeed Mr. Ondego together with his chief officers have maintained close contacts with workers through visits to their working places to give them the morale they need for working hard. In that line, employees have formed Works Committees where they discuss issues relating to their work. Their proposals are then channeled to senior management for redress.

Rotterdam: New Juice Center Kloosterboer

KLOOSTERBOER Rotterdam B.V. has taken a new center into use for the storage and processing of fruit juice concentrates, in the Rotterdam Eemhaven area.

The center consists of a "conventional" cold-storage warehouse, a blending station and a bulk terminal. The bulk terminal is the first one in Europe available to all exporters and thereby fills a gap in the market. This year, the termi-

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nal will be rented by a number of medium-sized Brazilian companies.

Kloosterboer invested approximately seven million Euros in the complex.

The cold-storage warehouse has a capacity of 12,000 tonnes and will be used for storing juices in barrels and crates, but also for other products. The bulk terminal comprises a number of tanks with a capacity of 6,600 tonnes. Several hundreds of tonnes a day can be mixed into mono or multi blends at the blending station. The blending station is a value adding activity, in combination with the cold-storage warehouse and bulk terminal. As a result, the receiver is relieved of work. The great majority of the juices (approximately 70%) are destined for the German market. France comes next and Italy and Spain are also important markets for pineapple juice.

Gap in the market

The existing European bulk terminals for juices are owned by, or connected to, large exporters. Director Alex Kloosterboer: "Small and medium-sized exporters cannot take their business there and they have insufficient volume for their own terminal. They therefore use barrels and special crates. From a logistic point of view, however, the trend is towards bulk transport wherever possible. There is a gap in the market, therefore, which we are filling with this public terminal. This year, we are leasing the terminal to several medium-sized Brazilian companies. Next year, it may be different ones. It is not only possible to rent for a certain time, but also just part of the capacity. It is a new concept and we are therefore investing cautiously. The tanks, for example, come from the "Uchoa," Cargill's first bulk ship. On the other hand, handling juices is a growth market, new suppliers are emerging and there is a movement towards bulk. We are, therefore, keeping our eyes open for space to expand further."

Kloosterboer

Kloosterboer is a logistic service provider in conditioned products such as fruit juice concentrates, fish and fresh fruit with its own deep-freeze storage/cold storage warehouses in Rotterdam, IJmuiden, Vlissingen, Elst and Aalesund (Norway) and, from April, also on the Faeroe Islands (Thorshavn). The company does not only provide its customers with storage facilities, but also handles shipping/forwarding and customs formalities.

Sines: Cargo Handled and Vessel Traffic 1987-2000



Year	Vessels	GT	Oil Products	Petrochemical Products	Coal	General Cargo	Total
1987	828	12,015,357	13,631,371	338,338	1,670,168	0	15,639,877
1988	945	13,605,169	15,204,421	431,211	1,780,049	0	17,415,681
1989	978	14,555,173	16,985,735	437,248	2,501,590	0	19,924,573
1990	1038	16,611,132	18,648,762	474,588	3,435,888	0	22,559,238
1991	814	12,037,226	12,592,090	359,781	3,199,786	3,844	16,155,501
1992	894	14,894,521	16,205,420	363,752	3,316,442	5,227	19,890,841
1993	805	12,431,523	12,782,204	451,154	3,671,460	32,197	16,937,015
1994	947	15,546,310	17,331,932	476,423	4,089,076	38,637	21,936,068
1995	978	14,999,675	16,640,697	527,438	5,360,029	43,383	22,571,547
1996	846	12,643,279	13,753,006	443,807	4,683,289	21,077	18,901,179
1997	821	13,665,846	15,641,693	586,865	4,672,544	13,392	20,914,494
1998	724	13,336,002	15,548,453	589,208	4,313,728	1,486	20,452,875
1999	773	13,392,251	15,222,036	637,174	5,578,865	10,602	21,448,677
2000	808	12,676,846	13,620,860	649,925	5,680,697	5,829	19,957,311

* Vol in Tons

Asia/Oceania

Fremantle: New Towage Decision

THE Fremantle Port Authority has decided to grant non-exclusive licenses for the supply of towage services at Fremantle Port.

The first license will be issued to Adsteam Marine Limited who submitted the first choice proposal under a Request for Proposals process. Similar licenses will be available to other parties interested in providing towage services on a non-exclusive basis.

It is intended that the license with Adsteam Marine Limited will be effective from 1 June 2001 for a period of two and a half years. Other non-exclusive licenses may also be issued to parties who apply or are offered licenses and

agree to meet appropriate terms and conditions.

A revised schedule of charges to be introduced by Adsteam under its new arrangements will result in an average reduction of around 15 per cent in towage charges in both the Inner Harbour at Fremantle and the Outer Harbour at Kwinana/Cockburn Sound.

The savings for individual shipping lines and agents under the new Adsteam arrangements will vary, depending on which port facilities are visited. The new prices will remain

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fixed for the period of the license.

Under the proposed new Adsteam arrangements, the current scale of charges in the Outer Harbour will also be much simplified, with penalty rates and surcharges for out of ordinary hours work being completely removed, resulting in increased savings for customers using towage services outside normal hours. In effect towage services will now be provided on demand on a 24-hour basis and uniform charges will apply irrespective of the time of day.

WA Planning and Infrastructure Minister, Alannah MacTiernan, said the substantial reduction in towage charges had been achieved after productive negotiations between Adsteam

and the Maritime Unions.

“This result is an example of how waterfront reform can be achieved through cooperation rather than conflict,” she said.

“The State Government sees a bright future for the Fremantle Port Authority. We are going to work hard over the next four years to ensure that not only do we maintain our competitiveness on charges, but that we get the proper infrastructure in place to help Fremantle become one of Australia’s premier ports.

“If we can continue to achieve the current level of efficiencies, there are very real opportunities for the port to become a transport hub for the rest of

Australia.”

Fremantle Port Chairman, Ron Aikenhead, described the outcome of Fremantle Port’s recent Request for Proposals exercise as an excellent result which would contribute to the Port’s competitiveness while ensuring that towage needs continued to be met safely and efficiently.

“Fremantle Port’s aim in calling for towage proposals was to ensure that charges for towage services are as competitive as possible and that the quality of the service provided is best practice in terms availability, reliability, safety and flexibility,” he said.

Iranian Ports: Ports and Shipping Organization Granting Discounts

THE Ports and Shipping Organization, concurrent with the provision of facilities for the attraction of ships and vessels, proceeded to grant discounts, for port dues and charges of the vessels, as announced by Behzad (Mohammad) Seifollahy, Board Member and Vice President in Port and Special Economic Zones Affairs, PSO.

Table concerning the calculation method of port dues and charges for the Iranian and foreign vessels

- Example 1:
- Total amount of ship’s cargo = 10000 tons
 - Amount of ship’s foreign transit cargo = 1000 tons
 - The ratios of the foreign transit cargo to the total amount of ship’s cargo =1000/10000=10%
 - Consequently, 10% of port dues and charges will be calculated on the basis of 750 Rials (for each US\$) and the rest (90%) will be calculated on the basis of 1500 Rials (for each US\$)

- Example 2:
- Total amount of ship’s cargo = 10000 tons
 - Amount of ship’s foreign transit cargo = 2500 tons
 - The ratios of the foreign transit cargo to the total amount of ship’s cargo = 2500/10000=25%
 - Consequently, 25% of port dues and charges will be calculated on the basis of 750 Rials (for each US\$) and the rest (75%) will be calculated on the basis of 1500 Rials (for each US\$).

- Example 3:
- Total amount of ship’s cargo = 10000 tons
 - Amount of ship’s foreign transit cargo=7500 tons
 - The ratios of the foreign transit cargo to the total amount of ship’s cargo=7500/10000=75%
 - Consequently, 75% of port dues and charges will be calculated on the basis of 750 Rials (for each US\$) and the rest (25%) will be calculated on the basis of 1500 Rials (for each US\$).

- Example 4:
- Total amount of ship’s cargo=10000 tons
 - Amount of ship’s foreign transit cargo=8500 tons
 - The ratios of the foreign transit cargo to the total amount of ship’s cargo = 8500/10000=85%
 - Consequently, 85% of port dues and charges will be calculated on the basis of 750 Rials (for each US\$) and the rest (15%) will be calculated on the basis of 1500 Rials (for each US\$).

Table concerning the calculation method of port dues and charges for Iranian owned ships and vessels, and the vessels which are under the Hire - Purchase (rent to own) or the Bare Boat Chartering of the Iranian Companies for a minimum period of one year (In return for each US dollar)

Currency: Rial

Remarks	Receivable amount
Commercial vessels carrying imported cargoes including oil and non-oil products	1500
Fishing vessels which are operating in territorial waters for local consumption	300
Passenger ships including vessel and wooden craft	800
Ro-Ro passenger ships operating under the agency of the investing companies in northern ports of Iran	800
Ro-Ro passenger ships which are in traffic between the northern ports of Iran and other countries	1200

- Export
- Commercial vessels with 1500 GRT and more which call at the ports for loading of cargoes such as clinker, gravel stone, sands, grit, cement, gypsum, brimstone and mineral concentrate in bulk without any unloading.
 - Commercial vessels which call at the ports without discharging but for loading of other non-oil products excluding those mentioned above

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Transit

- Non-oil commercial container and non-container vessels which call at the ports and all their imported cargoes are foreign transit. **750**
- In case that a ship carries imported and foreign transit cargoes at the same time, its port dues and charges will be calculated according to the ratios of the transit and imported goods which have been discharged and based on 750 Rials for transit cargo and 1500 Rials for imported cargo. (See the examples on the next page)
- In case that a ship, without discharging, calls at a port for carrying both exported and transit cargoes at the same time, its port dues and charges will be calculated according to the ratios of the exported and transit goods which have been loaded and based on 1200 Rials for exported cargoes and 750 Rials for transit cargoes.

Table concerning the calculation method of port dues and charges for Iranian ships, as well as the vessels which are under the Hire-Purchase (rent to own) or the Bare Boat Chartering of the Iranian Companies for a minimum period of one year. (In return for each US dollar)

Currency: Rial

Remarks	Receivable amount
<u>Container:</u>	
• Full container ships calling at Imam Khomeini port for carrying of imports, exports and transit cargo.	300
• Semi - container ships carrying 100 TEUs of imports or 100 TEUs of exports or 150 TEUs of imports and exports combined to the port of Imam Khomeini.	300
• Container ships destined to the southern ports of Iran (excluding the port of Imam Khomeini) with the GRT from 12500 up to 19999.	1200
• Container ships destined to the southern ports of Iran (excluding the port of Imam Khomeini) with 20000 GRT and more.	750
• Feeder ships under 12500 GRT carrying transshipment cargo containers to the southern ports of Iran (excluding the port of Imam Khomeini) carrying 100 TEUs of imports or 100 TEUs of exports or 150 TEUs of imports and exports combined in the southern ports of Iran.	*3200
• Feeder ships under 12500 GRT carrying transshipment cargo containers to the southern ports of Iran (excluding the port of Imam Khomeini) carrying 300 TEUs of imports or 300 TEUs of exports or 400 TEUs of imports and exports combined in the southern ports of Iran.	*1600
• Feeder ships under 12500 GRT carrying transshipment cargo containers to the southern ports of Iran (excluding the port of Imam Khomeini) carrying 400TEUs of imports or 400 TEUs of exports or 600 TEUs of imports and exports combined in the southern ports of Iran.	*800

Table of discounts granted to the foreign vessels for their port dues and charges

Currency: Rial

Remarks	Discount Rate
• Commercial vessels carrying imported cargoes including oil and non-oil products
• Passenger ships including vessel and wooden craft	50%
• Ro-Ro passenger ships operating under the agency of the investing companies in northern ports of Iran	90%
• Ro-Ro passenger ships which are in traffic between the northern ports of Iran and other countries	85%

Export

- Commercial vessels of 1500 GRT and more which call at the ports for loading of cargoes such as clinker, gravel stone, sands, grit, cement, gypsum, brimstone and mineral concentrate in bulk. ***75%**
- Commercial vessels which call at the ports for loading of other non-oil products excluding those above mentioned. **50%**

Transit

- Non-oil commercial container and non-container vessels which all of their cargoes are foreign transit cargoes and call at the ports for loading and discharging. **75%**
- Non-oil commercial vessels carrying foreign imported and transit cargoes at the same time, their discounts will be calculated according to the ratios of their foreign transit goods to the total amount of cargo in a maximum rate of 75% **75%** |- In case that a ship calls at a port, without discharging, for the purpose of carrying exported and transit cargoes at the same time, the foreign transit cargoes and the exported ones will be liable to 75% and 50% discount respectively.

Table of discounts granted to the foreign vessels for their port dues and charges

Remarks	Discount Rate
<u>Container:</u>	
• Full-container ships which call at the port of Imam Khomeini for carrying containers (import, export, transit)	90%
• Semi-container ships carrying 100 TEUs of imports or 100 TEUs of exports or 150 TEUs of imports and exports combined in the Imam Khomeini Port.	90%
• Container ships destined to the southern ports of Iran with the GRT from 12500 up to 19999.	60%
• Container ships destined to the southern ports of Iran with 20000 GRT and more	75%
• Feeder ships with less than 12500 GRT carrying transshipment cargo containers to the southern ports of Iran (excluding Port of Imam Khomeini) carrying 100 TEUs of imports or 100 TEUs of exports or 150 TEUs of imports and exports combined in the Southern ports of Iran	*60%
• Ships carrying transshipment cargo containers to the southern ports of Iran (excluding the Port	

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of Imam Khomeiny) carrying 300 TEUs of imports or 300 TEUs of exports or 400 TEUs of imports and exports combined in the southern ports of Iran *80%

- Ships carrying transshipment cargo containers to the southern ports of Iran (excluding the Port of Imam Khomeiny) carrying 400 TEUs of imports or 400 TEUs of exports or 600 TEUs of imports and exports combined in the southern ports of Iran. *80%

General Comments

In case that a number of discounts are being granted to the ships and vessels, the highest approved discount will always be treated as a basis for the said ships and vessels.

All the P.S.O's Supreme-Council Acts which are incompatible with this regulation will be considered and void since the entry into force of this Act.

(*) means the recently approved discounts.

Kuantan: Higher Growth Maintained

TOTAL traffic at Kuantan Port grew moderately by 9.4 per cent to 6.027 million tonnes in 2000 compared with 5.51 million in the previous year. Imports accounted for 49.3 per cent of the total tonnage handled while the remaining 50.7 per cent or 3.06 million tonnes consisted of exports.



Dato' Haji Mohamed Awang Tera

Liquid chemicals led the main group of cargo handled at the port. It made up 48.8 per cent or 2.94 million tonnes of the total throughput. Liquid bulk posted a hefty double digit-growth of 12.4 per cent from 2.61 million tonnes handled in the previous year.

The liquid bulk terminals at Kuantan Port received 353 vessel calls to handle various types of petrochemical shipments.

Break bulk was the second important type of traffic by making up 20.4 per cent or 1.23 million tonnes of the cargo handled by the port. This was followed by dry bulk accounting for 17.5 per cent

or 1.5 million tonnes and containerized traffic, 13.4 per cent or 0.84 million tonnes. More ship arrivals were noted at the port in line with the higher throughput. Vessel calls grew by 10.6 per cent totaling 1,677 calls. Total gross registered tonnage rose by 6.72 per cent to 14.3 million tonnes last year compared with 13.4 million GRT in the previous year.

Petrochemical tankers ranked highest calls of 372 ship calls followed by container vessels (353 calls), and timber vessels (200 ship calls). In 1999 container vessels ranked top with a total of 325 ship calls, subsequently petrochemical tankers (293 calls), and timber carriers (169 ship calls).

MPA: Argentine Coast Guard Commandant's Visit to Singapore

PREFECTO General (PG) Juan José Beltritti, Commandant of the Argentine Coast Guard, Argentina, is the first key Latin American maritime administrator to visit Singapore under the Maritime and Port Authority of Singapore (MPA)'s Distinguished Visitors Programme (DVP). PG Beltritti will be here on 26 and


27 April 2001 at the invitation of the MPA. He will be the second dignitary to visit Singapore under the MPA's Distinguished Visitors Programme for 2001.

The Argentine Coast Guard (Prefectura Naval Argentina in Spanish or PNA) is MPA's counterpart for maritime issues. As the maritime authority in Argentina, the PNA enforces international conventions on safety of shipping and pollution prevention, and also runs schools for maritime training.

PG Beltritti was appointed Commandant of the PNA in January 2000, having served in various high level posts in the PNA throughout his professional career. One of the key positions he holds in that of Secretary of the Latin American Agreement on Port State Control of Vessels (Viña del Mar Agreement).

PG Beltritti holds a Bachelor's degree in Naval Administration from the Universidad De La Marina Mercante (University of Argentina). He received the Honoris Causa Doctor's degree from the same university in 2000. He has also held the post of Professor of Maritime Issues at the Management School of the University of Argentina.

During the 2-day programme, PG Beltritti will be calling on Dr John Chen, Minister of State for Communications




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and Information Technology, and National Development. He will also meet Mr Peter Ho, Chairman, MPA; Mr Chen Tze Penn, Director-General, MPA; and other MPA senior officials.

Other programme highlights include a tour of the MPA's Port Operations Control Centre 2 (POCC2) to view our Vessel Traffic Information System (VTIS), a demonstration of the Singapore Electronic Navigational Chart (ENC) and Electronic Chart Display and Information System (ECDIS) onboard MPA's hydrographical vessel, Mata Ikan, and a sea tour.

Additionally, PG Beltritti will be delivering a talk on "Argentina's Foreign Trade and the Viña Del Mar Agreement" on 27 April to representatives of the maritime community.

Established in 1997, MPA's DVP continues to be a useful platform for the MPA to meet and establish long-term working relationships with key personalities from the international maritime community. The Programme has been an effective channel for exchanging opinions on global maritime issues and enhancing Singapore's bilateral maritime relations.

has two consecutive berths. These two berths together with the yard behind them are used and function as one, including control offices and computer systems. The terminal boasts: an area of 359,200 m² with a 735-meter long and 14-meter deep quay, and five over-Panamax cranes, three of them capable of handling 17 rows of containers and two of them 18 rows. In this manner, the terminal can benefit from the economies of scale to the fullest.

b) Combination of Public Berth and Public Corporation Yard

While T1 Berth, including its yard and cranes, was financed solely by the Public Corporation, T2 Berth (quay only) was developed with public funding. As a result of the reduced initial investment, the terminal is now able to offer reasonable prices to its users. Another advantage of having been developed as a public berth is that T2 Berth has anti-earthquake features so that it can serve for public purposes in emergencies.

c) Management by Stevedoring Companies

The terminal is managed by Nagoya United Container Terminal Co., Ltd. (NUCT), a company jointly established by eight stevedoring companies. In Japan, terminals are usually leased by shipping lines, and the case in Nabeta is perceived as a rare case in our 30 years history of container terminal operation. The lessees are aiming to attain a higher level of efficiency in cargo handling so that they can lower the current facility usage price per box as more containers are handled. Stevedoring companies can accept vessels from any shipping lines, which might lead to the opening of new regular routes. This type of management is now being recommended by the central government as well.

The port of Nagoya has a plenty of successful examples as a pioneer of the Japanese port industry. We believe it is always valuable to reflect the needs of the times in our port.

With the completion of the new berth, the Port currently has 14 container berths (10 of which are public and 4 private) in 5 terminals (Kinjo, Tobishima North, NCB, Tobishima South and Nabeta). These terminals have direct access to national highways, including those linked by the Meiko Triton Bridges, contributing to the efficient cargo distribution flow.

Nagoya: Port Profile

History of the Port

The port of Nagoya was officially opened for international trade in 1907. In 1951, the Nagoya Port Authority was established jointly by Aichi Prefecture and Nagoya City in order to maintain and administrate the huge area under its jurisdiction.

Hinterland

Diverse industries thrive in the Chubu region, the hinterland of the port of Nagoya: automobile manufacturers, precision machinery makers of machine tools and appliances, steel plants and oil refineries, the aerospace industry, and porcelain and textile manufacturers. The GDP of the Chubu region, which is made up of nine prefectures, amounts to 730 billion yen, and accounts for 15% of Japan's total GDP, or 3% of that of the

world. The region forms an enormous economic entity by itself.

The major contributor to the total exports at the Port is the automobile industry, which ships completed vehicles and related parts. The port of Nagoya is in fact one of the world's leading automobile export bases.

New Berth Opens

In May 2001, a new berth at Nabeta Pier (T2 Berth) went into service. Developed to reflect the needs of the users in today's maritime industry, this new berth added strength to our port in order to survive in the competitive port industry.

a) Two Consecutive Berths

With the completion of T2 Berth, Nabeta Container Terminal currently



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Year 2000 Statistics

The total cargo throughput at the port of Nagoya in 2000 marked a record high volume of 153.4 million f/t, a 15.3 % increase over the previous year. This figure includes another record volume of 32.7 million f/t container cargo (1.9 million TEUs, up 21.6% up), which was also a leap of 16.6 % from 1999.

Future Plans

a) Tobishima Pier

To accommodate larger-becoming-containerships, two anti-earthquake berths are planned for construction at the southern edge of Tobishima Pier (depth: 15-16 m/length 700 m.) Navigational channels will also be expanded and further deepened by dredging in order to serve the new berths.

b) Nabeta Pier

In addition to the completion of a new berth at Nabeta Pier, yet another berth is planned adjacent to T2 Berth.

c) Chubu International Airport

A new international airport is being constructed off the south harbor limit of the Port for completion in 2005. The Ise Bay North Shore Area will take advantage of its proximity to the Chubu International Airport and major national highways, to create a hub for sea, land and air traffic.

Vessels	2000		1999		+ - (%)	
	Vessel	G/T	Vessel	G/T	Vessel	G/T
Total	39,552	211,800,741	37,664	204,854,364	4.9	3.4
Overseas	9,358	179,435,616	8,875	172,833,244	5.4	3.8
Container	4,530	94,731,433	4,283	92,490,839	5.8	2.4
Domestic	30,164	32,365,125	28,789	32,021,120	4.8	1.1

Figures for container ships are included in those for oceangoing ships.

Cargo		(Unit: F/T)		
	2000	1999	+ - (%)	
Grand total	153,370,767	133,037,777	15.3	
Loaded/International	33,974,041	32,437,872	4.7	
Unloaded/International	69,617,029	53,959,919	29.0	
Total	103,591,070	86,397,791	19.9	
Loaded/Domestic	23,549,318	19,318,371	21.9	
Unloaded/Domestic	26,230,379	27,321,615	-4.1	
Total	49,779,697	46,639,986	6.7	

Container		2000	1999	+ - (%)
Loaded (TEU)		960,054	797,588	20.4
Unloaded (TEU)		944,609	769,315	22.8
Grand total (TEU)		1,904,663	1,566,903	21.6
Loaded (F/T)		15,994,435	15,389,356	3.9
Unloaded (F/T)		16,742,876	12,681,840	32.0
Grand Total (F/T)		32,737,311	28,071,196	16.1

* For details, please visit our website at <http://www.portauthority.minato.nagoya.jp/english/index.html>

Paradip: Moving from mono-to multi-commodity port

PROFILE

Paradip is one of the major ports of India and is the main out-let and in-let of the sea-borne trade in the eastern part of the country. The port was started on 3rd January, 1962 and was declared as the 8th major port of India in 1966.

The port was started as a mono-commodity port for export of Iron Ore. However with the addition of berths, the port handles bulk cargos like thermal coal, coking coal, chrome ore, manganese ore, semi-processed ore cargo like charge chrome, ferro chrome, ferro manganese, lime stone, hard coke, ingot and moulds, billets and steel materials, dead-burnt magnesite, scrap, fertiliser, foodgrains and refer cargo at 6 general cargo berths. The port started handling containers and transshipment of petroleum products in 1991. One berth has been

Traffic Handled Through Paradip Port (in lakh tonnes)

Principal Commodities									
Year	Iron ore	Chrome ore	Thermal coal	Coking coal	Miscell.	P.O.L.	Trans-shipment	Fert. Raw Mat.	Total
1967-68	4.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.94
1968-69	12.12	0.17	0.00	0.00	0.10	0.00	0.00	0.00	12.39
1969-70	16.77	0.55	0.00	0.00	0.00	0.00	0.00	0.00	17.32
1970-71	21.34	0.17	0.00	0.00	0.06	0.00	0.00	0.00	21.57
1971-72	17.98	1.07	0.00	0.00	0.01	0.00	0.00	0.00	19.06
1972-73	18.74	1.48	0.00	0.00	0.01	0.00	0.00	0.00	20.23
1973-74	20.30	2.57	0.00	0.00	0.01	0.00	0.00	0.00	22.88
1974-75	21.99	3.33	0.00	0.00	0.74	0.00	0.00	0.00	26.06
1975-76	27.07	3.25	0.10	0.00	1.36	0.00	1.38	0.00	33.16
1976-77	23.22	2.89	2.24	0.00	4.16	0.00	0.19	0.00	33.15
1977-78	21.96	0.97	0.46	0.00	4.01	0.00	0.00	0.00	27.40
1978-79	17.26	1.10	0.00	0.32	2.93	0.00	0.00	0.00	21.61
1979-80	16.51	2.10	0.00	2.15	2.30	0.00	0.00	0.00	23.06
1980-81	18.17	1.44	0.00	0.73	2.60	0.00	0.00	0.00	22.94

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1981-82	16.37	1.23	0.00	1.73	2.20	0.00	0.15	0.00	21.68
1982-83	9.84	0.59	0.00	3.13	2.16	0.00	2.38	0.00	18.10
1983-84	9.29	0.81	0.15	0.25	3.19	0.00	2.17	0.00	15.86
1984-85	16.07	1.84	0.79	0.69	1.98	0.00	0.00	0.00	21.37
1985-86	18.68	1.66	2.80	5.89	4.28	0.00	0.00	0.00	33.31
1986-87	20.79	0.67	6.38	8.39	7.35	0.00	0.00	4.94	48.52
1987-88	17.09	1.50	10.02	12.71	5.86	0.00	0.00	4.69	51.87
1988-89	16.78	4.90	10.19	13.81	8.16	0.00	0.00	6.48	60.32
1989-90	20.59	2.51	12.92	13.41	9.40	0.00	0.00	3.01	61.84
1990-91	17.48	2.30	19.44	16.70	7.84	0.00	0.00	5.08	68.84
1991-92	15.24	3.84	23.69	15.85	6.38	0.00	0.24	7.73	72.97
1992-93	13.46	3.40	33.25	10.88	6.66	0.00	1.95	6.47	76.07
1993-94	15.18	3.04	35.94	10.94	9.37	0.05	3.40	5.35	83.27
1994-95	18.81	3.73	41.18	14.84	9.33	1.62	2.18	9.52	101.21
1995-96	16.90	3.97	42.32	18.33	10.86	10.62	0.04	9.55	112.21
1996-97	13.82	3.20	50.06	15.07	9.61	16.93	0.12	6.99	115.80
1997-98	14.35	3.02	60.64	14.83	11.48	17.38	0.00	11.32	133.02
1998-99	7.97	1.56	63.70	13.90	12.37	20.07	0.00	11.52	131.09
1999-00	10.25	3.78	59.53	14.77	11.55	22.19	0.00	14.29	136.36

earmarked for handling POL products. Another two berths are being used by Paradip Phosphates Ltd. & Oswal Chemicals & Fertiliser Ltd. to import their raw-materials i.e. phosphoric acid, ammonia, sulphur, rock phosphates. mechanical loading of thermal coal began in 1994. The varied nature of cargo handled bears testimony to the efficient and personalized services of this

Deep Water Port.

Capacity yielding projects like a mechanized coal handling plant with 2 berths and 2 general cargo berths scheduled to be commissioned during the earlier part of 2001-02 will increase the capacity of the port to 34 million tones with an oil jetty waiting in the wings to add another 6 million tonnes before the end of the financial year.

PPA: Introducing New General Manager

PHILIPPINE Ports Authority (PPA) has appointed Alfonso G Cusi, 51 years old, to the position of General Manager. Mr. Cusi had graduated from La Salle College to be Bachelor of Science in Business Administration. To extend his knowledge, he took his Masters Degree program in Business Administration at University of the Philippines-Cebu from 1974 to 1976.

In addition to his new appointment as Key official of PPA, Cusi serves as president of Starlite Cargoexpres, Inc. (1991-Present), Starlite Ferry, Inc. (1994-Present), Star Maritime, Inc. (1994-Present), Starlite Marine & Industrial Services Corp (1995-Present),



and Quick-Stop Convenience Store, Inc. (1999-Present). He has been also involved in some of Professional Memberships including Palestine-Philippines Business Association (President), Institute of Shipping Management Singapore (Member), and Institute of Marine Transit Association USA.

Alfonso G Cusi was born on 5 December 1949 in Roxas, Oriental Mindoro and married to Ma. Angeles Singson. They have four children, Ma. Patricia, Francis, Jacob and Martin.

PSA: Inks Joint-Venture Agreement with Guangzhou Harbour Bureau

SINGAPORE's PSA Corporation signed an agreement with China's Guangzhou Harbour Bureau (GHB) on 10 Apr 2001 to form a joint-venture company in the Guangzhou Municipality. Under the agreement, the joint-venture company, Guangzhou Container Terminal Co. Ltd, will manage and operate three container berths at Guangzhou, Huangpu and Xingang. The joint venture will facilitate the development of the Port of Guangzhou into an advanced and efficient container gateway port to handle the fast growing container traffic from both Guangzhou and the South China region.

PSA Corporation will hold a 49% stake in the company while the remaining 51% will be held by GHB. The Agreement was signed in Guangzhou by Mr Huang Guo Sheng, Director-General, Guangzhou Harbour Bureau and Mr Khoo Teng Chye, Group President, PSA Corporation.

Guangzhou, located north of the high growth Pearl River Delta, is China's largest and most prosperous city in the South. The city has an area of over 16,000 square kilometers and a population of 6.7 million people. As one of the most important centers for foreign commerce in South China, Guangzhou Port is China's 5th busiest container port handling a total throughput of 1.43 million TEUs in 2000.

Said Mr Huang Guo Sheng, Director-General, Guangzhou Harbour Bureau, "We are pleased to sign this agreement with PSA Corporation and we look forward to fostering a close partnership with them on this project. The project is timely, as South China's economic and industrial sectors are currently enjoying rapid growth. The volume of cargo and containers generated at Guangzhou's hinterland is large and growing rapidly. This growth generated a need for efficient container terminal facilities. The strong commitment and combined expertise of all parties concerned will enable us to develop Guangzhou Port into one of the most advanced and efficient container hub ports serving the Pearl River Delta region."

Mr Khoo Teng Chye, Group President, PSA Corporation, said, "We are honoured to work with the Guangzhou Harbour Bureau as its partner for this project. As with our other projects in China, PSA Corporation will contribute its experience, technology and operational know-how in port development

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and container-handling operations to ensure the success of the project. Our projects in Dalian and Fuzhou have been highly successful, achieving growth rates of more than 30% in 2000. Dalian has also been selected as the 'Best Container Terminal (High Efficient Operations)' in China by China Shipping Gazette in March 2001. PSA Corporation, working with our partner, the Guangzhou Harbour Bureau, aims to emulate these successes. We share the same vision with Guangzhou Municipal Government and the Guangzhou Harbour Bureau to develop Guangzhou Container Terminal into an important gateway port. By working closely together, we are confident that Guangzhou will become the preferred port of call for the mainhaul vessels, as well as for the shippers in the Pearl River Delta and beyond."

PSA Corporation operates the world's largest container transshipment hub in Singapore. It provides every shipper an unrivalled choice of 248 shipping lines with connections to 600 ports in 123 countries. This includes daily sailings to every major port in the world. As testimony to 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 the 'Best Container Terminal Operator (Asia)' for the 12th time, and Singapore, the 'Best Seaport (Asia)' for the 13th time at the Asian Freight Industry Awards 2001. 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 participates in 13 port projects in eight countries around the world in Belgium, Brunei, China, India, Italy, Korea, Portugal and Yemen.

Saudi Arabia: Booming container traffic in Saudi Ports

IN 2000, Saudi Arabia's container traffic exceeded the 1.5 million Twenty-Foot Equivalent Container Unit (TEU) mark for the first time.

Containerisation, a most rational method of dry, bulk, liquid and reefer cargo shipments in standardized general and special 20', 40' and 45' containers changed the global shipping industry fundamentally in the mid-1960s. Saudi Arabia commenced with an annual throughput volume of about 6000 TEU in 1967.

Since then, the infrastructure of the Saudi ports and their hinterland network

of highways have been continuously expanded and adjusted to the needs of the ever rising capacity of successive generations of container vessels, with their rapidly growing container handling volume.

Nowadays, Saudi Arabia's major container terminals at Jeddah Islamic Port and King Abdulaziz Port (KAAP), Dammam, are directly connected to the main stream of worldwide container liner shipping services. Calls are made by the largest existing container vessels of more than 8000 TEU capacity. The Kingdom's containerized import and export trade enjoys lowest seafreight charges and fastest transit times on guaranteed schedules between the major container hub ports around the world. Containers, which are essential for 'just in time' shipments at rational production costs and for the lowest handling/storage charges.

Furthermore, the Kingdom's container terminals at King Fahd Industrial Port, Yanbu and Jubail Commercial ports steadily increased their activities serving their container trade most efficiently.

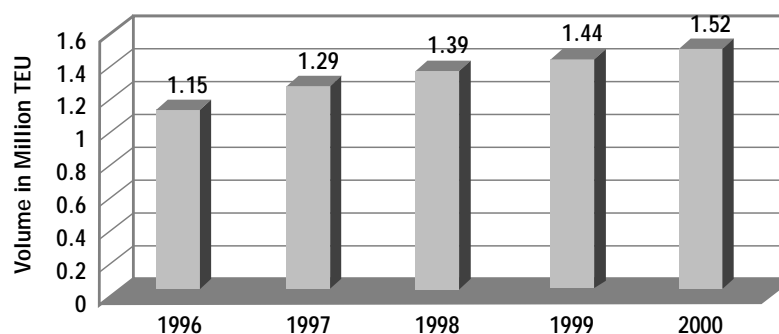
Over the past five years, the total container handling volume in Saudi ports rose in average annually by +6.2%, slightly above the global growth rate.

The main part of the container handling volume comprises the Kingdom's strong domestic market.

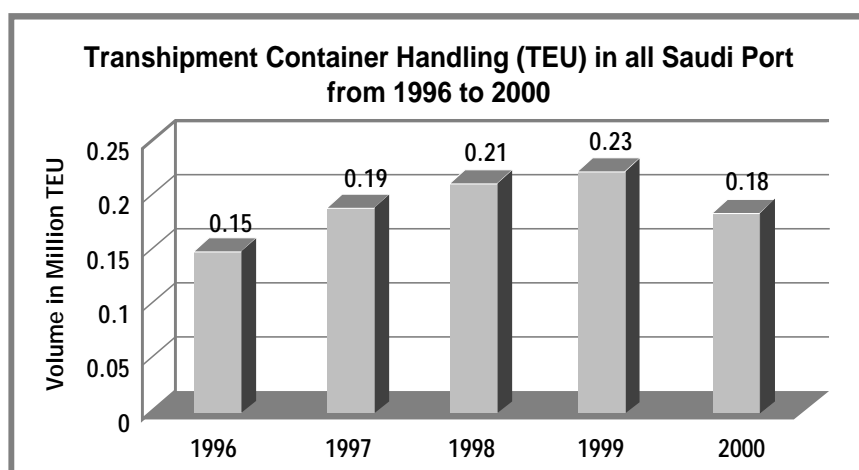
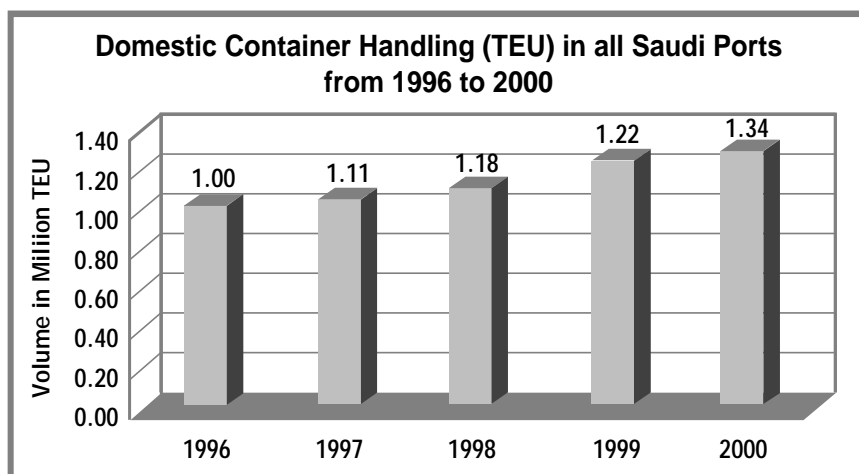
The domestic share rose continuously on average by more than 6.7% annually over the past 5 years but in 2000 an exceptional growth in excess of 10% has been experienced.

Forecasts for the domestic container trade suggest a further portion of 10% in 2001 since the oil price has boosted the Kingdom's economic growth. The major portion of the growth will be affiliated to imports of project cargoes, construction material and household goods.

Total Container Handling (TEU) in all Ports of Saudi Arabia from 1996 to 2000



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Thus, a surplus of containers in the Kingdom supports the overseas market chances of exports to container demand areas.

The attractive geographical position of Jeddah Islamic Port close to the main east-west shipping route and to the European/American markets as well as KAAP Dammam's relatively close position to the Asian markets offer various economical shipping options to the domestic traders.

To comply with the fast growing demand for container handling facilities, Jeddah Islamic Port completed the first phase of its new northern container terminal in August 2000 and commenced its operations with an additional 1000 berth metres, served by 4 post Panamax ship/shore gantry cranes.

The southern container terminal now offers 1680 berth metres equipped with 11 ship/shore gantry cranes, which include post-panamax sizes.

KAAP Dammam's container terminal received new, improved supporting equipment, and dispatch facilities for post-Panamax container vessels are also

in progress. These investments are prerequisites to amend the port's position as a transshipment hub for the upper Gulf region.

The share of containers in transshipment rose in average annually by 14% over the past 5 years but declined in 2000. The regional and inter-regional transshipment volume through Saudi ports strongly depends on several factors like productivity, price, reliability in comparison to rival regional transshipment hub centers, the market growth of import/export volume at regional feeder ports and on worldwide changes in service loops of major shipping lines.

The Kingdom's strong domestic market, however, remains one of the most important factors, encouraging shipping lines to handle their domestic container volume combined with their transshipment (transit) container volume directly through Saudi ports.

The Saudi Ports Authority and its partners are working to encourage transshipment and transit consignments through Saudi ports.

The Kingdom's newly established Re-

export zones inside the ports of Jeddah Islamic Port and KAAP Dammam exploit growing business opportunities with neighboring countries and promoting transshipment and transit activities of the ports.

The privatization project for all terminal and marine port services in the Kingdom was completed in 2000, ensuring that healthy service competition within the ports supports vessel turnaround times and the efficiency and quality of terminal operations.

Sydney: Glebe Island and White Bay Master Plan

SYDNEY Ports Corporation, the winner of The Royal Australian Planning Institute (NSW) Award for Excellence in Planning for the Glebe Island and White Bay Master Plan, is committed to Sydney Harbour continuing as a working port.

The Master Plan was adopted by the NSW Government after extensive community consultation and includes long-term strategic direction for development of the port in Sydney Harbour and detailed environmental and design controls.

As part of its development plan, Sydney Ports Corporation is calling for expressions of interest for long-term leases of portions of a 20 ha area of port land at Glebe Island and White Bay in Sydney Harbour.

Sections of the twenty-hectare site are currently utilized as a common-user berth and a motor-vehicle terminal.

"We are in a position to offer the security of a long-term lease on the land due to the recent approval of the Glebe Island and White Bay Master Plan by the NSW Government. The Plan secures Sydney Harbour as a working port and the future development of port facilities within safety and environmental guidelines," said Mr John Hayes, Acting Chief Executive Officer of Sydney Ports Corporation.

The successful lessees will be required to establish operations consistent with Sydney Ports' objectives for the development of the port facilities and to accommodate the anticipated increase in trade growth.

The Sydney Harbour port facilities are located at Glebe Island, White Bay and Darling Harbour. These facilities handled 3.32 million mass tones of cargo last year, including break bulk cargo and

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motor vehicles, containers, paper products and timber.

The Master Plan includes improved road and rail access into White Bay and Glebe Island as a measure for minimizing the number of heavy trucks using suburban roads. Sydney Ports will also include landscaping, urban design and signage in the development to improve the amenity of the port area.

Sydney Ports completed the demolition of redundant silos at Glebe Island last year, opening up 3 hectares of land included in the 20 ha parcel offered in the expression of interest. Sydney Ports and its contractor Metropolitan Demolitions, received the 2000 NSW Case Earth Award for the demolition project and an environmental award at the 2000 National Case Earth Awards.

"Sydney Ports is looking to the future to meet the growing demands on port land to accommodate the anticipated increase in trade," said John Hayes.

"We look forward to working with the successful operators to meet our objectives of attracting more ship-based trade and to provide a high standard of service to import and export cargo owners," he concluded.

Expressions of interest close on 14 May 2001.

Sydney: Survey to Protect the Harbour

SYDNEY Ports Corporation has commissioned the Australian Museum to carry out a survey of Sydney Harbour to determine the presence, type and abundance of introduced marine pests.

The survey will use the resources of the local community, which is being asked to report sightings of any new or unusual marine animals or plants in the harbour.

The survey is to be carried out as a result of the Federal Government's commitment to better manage ballast water in Australian Ports and reduce the risk of further introductions.

Australian Quarantine Inspection Services (AQIS) will implement new ballast water management arrangements in July 2001, by means of a newly developed Decision Support System (DSS). For this system to work effectively a baseline study of Sydney Harbour must be undertaken to determine the current condition of the port environment.

"The DSS will regulate the discharging of ballast water by vessels coming

into Australian Ports and in turn help reduce the number of harmful introduced marine organisms being transferred from other coastal environments" said Murray Fox, General Manager, Navigation and Environment, at Sydney Ports Corporation.

Mr Fox said "The Sydney Harbour Introduced Marine Pest Survey will commence this week. The survey will cover 11 separate sites in the Harbour where it is expected that ballast water discharges have occurred in the past."

Sydney Ports Corporation and the Museum are calling for members of the public, especially those working on and around the harbour such as fishermen, divers, wharf workers and shipping personnel, to contribute to the survey. Individuals with any observations of changes in marine species populations, or information relating to the identification of exotic species in Sydney Harbour are asked to contact the Australian Museum on 02 9320 6202 or by email to sand@austmus.gov.au.

Yokohama: Minami-Honmoku Pier Opens

THE long anticipated unveiling of the port of Yokohama's newest and most advanced facilities took place April 2nd with the opening of Minami-Honmoku Pier's MC-1 and MC-2 terminals. A ceremony to commemorate this opening and inaugural calls by two vessels at the new pier marked the beginning of a new era of container transport at the Port of Yokohama.

Construction of the Minami Honmoku Pier began in 1990 to create new port

facilities capable of accommodating the largest container vessels in the world. The concept of the pier was developed with the three main purposes of strengthening Yokohama's international competitiveness, making the port a hub for North American routes to East Asia, and becoming a hub port in East Asia for Maersk Sealand, the world's largest shipping company.

Minami-Honmoku is an island-style pier, constructed from reclaimed land, and connected to the mainland by a four-lane suspension bridge. Upon final completion, it will have a total of four large-scale container terminals where various distribution processes, such as customs clearance of air cargo, can be carried out.

The newly opened MC-1 and MC-2 terminals boast Japan's first 16-meter deep berths and are capable of accommodating the next generation of 12,000 TEU-class container vessels. The terminals' combined length is 700 meters, with a total area of 35 hectares, the largest in Japan. In addition, they have a container storage capacity of approximately 17,000 TEU and are equipped with 5 of the world's largest gantry cranes, which stand 130 meters tall spanning 22 rows of containers.

The opening ceremony held on the pier and calls by two container vessels owned by Maersk added to the celebratory atmosphere surrounding the opening of the terminals. The ceremony included ribbon cutting to signify the opening of the terminal gate, congratulatory speeches, the christening of the bridge connecting the pier to the mainland, and a presentation of soccer balls by the president of Maersk Sealand to local elementary and junior high schools.



Minami-Honmoku Pier, just a few days before opening