

IAPH Officers

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Tokyo
Japan



PORTS of Auckland is the country's biggest container port. The port handles 43% of New Zealand's total container trade, and 56% of the North Island's container trade. It handles imports and exports worth \$19 billion each year and makes a major contribution to the Auckland regional economy and the national economy.

Ports of Auckland has given a significant boost to New Zealand's campaign to win the next America's Cup, by providing Team New Zealand with a purpose-built syndicate tender for the duration of the event. The vessel is believed to be one of the largest rigid inflatable boats ever built.

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We will not forget you...

UN Secretary-General Kofi Annan Condemns Terrorist Attacks on the United States

WE are all traumatized by this terrible tragedy. We do not know yet how many people have been killed or injured, but inevitably the number will be high. Our first thoughts and prayers must be for them and for their families. I wish to express my profound condolences to them, and to the people and Government of the United States.

There can be no doubt that these attacks are deliberate acts of terrorism, carefully planned and coordinated -- and as such I condemn them utterly. Terrorism must be fought resolutely wherever it appears.

In such moments, cool and reasoned judgement is more essential than ever. We do not know yet who is behind these acts, or what objective they hope to achieve. What we do know is that no just cause can be advanced by terror.

September 11, 2001



Statement of Secretary of Transportation, USA Norman Y. Mineta

ONE of the most cherished American freedoms is the freedom of movement, the ability to move freely and safely. Today that freedom has been attacked. We will restore that freedom throughout the national transportation system as soon as possible. And we will restore the highest possible degree of safety.

These terrorist acts are designed to steal the confidence of Americans. We will restore that confidence. We have already taken some first steps. As a precaution, I have ordered the FAA to ground all commercial air traffic until at least tomorrow afternoon.

The Department of Transportation is working closely with the White House and appropriate federal agencies to mount a coordinated, nationwide recovery effort.

Each American must know that we will restore our national transportation system to a safe and efficient status as quickly as possible. Our system has been severely burdened by the stress of these horrendous attacks, but we will recover.

In a democracy, there is always a balance between freedom and security. Our transportation systems, reflecting the values of our society, have always operated in an open and accessible manner. And, they will again.

Please be assured that we are activating all of our resources on an emergency basis, and services will be restored as soon as possible.

September 11, 2001



Message from President of IAPH Akio Someya

to

Thomas Kornegay
2nd Vice President, IAPH
Executive Director
Port of Houston Authority

Dear Mr. Kornegay:

IT was most shocking and terrifying to learn of the evil terrorist attacks in New York and Washington D.C. On behalf of the IAPH, I would like to express our deepest concerns over the immeasurable damage caused by these horrifying acts and offer our condolences to the most unfortunate victims.

We are extremely worried about what has happened to our friends at the Port Authority of New York and New Jersey and their office in the World Trade Center. As I do not wish to add to the already overburdened direct communication lines with New York, may I ask you to convey our sincerest sympathies to those who have suffered and their families when it becomes appropriate. I would also like to ask for your kind assistance in informing us, the IAPH members, of whatever help is needed by our friends in New York, so that we may offer whatever support we can for a recovery from the catastrophe.

Our sincerest thoughts and prayers are with you.

September 13, 2001



Statement by The Port Authority of New York and New Jersey

George E. Pataki,
Governor, State of New York
and
Donald T. DiFrancesco,
Acting Governor, State of New Jersey

Board of Commissioners

Lewis M. Eisenberg, Chairman
and
Charles A. Gargano, Vice Chairman

THE Port Authority of New York & New Jersey wishes to express its deepest sympathies to the families of the port authority employees and thousands of others lost or still unaccounted for in the attacks on the World Trade Center.

From the first minutes of this tragedy -- one of history's most horrifying -- the Port Authority Police and civilian staff, the New York City Police Department, the New York City Fire Department, and other city, state and federal emergency response teams have worked around the clock in search and rescue efforts for our loved ones, friends and colleagues. It is with heavy hearts that we begin to return to our mission to serve the New York/New Jersey region.

Millions of people depend on our transportation network. Even as we grieve, we have a responsibility to carry on by providing the transportation services that are the backbone of our region. The men and women of the port authority have responded with great vigor and determination to this challenge. We are working around the clock to restore our airports, bridges, tunnels, bus terminals and rail transportation systems to their full capacity.

Although deeply saddened, the port authority remains strong and determined. The most effective response to terrorism is to return to normal operations as quickly as possible and never allow the actions of terrorists to alter the freedoms and values we cherish. We will never forget those values. And we will never forget the courage and loving spirit of the people we lost in this unspeakable act of violence.

Here are words from the chief architect of the World Trade Center, Minoru Yamasaki who died in 1986:

"I feel this way about it. World trade means world peace and consequently the World Trade Center buildings in New York....had a bigger purpose than just to provide room for tenants. The World Trade Center is a living symbol of man's dedication to world peace ... beyond the compelling need to make this a monument to world peace, the World Trade Center should, because of its importance, become a representation of man's belief in humanity, his need for individual dignity, his beliefs in the cooperation of men, and through cooperation, his ability to find greatness."

IAPH ANNOUNCEMENTS AND NEWS

Your attention, please

- Members are kindly urged to look at the following listings of various requests for cooperation and invitations have been placed for your kind consideration and assistance.
- Each one of these is of vital importance for our future, therefore, please give your specially kind attention and cooperation.
- Due to the holiday constraints, it is a possibility that the forms or relevant documents have not reached you properly, in such case, please kindly let us know so that we can e-mail or fax any missing document without delay.

1. Entry to IAPH Membership Directory 2001

(E-mailed in early part of September)

Entry date: By October 31, 2001

To be notified to IAPH Head Office:

- E-mail: Directory@iaphworldports.org

2. Biennial Tonnage Survey and Subscription of the Number of Membership Dues Units for 2002 and 2003

(Dated 27 July 2001)

Entry date: By September 30, 2001

To be notified to IAPH Head Office:

- Fax: 81-3-5403-7651, or
- E-mail: info@iaphworldports.org

3. Call for Contribution to the Special Port Development Technical Assistance Fund

(Dated: September 11, 2001)

(To be introduced in the October issue)

Valid throughout 2001, 2002 and 2003

To be notified to IAPH Head Office

- Fax: 81-3-5403-7651, or
- E-mail: info@iaphworldports.org

4. Survey for the 2003 Conference in Durban

(Dated: September 7, 2001)

(To be introduced in the October issue)

Entry date: October 10, 2001

- Fax: 81-3-5403-7651, or
- E-mail: info@iaphworldports.org

5. IAPH/AAPA Joint Survey on Port Channel Construction, Maintenance and Navigation Aids

(Dated: July 7 2001)

Form: Please see September issue

August 15, 2001 (being extended)

To be returned to:

Ms. Jean Godwin

American Association of Port Authorities

1010 Duke Street, Alexandria VA

22314

E-mail: jgodwin@aapa-ports.org

Tel: 1-703-684-7500

Fax: 1-703-684-6321

6. IAPH Questionnaire On Safety Issues Mooring Lines And Mooring Equipment

(Dated: August 6 2001)

Date of Entry September 15, 2001

(Closed)

To be returned to:

Mr. Fer van de Laar

Chair CIAPH Port Safety,

Environment & Marine Operations

Committee

Chief of the Safety and Environmental

Department, Port of Amsterdam

De Ruijterkade 7, 1013 AA Amsterdam

P.O. Box 19406, 1000 GK

Amsterdam, The Netherlands

Tel: 31-20-523-4761

Fax: 31-20-523-4261

E-mail: fer.v.d.laar@amsterdamports.nl



NPASA is the New Name of Portnet

PORTNET has completed its divisionalisation process and the company has split into a Port Authority Division and a Port Operations Division. These two divisions are completely autonomous. The Port Authority Division will launch its new name and corporate identity on Thursday, 23 August 2001. Thus, Portnet (Port Authority Division) will in future be known as the **National Ports Authority of South Africa**. It is important to note that the 2003 conference logo remains the same.

The Ports Authority Division of Portnet will in future be known as the National Ports Authority of South Africa.

SPEAKING at the company's corporate identity launch held at Kyalami today, Siyabonga Gama, CEO of the National Ports Authority of South Africa, told the media that the divisionalisation process to unbundle the previous company, Portnet, into two separate entities (Port Authority and Port Operations), under transport parastatal Transnet, is now complete.

The National Ports Authority of South Africa will resume the responsibility of landlord of the ports and surrounding land area.

According to Gama, the divisionalisation process was a necessary step in an effort to attain the common goal of turn-



Siyabonga Gama

ing South Africa's seven commercial ports into efficient, cost-effective trading posts for the country.

"The divisionalisation of Portnet into two autonomous business groups will encourage a sharper focus and offer a one-stop service to port users. This will enable the National Ports Authority to deal with clients more effectively and will significantly enhance the service delivery process while providing distinct value propositions for particular niche markets," Gama said.

Currently the South African ports handle some 98% of the country's imports and exports. Total cargo volumes for the 2000 calendar year exceeded 160 million tones of which exports constituted 83%. Containerised cargo (TEU's) mainly through the Port of Durban, exceeded 1.8 million.

The structure of the National Ports Authority will consist of six General Managers:

- Mlamuli Buthelezi will head the Landlord Services which will mainly focus on infrastructure development, port development, property portfolio management, risk and security, environmental and port planning.
- Mvikelu Matutu is the General Manager responsible for Maritime Services, focus-

ing primarily on shippers and shipping lines and covering all areas related to Marine services, lighthouses, dredging, dry-docks, navigation and port control.

- Riah Phiyega, General Manager (Ports and Corporate Affairs) will be responsible for the efficient and profitable running of the ports as well as corporate affairs;
- Swazi Tshabalala : General Manager (Corporate Services) will be responsible for finance, procurement, legal services, information technology and human resources;
- Isabel Laubscher.: General Manager

(Trade and Logistics) will be responsible for new business development, pricing, marketing and logistics optimization, corporate strategy and policy and performance management; and

- Ivor Funnell : Chief Executive Officer (Portcon), will be responsible for the international arm of the National Ports Authority involved in port consulting throughout the African Continent as well as the exploration of trade opportunities.

For further information, please call Pieter Smit, Tel. 011-242-4028 / Fax 011-242-4027

23rd Conference Logo Rationale

- Signature: Boat braving the stormy waters with moon in sky.
- Reasoning behind signature: Since Phoenecian times, people of different cultures have engaged in global trade - mainly in spices and silk - using primitive, but effective vessels to brave stormy waters, defeating distances to promote their developing economies. With this 2003 IAPH Conference Logo, we pay homage to this well-established tradition of cooperation through seatriade for the betterment of mankind. We believe that seatriade has made the world closer than you think.



The origin of the Inter-Industry Shipping and Ports Contact Group

Reported by Peter C. van der Kluit

AT an IMO meeting early in 2000, a meeting took place between the representative of IAPH and the Marine Director of ICS to discuss matters of mutual interest. The discussion resulted in the conclusion that it would be worthwhile to investigate possibilities for closer co-operation between ports and the shipping sector.

The idea was further explored at a meeting between IAPH and ICS officials later that year. Both parties agreed that there were a substantial number of issues that would warrant an exchange of views and that closer co-operation between



Pieter Struijs

shipping and port interests could be beneficial to all parties involved.

Following that conclusion relevant shipping and port organizations were invited to participate in a meeting in November 2000 to sound out their views on the matter and if possible further explore potential areas of co-operation.

The meeting in November was attended by representatives of 10 international organizations and all present endorsed the idea of closer co-operation. At the meeting the "Inter-Industry Shipping and Ports Contact Group" was formally established. It was agreed that ICS and IAPH would alternate as chairs of the Group. The first "operational" meeting of the contact group was scheduled to take place in August 2001.

ICS' press release refers to that meeting.

ICS Press Release of 17 August 2001 Shipowners Liaise with Port Representatives

At a meeting hosted in London, yesterday, by the International Chamber of Shipping, representatives of the principal international shipowner organisations met with port, cargo handling and pilotage interests to discuss matters of common concern.

The meeting of the Inter-industry Shipping and Ports Contact Group involved ICS, BIMCO, Intercargo, Intertanko, OCIMF and SIGGTO on the ship operators' side, plus IAPH, ICHCA, IHMA and IMPA. The meeting was chaired by 1st Vice President of the International Association of Ports and Harbors, Mr Pieter Stuijs.

Speaking after the meeting, ICS Marine Director, Captain John Joyce explained:

"There was widespread agreement on the need to focus more attention on the ship/shore interface, and to promote greater awareness amongst port and terminal operators of IMO

requirements applicable to ships on international trades."

The meeting also agreed on the importance of discussions with pilots on ways to improve safe navigation in ports and port approaches; the need to investigate the increasing incidence of accidents involving mooring lines and equipment; means of contributing to the discussions at IMO on the provision of "places of refuge" for ships in distress; and the need for greater urgency in tackling problems of port security, illegal immigrants and drug trafficking.

The various industry bodies agreed to establish a number of task forces to address these issues fully, with a view to making recommendations to governments and shipping and port interests.

Captain Joyce emphasised: **"The organisations have identified the need to bridge the gulf between IMO requirements and national regulations governing ports and terminals, which is believed to exist due to the distinct and separate responsibilities between the relevant government departments in many countries. More needs to be**

done to encourage awareness amongst governments that this gap between ship and shore regulations is a serious obstacle to improving safety standards"

Acronyms

| | |
|-------------|--|
| ICS: | the International Chamber of Shipping |
| BIMCO: | the Baltic and International Maritime Council |
| Intercargo: | the International Association of Dry Cargo Shipowners |
| Intertanko: | the International Association of Independent Tanker Operators |
| OCIMF: | the Oil Companies International Maritime Forum |
| SIGGTO: | the Society of International Gas Tanker and Terminal Operators |
| IAPH: | the International Association of Ports and Harbors |
| ICHCA: | the International Cargo Handling Co-ordination Association |
| IHMA: | the International Harbour Masters' Association |
| IMPA: | the International Maritime Pilots' Association |

contest on the theme of "How the quality of port services could be improved?" is held biennially to promote port staff's research into the improvement of port productivity and efficiency levels as a means of human resource development for the developing member ports.

This financial and technical assistance program is solely funded by voluntary contributions of the IAPH member organizations, individuals and other supporters across the world. A list of contributors in the last fund raising campaign (1997-1999) is presented in the Attachment 4.

I would like to renew my appeal and ask for your kind help and contribution in order to sustain our assistance program and build a bridge between developed and developing ports. In this connection, though rather procedural, I would also like to bring your attention to Section 45 of our By-Laws, as per the attachment 5, where any member port who considers itself as a "developed port" is encouraged to contribute to the Fund in the form of "special membership dues". I am fully aware that some member ports have their own internal laws and regulations that may prevent them from making a contribution. However, if there is anything we can do to facilitate your smooth payment in this respect, please do not hesitate to contact us.

I trust you would appreciate the fact that your assistance as a whole will replenish the Fund, which will, in no small way, help those who are in need of financial and technical assistance and will enable our Association to sustain IAPH Bursary and Award Schemes in the coming years. We look forward to your continued support and cooperation.

Yours sincerely,

Satoshi Inoue
Secretary General

Call for Contribution to the Special Port Development Technical Assistance Fund

IN his circular letter dated 11 September 2001, addressed to all IAPH members, Dr. Satoshi Inoue, Secretary General, invited members for their cooperation for fund raising to the above captioned Fund. His letter reads:



Satoshi Inoue



Goon Kok-Loon

depleted that only a little more than US\$20,000 was left as of 10 April 2001.

Over the past 25 years, the Fund has made it possible for IAPH to implement its financial and technical assistance programs known as **IAPH Bursary and Award Schemes**. Some of recent

acknowledgements and comments received by us are reproduced in the Attachment 1. **The IAPH Bursary Scheme** has so far assisted 122 people from 46 member ports in 35 developing countries to attend advanced port training programs at 21 overseas training institutes affiliated with IAPH, as summarized in the Attachments 2 and 3. A maximum of ten bursaries, each not exceeding US\$3,500, is annually awarded to the personnel employed at IAPH developing member ports. Under the **IAPH Award Scheme**, an essay

- For bank transfer, please forward your remittance to the following bank account: Account name: International Association of Ports and Harbors. The Fuji Bank Ltd., Marunouchi Branch, Tokyo, Japan A/C No. 703912 SWIFT Code FUJI JP JT

- For check/bank draft, please make it payable to IAPH and send it to:-
The Secretary General, the International Association of Ports and Harbors (IAPH)
5th Floor, North Tower New Pier Takeshiba, 1-11-1 Kaigan, Minato-ku, Tokyo 105-0022, Japan

Dear Members,

At the Montreal Conference, May 2001, it was decided to launch for the Special Port Development Technical Assistance Fund (the Fund) a new fund raising campaign 2001-2003 with the targeted amount of US\$70,000. The decision was made, based on the recommendation by the Human Resources Development Committee chaired by Mr. Goon Kok Loon in view of the fact that the Fund was being so

Comments received from those recipients of the IAPH Bursary Scheme

"My participation in the seminar immensely widened my perception and understanding on port finance and its concepts and applications will further enhance value adding to my organization and port industry in my country, Malaysia as a whole."

(Internal Auditor, Penang Port Commission, Malaysia, participating in Port Finance Seminar, IPER, France, May 2000)

"He has been a worthy candidate for the grant awarded to him. He has obtained much useful knowledge. I am convinced that he will use that to the advantage of his port and of his country."

(Course Director, IMTA, the Netherlands, commenting on participation by the Chief of Operation, Port of Djibouti, in their course on Port, Shipping and Transport Management, May 2001)

"The course was very good. A lot of knowledge was gained from all the different experience of the participants. I was fortunate to be exposed to a very well developed port, so advanced in technology in a fast developing country. All in all, my attendance at the course has greatly benefited me personally and my organization."

(Executive Assistant, Maritime & Ports Authority of Fiji, Fiji, attending Port Management & Operations course, PSA Institute, Singapore, June 2000)

"I intend to utilize the knowledge and experience gained to the benefit of my port. The knowledge gained from program has become an asset to my port and with the knowledge it make one better equipped to meet the challenges of the 21st century."

(Chief of Planning Dept., Chittagong Port Authority, Bangladesh, attending the 13th International Program for Port Planning & Management, University of New Orleans, USA, March 1997)

"I would like to express, on behalf of my port and myself, sincere appreciation and gratitude to the IAPH for awarding a bursary to enable me to attend this most useful program on human resource management."

(Assistant Administration Manager, Gambia Ports Authority, attending the Human Resource Management Certificate Program, Institute of Public Service Int'l, Univ. of Connecticut, USA, June 1996)

Questionnaire for the 2003 Conference in Durban is on

In his circular letter of September 7, 2001, Dr. Satoshi Inoue, asked members for comments and advice for the past 5 conferences so that their comments and advice could be well reflected in the 2003 Conference. His circular letter reads:

To: All IAPH Members

Dear Members:

1. With the full support of President Someya and Conference Vice President Gama of National Port Authority of South Africa (Formerly Portnet, effective from August 23, 2001), this is to ask for your cooperation for contributing your ideas and advices on various aspects specifically for the forthcoming 2003 Conference in Durban in 2003.
2. Mr. Gama has been eager and active how to make his 2003 Durban Conference meaningful and enjoyable. The Durban

Conference has an especially important significance as it is the first IAPH World Ports Conference to be held in Africa.

3. For this, Mr. Gama, President Someya and myself agreed to conduct a monitoring survey intended to listen to your impressions over the IAPH conferences in the past at large to better prepare for the forthcoming Conference in Durban.
4. Anonymity is guaranteed. Please contribute your comments and advice to this office by NO LATER THAN October 10 2001. This office is hopeful of reflecting invaluable comments and advice firstly to the forthcoming Exco Meeting slated to be held in Auckland, New Zealand, from 24 to 27 October 2001 and reflecting to the whole process of preparation for our Durban Conference.

Best regards,

Satoshi Inoue, IAPH

**Survey for the World Ports Conference of IAPH
In Durban, South Africa in 2003, May 24/30 2003**

Please fax back to: 81-3-5403-7651

By October 10 2001

1. Past Conferences: Since 1993, the following conferences have been organized
3. If you have not attended any one of these conferences, please kindly give your comments? Could you kindly pick up from among the following items one or more major items that prevented you from attending?

- 1993 Conference in Sydney, Australia (17/23 April 1993)
- 1995 Conference in Seattle/Tacoma, USA (10/16 June 1995)
- 1997 Conference in London, UK (31 May/6 June 1997)
- 1999 Conference in Kuala Lumpur, Malaysia (15/21 May 1999)
- 2001 Conference in Montreal, Canada (19/25 May 2001)

Of the past five conferences, what is the state of attendance by your organization?

| Attended | | | | | |
|----------|--------|--------|--------|--------|-----------|
| All of 5 | 4 of 5 | 3 of 5 | 2 of 5 | 1 of 5 | None of 5 |
| | | | | | |

Please check as appropriate

2. Your impression and evaluation for the past conferences. There are 3 options, where OK stands as acceptable, "More" stands for need more (increase), and "Less" stands for need less (decrease) as compared with the present level.

| Items | More | OK | Less |
|--|------|----|------|
| Duration (7 days: Sat to next Fri) | | | |
| Number of Working Sessions (6-7 sessions normally) | | | |
| Number of speakers per session (Normally 4 to 5 per session) | | | |
| Q&A Time for working session | | | |
| Reporting on IAPH activities by various committees | | | |
| Focus/recognition for new members | | | |
| Free evening (Normally 1 night) | | | |
| Registration fees | | | |
| Social functions (Normally each night except free evening) | | | |
| Ladies program (Normally daily) | | | |
| Technical visit (Normally once: a half day visit) | | | |

| Major reasons | Please check |
|---|--------------|
| Due to internal business schedules (timing of IAPH conferences) | |
| Programs seemed not attractive enough | |
| Distance to the venue | |
| Registration fees | |
| Others (Please specify) | |

4. Your comments and suggestions for the 2003 Conference, e.g. topics, speakers,

Thank you very much for your most kind cooperation. Anonymity is guaranteed. Jointly with Mr. Gama, this office plans to best utilize the information and do its best to reflect your comments and advices To the Durban Conferences of IAPH and future ones.

MINUTES OF THE IAPH-CLP MEETING

Montreal, Saturday 19 May 2000

Present:

Messrs. P. KEENAN (Chair), J. BRAEMS, M. FOSTER, G. VAZEY,
F. VAN ZOELLEN, M-Y Le GARREC, A. KABLANKAN,
P. FALVEY, T. HIROTA

Also participating: Ms P. LE GARREC

Apologies for absence were received from:

Messrs. B. VERGOBBI (Chairman), P. VALLS and P. VAN DER KLUIT,



Mr. Braems, presenting the apologies for absence from Chairman Vergobbi thanked Mr. Keenan, on behalf of Mr. Vergobbi, for having accepted to chair the meeting.

Mr. Keenan took the chair, thanked Mr. Braems for preparing the meeting so well, welcomed the participants and declared the meeting open.

1. Approval of the Agenda

The Agenda was approved.

2. Approval of the Minutes of the last Meeting.

The minutes of the last CLP meeting, Rotterdam, December 2000, having been circulated were taken as read and accepted as an accurate account of the meeting.

3. Matters Arising from the Minutes

There were no matters arising from the minutes that were not included on the current agenda.

4. The 1923 Convention and Liabilities of Port Authorities by Mr. Le Garrec

The Chairman gave the floor to Mr. Le Garrec who presented his paper, which had been circulated with the agenda. He explained that the main questions were whether there was a need to revise the Convention and whether it was possible to strengthen the legal situation of ports by so doing. The paper mentioned three areas that could be examined in the light of possible revision, namely:

- The Right of Port Authorities to Decide to Accept or Refuse a Ship in difficulty, that

presented a Risk,

- Clarification of a Ports Position with regard to Ship Arrests
- The Legal Liability of Ports with regard to their Obligations,

In the ensuing discussion, the following points were made:

- The 1923 Convention was rarely invoked, although it had been ratified by a large number of States and had come into force in 1923.
- This might be due to the fact that it was so long since it had been ratified and incorporated into national legislation that people had forgotten the origins.
- It was the only International convention that actually dealt with Ports.
- Evolution in legal situations because of privatization, might have creates gray areas regarding the different liabilities for port companies and port authorities, regarding the various obligations. It would be important to ensure that there were no difference of liability between port authorities and port companies, when fulfilling the same obligations. This would be detrimental.
- Further research was needed to find out what interests other parties might have in revising the convention and where such a revision could adversely effect the interests of ports. Only after this could ports decided whether they wished to call for a revision of the convention.
- Were IAPH to ask for a revision, in certain circumstances ship owners; might consider it a threat to them - with regard to damage to infrastructure for example, that they may

consider a commercial risk.

- Thought should also be given as to which was the appropriate UN Agency to revise the convention.

Mr. Le Garrec was thanked for his work and asked to continue research along the lines discussed above.

Action:

- CLP Members were asked to send comments on the initial paper and areas for further research to Mr. Le Garrec.
- The subject should be listed on the Agenda for the next meeting.

5. Position Paper of ITOPF and work of IMO on the increase of the limits of compensation under the 1992 Protocol (IMO-LEG March 2001) F. Van Der Kluit

Mr. Keenan gave the floor to Mr. Van Zoelen, who introduced the topic. ITOPF, (International Tankers Oil Pollution Fund), had submitted a position paper to IMO, (International Maritime Organization) on the increase of limitations of compensation under the 1992 Oil Fund Protocol, at the March meeting of its Legal Committee (IMO-LEG, March 2001). The report of the meeting, had already been published in Ports and Harbors and also circulated to members.

With respect to the Diplomatic Conference on the Bunker Spills draft Convention, Mr. Van Zoelen stressed that the Chairman and Conference had done an extremely good job, especially since there had been only one week to complete the work, instead of the normal two weeks.

As contained in the report, the main concern centered on immunity for those responding to emergency situations to clear up a spill. Such immunity was not contained in the convention itself, but in a resolution attached to the convention. This left it to States to decided when ratifying the Convention, whether or not they wished to adopt the Convention.

The meeting also took note that the Convention would enter into force following ratification by 18 States, 5 of which should have a fleet with a tonnage of at least 1 million tdw.

In the ensuing debate, it was pointed out:

- that in certain circumstances, national legislation could be more interesting for ports than the provisions of the convention. Caution was therefore needed in encouraging IAPH members to lobby their respective Governments to ratify the Convention.
- It was important however to ensure that the membership was aware that responders immunity was contained in a resolution and not in the actual convention.

- CLP should prepare a number of basic arguments that ports could use to lobby their respective governments, in the event that they found that it would be advantageous to them for their Governments to ratify the Convention and to adopt the resolution.

The Chairman proposed a vote of thanks to Mr. Van Zoelen for his work, which the meeting unanimously adopted.

Action:

Mr. Van Zoelen accepted to prepare a paper giving the arguments in favor of ratification of the Convention and resolution, for eventual use by IAPH members

6. Survey on the Legal Needs of Ports

Mr. Keenan gave the floor to Mr. Braems, who presented his paper and the result of the survey.

A debate followed in which the following points were made:

- The response to the paper was small, which was disappointing
- The topics scoring the highest marks were those that are usually treated at national or regional level
- The result could indicate a hidden agenda, since the subject matters were those that really presented impediments to privatization.
- Clearly CLP needed to be attentive to responses from the membership, but caution was needed because of the weak response.
- One topic high on the list that clearly needed to be on the CLP agenda, was electronic signature.

In this area CLP could perhaps work with the Trade Facilitations Committee.

- Part 1 of the questionnaire was relatively easy and quick to circulate. Having confirmed that Mr. Braems had a copy with him, it was decided that the Secretariat should be asked to circulate it to the participants of the Conference, with a request for a response before the end of the conference. In this way CLP could confirm or change the subject matters as listed.

The Chairman thanked Mr. Braems for his work and confirmed the Committee's decision as follows:

Action:

- *Mr. Vergobbi to contact the Chairman of Trade Facilitations Committee with regard to electronic signatures*
- *Mr. Braems to ensure that Part 1 of the questionnaire be circulated at the Conference.*
- *The subject should be included on the next agenda for examination in the light of the new responses.*

7. Work of IAPH-IMO Interface Group (position paper on bunker convention) F. Van

Zoelen/P Van Der Kluit

As this meeting had not yet taken place the subject was removed from the agenda.

8. Rotterdam Convention on the Prior Informed Consent Procedures for certain Hazardous Chemicals and Pesticides (September 1998)

The meeting had before it a letter from Kenya drawing attention to the above subject. Following debate the Committee agreed that:

- Further work was needed to find out the status of the convention with respect to ratification.
- The issue involved serious practical problems that needed to be resolved.
- The subject was basically a commercial one.
- It was likely that Governments would designate Customs rather than Port Authorities as the competent body.
- The IAPH membership should be made aware of the situation.
- Kenya should be thanked for drawing the Committee's attention to the subject

Action:

- *Mr. Foster would prepare a paper for Ports and Harbours explaining the background and proposed solutions. He would also try and find out what the status of the Convention was at present with regard to ratification.*
- *A letter of thanks from Mr. Vergobbi, should be sent to Kenya, for having drawn CLP's attention to the subject, giving information on the action decided by the Committee.*

9. Useful Information

9.1 Collaboration work with PIANC

The meeting took note of the papers relating to proposed collaboration between PIANC, the acronym used by the International Navigation Association (formerly - Permanent International Association of Navigational Congresses) and the IAPH in fields of common interest.

9.2 Possible Future work of UNCITRAL

Of the three subjects listed on the future Agenda of UNCITRAL - United Nations Commission on International Trade and Law-one was of interest to ports, namely the dematerialization of Transport Documents, including the Bill of Lading.

The International Maritime Committee, CMI, had done a lot of work in this area and were working with UNCITRAL on updating the work. It was probable that IAPH would be asked to comment on the draft CMI paper before it was sub-

mitted to UNCTRAL. The Committee accepted Mr. Falvey's offer to find out more from CMI and update the Committee.

Action: Mr. Falvey to contact CMI and inform the Committee of the situation.

9.3 Report to EXCO

The draft report had been circulated to the Committee members. Following one minor addition proposed by Mr. Le Garreo, the report was approved.

Action: Mr. Braems and the Chairman

9.4 Report on CMI Activity

Mr. Keenan gave the floor to Mr. Le Garreo who outlined his report on the work of a subcommittee dealing with the harmonization of laws on the carriage of goods.

The Committee took note of the report.

10. Any other Business

10.1 Updating the Membership List of CLP

Mr. Kablankan gave Mr. Braems the name and co-ordinates of the new member from Abidjan. There were at present no other changes in the membership.

10.2 Review and Update of the CLP Terms of Reference

The Committee reviewed the Terms of Reference and decided that no alteration was needed.

10.3 Diplomatic Conference to Review the Athens Convention

Mr. Foster raised this subject. He noted that the Diplomatic Conference had been deferred, but it was likely to be rescheduled in the not too distant future.

He had noted that Marine Terminals had been excluded from the scope of the Convention. The Committee agreed with him that in the interests of the unification of transport law, passengers like cargo should be subjected to harmonized legislation, if this were possible.

The Committee accepted to list the subject on its agenda and Mr. Foster would prepare a background paper for the next meeting.

Action: Mr. Foster to prepare an outline paper.

11. Date and Venue of the next CLP Meeting

A tentative date and venue for the next meeting were fixed for Friday 14th December 2001, in Paris.

The being no further business Mr. Keenan thanked the participants for their work and declared the meeting closed.

ANNEX TO THE CLP MINUTES OF
19 MAY 2001

*Introduction to discussions on Agenda Item 4 -
The Revision of the 1923 Geneva Convention,
Point 1 - Acceptance of Ships in Difficulty*

The sinking of the ERIKA in December 1999 probably led the French Government to stimulate the European Community process and to raise the idea of imposing on ports, in certain circumstances, the acceptance of ships in difficulty and even to designate Ports of Refuge, despite the fact that, according to Article 3 of the Geneva Convention, the Port Authority has the right to restrict freedom of access to ships for reasons in the general interest, notably if the safety of populations and, today, the environment is threatened.

Remembering past accidents, (the CASON in Spain, the CARVAT in the Straits of Otrante, or last year the LIEVOLI SUN, for example), which were or could have disasters at sea, one might worry about the idea of accepting such dangerous ships or ships at risk, in a port.

Can one imagine the consequences of the sinking of the LIEVOLI SUN, had she been in port waters, for the population or the environment?

The Port Authority must retain its liberty of decision when the risks from the ship in the port are greater than the risks from the ship at sea.

The new tendency to impose the acceptance of a ship at risk also in contradiction with the efforts made to obtain respect of international regulations by ships carrying dangerous goods, (Port State Control, with the Paris Memorandum and the European Directive of 19 June 1995, for example while gives the right for a port to refuse a ship which does not comply with safety regulations.

In the same way, a number of the national legislations provide that port authorities have the right to refuse a dangerous ship, at the risk of seeing their own liability invoked in the event of an accident, as far as the population and the environment are concerned.

The consequences of an accident could also be catastrophic for the conservation of port infrastructure, the economy of a region or even a country, especially if the port is not very big or if it is the only port of the region/country.

European law admits that public safety movies can restrict the freedom of circulation and the freedom to trade or to provide services.

What is more, in case of serious injury or death to people caused by an accident involving a ship in difficulty which has been accepted by the port, it is hard to see how the port authority who has accepted such a dangerous ship would not be prosecuted and see its penal liability engaged, even had the port authority been forced to accept the ship by a higher State Authority. The local government, (the Mayor for example), responsible for public safety would also certainly be prosecuted.

The port is only a refuge provided it does not put the local population in danger. This is the reason why it could be necessary to affirm the autonomy of the port authority in assessing the risk for its population, the environment and its infrastructure, with regard to the acceptance of a ship in difficulty.

Minutes of Cargo Operations Committee Meeting

May 19, 2001 – Montreal, Canada

Participants:

Mr. Yoseph Bassan, Chairman (YB) Ashdod Port
Mr. Mogens Friis Hansen (MF) Port of Copenhagen
Mr. Jason Rugaihuruzza (JR) Tanzania Harbors Authority
Mr. Vincent Lim (VL) PSA Corporation, Singapore
Mr. Harith Soud Al Omeiry (HA) Port Services Corporation
Sultanate of Oman



Agenda

Gate Activity

MF: All gate activities are carried out by the port. The computerized gate systems were developed by the port. The CCTV system used for inspections and documentation were developed by IMA.

JR: Gate system is a Navis module. Gate is based on two stage concept. Port is looking to minimize paperwork at the gate.

HA: Gate is a multi-purpose gate. Looking for a new system which will be fully computerized. Customs is using "Mistral" System.

TOS (Terminal Operating System)

MF: Port utilizes straddle carriers. Each operator has a computer in his cabin which produces work orders and verifies activities performed.

JR: Port utilizes RTG's. Navis has supplied TOS. Strongly recommends that one supplier provide both gate and terminal operating systems as one integrated project.

HA: Port utilizes RTG's. Expect further cost reductions and improved competitiveness as a result of TOS implementation.

Fumigated Cargoes

MF: Signage is not being placed on con-

tainers that have been fumigated. Very dangerous situation. Workers have been hospitalized after opening doors of such unmarked containers.

JR: We treat such containers as if they contain hazardous cargo.

VL: We do not open fumigated containers in the port. Agent must document fumigated containers.

Recommendation: To classify fumigated containers as containers containing hazardous cargoes.

SPP (Super Post-Panamax Quay Cranes)

VL: Our maximum outreach is 18 wide.

JR: Our maximum outreach is 13 wide.

Recommendation: To carry out a study to determine appropriate crane dimensions.

Super Trailers

VL: Using 4 x 20" trailers only for moving containers from one terminal to another. This is not standard equipment and is justified only for long travel distances.

45'/48' Containers

MF: Don't see any problems with these dimensions.

JR: Facing problems with the length of the rail.

Items for Next Committee Meeting

- Container Labels
- Container Inspections
- Data changes between ports.

IAPH/IMO Interface Group Draft Minutes of Meeting

in Montreal, Sunday, 20 May 2001
the Queen Elizabeth Hotel



1 Opening, welcome

The Chairman, Mr. Pieter Struijs welcomes the participants and especially Mr. Gordon Houston, who has succeeded Mr. Norman Stark as CEO of the Port of Vancouver and who has expressed an interest in succeeding him as member of the Interface Group as well.

Apology for absence has been received from Capt. Mark Heah from the Port of Singapore Authority.

2 Minutes of Meeting in Marseilles, 15 May 2000

The minutes give no rise for comments or amendments.

3 IMO matters and Committee reports

The previously circulated report on relevant IMO issues is discussed. As a result it is decided that IAPH will suggest that the Inter-Industry Ports and Shipping Contact Group at its scheduled meeting on 16 August, will send a letter to the Secretary General of IMO, in support of the Ship/Port Interface Group of IMO.

The meeting is informed about the results of the meeting of the Committee on Port Safety, Environment and Marine Operations (PSEMO) that took place on Saturday May 19. A large number of issues were discussed of which some will require the approval of the Interface Group as soon as they have been worked out in further detail.

The following Committee matters were considered to be of importance for this meeting of the Interface Group.

The Committee discussed the issue of 'ports of refuge' and suggested that this should be replaced by 'safe havens', to reflect the notion that the matter was not confined to ports waters. It was decided that a brief statement would be drawn up for the first plenary session on Monday, 21

May, with the objective to have this 'translated' into a resolution for adoption by the second plenary meeting on Friday, May 26. The basic paper should indicate that ports would react to ships in distress seeking a safe haven on the basis of a broad community responsibility. In order of priority, safety of human life, environmental protection and commercial interests, including the technical integrity of the ship would be addressed in these circumstances.

The Committee had also discussed possibilities to expand the support for the IAPH Liaison Officer with IMO and this issue was further discussed by the Interface Group.

Mr. Kornegay pledged his support on ballast water management issues. He will also contact Mr. Jerry Cotter, who as AAPA representative attends the Committee meetings, and who also attends the meetings of IMO's SPI, on this matter.

The Chairman advised that he would contact Mr. Cuthbert of the Port of London and suggest that PLA's Harbour Master (and President of IHMA) on occasions would offer support to the IAPH representation at IMO.

4 Information on new developments: intensified co-operation with other organizations

The meeting was advised in detail about the intention of PIANC and IAPH to intensify co-operation between the two organizations. To underline that intention a letter of intent had been signed by the two Secretary Generals at the General Assembly of PIANC in Paris on Tuesday, May 15. Both Presidents will sign on Monday, May 21.

In the context of the agreement with PIANC, the Chairman announces that he will write to the chair of the Dredging Task Force, Mrs. Geraldine Knatz (absent in

view of London Convention meeting) and ask her to investigate possibilities for closer ties with PIANC ENVICOM on matters regarding dredging.

5 Any other business

The Chairman advises the Group that Mr. Keenan, Vice Chairman, will soon retire from the Port of Cork Company. As a consequence he will resign from the Interface Group. The Chairman thanks Mr. Keenan for his work for the Interface Group and wishes him well for his retirement.

He then suggests that Mr. Van der Kluit will succeed Mr. Keenan as Vice Chairman and that Mr. Mollema succeeds Mr. Van der Kluit as member of the Interface Group. In view of the close relation between the Committee on Port Safety, Environment and Marine Operations and the Interface Group, he further suggests that the Chairman of that Committee, Mr. Van de Laar, is admitted as member of the Interface Group. The Interface Group members endorse these proposals, which will consequently be brought forward in the plenary session for formal approval.

The Interface Group members further agree that the Terms of Reference of the Group are still valid and need no amendments.

Note: Outside the meeting, Mr. Struijs has approached Capt. Rahim from the Penang Port Commission, who has agreed to become a member of the Interface Group.

6. Closing of meeting

The Chairman closes the meeting, thanking the participants for their contributions to the discussions and decision making process and reminding them of the next meeting that is planned to take place in Abu Dhabi during the Mid-term Board meeting (19-25 April 2002).

List of participants

1. **Mr. Pieter Struijs** (Chairman)
Port of Rotterdam
2. **Mr. Pat Keenan** (Vice Chairman)
Port of Cork Company
3. **Mr. Bernard Coloby**
Port of Le Havre
4. **Mr. Gordon Houston**
Vancouver Port Authority
5. **Mr. Tom Kornegay**
Port of Houston
6. **Mr. John Hirst**
AAPMA
7. **Mr. Fer van de Laar**
Port of Amsterdam (Chair, PSEMO)
8. **Mr. Peter Mollema**
Port of Rotterdam
9. **Mr. Tsietsi Mokhele**
Port Authority South Africa
10. **Mr. Peter van der Kluit**
IAPH

Minutes of IAPH Port Planning & Construction Committee Meeting

held at 1:00 pm on 19 May 2001
at The Queen Elizabeth Hotel, Montreal, Canada.



In attendance

Members:

- **J Hayes**
Sydney Ports Corporation, Australia (Chairman)
- **S Naruse**
MLIT, Japan (Vice Chairman)
- **T Navaratne**
Sydney Ports Corporation, Australia (Rapporteur)
- **N Blell**
Gambia Ports Authority
- **K Daito**
Hakata Port and Harbour Bureau, Japan
- **J Lapolla**
Canaveral Port Authority, USA
- **A Sachish**
Israel Port Authority
- **Sumardi**
Indonesia Port Corporation III
- **T Kornegay**
Port of Houston Authority (attended for part of meeting)

Observers:

- **B Ondego**
Kenya Ports Authority
- **J Kitilya**
Tanzania Harbours Authority
- **Hamid A Al-Kadi**
Port Services Corporation, Oman

Guest Speaker:

- **P Hamburger**
International Association of Dredging Companies (IADC)

Apologies:

- **P van der Kluit**
IAPH Managing Director, Europe Office
- **P Chimavit**
Port Authority of Thailand

- **P Ochota**
representative of AAPMA, Australia
- **P Scherrer**
Port of Le Havre, France
- **P Fraenkel**
Peter Fraenkel Maritime Ltd., UK

No response:

- **F Chaudhry**
- **J Qian**
- **M Ohno**
- **V Balakrishnan**
- **A van der Boon**
- **W Bauleka**

AGENDA ITEMS

1. Welcome:

- The Chairman welcomed those present and advised that the IAPH requested names of attendees. A list was circulated for those present to fill in their particulars.
- Messrs Brown M Ondego and Peter Hamburger were welcomed followed by a brief period where members introduced themselves. Ms Jane Kitilya arrived subsequently and was welcomed as an observer.

2. Apologies:

- Apologies were received from Messrs P Van der Kluit, P Frankel, P Chivamit, P Scherrer and P Ochota.

3. Minutes of meeting held on 12 February 2001 in Bangkok:

- Minutes of the 12th February meeting at Bangkok were reviewed and Mr

Naruse proposed that the minutes be adopted while Mr Sumardi seconded.

- It was noted that the proposed questionnaire on major port development projects, including identification of the consultants and contractors involved, (as referred to in s.9 of the minutes of the 12 February meeting) was still to be considered, having been deferred at the last meeting. In view of the possible commercial implications and doubts as to whether sufficient IAPH members would be willing to divulge the relevant information, the Committee agreed that it would not be appropriate to prepare a questionnaire form for distribution. Instead, the Committee felt it may be best to explore the possibility of incorporating such a survey in the IAPH journal.

4. Revision of IAPH Guidelines for Port Planning and Design:

- All members of the Committee had received the draft revised Guidelines which had been forwarded by e-mail. The draft comprised basically the 1993 version with updates and amendments plus inclusion of material on 4 new topics discussed at the Marseilles meeting. The need to continually upgrade the Guidelines (at 2 year intervals) to reflect developments in the port industry was noted. (A future revision could possibly include a new section on contract documentation.) The Chairman called for a volunteer to undertake final proof reading of the current draft document. (Note: no volunteer identified as yet).
- Mr Hamburger stated that he would like to review the dredging section. Agreed - comments to be provided by Mr Hamburger by 30 June 2001.
- Mr Kornegay indicated that on 20 May he would brief the IAPH Board regarding progress of the Committee's work, especially its preparation of the revised Guidelines.
- The document would be submitted to the Board as a "Draft" document.
- The Chairman requested members to forward all comments by end of June 2001, following which the final version will be forwarded to the Secretary General of IAPH for publication. The Chairman further stated that a contents page and an index is being added and it will be recommended that the Guidelines be made available on CD-rom as well as in print.
- Mr Naruse stated that the proposed

questionnaire on privatisation of port projects (BTO, BOT, BBO, etc.), mooted at the Bangkok meeting, should be conducted in the form of a pilot survey, initially among members of the Committee plus any volunteers. He tabled a format for the pilot study. It was noted that BTO, BOT and BBO projects were not numerous. Dr Sachish agreed to forward a list of such projects of which he was aware to Mr Naruse. The Chairman advised of his intention to raise the matter in the Montreal Conference plenary session.

5. Proposed Study of Passenger Terminal Planning, Construction and Management:

- Members noted that there might be a need to prepare guidelines for reception of passenger vessels, possibly as a supplement to the main Port Planning and Design Guidelines. This would be of particular use to smaller ports where purpose-built passenger facilities were unavailable. Mr Lapolla noted the lack of uniformity in access door locations in various passenger vessels which caused numerous difficulties for port authorities. Perhaps the Ship Trends Committee could address this matter. The Chairman agreed to present a paper for discussion on this subject. He also indicated that he would confer with the Chairman of the Ship Trends Committee.
- Mr Blell observed that at smaller ports, there was also need for guidelines covering the reception of smaller vessels generally, not only passenger vessels, which call infrequently (on average once a month). The vessels concerned include those navigating inland waterways and ferries.

6. Liaison with PIANC:

- Mr Naruse attended the PIANC Paris meeting where the possibility of joint technical meetings was raised. The PIANC bi-annual congress will be held in Sydney, Australia, next year. It was noted that IAPH was involved in various PIANC committees.

7. Forward work programme:

- Complete guidelines by end of June 2001.
- Mr Naruse to progress the pilot survey on private financing of port projects.
- Sydney Ports Corporation (Mr Hayes) to prepare a paper on facilities for reception of passenger vessels.

- Dr Sachish to provide a paper on "HOW TO MEASURE ECONOMIC ASPECTS OF PLANNING A PORT", in about an year's time.

8. Presentation by Mr P Hamburger:

- Mr Peter Hamburger proceeded to brief the meeting regarding the new draft FIDIC Conditions of Contract for dredging works which had been prepared following extensive consultation between industry and IADC. Members requested Mr Hamburger to:
 - Circulate a copy of this draft to IAPH member organisations. (In particular, e-mail the draft to Mr Hayes)
 - Mail copies of IADC brochures to members of the Committee.
- Members noted that it would be a good idea to invite guest speakers for future meetings. Further, the potential to extend such meetings over a day or two, similar to the recent IAPH/ESCAP conference in Bangkok, was noted.

9. Other Items:

- Opportunity exists to present a paper on "Emerging Technologies on Port Development and Modernisation" at the International Maritime Exhibition and Conference in India (10-13 October 2001). The Chairman agreed to respond to the IAPH Secretary-General to indicate whether the PP&C Committee can provide a speaker.
- Opportunity exists to present a paper at the Millennium Conferences International Conference in Kuala Lumpur (1-2 November 2001) on port developments in South East Asia.

10. Committee's Report to IAPH Board:

- The Chairman tabled a draft report and indicated that supplementary material would be added to account for the proceedings of today's meeting. (Final report is attached).

11. Next Meeting:

- Mr Lapolla offered to host a future meeting in Canaveral Port.
- Venue for the next meeting would be either Abu Dhabi at the time of the IAPH mid-term meeting in April 2002 or Port Canaveral at about the same time.

J Hayes
Chairman
June 2001.

ATTACHMENT

Report to IAPH on Work of the Port Planning and Construction Committee

Montreal, Canada, May 2001.

ONE of the most useful products of IAPH Committee work in the past was the Guidelines for Port Planning and Design. The Guidelines were last published in 1993 and by 1997 stocks had run out. The publication was IAPH's best seller.

A process for rewriting the Guidelines was initiated in London in 1997.

Unfortunately, not much progress occurred between the London and Kuala Lumpur Conferences.

At the time of the Kuala Lumpur Conference in 1999, the Port Planning and Construction Committee was without a leader and also lacking a work program.

But, since Kuala Lumpur, the Committee has been busy, concentrating all its attention on getting the Guidelines updated and ready for release.

A substantially completed revised version of the Guidelines will be available this week for circulation to IAPH Directors. This advanced draft reflects a lot of work by members of the Port Planning and Construction Committee, most of that work having been concentrated into the last 12 months.

The draft retains the best of previous editions but has some important new Sections:

- a Section on private funding of port development
- another on reuse of obsolete terminals
- a Section on environmental mitigation measures
- a Section on community consultation.

The Section on container terminal planning has been extensively reworked.

My thanks go to all the members who contributed.

The Committee met in Montreal on 19 May 2001 and agreed that all that now needs to be done before the draft can go to the Secretary General for publication is for the text to be thoroughly proofread for accuracy.

A representative of the International Association of Dredging Companies attended our meeting and offered to peer-review the Section of the draft on dredging. This offer was accepted without hesitation.

The Committee expects the necessary fine tuning to be completed by 30 June this year. Publication will then go ahead, with a release date yet to be determined but likely to be in August or September.

We will be recommending to the Secretary General that the new Guidelines be produced in print form and also on CD-rom. We have also floated the idea of the document becoming available on the IAPH website.

The Guidelines are not just a reference work for the technically minded. In the preface to the new edition there will be a message which reads as follows:

"Port planning can be an issue which challenges a broad range of responsible or interested parties. A nation's or community's leading decision makers, individuals who sit on port authority boards, managers who operate ports, specialists who provide expert technical advice and many others may all find themselves jointly contributing to a port development decision.

Therefore, the guidelines in this publication have been produced with a broadly-based readership in mind. At its most basic level the publication will be of value as a source of guidance to technical specialists. However, several sections have been included for the benefit of decision makers who have to deal with the financing of port development, the politics of port-city relations, environment protection and other areas of similar complexity."

When the new Guidelines have been published the Committee will be moving on to other work:

- a proposed pilot survey of IAPH members' experiences with BOT projects and the like. I invite any IAPH members with experience in such projects to let me know so that the Committee can draw upon your experience.
- work will also commence on a study of the planning and design of passenger terminals.

We hope as well to arrange some joint meetings with other IAPH Technical Committees in order to factor results from their work into future revisions of our Guidelines publication and into supplementary planning and design papers.

Thanks again to all the contributing members of my Committee. We are quite a strong Committee with a good spread of membership. I am confident that the results of our work over the last year or two will be of considerable value to all IAPH members and, beyond IAPH, to all others who participate in the planning and construction of ports.

John Hayes
*Chairman, IAPH Port Planning and
 Construction Committee
 Montreal, Canada
 21 May 2001.*



1. Opening and welcome

Chairman Van de Laar welcomed the participants and expressed his gratitude for the large number of people that have decided to attend the Committee meeting.

2. Agreement of agenda

The agenda was agreed as circulated. Additional items will be discussed under "Any other business".

3. Matters arising from the minutes of the Committee meeting in Long Beach in January 2001, if not appearing on the agenda.

There are no subjects in this context.

4. Committee report on activities

Discussion on this subject took place on the basis of the report that had been already circulated by the Chairman. This report had to be submitted well in advance of this meeting to Tokyo Head Office but this meeting may decide to add or amend as appropriate. Chairman Van de Laar will include any such changes in his verbal report to the plenary meeting.

The President of IMPA, Mr. Pouliot, reported that there appears to be some movement in the matter of pilotage pre-planning. His organization has submitted a paper to the next meeting of the Navigation Sub Committee of IMO. He expressed his appreciation to IAPH for the support on this issue so far.

The Chairman was requested to make

reference in his verbal presentation, to the Port Health and Safety Newsletter that has been issued on a three issues per year basis since the Kuala Lumpur Conference. (The Committee subsequently agreed that the Newsletter should continue to be produced in the next two-year period and that this should be budgeted for).

5. Environmental Impact Assessment

This document that has been prepared in co-operation between IAPH and IHMA, is now ready for publication by Tokyo Head Office. The Chairman thanked Capt. Roos of IHMA for the enormous amount of work he put into the preparation of the document.

In view of the fact that documents produced by Committees such as ours would normally contain a number of acronyms that may be unfamiliar to the uninitiated, Mr. Compton suggested that a list of acronyms be drawn up in relation to this paper and the Chairman agreed that he will undertake this.

6. PIANC-PEC (now ENVICOM) Environmental Management Code for Ports and Related Industries

This Code is considered an excellent base document and IAPH Head Office has decided to provide each IAPH member with a copy. The promotional article for the document that was recently published in Ports and Harbors will be placed on the IAPH website. It has been agreed that it will now not be necessary to prepare a 'glossy' summa-

ry of this document.

7. Port Certification Scheme

As a basis for discussion of this item Mr. Chauvel of Bureau Veritas, gave a presentation on the "Implementation of the Port Safety and Environmental Management System".

A copy of his presentation was circulated to those present.

The ensuing discussion resulted in the decision that the development of a management system which would form the basis for 'standards' giving a level of port certification, should be done in a step-by-step approach. It was agreed that we should start the development of a port certification schedule by reviewing standards such as from published IMO/ ILO and related documents, such as ISGOTT, APELL etc that relate to port activities and to identify with the IMO/UNEP/GEF initiative (the Manila initiative) of which a description was circulated at the meeting. The assessment of these standards and codes was seen as a large task better suited to a consultant to undertake on our behalf.

The terms of reference for a consultant will be developed by the following Committee representatives:

- Mr. John Hirst
- Capt. H.-J. Roos
- Mr. Nouhoum Diop
- Mr. P. C. van der Kluit
- Mr. F.M.J. van de Laar

It was agreed that the first task of the consultant would be to focus on the 'wet' ship/port interface prior to moving into the 'dry' interface. It was agreed that any certification scheme that is developed should be capable of being updated and reviewed from time to time.

8. Container top safety, including vertical tandem lifting

On container top safety, Mr. Compton advised the committee that the results of study of the Dutch National Ports Council on this subject have been published recently. Unfortunately, he was unable to bring copies to this meeting. Mr. Van de Laar and Mr. Van der Kluit will contact Mr. Rosier of the Ports Council for copies of the report. The main conclusion of the report is that the hatchless container ship seems to be the only safe alternative to existing vessels. The wide spread use of Gross tonnage (GT) as basis for calculating (port) dues is considered a disincentive to develop hatchless container ships.

Mr. Compton will address the report in the next issue of Port Health and Safety News. The matter will also be discussed at the next meeting of the Ports and Shipping Contact Group in August 2001 and at our next Committee meeting in Paris in November 2001.

The Committee was advised that IMO Circular 996 of 1998 addresses the issue of container top safety.

On vertical tandem lifting, Mr. Compton advised the Committee that the final draft report of the ICHCA Safety Panel will be made available soon for comments by other organizations such as IAPH.

9. Education and Training Issues

This item was discussed in conjunction with agenda item 13, Working Group on the Ship/Port Interface (SPI).

10. Ballast Water Management

The Committee was advised that a working group of IMO's MEPC is currently working on the text of a legal instrument that will regulate ballast water management in future. IMO has agreed to hold a diplomatic conference on the matter in 2003. It is as yet not known whether the instrument will be an annex to Marpol or a free standing instrument.

11. Quality Shipping

The Committee was informed about the outcome of the discussions in IMO's MEPC of April 2001 on this issue that originates from the accident with the tanker ERIKA in December 1999. MEPC reached a compromise agreement on the accelerated phasing out of single hull tankers, a measure that had been proposed by the European Union.

To satisfy a number of flag states that were opposed to accelerated phasing out, MEPC agreed that these countries might allow their vessels to operate beyond the agreed dates, provided they would subject these ships to a Condition Assessment Scheme (CAS). MEPC agreed on the details of this CAS. Port states, however, would have the power to refuse these ships entry to their territorial waters.

12. Participation of IAPH in IMO

It was stressed that IAPH needs to strengthen its representation in IMO meetings. It is very difficult for the formal IAPH Representative to cover ple-

nary and working group meetings that run parallel. Several members offered their help and it was decided to circulate the agendas of relevant meetings, so that members may decide on their participation. Mr. Compton of behalf of ICHCA, being based in London, offered his support whenever possible and practical. Ultimately it may be necessary for IAPH to seek to develop more formal arrangements for attendance at these meetings such as seconding staff from members, or even providing a full or part-time assistant for this and other purposes.

13. Working Group on the Ship/Port Interface (SPI), including agenda item 9 on education and training matters.

Capt. H.-J. Roos has produced a paper on education and training for port marine personnel for the next meeting of the Working Group in January 2002.

The paper was circulated among the participants. Capt. Roos would welcome comments on annexes III and IV in particular. Committee members are invited to submit their comments to the Chairman, who will pass them on to Capt. Roos.

14. Co-operation between IAPH and other International Organizations

The Committee was advised that a second meeting has been planned of the Inter-Industry Shipping and Ports Contact Group for 16 August 2001. The Committee members will receive a copy of the final agenda for the meeting.

Mr. Perrot suggested that the agenda should also be posted on the IAPH website through IAPH head office in Tokyo.

Reference was made to the signing of an agreement between IAPH and PIANC on closer co-operation. The Secretary Generals have signed the agreement in Paris during the General Assembly meeting of PIANC on 15 May. Both Presidents will sign the agreement on Monday, May 21, at the end of the first plenary session.

15. Liability for Bunker Spills

The Committee was informed about the outcome of the Diplomatic Conference in March 2001 on this subject that adopted a legal instrument, the "Bunkers Convention".

IAPH main interest concerned

responders immunity. This should have preferably be dealt with in the text of the Convention. However, as second best the issue has been covered in a Resolution by Australia and others that was unanimously endorsed and which suggests that States provide for responder immunity in their domestic legislation.

The Committee members will receive the text of the Convention as well as the Resolution.

16. Ports of Refuge/Safe Havens/Sheltered Waters

In view of the fact that this subject was recently raised in IMO by Secretary General O'Neil, many international organizations, such as ICS, have issued policy statements on this issue. ICS has submitted a paper to IMO's Maritime Safety Committee, recommending that the subject be placed on the agenda of the Committee and that MEPC and the Legal Committee be invited to address the issue as well within their respective areas of responsibility.

It was felt appropriate that IAPH should also develop a view on the matter and after discussion the Committee agreed that ports involvement should be based on their broad community responsibility for safety and environmental protection. Any action should be based on the following scale of priorities: safety of human life on board and ashore, protection of the environment and operational and commercial considerations.

The Committee also agreed that the name "Ports of Refuge" does not cover the subject adequately; instead the term "Safe Havens" was selected as being more appropriate.

The matter will be further discussed in the IAPH/IMO Interface Group, that is to meet on Sunday, 20 May.

A resolution was subsequently agreed by IAPH which is attached.

17. PSO: Port Health and Safety News

The Chairman proposed that the Committee agree to continue production of the Newsletter by Mr. Compton's bureau: PSO. The Committee endorsed that proposal and also suggested that the Newsletter be published on IAPH's website.

18. Port Reception Facilities

Mention was made of the annex to IMO's publication "Guidelines for

ensuring the adequacy of port waste reception facilities" that contains a sample assessment procedure for ports. It was recommended that IAPH members should be encouraged to test the assessment procedure and report their findings to this Committee. Based on the results a submission to IMO should be produced, showing at least that ports take the issue of reception facilities seriously.

19. Mooring Lines

As a result of serious accidents with mooring lines, Australia has proposed that IMO include mooring lines and equipment in ships' equipment under SOLAS, so that it would be subject to Port State Control inspections. The Committee was advised that in order to be successful with IMO, a "compelling need" would need to be proven. It was consequently suggested that a survey among IAPH members be carried out, inviting them to provide details on mooring lines accidents during the past five years, as well as on national legislation, if in place.

21. Fumigation

The Committee was advised that ICHCA and IAPH have submitted a joint paper to IMO's DSC in support of an earlier paper by Canada. Canada has urged IMO to issue a circular to those involved in the handling of fumigated cargoes advising them to strictly follow the guidance provided by IMO. ICHCA and IAPH will offer their assistance in drafting text for such an IMO circular.

22. Presentation by Mr. Graham Mulligan, CEO, Port of Brisbane, on Brisbane's Integrated Management System. A CD copy of this presentation is available from Peter van der Kluit.

23. Presentation of Mr. Hans de Goeij, Managing Director, Bureau Green Award (copy circulated at meeting).

24. Closing of meeting

The Chairman thanked the participants at the meeting for their contributions, expressed the hope that many will attend the November meeting in Paris, and closed the meeting.

List of Participants

1. Mr. F.M.J. van de Laar, *Chairman*
Port of Amsterdam
2. Mr. J. Hirst, *Vice Chairman*
AAPMA
3. Mr. Tsietsi Mokhele
Marine Services, South Africa
4. Mr. J. Perrot
Port of Le Havre Authority
5. Mr. B. Coloby
Port of Le Havre Authority
6. Mr. B. Steinberg
Steinberg & Associates
7. Mr. T. Iijima
Port of Yokkaichi
8. Mrs. D. Constantinescu
Port of Constantza
9. Mr. L. Mironescu
Port of Constantza
10. Mr. P. Mollema
Port of Rotterdam
11. Mr. J. Cotter
AAPA (Port of Corpus Christi)
12. Mr. D. Cooke
Portnet
13. Mr. T. Khamis
Kenya Ports Authority
14. Mr. P. Struijs
Port of Rotterdam, IAPH V.P.
15. Mr. H.-Roos
IHMA (Port of Bremen)
16. Mr. A.-M. Chauvel
Bureau Veritas, Paris
17. Mr. M. Pouliot
IMPA President
18. Mr. N. Diop
Port Autonome de Dakar
19. Mr. A. Rahim
Penang Port Commission
20. Mr. G. Smith
Port of Brisbane Corp.
21. Mr. E. Wijdeveld
Deltalinqs, ICHCA Safety Panel
22. Mr. M. Compton
PSO, ICHCA Safety Panel
23. Mr. J. Nicholls
TT Club, ICHCA Safety Panel
24. Mr. B.M.M. Ondega
Kenya Ports Authority
25. Mr. R. Jason
Tanzania Harbours Authority
26. Mr. P.C. van der Kluit
IAPH, Europe Office

Resolution

Provision of Safe Havens

Whereas, as a result of recent incidents "safe havens" or ports of refuge have become a matter of international attention to, among others, the International Maritime Organization and

Whereas, the International Association of

Ports and Harbors is aware that, in addition to Maritime Administrations, the international port community has a pivotal role in ensuring that assistance and facilities be provided under conditions of maritime distress and

Whereas, there is a recognition that in discharging their responsibilities, ports must act on the basis of broad community responsibility directed at the safety of life at sea without however compromising the safety of the on-shore population, the need to mitigate environmental damage to the port as well as to coastal areas and as well as certain opera-

tional and commercial needs of the port,

Now, therefore, be it resolved that coastal states be urged to review their contingency arrangements to provide adequate assistance and facilities to disabled ships, and

Be it further resolved that contingency arrangements are directed at the safety of life at sea without however compromising the safety of the onshore population, the need to mitigate environmental damage to the port as well as to coastal areas and as well as certain operational and commercial needs of the port.

Committee on January 2001 was provided in the dossier

Mr Long reported that, at the meeting, an overview of the current state of the discussion on e-commerce, its potential impact on Customs and some available solutions were discussed. It was highlighted that Customs-to-Customs cooperation would be one key element in an e-commerce strategy. The increase of inter-company transactions in international trade required a more integrated approach by Customs. It was decided to include the development of WCO e-commerce in the IMSC Work Plan and continue de discussion through the WCO web site.

Other subjects discussed at the meeting, reported Mr Long, were the WCO strategy regarding XML, a report on the latest G7 Data Harmonisation Initiative and a draft of the WCO Recommendation for the Unique Consignment Reference (UCR). Information about the review of the Kyoto Convention Guidelines on Information Technology that will become the key IT document of the WCO was also provided.

Another report subject to comment by the Chairman was the report on the 2nd Annual E-Commerce in Ports Conference, supported by IAPH through the TFC, that took place in Amsterdam at the beginning of December 2000. Mr Peronnet, TFC member from the Port of Marseilles, attended and sent the report on the main subjects of the Conference. A summary of this report had already been published at the IAPH web-site and in the IAPH Ports and Harbors magazine of May. Mr Ian Flanders commented that it was a very good and comprehensive report.

TRADE FACILITATION COMMITTEE

MONTREAL, 20 MAY 2001

HAMBURG, 15 JUNE 2001

MINUTES OF THE MEETING



Santiago Milà

Attendants:

Emili Arbós

Port of Barcelona Authority, Chairman

Santiago Milà

Port of Barcelona Authority, Secretary General

Peter Burkert

DAKOSY, Hamburg

Jean Denel

Port of Le Havre

Volkhard Erdelbrock

DAKOSY, Hamburg

Ian Flanders

Port of London Authority

Luiz Henrique

Port of Paranaguá and Antonina, Brazil

Timm Hinrichs

DAKOSY, Hamburg

Assemian Kablankan

Port Autonome d'Abidjan, Cote d'Ivoire

Percy Spiller

DAKOSY, Hamburg

Michael Vassiliades

Cyprus Ports Authority, Cyprus

Richard Viagioni

Port of Marseilles Authority

Agenda Item 1

AGENDA & OPENING REMARKS

The Chairman welcomed everybody to the meeting and thanked Mr Erdelbrock and the Port of Hamburg for hosting it. He also thanked Mr P. Spiller and Mr T.

Hinrichs, from DAKOSY, for the excellent presentation on DAKOSY that they made before starting the meeting. The Chairman congratulated the DAKOSY representatives, saying that it was quite clear to those present that DAKOSY was amongst the leaders in terms of similar projects in Europe.

Agenda Item 2

REPORTS TO THE COMMITTEE

The minutes of the last meeting were read. Reviewing the subjects discussed at the last meeting, it was agreed to deliver the Internet address "iaph.net", that the Port of Barcelona bought in order to preserve it for IAPH, to the IAPH Secretariat. After some minor amendments, the Minutes were approved.

The Chairman informed the Committee that a report on the Trade Facilitation activities had been required to be submitted during the General Conference in Montreal. The report was enclosed in the dossier given to the attendees.

A copy of the report presented by Mr Alan Long, TFC member from Maritime Cargo Processing, Felixstowe, who attended the 40th meeting of the WCO Information Management Sub-

Agenda item 3

MEMBERSHIP OF TFC

The Chairman said that a new member from South America had joined the TFC. Mr Luiz Enrique, from the Port of Paranaguá and Antonina, in Brazil, became a new TFC member at the beginning of 2001. The Chairman stressed the relevance of the involvement of members from South America as this would enrich the contributions and the exchange of different views about trade facilitation and ports in the Committee.

Mr Santiago Milà added that the Port of Buenos Aires, Argentina, had declared its intention of joining this Committee and an official letter regarding this matter is expected from the authorities of the port. The Chairman announced that the public Spanish ports organisation

"Puertos del Estado" had sent a letter to him advising of their intention to take membership of the Committee.

The Chairman underlined that it is important that ports from different areas of the world join the TFC as well as important European ports such as Lisbon, Genoa. The Port of Marseilles' delegate added that ports from Morocco were also possible members.

Agenda Item 4

REGIONAL AND INFORMATION TECHNOLOGIES DEVELOPMENTS

DAKOSY, Data Communication system GmbH, the electronic data communication platform of the Port of Hamburg, was set up in 1982 in order to avoid that every company in the Port of Hamburg involved in the process of importing and exporting having to create its own EDI interfaces to each potential partner.

DAKOSY offers all transport companies the EDI interfaces which are essential for rapid communication along the transport chain-from the shipper of the goods in the interior via the Port of Hamburg to the consignee overseas and viceversa. In addition to its function as an electronic communications junction, DAKOSY has developed a range of software applications specially for the business sectors that use it-from exporters and importers, forwarders, liner agents, shipping lines and quay operators, to the various traffic carriers. These applications supplement the existing features of companies' own software, while their integrated EDI component makes using "electronic commerce" in the transport handling process simplicity itself.

The DAKOSY system for goods traffic includes the following applications:

- SEEDOS: seaport documentation system
- ZODIAK: Customs Documentation System for Import Handling and Communication
- ACTION: Agents' Container Transport Improving and Organising Network
- TALDOS: Tally Documentation System
- DATABRIDGE INTERNATIONAL: global Data Communication
- SHIPS: Ship Departure information System
- ZAPP: Customs Export Monitoring in the Paperless Port
- HABIS: port Railway Operating and Information system
- TRUCKSTATION: for Container Haulage Companies
- LADOS: Liner Agents' Documentation system

Agenda Item 5

INVOLVEMENT WITH OTHER ORGANISATIONS

Regarding the World Bank Global Facilitation Partnership (GFP) and its Distance Learning Initiative (DLI), the Chairman said that Mr Juhel had informed by mail that the DLI had progressed and it was ready to start being implemented within the Bank-supported Trade and Transport Facilitation in South-eastern Europe (TTFSE) project, which involves Albania, Bosnia-Herzegovina, Bulgaria, Croatia, Macedonia and Romania. Mr Milà expressed his hope that Mr Juhel would be able to go to a future TFC meeting to explain personally the progress on the Initiative and in which project TFC members could take part.

Regarding the TFC involvement in the World Customs Organisation, Mr Milà said that, after the January meeting, Mr Long TFC member from Felixstowe, regularly attends the WCO Information Management Sub-Committee meetings representing TFC and IAPH, proposed to circulate a document to the other IAPH members in order to inform them about the Unique Reference Number (UCR) on which the WCO and UN/CEFACT had been working on for some time.

Mr Milà answered that this was a good opportunity to take advantage of the new IAPH web-site and publish the report about the UCR prepared by the TFC Secretariat. Besides, the report would be sent to TFC members and published in the Ports and Harbors magazine. Mr Milà confirmed that the report has been finally sent to TFC members, published on the web-site and at the May issue of the ports and Harbors Magazine.

Mr Milà reported that regarding this matter, Mr John Hirst from the Association of Australian Ports and Marine Authorities, sent an e-mail where he explained that the Australian industry people understand and accept the benefits of the UCR but they see that it will be exceptionally difficult to implement.

After a short discussion regarding this item, Mr Ian Flanders stated that he will contact Mr A. Long and note Mr Hirst opinion in order to prepare a draft for discussion so that TFC could reach a final opinion on behalf of IAPH regarding this subject.

Following with WCO items, Mr Milà underlined that the WCO document "Electronic commerce strategy for customs" had been provided to the attendees in the documentation of the meeting. Mr Milà explained that this docu-

ment summarised the current policy, trade and IT related issues concerning e-commerce involving customs.

Before commenting on the latest UN/CEFACT relevant documents, the Chairman said that Mr Milà had been re-elected Vice-Chairman of this Institution for two more years. The re-election took place in the last UN/CEFACT Plenary session on March. The Chairman and those present congratulated Mr Milà for this achievement and expressed the opinion that it would be very useful for the TFC as it would be possible to go on gathering information on the highest level of trade facilitation institutions.

The Chairman referred to the papers provided on some of the most relevant Recommendations approved in the last UN/CEFACT Plenary. One of them was "Recommendation 19: Codes for modes of transport": The Chairman announced that this Recommendation, as an international standard, provided a single coding system that would facilitate the common identification of the mode of transport among all parties concerned with the exchange of information. The "Recommendation No 20: Codes for units of measure used in international trade" was approved as well during that Plenary Session.

The Chairman reminded the meeting that one of the most important UN/CEFACT Recommendations was No 1 that proposes a UN Layout for trade Documents. The addendum to this Recommendation approved last March as well as an informative annex to it were in the document pack. The Chairman said that it offered a framework for the design and data included in the most relevant documents involved in an international transaction.

and efficiently send products and services.

The Chairman said that in order to avoid mistakes and delays in the transport chain, UN/CEFACT created a framework for specifying business interfaces and business models utilising the current state of the industry. So that, Business and Information Modelling, using the Unified Modelling Language (UML) is the mean adopted by UN/CEFACT to develop business process integration in a structured way. To conclude this item, a CD with a UN/EDIFACT documents directory was delivered to members attending.

Agenda item 6

PARTICIPATION IN OTHER INTERNATIONAL COMMITTEES

At this point, the Chairman referred to

a mail sent by Mr Perrot Chairman of the IAPH Committee on Communication and Networking proposing to exchange the Minutes of the different committee's meetings between Chairmen of the Committees, with the collaboration of the Secretary General in Tokyo.

The Chairman commented that in his answer he affirmed that the circulation of the Minutes of the different IAPH committees by e-mail was a good way for spreading information and making future collaborations easier. He noted that although the publication of the Minutes at the "Ports and Harbors Magazine" and at the IAPH web-site was effective, in his opinion, sending by e-mail the Minutes of every Committee to the Chairmen of the other Committees would result in an easier, faster and more effective manner of spreading information. This did not mean that the Minutes should not continue to be published, but it would complement their effectiveness by a more direct way of receiving the information.

The Chairman reported that Mr Michel Peronnet, from the port of Marseilles, proposed to discuss the TFC involvement with SMDG. Unfortunately, Mr Peronnet could not attend the Hamburg meeting, so that, Mr Viagioni, the representative of the Port of Marseilles attending the meeting, proposed that Mr Peronnet send a brief report detailing this proposition to TFC members.

**Agenda item 7
NEW ELECTRONIC COMMERCE
DEVELOPMENTS. PROGRESS ON
MARITIME ELECTRONIC
STANDARDS.**

Mr Milà reported that the ebXML specifications were approved at the last ebXML Initiative meeting, in Vienna on 11 May 2001 and that the presentation of the deliverables had been included in the documentation given to the attendees.

Mr Milà continued by announcing that UN/CEFACT and OASIS had signed a Memorandum of Understanding on 11 May, in order to continue to advance the development, promotion, implementation and interests of ebXML by:

- Publishing jointly the specifications and the rest of documents approved in the Vienna meeting.
- development of the ebXML Management Committee. This Committee will co-ordinate the UN/CEFACT Working Groups and OASIS Technical committees respon-

sible for maintaining developing ebXML projects, initiating and developing relationships with other organisations, promoting and marketing ebXML.

- Allocating responsibility to each organisation of parts of the project and its deliverables as:
UN/CEFACT: Business Processes, Core components
OASIS: Transport, routing and Packaging; Registry and Repository;
Collaboration- Protocol Profile and Agreement, Security and Conformance

**Agenda item 8
IAPH INFORMATION
TECHNOLOGY AWARD 2001**

Regarding the 2001 edition of the IT Award, Mr Milà confirmed that, as previously agreed by TFC members, the IAPH Secretariat took a leading role in the publicity to obtain entries for this 2001 edition. The deadline for presenting entries was 28 February 2001. At that date, 7 entries were presented on Category 1. As no entries have been presented for Category 2, the Award was presented just for category 1.

The entries were the following:

- "Reporting on a project involving research into the application of Information Technology in Ports and Maritime Transport". Port of Paranaguá and Antonina, Brazil
- "Port Information system". Port of Brisbane Corporation.
- "Container and booking Inquiry using the web". Port of Houston, Texas, USA
- "System of planning and recording of ships calls and cargo processing at the Port of Tallinn". Port of Tallinn, Estonia
- "Internet and Intranet Services of the Marine Department of Hong Kong SAR Government". Marine Department of Hong Kong SAR Government, Hong Kong, China
- "Development of wave forecasting and directional spectrum estimation system in Mega-Float project" Coastal Development Institute of Technology. Tokyo, Japan
- "Continuous ship unloader at dry bulk terminal 2". Port Klang, Malaysia.

The Awards were made on the first day of the Montreal General Conference and were presented to the representatives of the ports with the winning entries who were the following

- GOLDEN PLAQUE: Port of Paranaguá and Antonina
- SILVER PLAQUE: Port of Brisbane
- BRONZE PLAQUE: Port of Houston

Agenda item 9: WORK PROGRAMME

Regarding the inquiry sent to all TFC members in order to be aware of their opinions and suggestions about the activities being developed, the meeting discussed the summary of the answers.

Mr Ian Flanders suggested that one of the most important issues for the Committee was to get more ports involved in the TFC meetings. The representative of the Port of Marseilles suggested organising a Conference with high profile speakers and take the opportunity to hold a TFC meeting at the same time, following the example of the meeting that took place in Barcelona in November 1998. Mr I. Flanders suggested that a TFC meeting could coincide with the "e-commerce in Ports" Conference that takes place in Amsterdam periodically.

Regarding the developing of the maritime XML standards, the Chairman proposed to continue with this work. The representatives of the Port of Barcelona, on behalf of TFC and IAPH, would continue closely following the latest developments in XML and as soon as a first draft proposition was available, it would be sent to TFC members for their consideration and approval, before the next meeting if possible

Agenda item 10: ANY OTHER BUSINESS

Under "any other business", the Chairman reminded the meeting that the UNECE (United Nations Commission for Europe) had organised a Forum entitled "Trading into the future e-services for trade, investment and enterprise", some days after the TFC meeting and that the programme could be found in the documentation.

He also noted that on at the IAPH web site, members could find two new ways of exchanging information and experiences: the "e-mail discussion" and the "open forum".

**Agenda item 11
ARRANGEMENTS FOR NEXT
MEETING**

The members present decided to hold the next meeting in London, following Mr Flanders proposal. It was suggested that he should contact Mr Guldentrops, from Bolero.net, to request a presentation on recent progress.

Regarding the dates, two alternatives were suggested for the meeting and the visit to the Port of London, either 8-9 November or 15-16 November.

IAPH Questionnaire on Safety Issues Mooring Lines and Mooring Equipment Circulated



F.M.J. van de Laar

- In recent years there have been a number of incidents relating to ship mooring lines and mooring equipment that have caused death or serious injury to personnel, on ships, tugs and on wharves, involved with mooring or towage activities (when using ship mooring lines as the tow line). Fortunately not all incidents involving mooring line or mooring equipment failure result in death, injury or damage, but all have the potential to do so. Some incidents have the potential to cause damage to ships and port equipment but often are corrected before this actually happens.
- In any study on the risk of an operation, it is, of course, not only important to measure the actual major incidents where death, injury, property or environmental damage has occurred, but also the 'near misses', as these provide information on actual operational risks.
- SOLAS does not include mooring equipment or mooring lines under its regulations, as it is not seen that mooring lines and mooring equipment are part of seaworthiness, which is the limit of SOLAS regulations.
- It is considered that the absence of regulations on the safety of ships mooring lines and mooring equipment is a critical omission from IMO's safety regulations and agenda. As a result of this omission, there is no legal basis for States to inspect ships mooring equipment and mooring lines under Port State Control as there is with all other aspects of ships (seaworthiness) safety.
- A proposal has already been made by one IMO Member State that IMO's Maritime Safety Committee review safety issues in relation to ships mooring equipment. It is hoped that this proposal will be extended to cover mooring lines.
- In view of the importance of this safety issue, the IAPH's Port Safety, Environment and Marine Operations and IAPH/IMO Interface Committees, recently agreed at the Montreal conference, to prepare a questionnaire to go to all IAPH members to seek information on incidents relating to ship mooring lines and mooring equipment. It is hoped that this will demonstrate that there is a compelling need for this matter to be considered urgently by the relevant IMO committees.
- The questionnaire has the support of the International Harbour Masters Association (IHMA) and we understand that they will also circulate it to their members.
- Where the questionnaire asks if wharf personnel have been killed or injured, these questions refer to persons engaged in line handling operations on the wharf or in a line launch, together with any other person on the wharf that has been affected by an incident, e.g. port official, visitor etc.

August 06 2001

IAPH QUESTIONNAIRE ON SAFETY ISSUES MOORING LINES AND MOORING EQUIPMENT

- Have you had any incidents over the last 5 years as a result of mooring lines breaking or unravelling that have resulted in:

| | |
|--|----------|
| Death of wharf person and / or ships crew and / or tug crew | YES / NO |
| Injury to wharf person and / or ships crew and / or tug crew | YES / NO |
| Damage to wharves / port infrastructure | YES / NO |
| Damage to ships | YES / NO |
| Damage to ships equipment | YES / NO |
| Actual serious incident due to the failure of ship mooring line(s) after all fast at berth | YES / NO |
| Potentially serious incident due to the parting of ship mooring line(s) | YES / NO |
| Potentially serious incident due to parting of ships line to tug | YES / NO |

If so, please advise how many incidents and give brief details of each event if possible, outlining causes and the effects.

If the space is not enough, please use separate sheet/s as attachment.

- Have you had any incidents over the last 5 years as a result of ships mooring equipment such as ships bollards, winches, anchors

etc. that have failed or been unsafe and have resulted in:

| | |
|---|----------|
| Death of wharf personnel and / or ships crew and / or tug crew | YES / NO |
| Injury to wharf personnel and / or ships crew and / or tug crew | YES / NO |
| Damage to wharves or other port facilities | YES / NO |
| Damage to ships | YES / NO |
| Damage to ships equipment | YES / NO |
| An incident that could have resulted in any of the incidents listed above | YES / NO |

If so, please advise how many incidents and give brief details of each event if possible, outlining causes and the effects.

If the space is not enough, please use separate sheet/s as attachment.

- Do you have any legal provisions at State and/or at port levels that provide for inspection of ships mooring equipment including mooring lines?
If so, please give a short summary of the legal provisions and also how they are implemented.

If the space is not enough, please use separate sheet/s as attachment.

4. Do you believe the issue of safety, in relation to ships mooring equipment and mooring lines, to be of a level of concern that the IMO Secretariat and Members should be requested to give a high priority to its consideration and that recommendations are made by the appropriate committee within 12 months.

Please rank your level of concern on a scale of 1 to 5 with 5 being the highest level of concern.

To be faxed back to:

Mr. Fer van de Laar
Chairman, IAPH Port Safety, Environment & Marine
Operations Committee
Chief of the Safety and Environmental Department
Port of Amsterdam
De Ruijterkade 7, 1013 AA Amsterdam
P.O. Box 19406, 1000 GK Amsterdam, The Netherlands
Tel: 001-31-20-523-4761 Fax: 001-31-20-523-4261
E-mail: <fer.v.d.laar@amsterdamports.nl>

By no later than September 15 2001

CEDA DREDGING DAY 2001

DREDGING SEEN

Perspectives - From the Outside Looking In

15 November 2001, Amsterdam RAI
Sponsored by: Central Dredging Association

Registration Fee

The registration fee for the CEDA Dredging Day 2001 is NLG 400 for members of CEDA, EADA and WEDA and NLG 600 for others (including VAT). Students pay NLG 80

Write to

The Organizing Secretary
CEDA Dredging Day 2001
C/o Amsterdam RAI
P.O. Box 77777
1070 MS Amsterdam, Netherlands
Tel: 31-20-549-1212
Fax: 31-20-549-1889
Online registration: www.europort.nl

Here under is the additional notes by the Head Office.

Too late, but there was a Call for a Dredging Song!

CEDA documents reads: This is the first and maybe the last time you will see a "Call for a Dredging Song". In keeping with the conference theme of "Perceptions" of the dredging industry,



you are invited to enter the Dredging Song Competition. It is not meant to be taken too seriously and the prize will not justify the time and effort you put into it, except for the moment of glory if you win.

The song may be informative, evocative, humorous, or emotional, but not crude! The only facility provided will be a cassette tape player and microphone though you can bring your own (reasonable) equipment if you wish. The music can be any style, from opera to country and western, from rap to rock, but if you want to win, keep the likely audience in mind.

Entry was closed **1 October 2001**. This is to ensure compliance with the above rules and to find out how many entries we will have. Dredging Day will

conclude with a brief AGM and the traditional Dredging Day Reception. It is at the Reception that you will perform your song. Judging will take place immediately afterwards (by loudness of the applause or similar technique). Many songs have been written about ships and sailing so why not dredging? Have a go! And be prepared for a strong competition from "battle hymn of the dredger wives". Songs in any language from the CEDA region were welcomed. (Note: CEDA will retain all rights to perform and publish the song (or lyrics only).

Do you know there is IAPH Theme Song created for the KL Conference. Malaysia? Lyrics is:

*There' sea of friendship sincerity and trust
A harbour of hopes and dreams
Where beacons burn all day and night
For IAPH Teams*

(Chorus)

*We are IAPH
Together we'll conquer new shores
The World is our port of call
As we open hearts and doors
Let's sing together one and all
We'll weather any storm at sea
United we stand, divided we fall
Towards the 21st Century*

(By Prima Muzk Sdn Bhd commissioned by the Port Klang Authority, the host of the 21st IAPH World Ports Conference held in May 1999 in Kuala Lumpur, Malaysia)



Visitors

ON Monday September 3, 2001, led by Professor Anton M.J. Kreukels, University of Utrecht, presently Foreign Research Fellow at the Department of Environmental Studies, Graduate School of Frontier Sciences, the University of Tokyo, a group of students of university of Utrecht, visited the Head Office and were received by Dr. Satoshi Inoue. The group was on a field study tour to Japan under the program of the University. In the morning hours, at the courtesy of the Port of Tokyo, on board Shin-Tokyo Maru, the group received briefings on Port of Tokyo by Ms. Hideko Oka, International Liaison Manager of the Port of Tokyo. After inspection of the facilities, there was a lively Q&A session on board the launch. In the afternoon, they received lectures on the Japanese ports by Dr. Satoshi Inoue, and on the Japanese airports by the expert of the Ministry of Land, Infrastructure & Transportation.



ON September 5 2001, on board the Italian Navy ship "San Giusto" berthed at Harumi Pier, Port of Tokyo, the Port of Livorno organized a presentation of the port attended by some 150 guests from various business circles of Tokyo, including Dr. Akio Someya as IAPH President and Dr. Satoshi Inoue of IAPH Head Office. The Livorno Mission members were: Dr. Francesco Ruffini, Secretary General; Dr. Francesco Ghio, Head, Research Department; Mr. Roberto Lippi, Marketing Department. Prior to the presentation on September 3 2001, the Mission members visited the Head Office and met Dr. Inoue.

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.

Membership Notes

New Members

Associate Members

International Development System, Inc. [A-3-3] (Japan)

Address: 1-4-12 Nishi-Shinbashi, Minato-ku,
Tokyo 105-0003, Japan

Tel: +81-3-3593-6335

Fax: +81-3-3593-6363

Mailing addressee: Mr. Hiroshi Kato, Director

Portnet Academy [D] (South Africa)

Address: P.O. Box 1027, Durban, 4000, South Africa

Tel: +27-31-361-6344

Fax: +27-31-361-6366/63

Email: terrif@npa.co.za

Website: NA

Mailing addressee: Mrs. T Y Fritchley, Manager Marine Training

Changes (Changes involved are underlined>

Townsville Port Authority [Regular] (Canada)

Acting Chief Executive Officer:

Mr. Martin Norman

National Ports Authority of South Africa [Regular] (South Africa)

(Formerly Portnet)

Email: pieters@npa.co.za

Nigerian Ports Authority [Regular] (Nigeria)

(Formerly Nigerian Ports PLC)

Website: <http://www.aboutnpa.co.uk>

Email: inquiries@aboutnpa.com

Sept-Iles Port Authority [Regular] (Canada)

Chief Executive Officer:

Mr. Charles A. Langlois

Shannon Foynes Port Company [Regular] (Ireland)

Chief Executive: Mr. Colin Hetherington

Address: Habour Office, Foynes, County Limerick, Ireland

Tel: +353-69-65111

Fax: +353-69-65142

New IAPH Web site
received 16,772 hits by
September 27



IAPH successfully launched its totally redesigned Web site with a new domain name on 1 January 2001 at the start of the 21st century. The

new site is now located at < "http://www.iaphworldports.org/" http://www.iaphworldports.org >.

It is totally new in design and functions, and offers "Members Area" where only IAPH members with their user ID and password can enter and have access to the latest information on our activities including IAPH publications on-line. Such IDs and passwords were issued to the chief executive officer of every member port or organization in December 2000. Members are requested to share their own user ID and password among concerned staff of the organization.


In the Members Area, we have also installed the "Open Forum" where IAPH members may post their opinions or raise questions on any subject of common interest to initiate on-line discussion. In parallel with "Open Forum", the "IAPH Email Discussion" has also started, where members can exchange views and opinions regarding various issues by means of email. For better and enhanced communication, IAPH members are strongly requested to visit the new Web site and take part in these newly installed "Open Forum" and "IAPH Email Discussion".

Correction

The official title of Mr. John Hayes, IAPH 3rd Vice President, is General Manager, Property and Planning, Sydney Ports Corporation, Australia. Please have his title corrected to read as such if described otherwise.

The heading "Part 1" in the "Proceedings of the 22nd IAPH World Ports Conference" column appearing on Page 4 of the September 2001 issue should in fact read "Part 2." With sincere apologies.






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Asian Container Port

Administration and Productivity

by *Dr. Dong-Wook Song*



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ABSTRACT

A sian countries have experienced remarkable economic growth over the past few decades. This impressive development in a short period of time has resulted in rapidly increasing seaborne cargoes. In terms of annual container throughput, 10 Asian ports are ranked among the top 20 container ports in the world. The productivity of a nation's container transport industry is critical to its international trade and, hence, to its economic well-being. This is especially the case in Asia where the dependence upon containerised trade is much greater than in other parts of the world. This paper measures the productivity of major container ports in Asia in conjunction with their administrative structures. The findings stemmed from the analysis do unequivocally provide an useful insight into port businesses.

1. INTRODUCTION

Asian countries have experienced remarkable economic growth over the past few decades. This impressive development in a short period of time has resulted in rapidly increasing seaborne cargoes. In terms of annual container throughput according to the latest statistics available, Asian container ports keep dominating the containerised trade. Despite their impressive development and progress shown in recent years, Asian ports still suffer from a number of problems including insufficient port and/or terminal capaci-

ty, inefficient management and operation, and bureaucratic administration, all of which weaken the competitiveness of the region's products by adding significantly to logistics costs.

The efficiency or productivity of a nation's container transport industry is critical to its international trade and, hence, to its economic well-being. This is especially the case in Asia where the dependence upon containerised trade is much greater than in other parts of the

world. The efficiency of the ports or terminals through which containers transit makes an important contribution to the overall level of efficiency within the industry. Furthermore, since ports and container terminals are geographically fixed, nation states can successfully implement policies which aim to improve port efficiency levels and facilitate trade.

Having this context in mind, this paper measures the productivity of major container ports in Asia at the country level. In so doing, the influence of port administration is assessed and an implication for the regional container ports is identified.

2. ASIAN CONTAINER PORTS

Since the international trade of Asian countries is carried predominantly by sea transport, their ports play a pivotal role in national and regional economic development. This unique economic and geographic situation has resulted in rapidly increasing seaborne cargoes. Table 1 presents the latest available statistics which show that, in terms of annual container throughputs measured by TEUs, 10 Asian ports are ranked among the top 20 container ports in the world.

Table 1. Container Port Traffic League

| Rank | Container Port | 1999 TEUs | 1998 TEUs | Country |
|------|---------------------|------------|------------|-------------|
| 1 | Hong Kong | 16,210,000 | 14,580,000 | China |
| 2 | Singapore | 15,944,800 | 15,135,600 | Singapore |
| 3 | Kaohsiung | 6,985,361 | 6,271,053 | Taiwan |
| 4 | Pusan | 6,439,589 | 5,752,955 | Korea |
| 5 | Rotterdam | 6,343,020 | 6,011,526 | Netherlands |
| 6 | Long Beach | 4,408,480 | 4,097,689 | USA |
| 7 | Shanghai | 4,206,000 | 3,100,000 | China |
| 8 | Los Angeles | 3,828,851 | 3,378,219 | USA |
| 9 | Hamburg | 3,740,000 | 3,550,000 | Germany |
| 10 | Antwerp | 3,614,246 | 3,265,750 | Belgium |
| 11 | New York/New Jersey | 2,886,342 | 2,465,993 | USA |
| 12 | Dubai | 2,844,634 | 2,804,634 | UAE |
| 13 | Felixstowe | 2,700,000 | 2,461,823 | UK |
| 14 | Port Klang | 2,550,419 | 1,820,018 | Malaysia |
| 15 | Tokyo | 2,398,973 | 2,198,686 | Japan |
| 16 | Tanjung Priok | 2,273,303 | 1,898,069 | Indonesia |
| 17 | Gioia Tauro | 2,253,401 | 2,125,640 | Italy |
| 18 | Bremen/Bremerhaven | 2,180,995 | 1,812,441 | Germany |
| 19 | Kobe | 2,176,004 | 2,100,883 | Japan |
| 20 | Yokohama | 2,172,919 | 2,091,420 | Japan |

Source: Port Development International (2000)

The administration of a port, its form and structure are obviously of importance to all aspects of organisation. The selection of an appropriate form of port administration is a matter of port policy. The basic system of port administration, whether it is to be an autonomous or a centrally controlled administration, should be determined by the public or national port authority. There are, however, a number of alternative forms of port administration and ownership. It is well noted that, although most of the physical methods used within ports (e.g. loading and discharging) vary little between ports, the systems of administration and ownership vary considerably.

UNCTAD (1995) classifies the list of facilities and services which should be provided by ports for ships and cargoes: namely, infrastructure, superstructure, equipment, services to ships and services to cargoes. According to which entity (i.e. private, public or joint) owns and provides those facilities and services, ports can be divided into two distinct types: the comprehensive and the landlord port. In reality, however, there are few purely privatised ports or even full public ones. Moreover, there is great variation in the jurisdictional forms between the two different types of ports. This delicacy makes it difficult to identify the extent of involvement of both the public and private sectors in a port.

Alternatively, Baird (1995; 1997; 2000) proposes a framework called a port function matrix, as a model for port administration. The starting point of this framework is that, regardless of whether a port in question is in private or public hands, within the port area there will generally be three essential functions the port must fulfil and provide. These include a regulatory function, a landowner function, and an operator function. According to which of these three functions are the responsibility of public or private organisations, the matrix, presented in Table 2, makes it possible to ascertain the extent of the influence public and private sectors have within a given port. The matrix also suggests the four main patterns in terms of port administration, ownership, management and operation, in which a government is able to organise its port industry.

According to Table 2, port administration models are divided into four types of port administration: the PUBLIC port, the PUBLIC/private port with the public sector dominant, the PRIVATE/public port with the private sector dominant, and the PRIVATE port.

In the second and third models (i.e. the PUBLIC/private and PRIVATE/public

Table 2. Port Function Matrix

| Port Models | Port Functions | | |
|----------------|----------------|-----------|----------|
| | Regulator | Landowner | Operator |
| PUBLIC | Public | Public | Public |
| PUBLIC/private | Public | Public | Private |
| PRIVATE/public | Public | Private | Private |
| PRIVATE | Private | Private | Private |

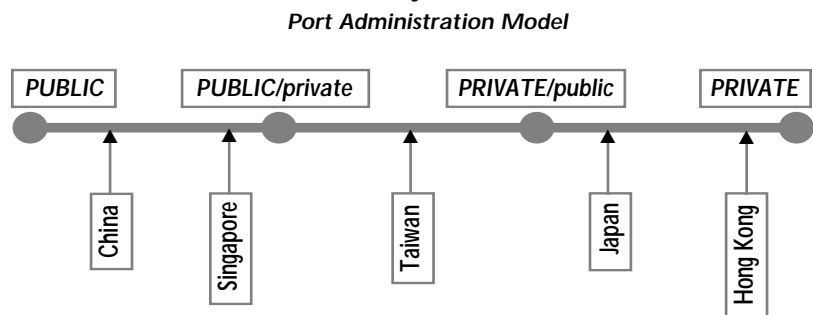
Sources: Baird (1995, 1997)

ports), a port can be viewed as a public enterprise (Olson, 1988). The public enterprise generally represents a mix of government agencies and private enterprises. The public character involves three primary features such as its creation by the government, the statutory assignment of powers, and ownership by the public. The enterprise character provides its market orientation and includes the four features of expectations of market efficiencies in operations, commercially defined performance goals, reliance upon user fees for operating revenue and capital markets for construction funds rather than general govern-

ment appropriations, and the absence of partisan intervention in its operations. Each of these characteristics necessitates structural independence and autonomy from government.

Based on the discussion above, the administration model of the Asian container ports can be classified in Figure 1 (see Cullinane and Song (2001) for details of the administrative and ownership structures of those individual ports). According to the classification, it can be assumed that the productivity level improves as the administrative structure moves away from left (i.e. PUBLIC) to right (i.e. PRIVATE).

Port Administration in Major Asian Container Ports



According to the Port Function Matrix (Baird, 1995;1997)

3. THE PRODUCTIVITY OF MAJOR ASIAN CONTAINER PORTS

3.1 How to Measure?

In order to evaluate the relationship between port administration and productivity in the major container ports in Asia, this paper employs conventional port productivity technique for performance measurement which is widely used in the industry. Since, however, the

proposed method is analytical and all data are not available during the research period, an alternative modified profile of productivity measures, which represents various important aspects of container terminal operations, was developed for each container terminal operator in the Asian countries. According to these important aspects of terminal operations, four measurement formulas are established as follows:

• Gross Crane Productivity = $\frac{\text{TEUs handled per working day}}{\text{No. of cranes x working hours per day}}$ [Formula 1]

• Berth Utilisation = $\frac{\text{TEUs handled per year}}{\text{No. of container berths}}$ [Formula 2]

• Yard Throughput = $\frac{\text{TEUs handled per year}}{\text{Gross acre in square meter}}$ [Formula 3]

•Yard Storage Productivity = $\frac{\text{TEUs storage capacity}}{\text{Gross acre in square meter}}$ [Formula 4]

The above four equations indicate the productive performance of the crane, berth and yard of a container terminal respectively. In formula 3, particularly, the measure of yard throughput reveals the efficiency of the movements of containers. In formula 4, the measure of yard storage productivity indicates how well the terminal operator utilises the yard area for the storage of containers. Hence, formulas 3 and 4 together form the basis of measuring the operational productivity of the container yard. However, all the formulas are inter-related and interdependent as the coherence of the crane, berth and yard greatly influences interactively the ultimate productivity of the container terminals as a whole.

Noticeably, the most important element in the productivity measures is TEUs handled or stored. According to the formulas for productivity measurement, relevant data are collected for the period from 1987 to 1998. The data are extracted from various sources (i.e. Asia-Pacific Yearbook, Containerisation International Yearbook, and Jane's Containerisation Directory).

3.2 The Productivity Trend of Major Asian Container Ports

According to the aforementioned formulas, the productivity of major container ports in the region (i.e. China, Hong Kong, Japan, Singapore and Taiwan) is illustrated in Appendix. The productivity trend shown in those figures indicates a country-level performance, rather than terminal-specific one, since the data of each terminal is aggregated into one that represents the average performance of container ports in a country concerned.

One striking point to be noted in those figures is the remarkable enhancement of Chinese container ports' productivity over the last five years. Singaporean ports enjoy the most productive performance in the first three categories, while its fourth one – i.e. yard storage productivity – has become dropped down to the worst position since 1994. The container ports in Hong Kong are in a healthy situation compared with those of the other three countries. In general, Taiwanese and Japanese ports are in a relatively poor condition in terms of their operation performance.

4. IMPLICATIONS AND CONCLUSION

A key claim made on organisational reforms is that the transformation of ownership from public to private

improves economic efficiency as well as general welfare (Yarrow, 1986). Associated economic theories and existing empirical studies, however, fail to establish clear-cut evidence supporting this claim (Vickers and Yarrow, 1988).

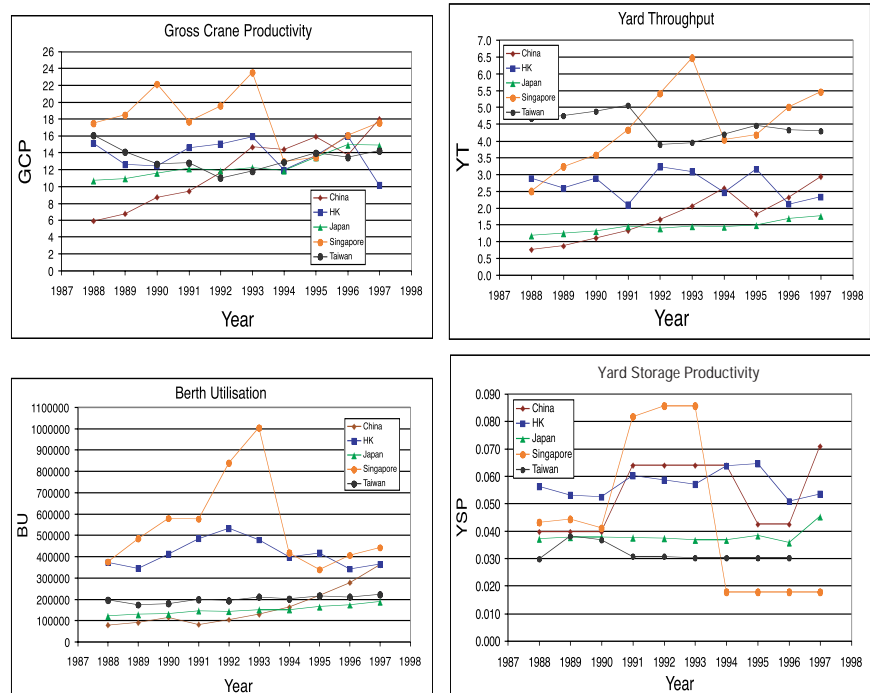
Turning to the port industry, as part of comparison of the relative productive efficiency of pre- and post-privatisation, Song and Cullinane (2001) provide the findings that ownership itself does not seem to be categorically related to efficiency in port operations, after having

applied the econometric technique to container terminals in Korea and the UK, whose ownership has recently transferred from public to private hands. Again, the results of this paper stemmed from even the less sophisticated productivity technique are more or less in the same line with the previous studies. This non-clean-cut outcome may reflect, to some extent, a unique socio-politic situation in which business entities undertake their economic activities.

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Appendix.
The Productivity Level of Major Asian Container Ports



China Ports Briefing - 2001

Container throughput for the world's top 100 container ports increased by just over 20.5 m TEU (12.%) in year 2000 with a number of regions and ports declaring some very significant increases. However, nothing has compared with the performance of China's ports which have declared throughput increases which are quite phenomenal, writes Sid Cass.



Staggering Statistics

Although China's top 10 container ports increased year 2000 throughput by over 4.5 million TEU (+32%), this only shows part of the picture. According to figures published by the

Ministry of Communications (MOC), the total throughput for China's main container ports swelled from 16.54 m TEU in 1999 to 22.68 m TEU in year 2000, representing an almost unbelievable increase of 6.14 m TEU (37.1%) as the following tables show:

TEU Throughput: TOP 10 China Container Ports

| Port | 2000 | 1999 | Actual variation | % Change 1999/00 |
|-----------------|-------------------|-------------------|------------------|------------------|
| 1 (1) Shanghai | 5,612,000 | 4,216,000 | 1,396,000 | 33% |
| 2 (2) Shenzhen | 3,993,000 | 2,984,000 | 1,009,000 | 34% |
| 3 (3) Qingdao | 2,116,300 | 1,542,000 | 574,300 | 37% |
| 4 (4) Tianjin | 1,708,400 | 1,302,000 | 406,400 | 31% |
| 5 (5) Guangzhou | 1,426,700 | 1,170,000 | 256,700 | 22% |
| 6 (6) Xiamen | 1,084,600 | 849,000 | 235,600 | 28% |
| 7 (7) Dalian | 1,011,600 | 736,000 | 275,600 | 37% |
| 8 (8) Ningbo | 902,100 | 601,000 | 301,100 | 50% |
| 9 (9) Zhongshan | 457,600 | 430,000 | 27,600 | 6% |
| 10 (10) Fuzhou | 399,800 | 318,000 | 81,800 | 26% |
| TOTAL | 18,712,100 | 14,148,000 | 4,564,100 | 32% |

Reform and Opening Up

For some time now, China has been speeding up its reform of the Ports and Shipping sector. Fundamental to this is a deepening commitment to the principle of separating enterprise functions from government ones - a process that is being pursued in many other areas. Government authorities now increasingly focus on planning, sector policies, market standardisation, regulation and supervision. Individual companies are now becoming independent legal entities, with the power to make decisions by themselves. They are also increasingly responsible for any mistakes they make.

It was the rapid increase in shipping volumes in the early 1980s that forced China's ports to undergo this major reform. Thus a number of policies aimed at decen-

tralisating the ports administration system were implemented on an experimental basis. Tianjin Port was the first to come under the dual management of the local Municipal Government and the central Ministry of Communications (MOC). By 1987, 12 coastal ports (including Dalian, Yingkou, Tianjin, Yantai, Qingdao, Lianyungang, Ningbo, Guangzhou, Zhanjiang, Xiamen and Shantou) and 25 Yangtze River ports, had adopted the same model of administration as Tianjin.

Each port now relies on the revenues generated from operations to maintain the port. The ports also have autonomy on many issues related to construction, material supply, port planning, labour and remuneration.

All other ports are now managed solely by the local governments through the provincial or municipal ports administration bureau. The exception is

Qinhuangdao, the main facility for shipping coal from the northern mining provinces to the southern power generating provinces, which is still managed centrally by the MOC.

In the 1990's, several major new reforms were aimed at commercialising port operations. Accordingly, there has been further simplification of bureaucratic procedures, further deregulation, the restructuring of port ownership into public shareholding systems and the separation of ports' regulatory and commercial functions. In 1999, for example, the Xiamen Port (Group) Co. was established to handle the commercial operations of the Port of Xiamen, while the Xiamen Port Authority continues to exercise administration of the operators and developers of the port facilities.

Tomorrow's World

Despite the generally high level of world ports industry knowledge that exists regarding China's container ports, what is often less known is that by the end of year 2000, China had a total of 33,000 coastal and river berths (excluding Hong Kong), of which over 24,000 were medium level coastal berths handling over 1.17 billion tonnes of cargo. And in addition to the country's 646 deep water berths, more than 1,200 ports can handle vessels of over 10,000dwt and these are mainly located in Bohai Bay, the Yangtze River Delta and the Zhujiang River Delta.

Chinese Main Ports

| Annual Throughput (million tons) | Total Quantity | Sea Ports | River Ports |
|----------------------------------|----------------|-----------|-------------|
| 1 or more | 114 | 46 | 68 |
| 3 or more | 75 | 36 | 39 |
| 5 or more | 49 | 30 | 19 |
| 10 or more | 25 | 18 | 7 |
| 50 or more | 8 | 7 | 1 |

Sources: Ports of China - Opening to the Outside 1st edition, Sept. 2000, Water Transport Dept., Ministry of Communications (MOC)

Money Matters

Investment in China's ports infrastructure had always lagged significantly behind growth in traffic, resulting in technologically backward facilities and inadequate handling capacity. Faced with severe congestion at all main ports, by the early 1990's, China had embarked on an ambitious infrastructure programme to expand port handling capacity.

During the country's Ninth Five Year Plan (1996-2000), RMB42 (US\$5.1) billion was invested in upgrading China's ports

and waterways. In addition to state finance, China has been encouraging owners and local governments, through the levy of "port construction fees," to raise funds for developing port facilities. However, despite finance remaining a major constraint to further development, a total of 340 river berths and 133 coastal berths were built, of which 72 were specialised berths including 18 dedicated container berths, which added 3.03 million TEU to the nation's capacity.

In fact, the introduction of foreign funds has been one of the main sources of finance for China's port construction projects. During the Ninth Five Year Plan, over 80 of the coastal deep water berths were completed partly by the injection of US\$1.7 billion of international finance, in addition to government loans and local funds.

Foreign ventures

Not surprisingly, China has been making great efforts to attract foreign investment for port development and operations and a number of foreign joint ventures have been set up. These include: P&O Ports (Australia) at Shenzhen Port's Shekou Container Terminal and the February 2000 agreement to form a joint venture company to develop and operate the Port of Qingdao's new Qingdao Qianwan Container Terminal (QQCT).

In the Port of Tianjin, the Sea-Land Orient (Tianjin) Container Terminal Co. Ltd. (SLOTT) is a joint venture between the Port, CSX World Terminals and Pacific Ports which operates four container berths in the Port.

At the Port of Dalian, containers are mainly handled at the Dalian Container Terminal (DCT) for international cargo and the Dalian Dagang Container Terminal (DDCT) for domestic cargo, both of which have been operated by Singapore's PSA Corporation joint venture since 1996 and 1999 respectively.

Furthermore, in addition to the venture in Qingzhou Port in Fuzhou (Fujian) Province, PSA Corporation signed an agreement on April 10, 2001 with the Guangzhou Harbour Bureau (GHB) to form a joint-venture company to manage and operate three container berths at Guangzhou, Huangpu and Xingang. And more recently, PSA signed a Memorandum of Understanding for a joint-venture with Guangzhou Container Comprehensive Development Co Ltd (GCCD), for a second container terminal at Guangzhou Xinsha.

China has also been looking to the international stock markets to raise funds for improving and constructing port facilities and Ningbo Beilun Port is moving closer towards a listing in Hong Kong, which

could raise as much as US\$20 million.

While there is still a long way to go in the "opening up and reform" process, a measure of how far international port thinking has progressed, can perhaps be demonstrated by the fact that the most of major ports of China now are members of the International Association of Ports and Harbours (IAPH) which is also known as World Ports Association. And about 50 ports in more than 10 countries around the world have sistering arrangements with ports in China - the latest being the May 2001 agreement between the Ports of Montreal and Tianjin.

Future Factors

A lot of attention is being devoted to the future impact on China's ports industry following the country's entry to the World Trade Organisation (WTO) whenever that will be. Despite recent declarations of confidence that China would gain entry into the WTO by the end of 2001, China experts and diplomats close to the negotiations now appear to be much less certain. In fact, "a 50-50 chance that China will get in this year," is about the most optimistic prediction currently being made.

Negotiations for China's WTO entry have been protracted not least because of politics, internal differences and China's unique status in world trade, but also because Beijing seemingly wants the right to enter the WTO on the same terms granted to developing nations - certainly in the agricultural sector where it feels it has a case for protecting its poorest rural workers.

However, although a relatively poor country in terms of per capita income, in year 2000 China still managed to achieve the status of the seventh largest trading nation in the world, which makes its trading partners, particularly developed countries, wary of its impact on the WTO once it gains entry. In fact, China is now so developed, that countries believe it should enter the WTO under terms that are more stringent than any other member.

What is fairly certain, is that when China enters the WTO there will be a further increase in trade levels and freight volumes with the outside world. Current estimates are that by year 2005, foreign trade will total US\$60 billion and handling demand in the ports is estimated to reach 3 billion tonnes, with 2.2 billion tonnes of this going to the main ports along the coast (1.3 billion for local trade, and 900 million tonnes for foreign trade).

Thus China's ports will have a key role to play in the development of the nation's economy. In turn, this will give them better opportunities to develop and will lead

to changes in both the structure of the cargo business and management system. There will be a strengthening of regulatory safeguards and international good working practices. And the increased competition between foreign and Chinese companies will lead to greater efficiency in the ports, which in turn will benefit prices and costs.

The project plans and priorities for the Tenth Five Year Plan (2001-2005) are already taking these factors into account, with four key points to be implemented relating to port construction and management.

Firstly, the intention is to improve the overall layout of ports in China by focusing on the development of shipping toward specialisation. This means the construction of specialised facilities such as container terminals, to enable the coastal ports to meet the likely cargo structure changes.

Secondly, the older ports are to be modernised partly through the construction of a system of hub ports, developing key regional ports and building suitable medium and small regional ports to create an integrated national system. Modern information systems will be the key here, making it possible for ports to serve as logistics centres.

Thirdly, to widen the investment basis of ports, and to make them more commercially attractive to potential investors.

And finally, to change the existing attitude of relying entirely on constructing new projects, further upgrading older ports and increasing financial inputs, and instead changing the focus to relying on technical progress and improving management.

According to the Tenth Five Year Plan, China will build 135 new deep water berths, upgrade 45 existing deep water berths and increase the total throughput by more than 250 million tonnes. Much of the focus will be on modern container terminals, in order to add about 16 million TEU to total capacity.

In year 2001, the MOC has plans for 214 large or medium water transport projects including the promoting the construction of the Shanghai International Shipping Centre, continuing the Wu-Ji Berth project at Qinhuangdao Port and the Ningbo Beilun Port Phase II project, which will comprise four specialised container berths equipped with large bridge container cranes to handle the world's largest container vessels.

On June 8, 2001 Hutchison Port Holdings (HPH) announced that it had signed a joint venture with the Ningbo Port Authority to jointly operate and develop the Ningbo Beilun Port Phase II project,

and when all four berths are completed, the Port of Ningbo's throughput capacity will be increased to two million TEU.

Port predictions

Although as previously stated, "China's ports will have a key role to play in the development of the nation's economy," invariably some will have a greater impact than others. The year 2000 explosive 34% growth at the Port of Shenzhen which comprises the dedicated container terminals of Yantian, Shekou and Chiwan-Kaifeng, for example, confirmed its position as mainland China's second largest container port after Shanghai and it is liable to rank among the world's top ten container ports during 2001 or 2002.

Whilst an individual analysis of each of China's main container ports can be found in the following pages of the world's ranking 100 container ports, a number of China's ports deserve special mention.

At Shanghai, one of the fastest growing ports worldwide ranking sixth (up one place from 1999), and mainland China's leading container handler, throughput is expected to exceed 5.5 million TEU this year. And if it continues to maintain its average annual throughput increase of over 25% in recent years, the Port would soon be handling a quarter of all Chinese container traffic. Indeed, forecasts are for 8.5 million TEU throughput by 2005.

This factor, plus a lack of deep water berths has led the Port of Shanghai - comprising three container terminals located on the Rivers Huangpo and Yangtze (the Yangtze is only 8.5 m deep and vessels of up to 4,000 TEU need 12.5 m depth), to launch the construction of the new Yangshan port project, in Shengshi, Zhejiang province 40km away from Nanhui County in Shanghai. The project includes a 52 berth container terminal to be located on a cluster of partially inhabited islands in Hangzhou Bay, south of Shanghai and the construction of a 32km bridge to connect Shengshi with the planned port town of Luchaogang.

The project is estimated to take 20 years to complete at a total cost of US\$12 billion. Currently preparations are underway, and an initial investment of US\$1.45 billion will be injected into the project in 2001. By year 2010 when Phase I of the project is scheduled for completion, Shanghai will be able to handle 20 million TEU

Hong Kong Harbours Ambitions

Interestingly, whenever the Port of Hong Kong is discussed, it is always in the context of being a completely separate element within China's port structure with commentators always careful to refer to

either the ports of mainland China or Hong Kong. In fact, Hong Kong is a Special Administrative Region (SAR) which enjoys the unique status of being both its own (autonomous) entity and an integral part of China, and arguably, no analysis of China's ports can be factually correct if the world's number one container port is excluded.

Hong Kong, located at the mouth of the Pearl River in South China comprises eight container terminals with a total of 18 berths all of which have been financed, built, owned and operated by private operators. Despite increasing competition from the neighbouring ports in Shenzhen, the Port of Hong Kong expects its throughput volumes will continue to grow significantly in the coming two decades, as revealed by the recently completed Port Cargo Forecast (PCF) 2000/2001, which was commissioned by the Hong Kong Port and Maritime Board (PMB).

The PCF found that as cargo for the Pearl River Delta is expected to grow at a high rate fuelled by an expected increase in world trade and increase in foreign direct investment through China's accession to the WTO, Hong Kong will have a large share of this cargo since the Pearl River region is Hong Kong's main cargo source.

Cargo throughput for the Port of Hong Kong in the next 15 years is forecast to grow at an annual rate of 5.1%, which is faster than the forecast of 4.6% in the previous (1997) study. It predicts that the port throughput will go up from the base of 18.1 million TEU in 2000 to 30 million TEU in 2010 and up to 40 million TEU in 2020.

It also concludes that cargo from southern China will grow sufficiently fast to support the planned expansion of ports in the region, including both Hong Kong and Shenzhen.

To meet the forecast demand for cargo throughput, Hong Kong is now building the new Container Terminal 9 (CT9) at Tsing Yi Island, opposite the existing eight

terminals at Kwai Chung. This terminal will add six berths with at least 2.6 million TEU handling capacity and almost 2,000 m of quay length to the Kwai Chung port. The capacity of the Kwai Chung container terminals including CT9, is expected to be adequate to handle Hong Kong's throughput until the end of this decade.

The CT9 project will not just provide increased berthing space. With a total area of 150 ha the terminal itself will occupy 70 ha and the remainder will be used for port back up, logistics and other adjacent port facilities.

The first berth of CT9 will come on stream in 2002 and the remaining berths will be completed at intervals of five to six months. Four of its berths will be allocated to Modern Terminals, and the remaining two will go to Hong Kong International Terminals Limited (HIT). The third developer Asia Container Terminals Limited (ACT) will take over Modern Terminal's two berths at CT8 (West).

The Port of Hong Kong has five major container terminal operators: Modern Terminals, CSX World Terminals Hong Kong Limited, COSCO-HIT Terminals (Hong Kong) Limited and ACT. And as in many other major world ports such as Hamburg and Antwerp, they have formed a Hong Kong Container Terminal Operators Association Limited (HKCTOA).

HKCTOA was established in June 1999 by the container terminal operators to promote the Port of Hong Kong as the key container hub port of the region and the Association also aims to increase the competitiveness of the Port and at making positive contributions to areas of public interest such as traffic, employment and environment.

As a Free Trade Port, Hong Kong has been a free port to all ships without discrimination and there are very few controls on imports, exports or re-exports. Where formalities do exist in relation to import and export licensing, they are minimal, and many products do not require licences.

The Total Container Throughput Statistics of Chinese Coastal Ports in 2000

| Port Name | Units: '000 TEU | | | | | | | | | |
|---------------------------|-----------------|----------|-----------|-------------|-------------|---------|---------|-----------|---------|--------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Throughput in 2000 | 5613 | 3993 | 2116.3 | 1708.4 | 1426.7 | 1084.6 | 1011.6 | 902.1 | 457.6 | 399.8 |
| Throughput in 1999 | 4216 | 2984 | 1542 | 1302 | 1170 | 849 | 736 | 601 | 430 | 318 |
| 2000 vs 1999 | 33% | 34% | 37% | 31% | 22% | 28% | 37% | 50% | 6% | 26% |
| Port Name | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | Zhuhai | Yingkou | Quanzhou | Yantai | Lianyungang | Shantou | Wenzhou | Zhanjiang | Dandong | Rizhao |
| Throughput in 2000 | 314.20 | 157.00 | 148.00 | 130.00 | 120.10 | 113.00 | 74.10 | 68.00 | 43.00 | 35.10 |
| Throughput in 1999 | 294.00 | 100.90 | 81.30 | 112.00 | 111.00 | 44.00 | 47.00 | 47.00 | 25.90 | 16.20 |
| 2000 vs 1999 | 7% | 56% | 82% | 16% | 8% | 257% | 58% | 45% | 66% | 217% |
| Port Name | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | Taizhou | Zhoushan | Fangcheng | Qinhuangdao | Putian | Beihai | Jinzhou | Jingtang | Maoming | Haikou |
| Throughput in 2000 | 23.40 | 20.10 | 15.92 | 13.40 | 13.30 | 8.27 | 7.70 | 6.30 | 2.00 | |
| Throughput in 1999 | 13.00 | 47.00 | 4.90 | 8.00 | 15.40 | 8.50 | 8.00 | 10.30 | 5.10 | 4.71 |
| 2000 vs 1999 | 80% | 43% | 325% | 68% | 86% | 97% | 96% | 61% | 39% | 0% |
| Grand Total in Year 2000: | 22,680,000 | | | | | | | | | |
| Grand Total in Year 1999 | 16,540,000 | | | | | | | | | |

INTERNATIONAL MARITIME INFORMATION

WORLD PORT NEWS

APEC: Seminar on Port Logistics

Date :
10-21 December 2001
Duration of the seminar : 2 weeks
Language : English
Number of participants : 20
It is recommended to all participants to be fluent in English.

Contact:

Antwerp/Flanders Port Training Center
Italielie 2, B-2000 Antwerp, Belgium
Tel : +32 3 205 23 22
Fax : +32 3 205 23 27
E-mail: apec@haven.antwerpen.be

BIMCO: Container Shipping

Market Trends and Opportunities

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The fee includes coffee breaks, lunch, reception and dinner.

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IADC: International Seminar on Dredging and Reclamation

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one or more of these questions or just want to know more about the actual state-of-the-art of modern dredging, then you are certainly a candidate for IADC's week-long seminar in Singapore.

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- Also for consultants and advisors, seeking to improve their decision-making skills and knowledge of dredging.

To find out more about this seminar, contact the IADC Secretariat:

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The Netherlands.
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Fax: +31 351 2654
E-mail: info@iadc-dredging.com

IALA-AISM:

Conference in Sydney: 11/15 March 2002
Workshop in Cairns: 18/19 March 2002

GENERAL INFORMATION

The XVth Conference and Workshop of the International Association of Marine Aids to Navigation and Lighthouse Authorities will be held in two of Australia's most stunning locations, Sydney and Cairns. The Conference and Exhibition component will take place in Sydney from 10-15 March 2002, and the Workshop will be held in Cairns from 18-19 March 2002.

REGISTRATION DEADLINES

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Late Registration: *After 4 December 2001*

ADDRESS FOR COMMUNICATIONS

IALA 2002 Conference Managers
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Sydney NSW 2001 Australia
Tel: +61 2 9262 2277
Fax: +61 2 9262 3135
E-mail: iala@tourhosts.com.au

CONFERENCE REGISTRATION FEE (per delegate)

| Category | Before 3 December 2001 | After 4 December 2001 |
|--|---------------------------|--------------------------|
| Registration Fee (includes Conference and Workshop) | AS2,700.00 | AS3,000.00 |
| Conference Registration Only | AS2,000.00 | AS2,300.00 |
| Accompanying Person Registration (includes Conference and Workshop) | AS1,000.00 | AS1,100.00 |
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ITMMAPS: ITMMA's Maritime and Port Symposium

**18-20 April 2002, the Elzenveld
Congres Centre, Antwerp, Belgium**

**'The maritime and port industry in
transition: Solutions beyond economies of
scale and scope'**

**in collaboration with the University of
Antwerp, McKinsey & Company**

THEME SETTING

The maritime and port industry is going through substantial changes. Innovations in production, transportation and information, deregulation by

organisations such as WTO and the European Union, and the growing effectiveness of the international capital markets, have induced globalisation and increased competition. As a result, freight rates and margins have decreased dramatically.

In order to protect their position, many actors are going for vertical and horizontal intergration. There is some evidence, however, that the resulting economies of scale and scope will not be sufficient to cope with the highly competitive market environment. The winners of the 21st century will be those companies that really understand the changes in their environment and offer their customers 'best-in-class' performance.

To discuss what this really means, the ITMMA Maritime and Port Symposium will focus on various themes such as:

- Drivers for and limits to economies of scale and scope;
- The effect of new port developments, such as dedicated terminals, on supply and demand chain management and vice versa;
- The distribution of costs and benefits related to port operations and logistic changes;
- The challenges for port authorities and service suppliers in seaports;
- The issue of port accessibility;
- Networking among market players, including mainland actors;
- The borderless port community;
- E-market opportunities for ports.

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The Institute of Transport and Maritime Management Antwerp (in short ITMMA) is an autonomous university institution embedded in the official structures of the University of Antwerp.

With one of the world's premier ports in its backyard, ITMMA has access to a global academic and industrial network and is rapidly acquiring a leading position in the fields of transport economics, including maritime transport economics and port economics.

ITMMA can boast a research and wide-ranging empirical knowledge, but also in its ability to put the (emerging) global and multi-cultural know-how into real terms.

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- Improving the port's bottomline through value adding services
- How ports can benefit from extending the transport chain
- Effective integration of logistics to port's business to provide a one-stop seamless service
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- Better cost management by reaping the full benefits of IT for greater operational efficiency
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Partial List of Speakers Includes

- C.K.Oh, Executive Vice President, Logistics, Hanjin Shipping
 - Senior Official, Port Policy Division, Ports and Harbors Bureau, Ministry of Maritime Affairs and Fisheries
 - Prof Lee Tae-Woo, Korea Maritime University
 - Senior Official, Hyundai Merchant Marine
 - J.R. Choi, CEO*, Total Soft Bank Ltd
 - President, Korea Container Terminal Authority
 - Dr. Dong-Wook Song, Department of Shipping and Transport Logistics, The Hong Kong Polytechnic University
 - Steven Hanrahan, Director, Ocean Shipping Consultants
 - John Hayes, Third Vice President, International Association of Ports and Harbors (IAPH) & Sydney Ports Corporation
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GloBallast: Legal Project Underway

A key component of the GloBallast programme, the Legislative Review Project, is now fully underway with a team of locally based legal experts beginning their research work in the six GloBallast pilot countries.

The Legislative Review entered its first phase in February with the engagement of the World Maritime University (WMU) and myself as the Lead Legal Consultant and Coordinator for the Project.

The second phase, now completed, was the selection of legal experts in each country. These consultants will carry out extensive research to develop a comprehensive plan for the legal changes needed to effectively implement the IMO Guidelines for the control and management of ships ballast water to minimize the transfer of harmful aquatic organisms and pathogens and to lay a foundation for rapid implementation of the IMO ballast water convention, in each country.

The project team will meet at WMU for a workshop in Autumn 2001 to present their findings. During the workshop the team will draw on their experiences in the six pilot countries as well as practices in other countries. The report will contain recommended "best legal implementation practices" and model legislation that can be easily used by other countries to implement the Guidelines and, later, the proposed IMO convention.

The Legislative Review Project is important to the success of the GloBallast programme for a number of reasons and serves several complementary purposes.

Under the United Nations Convention on the Law of the Sea (1982) States that are legally bound by it (135 as of June 2001) have an international legal obligation to take steps to prevent the spread of alien species. The international legal obligation is also mentioned in Agenda 21 and included in the Convention on Biological Diversity, which is now legally binding on 180 States. The proposed IMO Convention for the Control and Management of Ships' Ballast Water and Sediments and the IMO Guidelines are part of States' international activity to fulfil their responsibilities to protect biodiversity and the marine environment in their own and other countries. This means that one broader objective of the Legislative Review Project is to assist

the six pilot countries to fulfil their international obligations.

In order to provide the legal authority, and, often, the budget and personnel, necessary for national ballast water management arrangements, countries need to develop their laws to deal with the problem.

Laws are needed to authorize administrative actions, such as, for example, requiring entering ports to file ballast water reporting forms or requiring ships to undertake certain ballast water management actions. Laws are also needed to authorize vessel inspections, sampling and any actions taken in the event of failure by a ship to comply with port instructions.

Countries that are also Flag States have an international responsibility to ensure that the ships they control comply with national requirements and have on board personnel trained to safely and properly implement the ballast water management plan for that ship. In the case of countries that supply seafarers for international shipping crew members must be trained to comply with ballast water management procedures. This means that there must be national laws in place on these matters.

Finally, all countries will need to develop laws to deal with questions of liability and emergency response and containment activities in the event of invasive species colonization or pathogen release.

These are simply a few examples of the area where regulations and laws must be developed in each country to ensure that the Guidelines and, later, the Convention are properly and effectively implemented.

Another important aspect of the Legislative Review Project is that the six pilot countries (and all other countries in the world) have differing legal and administrative systems. One of the difficulties currently confronting the international shipping industry is that a number of countries have already developed laws to address the problem of invasive marine species. Some have done so in conformity with the voluntary Guidelines whilst others have not.

Aside from some internationally agreed upon limitations, all States are entitled and indeed, as noted earlier, obliged to take action to protect their marine ecosystems. However, a common interest amongst all countries that take part in international seaborne trade is that vessel movement should be as efficient, expeditious, safe and ecologically secure as possible. If each

port in the world has different requirements and standards, it will defeat this global common interest.

The IMO Guidelines reflect a consensus reached in 1997 amongst the IMO members. The IMO Convention that is now being developed is also building consensus amongst members and other stakeholders as to the best course. The final report of the Legislative Review Project, although not formally affiliated with the Convention negotiations, will undoubtedly prove valuable to the IMO member States in their deliberations.

Finally, the Legislative Review Project has been specifically designed to ensure further raising of awareness and local capacity. The use of local legal experts helps to ensure that any solutions work within and respect the legal culture in each country. Through their involvement in the Project the in-country legal consultants will further develop their expertise in this issue. They will then be able to provide ongoing locally based support and advice to their governments and administrations and will help to raise awareness of the issue in their country.

Dr. Moira McConnell

Dr. Moira McConnell, a Professor in the Marine Environmental Law Programme at Dalhousie University in Canada is on secondment to WMU, teaching in the marine environmental protection, integrated management and law of the sea fields.

(Ballast Water News)

IHMA Website In Service

Phase 1 commissioned

Following development by MIL, website developers AW Solutions and the Secretary Mike Hadley, the first phase of the IHMA website is now in service at: www.harbourmaster.org

Representing Phase 1 of a three - phase development programme, the site provides public access to information on the Association, its activities and services. Based on the content of last year's popular IHMA CD, the new site updates much of the information, including changes to the Constitution post-Dubai, live hyperlinks to Congress 2002 and the IMO, and a new Book Service database.

To co-ordinate the maintenance and up-date of the website, ExCo has appointed David Price as part-time



webmaster. His appointment follows his involvement in the development of the IHMA Member database and other projects with the Secretary.

Over the coming months, and subject to obtaining external funding, the Member Area of the site will be developed into a password-restricted facility containing:

- Updated IHMA Member List
- Open discussion area.
- Recent Member documents and Papers
- Pre-publication IMO information
- The latest issue of HarbourMaster
- Membership benefit listings and forms
- Full past-Congress papers
- Latest Member News

Details of Phases II and III, which are subject to obtaining external funding and development support, will be announced at Congress in May. Access to these areas will be restricted to IHMA Members only, allowing for threaded discussions groups and other inter-Member correspondence to be undertaken in a confidential environment.

IMO: Larger ships, new safety challenges

IMO is undertaking a global consideration of the safety issues pertaining to large passenger ships, as the cruise industry giants vie for prestige and passengers.

Royal Caribbean's flagship Voyager of the Seas is no ordinary ship. At 142,000 gross tons, she currently holds the title of the world's largest cruise ship.

Imagine the Eiffel Tower in Paris tipped on its side, and you have some idea of her length.

With a capacity of around 1,800 crew and over 3,100 passengers, she can carry the population of a small town.

She boasts the highest "space-per-guest" ratio in the cruise market today and fully embraces the new concept of "the ship is the destination" with such innovative recreational features as an ice rink, a street fair and even an artificial rock-face for budding mountaineers.

Ships such as this have broken the boundaries of convention in terms of their concept, their design and their sheer size. So many things distinguish cruise ships from other ship types but a key factor in their very conception is that they create their own market.

Whereas containerships, for instance,



Passengers take a turn around the deck-on in-line skates

are built in response to their owners' perceptions of the market's requirement, cruise ship owners create a concept and then set out to sell it.

Safety, of course, is a vital concern for passenger ship designers and operators. These vessels have the highest of profiles and their success could be undermined entirely if the public were to lose confidence in them. Although it cannot be denied that a number of incidents in recent years have indicated the vulnerability of these ships, it is also true that overall, their safety record is good. By and large, they avoid the worst excesses of the weather. Passengers demand that they should do so and a typical power installation capable of providing 25-knots enables them to outrun a hurricane.

But while the modern cruise giants have the power and speed to dodge the weather, they are particularly vulnerable to fire. Every passenger is a potential ignition source and the hotel services clearly have an inherent risk.

Prompted by a concern that the trend toward ever larger vessels could lead to new giants of the cruise world which might pose safety-related questions unforeseen by existing regulations, IMO Secretary-General William O'Neil took a personal initiative to raise the issue during the 72nd meeting of the Maritime Safety Committee (MSC) in May 2000.

As a result, the MSC agreed to undertake a global consideration of the safety issues pertaining to these ships and a working group on large passenger-ship safety began work at the next session of the Committee in November-December 2000, to review the current safety regime as it relates to large passenger ships.

Others have joined Mr O'Neil in his

efforts to place a coherent emphasis on the safety of large passenger vessels. Michael Crye, president of the International Council of Cruise Lines (ICCL), an industry body with consultative status at IMO, said "Safety is our most important priority." He added, "Sixty million people have safely sailed on cruise ships over the last two decades."

And Rear Admiral Robert North, Assistant Commandant of Marine Safety for the United States Coast Guard, has said "Passenger cruise ship safety is the number one priority of the Coast Guard and we are committed to working to ensure continuous passenger safety improvement."

In March this year, the Cruise Industry Coalition (CIC), a joint initiative of the ICCL and the Cruise Lines International Association (CLIA), announced the results of a passenger safety study which they commissioned in response to Mr O'Neil's initiative.

Among other things, the study highlighted the difficulty in safely evacuating some passengers, such as the elderly and injured, from lifeboats to rescue vessels. It is clear that the difficulties would not end, even with successful evacuation. Thousands of people, unfamiliar with ships and the sea, crowded into lifeboats and liferafts, would present a unique search-and-rescue challenge.

What has now emerged from IMO is a plan for a body of work that will constitute one of the largest ever investigations into the safety-related aspects a particular ship type ever carried out. The guiding philosophy of the work hinges on the following five elements:

- the regulatory framework should place more emphasis on the prevention of a

- casualty from occurring in the first place.
- future large passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port.
- the regulatory framework should permit alternative designs and arrangements in lieu of the prescriptive regulations, provided that at least an equivalent level of safety is achieved.
- large passenger ships should be crewed, equipped and have arrangements to ensure the safety of persons on board for survival in the area of operation, taking into account climatic conditions and the availability of SAR functions.
- large passenger ships should be crewed and equipped to ensure the health safety, medical care and security of persons on board until more specialized assistance is available.

These five elements have spawned a host of specific tasks and objectives. The work will be spread among seven IMO bodies and will build into a thoroughgoing review of the existing safety regime as it applies to these ships.

The unique circumstances of the cruise industry encourage ship designers to seek the key selling points that will make their creation somebody's dream holiday destination.

Passengers' demands for comfort, space and sheer prestige, coupled with economies of scale, mean that the quest for size is likely to continue.

IMO's work is aimed at ensuring that, while this buoyant sector of the shipping industry continues to expand and push at the boundaries of convention, the key issues of safe design and operation can keep pace.

(IMO NEWS)

Smit's Heavy Transport Fleets Enjoy High Utilisation

S MIT Transport & Heavy Lift's three self-propelled E-Class vessels are booked for a wide variety of assignments in the second half of this year, from delivery of a newly-built Russian air cushion vessel to the relocation of dredging equipment. The forward order book for Smit's non-self-propelled fleet also looks promising. In April 2002, for example, a Smit Giant barge will transport two passenger vessels from Rostock, Germany, to Sulina, Romania on behalf of Seetours.



E-Class vessel Smit Enterprise with a shipment of rubber tyred gantry cranes, which were delivered to Felixstowe, in the UK.

Dammis van Dijk, Smit Transport & Heavy Lift's Business Unit Manager, says: "Smit has proved an attractive transport option for those companies operating in the river passenger market. Last year, Alsace Croisieres - a group providing passenger services on the

River Rhone - contracted Smit to transport two river passenger vessels (one of which was a newbuilding) to Fos sur Mer. We have also provided heavy transport services for Viking River Cruises - a Scandinavian and Dutch consortium."

New Publications

Drewry:

Post-Panamax Containerships - The Next Generation

'GIVEN that there is no technical reason preventing containerships from getting larger, it will be economic and operational considerations that will act as the ultimate barrier on post-Panamax vessel sizes and designs of the future,' says Drewry Shipping Consultants.

This is just one of the conclusions reached by the London-based team of analysts in a new report entitled **Post-Panamax Containerships - The Next Generation**. The research shows that although liner companies can realise significant cost savings per slot on both a capital and operational (voyage) basis by deploying larger ships, in reality things are never quite as simple.

Fewer ports of call

Hence, poorer slot utilisation and/or the

need to go out and buy more cargo at lower rates can have a profound impact on carriers' revenues and lead to lower profitability. Moreover, Drewry says that larger ships can actually raise an operator's cost base as additional sales and marketing staff may have to be employed - particularly if new trades are targeted to provide the additional cargo necessary to fill the vessels - and operations reconfigured.

Larger ships, for instance, will be forced to call at fewer ports with the result that the volume of cargo that has to be transhipped and relayed, whether by feeder vessel and/or overland, will increase, thereby raising overall distribution costs.

Hence, large vessels will only work, concludes Drewry, if multiple routes can be aggregated successfully into single and seamless service structures and good load factors maintained without recourse to higher levels of transhipment activity.

Investment in new tonnage set to continue

That said, Drewry believes that the main liner companies will continue to invest in larger tonnage and that for East/West arterial routes 9,000/10,000 teu ships will become

INTERNATIONAL MARITIME INFORMATION

a more popular choice over the next four years. These vessels will reflect current design parameters and will be powered by a single main engine, with a power output of 90,000bhp plus, generating a minimum 25-knot service speed. Compared with 4,000 teu Panamax, they offer operators potential cost savings of over 35%.

Operational costs of Panamax and mega-post-Panamax ships

(Based on fuel cost of US\$135/tonne)

| Cost sector | Panamax (4,000 teu) | Mega post-Panamax (10,000 teu) |
|--|------------------------|--------------------------------------|
| Manning ^[1] | 850 | 850 |
| Repair and maintenance | 900 | 1,150 |
| Insurance | 800 | 1,700 |
| Stores and lubes | 250 | 350 |
| Administration | 175 | 175 |
| Fuel ^[2] | 4,284 | 7,269 |
| Port charges | 2,000 | 3,000 |
| Total operating costs per annum | 9,259 | 14,494 |
| Total cost per slot per annum | 2,315 | 1,449 |

Notes: All costs are annualised and expressed in US\$,000, except total cost per slot which is actuals;

[1] Based on use of competitive international shipping register;

[2] Fuel consumption is based on 22.5 knot service speed which results in Panamax ship consuming 120tpd at sea and 4tpd in port and mega-post-Panamax 180tpd at sea and 6tpd in port. Bunker prices are calculated at US\$135 per tonne.

The calculations are based on a basic transpacific service taking in direct calls in South East Asia with six ships spending 30 days at sea and 12 days in port. Each ship completes 8.7 voyages per annum.
Source: Drewry Shipping Consultants Ltd

However, anything beyond 10,000 teu will have to be twin-engined – particularly, if a 25-knot service speed is to be maintained – and for similar economies of scale to be achieved a minimum loading capacity of 12,000 teu will be required. It is thought that a few vessels of this size, which will be able to load at least 21 containers across the weather deck, will enter service during the latter part of this decade (2008/2009), once the ports/terminal operating companies have made the necessary investments in new equipment, berths, etc to handle them.

Post-Panamax influence grows

Post-Panamax Containerships – The Next Generation also assesses the structure of the existing fleet, which now accounts for 15% of all cellular ships deployed, and the orderbook. By 2003, post-Panamax ships are expected to account for almost 25% of slots in service.

Development of the post-Panamax containership fleet

(As at January 2001)

| | Built in Year | | | Cumulative Fleet | | |
|----------------------|----------------|----------------|---------------------------|------------------|----------------|---------------------------|
| | No. of vessels | Capacity (Teu) | Average Vessel Size (Teu) | No. of Vessels | Capacity (Teu) | Average Vessel Size (Teu) |
| 1988 | 5 | 21,700 | 4,340 | 5 | 21,700 | 4,340 |
| 1991 | 1 | 4,427 | 4,427 | 6 | 26,127 | 4,355 |
| 1992 | 6 | 26,745 | 4,458 | 12 | 52,872 | 4,406 |
| 1994 | 3 | 13,335 | 4,445 | 15 | 66,207 | 4,414 |
| 1995 | 17 | 80,873 | 4,757 | 32 | 147,080 | 4,596 |
| 1996 | 21 | 116,239 | 5,535 | 53 | 263,319 | 4,968 |
| 1997 | 20 | 110,964 | 5,548 | 73 | 374,283 | 5,127 |
| 1998 | 17 | 104,777 | 6,163 | 90 | 479,060 | 5,323 |
| 1999 | 15 | 90,344 | 6,023 | 105 | 569,404 | 5,423 |
| 2000 | 32 | 187,212 | 5,850 | 137 | 756,616 | 5,523 |
| On order | | | | | | |
| 2001 | 64 | 370,012 | 5,781 | 201 | 1,126,628 | 5,605 |
| 2002 | 49 | 296,035 | 6,042 | 250 | 1,422,663 | 5,691 |
| 2003 | 18 | 118,856 | 6,603 | 268 | 1,541,519 | 5,752 |

Note: January 2001 fleet and orderbook

Source: Drewry Shipping Consultants Ltd

In addition, the report details the response and design challenges that face the ports and the need for deeper access channels.

The 146-page report, which contains more than 70 statistical charts and tables, is published by Drewry Shipping Consultants and costs £595, including postage to anywhere in the world.

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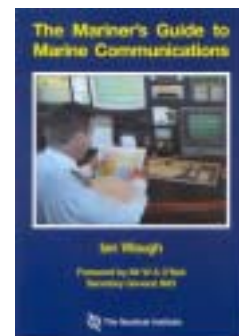
The Nautical Institute (NI):

The Mariner's Guide to Marine Communications

- Ian Waugh
- ISBN 1 870077 58 x.
- Prices: £36.00 Standard
- Postage: £3 UK and Sea Mail
£5 Air Mail Europe
£8 Air Mail World

In countering the widespread misconception that satellites have turned communications at sea into an operation as simple as using a mobile phone, this book provides a perfect illustration of the sophistication of modern marine equipment and the many forms that communications now take.

The author served at sea in the days of Morse telegraphy and today lectures in satcoms and GMDSS to STCW-95 standards. As such, he is ideally placed to offer this overview of the different operational practices and how safe and efficient operation may be effected, whether onboard ship or in



shore based communications environments.

The text also covers in some detail how each piece of radio/satellite communications equipment should be physically configured and what operator maintenance may be required.

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minimal capacity are being revised we are focused on productivity of our operations at existing terminals. We have been investing heavily in capital assets for several years now.

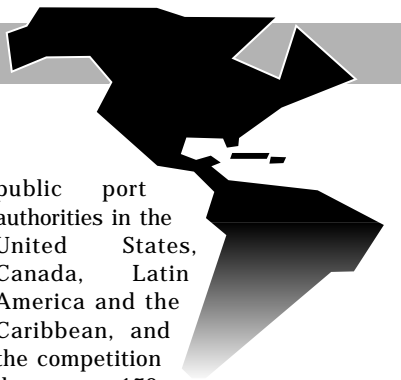
Specifically, the FY 2002 capital budget includes a focus on Columbus Street Terminal, the Port of Charleston's combination breakbulk and container terminal in lower Charleston Harbor. Late last fiscal year we began an overhaul of the terminal that will continue this year including restructuring the container yard configuration to enhance its throughput, the addition of RTG runs, and the creation of a new 1,000-foot container berth. Creation of the container berth will involve demolition of warehouses 106 and 107 along the dock to allow for the installation of 100-foot gauge container crane rails for the full 2,640 feet of container berth space. The warehouse removal and container yard improvements are already underway.

In support of this project, four new super post-Panamax container cranes are budgeted for in the coming year. The current plan is to place those four cranes at Columbus Street Terminal, move the two newest cranes at the terminal (Paceco Espagna post-Panamax) to North Charleston Terminal and dispose of the two older cranes.

There are other significant capital projects slated for this year that would create additional capacity at the Wando Welch terminal, but there is some concern at the time of this writing over the amount of capital available based on recent legislative actions at the state level. In any case, we plan capital projects several years into the future in order to optimize the timing of spending to achieve maximum financial and operational efficiency. For example, we plan to make a significant investment in new state-of-the-art RTGs early in fiscal year 2003 to take advantage of the new RTG runs developed at Columbus Street. The foundation and paving project is not expected to be complete until late in this fiscal year so we will not plan to purchase the cranes until the next budget cycle.

Over this year and next, some of the most significant capital projects on the table are: \$24 million for new containers; \$5.4 million for the new container berth at Columbus Street; \$6.3 million for yard work at Columbus Street; \$2 million for fender replacement at the terminals; and money for new RTGs and wharf modifications at North Charleston Terminal to assist in the deepening project. In fact, over the coming three fiscal years, we are now

The Americas



**Canaveral: Seaport Industry
Honors Port with Four
Communications Awards**

THE community and business outreach projects of the Canaveral Port Authority have received international industry recognition from the American Association of Port Authorities (AAPA) in the competitive 2001 Communications Competition.



Competing in the large port category against ports such as Los Angeles, New York/New Jersey, and Buenos Aires, the Government Relations and Public Affairs Department won four AAPA Communications Awards for the Canaveral Port Authority's magazine, annual directory, website, and "Vision in Progress" PBS documentary. The projects were produced in partnership with Florida Today newspaper, Channel 24/WMEF-TV Public Broadcasting Station (PBS), and Wolf Jesse Paquin Communications.

"Attaining this level of recognition, especially against some of the largest ports in the world, is directly attributable to our Assistant Director for Public Relations, Rosalind Postell. Rosalind is directly responsible for the development of all of these projects, and without her insight into the needs of both our business and residential community partners, we would not have been able to receive these honors," said Dixie Sansom, the Port Authority's Director of Government Relations and Public Affairs.

The American Association of Port Authorities represents more than 150

public port authorities in the United States, Canada, Latin America and the Caribbean, and the competition drew 178 entries. The awards for the Canaveral Port Authority included three Awards of Excellence and one Award of Merit. Since 1991, the Canaveral Port Authority has received six awards, five Merit and one Excellence, from the AAPA Communications Competition.

"Recognition of this type in the category of ports with much larger staffs and budgets is a testament to the skills, creativity, and dedication of our staff and partners," says Malcolm "Mac" McLouth, Executive Director of the Canaveral Port Authority. "Our projects are designed to communicate the value of Port Canaveral to our economy and quality of life in Central Florida."

The awards for the Communications Competition will be presented in October during the AAPA convention in Quebec City, Quebec.

**Charleston: Aggressive
Planning, Forward Thinking**

WITH a new fiscal year underway, the Authority has outlined an aggressive capital spending campaign to continue to improve and upgrade its existing facilities and equipment. It comes as no surprise that while our plans for new ter-

anticipating capital spending of about \$180 million.

This is without question an aggressive capital campaign, especially given the revenue challenges we face in today's competitive marine transportation industry. Additional drains on our cash flow by the State will only make this more challenging. Nevertheless, we know we must make these plans in order to maintain the highly productive terminals our customers have come to expect and depend upon. We have adopted an attitude of continual improvement and aim to meet that challenge. You will be hearing about our progress in the months ahead.



Bernard S. Groseclose, Jr.
President & Chief Executive Officer
South Carolina State Ports Authority

(Port of Charleston)

LB: Board of Harbor Commissioners sets budget for 2001-2002 fiscal year

THE Board of Harbor Commissioners has approved a \$588.4 million budget for the 2001-2002 fiscal year beginning Oct. 1. The new budget is 9 percent more than last year because of major terminal development projects aimed at keeping pace with forecasted cargo growth.



The budget sets aside \$418.1 million for capital projects including \$105.1 million for the Pier T container terminal. Also budgeted is \$31.5 million to partly pay for 12 ship-to-shore gantry cranes ordered for Pier T.

The budget includes \$121.1 million for the next phase of the "Pier S" project, a 160-acre container terminal being developed north of the former naval complex on Terminal Island.

The port budget next goes to the City Council for its concurrence. The council is expected to hold hearings on the various city budgets between mid-August and the end of September.

(tie lines)

Rio de Janeiro: The biggest full-container vessel yields new productivity rate record

FULL-container motor vessel "CAP SAN MARCO" on her maiden voyage in the U.S.A - South American East Coast on CROWLEY service, started in July at the Port of Philadelphia, operated at TERMINAL 1 - RIO on August 22nd inst., at the customs-bonded container terminal which is the best quality reference in port operations at the Port of Rio de Janeiro.

"CAP SAN MARCO" is the first of six 3,800 TEU and 50,200 tdw container ships ordered from SAMSUNG HEAVY INDUSTRIES in South Korea for the

HAMBURG-SÜD shipping group to be deployed on this route.

The maiden voyage of the CAP SAN MARCO, from Philadelphia, New York, Norfolk, Charleston, Jacksonville, Miami, Puerto Cabello, Suape, Santos and Paranaguá to Buenos Aires and back via Rio Grande, Santos, Rio de Janeiro, Puerto Cabello to Philadelphia.

Beginning at the end of September, a further four newbuildings, the CAP SAN NICOLAS, CAP SAN LORENZO, CAP SAN AUGUSTIN and CAP SAN ANTONIO, will also be deployed in this trade in consecutive weeks. Commissioning of the sixth ship will then take place in February 2002.



Seattle: Chooses a consultant for e-business strategy and technology integration

THE Port of Seattle has selected a technology consultant to help integrate e-business strategy and technology across both the Seaport and Seattle-Tacoma International Airport.

The Port of Seattle will work with the company on everything from information architecture that supports new services, to developing and implementing Web-based products.

The consulting company's task will be to assist the Port with:

- Establishing project oversight for the full breadth of the Port's e-business activities
- Assembling a joint team to make decisions on e-business technologies that the Port of Seattle will deploy
- Delivering five initial pilot projects to jump-start the Port's transformation into e-business.

The initial \$2 million consulting contract took effect August 20. Additional contracts may be negotiated as the Port's e-business initiative continues. As part of the contract, the retained company will provide a team of eight consultants. The level of technical support will vary depending on the evolving needs of the Port.

To support this effort, Port of Seattle Commissioners on June 26 authorized \$10.7 million to cover software, hardware and implementation costs. The five pilot projects are scheduled for completion by January 2002.

The Port completed the first phase of its e-business initiative in April. This phase developed the Port's vision and strategy, assessed existing technology, and broadly defined infrastructure needs.

The Port also defined its first pilot projects, including internal expense reporting, construction document management to support the \$3 billion capi-



tal improvement program at Seattle-Tacoma International Airport, an on-line parking payment system at the airport, and on-line reservations systems for various Port facilities and services.

The on-line reservation system for Port facilities such as Bell Harbor Marina will mean greater convenience and service to the Port's customers by allowing boat operators to make reservations and pay for moorage over the Internet, at any time that is convenient to them. Marina staff will spend less time manually entering reservations and more time serving customers at the marina.

During an April 19 presentation to Port Commissioners on e-business initiative progress, Port executives demonstrated recent successes such as an electronic construction bid system that saves an estimated \$430,000 annually in duplication and mailing expenses, and an e-procurement system that reduces related work by as much as 3,500 hours per year.

(AAPA ADVISORY)

The project also eliminates traffic lights on SR 509 and an at-grade rail crossing on Port of Tacoma Road. In addition to speeding the movement of trucks in and out of the Port, it makes cross-Port trips faster and safer for motorists.

"This project is a cornerstone for the future development of our Port," said Port of Tacoma Commission President Connie Bacon. "It increases the capacity and improves the efficiency of our road and rail networks."



Elevating the roadway also allowed the Port to build a set of three arrival and departure (A&D) tracks beneath Port of Tacoma Road. The tracks serve as onramps/offramps, providing a place to stage intermodal container trains moving between the transcontinental railroads and the Port-area rail network. Space is available beneath the overpass to build up to seven more A&D tracks in the future. The A&D tracks improve the efficiency of rail movements throughout the Puget Sound region.

"You've led by example with the Port of Tacoma Road Overpass," said the Governor. "You've more than done your part. Now it's up to the lawmakers to step up and hit one out of the park – because the future of our state is simply

too important to ignore."

The Port of Tacoma Road Overpass is the first of 15 projects in Phase I of a six-year, \$400 million program known as FAST Corridor – an acronym for Freight Action Strategy for the Seattle-Tacoma Corridor.

FAST Corridor is funded by a coalition of public and private partners that includes the Port of Tacoma, Port of Seattle, Port of Everett, U.S Department of Transportation, Washington State Department of Transportation, the Burlington Northern Santa Fe and Union Pacific railroads, and numerous cities and counties throughout the Puget Sound region.



Tacoma: Port of Tacoma Road Overpass Opens amid Fanfare

OVERCAST skies didn't dim the spirits of the Port of Tacoma's guests at a ceremony celebrating the opening of Port of Tacoma Road Overpass on Thursday, August 16.

A brass band heralded the long-awaited completion of the project, along with encouraging yet forthright comments from Washington Governor Gary Locke and other prominent political leaders.

"An effective transportation system is the centerpiece of our state's economic health," said Locke. "I will continue to work with the business community and organized labor to pass congestion-relief solutions that truly get us moving again."

The \$33 million Port of Tacoma Road Overpass eases the flow of road and rail traffic moving in and out of the Port. It raises Port of Tacoma Road over State Route 509 and creates a new interchange between the two roadways.

PSC Canada: Reports on foreign ships detained in 2000

TRANSPORT Canada today released the final report on foreign ships detained in 2000 at Canadian ports under the Government of Canada's port state control ship inspection program.

In 2000, of the 1,070 foreign vessels inspected at Canadian ports, 583 were found to have defects and 103, with an average age of 16.3 years, were detained. In 1999, of 1,076 inspections, 125 ships were detained. The vessels detained in 1999 averaged 16.6 years of age.

The Government of Canada is committed to eradicating substandard shipping. Transport Canada began publishing the names of offending vessels in May 1996, when it released its first quarterly report on foreign vessels detained under the port state control ship inspection program.

"Substandard ships are a threat to

the safety of all seafarers, our environment and our economy," said Mr. Collenette. "It is essential that the international shipping community, including Canada, continue to work toward improving safety and developing internationally recognized standards."

Under Canada's port state control program, Transport Canada ship inspectors board and inspect foreign ships at Canadian ports. This program helps to ensure protection of the marine environment and the safety of mariners and property. All foreign tankers are inspected on their first visit to Canada and once a year thereafter. Ships detained must rectify their deficiencies before being allowed to leave Canadian ports.

The final report and a list of foreign ships detained at Canadian ports, as well as other information on ship detentions, can be found on Transport Canada's web site at:

www.tc.gc.ca/MarineSafety/Port_State_Control/index.htm

Africa/Europe

ABP/Troon: Opens new ro-ro terminal

A new £5 mill ro-ro terminal has been opened at Associated British Ports (ABP)'s Port of Troon, on the west coast of Scotland. Located at the port's East Pier, the new facility is being used by P&O Irish Sea (P&OIS) for its Scotland-Ireland freight service.

The service used to operate from the Port of Ardrossan, but Troon provides more marshalling space for unaccompanied trailers and has better road links. In addition, the new terminal building at Troon caters for accompanied traffic with drivers' showers and washrooms and a lounge with snack bar facilities.

The new berth will also allow the company to introduce larger vessels onto the crossing to handle peak traffic flows. Troon is just three miles from Glasgow airport, so P&OIS can offer connecting airfreight services.

Larne remains the port of call in Northern Ireland. P&OIS's ferry EUROPEAN HIGHLANDER, which operated the Ardrossan-Larne sailings, has been renamed EUROPEAN MARINER and provides the daily Troon-Larne service.



P&OIS' EUROPEAN MARINER at the new Troon ro-ro terminal

(WorldCargo)

AMS: Strong growth in Amsterdam Seaports

AMSTERDAM Seaports, comprising the ports of IJmuiden/Velsen, Beverwijk, Zaanstad and Amsterdam, showed a 10.5% increase in goods transhipments against the first six months of the record year 2000. Amsterdam, in particular, showed a huge 15.6% increase in transhipments. In the first half of 2001, well over 35 million tons of goods were

transhipped in Amsterdam Seaports with 25.2 million tons in Amsterdam alone. Liquid bulk increased by no less than 31% to 8.5 million tons. Dry bulk rose 6% to almost 23 million tons. General cargo rose a tad (0.9%) to a total of 3.5 million tons.

According to Hans Gerson, executive director of the Amsterdam Port Authority, this was a result to be proud of. "The strong growth of 2000 (annualised 13.9% growth to 64.1 million tons) continued this first half year. Whether this will continue in the second half depends on the general economic situation. However a final figure of between 64 and 67 million tons can certainly be expected. That should mean a new record!"



Liquid bulk

In the last half year liquid bulk rose by 31% to 8.5 million tons. Oil products made up a substantial part at 6.9 million tons, a 33% rise on huge demand. Other liquid bulk (chemical products mainly) grew by 22% to 1.4 million tons.

Dry bulk

Dry bulk quantities increased 6% to 23 million tons in the past half year. Coal movements showed the biggest growth, due to healthy energy demand from Germany and the UK. In the past half year 9.8 million tons of coal was transhipped, an 18% increase. The Port Authority expects coal transhipments to show ongoing growth over the coming year.

In spite of the foot-and-mouth crisis and related herd rationalisation, transhipments of agribulk (grain, cattle feed and oil-bearing seeds) increased by 3.5% to 5.3 million tons. However, the Port Authority does expect the developments in the stock sector to affect agribulk transhipments, as a result of which the annual figure will stabilise at around the same level as last year at 10 million tons.

Demand for ore dropped due to reduced capacity at steel makers Corus

and the influx of cheap steel from Asia. This caused ore transhipments to drop by 8% to 4.4 million tons.

Over the past six months 436,000 tons of fertilisers were transhipped (-2.4%) and the 'other dry bulk' category stabilised at 2.8 million tons in spite of a 3.8% increase in the transhipments of sand, gravel and minerals, which fall under this category.

General cargo

General cargo movements remained largely unchanged at the same level as in the first half of 2000 with transhipments of 3.5 million tons (+0.9%). A reduction in the cocoa supply caused the container tonnage to drop by 11% to 435,000 tons (28,600 TEU).

Roll-on/roll-off transport grew by 12.5% to 451,000 tons and conventional general cargo (bags and sacks) increased slightly by 1.4% to 2.6 million tons.

Vessels

Numbers of vessels visiting Amsterdam Seaports increased over the past half year. In total 4,901 vessels registered compared to 4,399 in the same period last year, an 11.4% rise. The increase in the number of very large sea-going vessels was remarkable, which because of their dimensions, had to be brought in via the Noordersluis lock. The number grew by 10%, or 46 vessels.

Durban: Durban embarks on upgrade project

To meet continued growth, the port of Durban has launched a three-pronged development plan

South Africa

South Africa's port of Durban has embarked on Development 2005, a major project that will confirm its status as Africa's premier container port.

Transnet has approved a Ra.34bn(US\$162/€185 m) investment programme aimed at upgrading existing facilities and expanding container handling capacity to meet the port's long-term requirements. The rationale for the investment is to support continued growth in container traffic at the port, which is approaching full capacity.

First commissioned in 1977, Durban Container Terminal (DCT) handles 65% of the country's seaborne container traffic. It has experienced an average annu-



First commissioned in 1997, Durban Container Terminal (DCT) handles 65% of the country's seaborne container traffic.

al growth in excess of 6%, which is expected to continue in line with world trends.

With a complex environmental structure, a comprehensive planning process had to be followed to ensure that the port's future large-scale developments would be sustainable. Accordingly, in 1995 an Integrated Environmental Management (IEM) process commenced to confirm the need for port expansion and to establish a solution.

The principles of the process were: to broadly interpret the environmental, biophysical, economic and socio-political issues; open public participation process; consider alternative solutions (including a 'no-go' option); impact mitigation and the positive impact enhancement of proposals; and perform an Environmental Impact Assessment (EIA).

Following the recent completion of the process, the Department of Environmental Affairs and Tourism granted approval for the development, which will be implemented over four years and which has three main components.

The first component is to exhaust DCT's container capacity by an upgrade programme that will increase its annual throughput capacity from 1.3m TEU to 1.6m TEU. Three new ship-to-shore cranes (STS) and 19 straddle carriers will be purchased, and the existing fleet of 61 straddle carriers will be replaced.

The second component of the project will be the conversion of the general cargo handling pier one to a container facility, which will increase the port's container handling capability by a further 325,000 TEU.

Favourably located adjacent to the existing container terminal, enabling the effective use of shared support facilities and the efficient interchange of containers between the terminals, the

conversion of pier one will be phased in according to market demand over a four year period. New equipment will include four STS and 17 straddle carriers.

The third component of the project will be the development of the port's City terminal by the port authority to accommodate the general cargo that will be relocated from pier one. This will comprise the construction of a new deepwater quay walls further into the bay, and the reclamation of 20 ha of land.

(CargoSystems)

Port of Gijón: An expanding port

IN 2000, the Port of Gijón handled a total of 19.7 million tons, 7.85% more than the previous year. Increases in the three major traffic groups - a 6.31% rise in general argo, 7.48% in bulk solids and 3.73% in bulk liquids - mark a historic record in the movement of goods through El Musel.

General cargo and bulk solids are the traffic that posted the highest growth percentage-wise. The increase in container traffic - 41.63% more than last year - confirms the consolidation of Maersk's and Contenemar's container lines to the Canary Islands and Northern European ports. The RENFE TECO railway station, located at the La Osa docks, improves the Port of Gijón's competitive standing, since the arrival of trains to the port itself opens up new expectations, for luring traffic in the central and north-eastern sectors of the Iberian Peninsula.

Bulk solids posted the greatest quanti-



Miguel A. Pesquera
Port of Gijón
President

tative growth, with spectacular increases in the unloading of heating coal, which grew by 143.67%. This evolution once again confirms the Port of Gijón's national leadership in this type of traffic.

Bulk liquids also joined the general upward trend in traffic growth, most notably oil products and energy gases from oil.

In light of this situation, one of the Port Authority of Gijón's biggest initiatives is the creation of two dry docks in the Castilla y Leon region, one for bulk solids traffic and the other for general cargo, containers and ro-ro traffic. These new facilities will make it easier for industrial goods produced in the region to be exported via Gijón.

Continued growth is expected during the 2000-2004 period, and may reach 24.3 million tons by the year 2004.

To meet this strong growth, the Port will embark on a plan to expand its facilities. The first stage of the project (2000-2004) calls for an investment of 25,000 million pesetas which will go to enlarge the bulk facilities and the general cargo and container docks.

(PORTNEWSPAPER)

Le Havre: Supports container traffic, extension to Quai Des Ameriques

FURTHER to the statutory administrative enquiry, the French Ministry of Public Works, Transport and Housing has authorised the Port Authority of Le Havre to carry out extension work in order to berth container ships on the Quai des Ameriques.

Given the continuous growth in container traffic and the increasing size of ships, if the port of Le Havre wishes to maintain its rank and role among the ports in north Europe it must immediately invest, on the one hand in order to provide a full reply to container traffic requirements, and on the other, to ensure coherence with the Port 2000 project (a new extension to the port dedicated to container ships, involving extensive quayage and large-scale container yards).

Several container vessels of more than 6,000 TEU already regularly call at the port of Le Havre, and many shipowners have ordered this type of ship. It is therefore essential to immediately build the facilities in support of the transition period until the new terminals of future outer harbour become available in 2004.

Against this background, it has therefore been decided to extend the Quai des



Ameriques, identified by a working group in partnership with port and government departments as well as goods handling companies and shipowners, as one of the investments required by a transitional program to adapt existing container terminals.

Further to the work, the total quayage available on the Quai des Ameriques will enable two present-generation container ships to dock at the same time.

Initially commissioned in 1990, the Quai des Ameriques is 500 m long and is situated in the tidal basin downstream of the Francois 1 sluice gate.

The quay will therefore be extended 170 m at its western end, and container yards will also be developed. The cost of the work, scheduled for completion by the third quarter of 2002, is some FrF 100 million (financed by the Port Authority of Le Havre). (FLASHES)

Le Havre: The Latest from the Lines

■ **FAR EAST - NEW SERVICE:**
New World Alliance Schedules an Import Call to Le Havre for its "China Express" Service

THE members of the New World Alliance (TNWA) - Hyundai, MOL & APL - have decided to include Le Havre in the China Express service which links the North European ports to the Chinese ports. "It is the first time that we are offering a direct service between China and France, and with the bonus of very competitive transit times," stated the MOL management. They give a 28 day transit time between Le Havre and Shanghai and 26 days in the opposite direction.

With the introduction of the new call to Le Havre, the order of port calls is now: Shanghai, Yantian, Hong Kong, Singapore, Colombo, Southampton, Le Havre, Bremerhaven, Rotterdam, Aden, Singapore and Shanghai. The "Hyundai Commodore," 4100 TEUs, inaugurated the service with a first call in early July at the Quai de l'Asie.

London: Benefits from Strategy to Move More Freight by Rail

THE port of London will benefit from proposals being put forward by the Strategic Rail Authority (SRA) to further the Government's aim to move more freight by train.

Tilbury Container Services has suggested that it is interested in bringing back into operation the rail link from its riverside terminal to link up with the main rail link in Tilbury.

Now, though, the SRA, in drawing up a strategy for rail freight, has identified routes where investment is needed to move freight more swiftly from the country's ports.

A document just published, says for the SRA, the strategy is designed to deliver growth, especially the 80% growth over the period of the Government's 10-year plan, by encouraging modal shift from road to rail.

Achievement of this objective will increase rail's market share from its current 7% to 10%.

A report, Freight Strategy, just published points out that the north London orbital lines - into which the Tilbury freight service is linked - are increasingly congested and are likely to see significant growth through schemes such as East London Line extension.

It points out that by delivering most of the Felixstowe container traffic via Peterborough releases some capacity, but there is still a growing need for freight paths on these routes and therefore capacity work is needed which complements development plans for passenger and freight routes.

There are two proposals of which one or a combination of elements, will be required:

- Upgrade of the Willesden-Gospel Oak-Barking route as an alternative to the North London Line. This upgrade includes electrification, provision of chords at Harringay and South Tottenham to facilitate access to the route, and gauge and route availability enhancements, including Hampstead Tunnel.

- Upgrade North London Line to provide additional capacity through resignalling and some four tracking and to enhance gauge to W12, speed and route availability.

However, it is considered that these proposals will yield fewer capacity benefits than the Gospel Oak to Barking upgrade.

It is noted that some freight will continue to need routing on the North London Line even with an upgraded

Gospel Oak to Barking route.

- Gauge clearance to join North Thames Estuary ports and terminals to North West via these routes.

In the longer term, the report says that with continued growth, the routes through London will become constrained and a range of options needs to be investigated, including the merits of a new East London river crossing, or development of new orbital routes in conjunction with new north-south proposals.

The report also draws attention to the benefits of companies applying for Freight Facilities Grants - which have been available since 1974.

These are paid in respect of the environmental benefits generated by switching freight from road to rail.

The SRA says it is committed to helping to move container traffic from the deep sea ports by rail rather than by road.

The report says that work is already underway to define and cost the provision of a 9'6" loading gauge (W12) to link the ports of Felixstowe and Southampton to the core freight network and once this is done the SRA will be in a position to draw up a firm timetable for this work to be undertaken.

Gauge work to connect Tibury and Thamesport will follow.

The report makes the point: "New investment in port terminals should seek to reduce or eliminate the cost differential between loading to rail and loading to road for inland distribution.

"It is important to remember that substantial quantities of bulk cargoes such as coal, minerals, timber, paper, steel, foodstuffs and cars enter the UK through our ports and that these provide substantial opportunities for conversion from road to rail."

(Port of London)

Reykjavik: Worth telling the world about

IN this new century, the Port of Reykjavik - with the support and co-operation of the capital's cruise and shipping related private interests - has redoubled its efforts on the cruise front.

Encouraged by rising passenger flows and enthusiasm for the Reykjavik port of call and for Iceland in general, marketing programmes have been stepped up.

The port is represented in multi-port initiatives such as Cruise Europe -

where it is an active participant - and, of course, in the annual cruise ship conference and exhibition in Miami.

Here, the port and its partners will have an opportunity to showcase their success in attracting a growing number of cruise passengers to Reykjavik - either as a destination in itself or as a turnaround port, close to the airport - and to Iceland in general.

These passengers form a growing percentage of the 300,000 people who visit Iceland each year, accounting for some 14 per cent of the country's foreign currency earnings and about five per cent of gross domestic product (GDP).

North Atlantic vista

Through the North Atlantic Islands Cruise Projects, Reykjavik has joined with ports in the Faroe Islands, Greenland and elsewhere in Iceland to market a unique area of beautiful



scenery and natural wonders, ideal for adventure and discovery cruises as well as for traditional cruises.

The North Atlantic Islands region offers itineraries from two continents: North America and Europe. It is also an ideal stepping stone when repositioning from the United States to Europe and vice versa.

The region provides a link between the Old World and the New, both historically and for our times.

The sea has provided both a challenge and a comfort to these islands over the centuries and cruising here offers the chance to get closer to the raw power of nature as well as its beauty. The area has delighted many a passenger keen to retrace the route taken by the Vikings who explore the shores of America - Vinland, as it was - a millennium ago, or just to appreciate the continuity of historical links and the great North Atlantic themes around which cruises have been devised.

globally. As of March 31, 2001, ProLogis owned, managed or had under development a total of 196.9 million square feet (18.3 million m²) of distribution facilities, in 98 global markets.

Tarragona: Hosts first intermodal logistics symposium

AST 16, 17 and 18 May, the Port of Tarragona played host to the First Intermodal Logistics Symposium.

During the three days of the symposium, 250 persons - including representatives from the Administration, shippers, port operators, users, hauliers and logistical operators - participated and discussed the future of the Port of Tarragona in terms of intermodal transport.

The symposium, which was organized by the Agrupacion para la Promocion del Puerto de Tarragona (APPORTT, or Grouping for the Promotion of the Port of Tarragona), will be held on a biannual basis and will be aimed at gathering people who have both direct and indirect interests in ports in general, and who see the Port of Tarragona as a first-rate logistical point on the Mediterranean.

During the Symposium such important issues like intermodality and infrastructures were discussed, as well as international trade, the prospects for evolution of traffic in the Mediterranean, new technologies applied to logistics and short sea shipping, all presented by reputed national and international experts.

Some of the main conclusions of the Symposium included the importance of transportation infrastructures, particularly railroads: the train as a guarantee for competitiveness. It was announced that the 2003 CIM would be held in La Canonja. An analysis of Spanish port costs was made, in order for them to strive to be more competitive than other European ports. Requests were also made at the Symposium for substantial improvements in infrastructures in the <sun belt>, the area with the world's highest growth rate. And special emphasis was given to the fact that European port costs are lower and more competitive than Spanish port costs, and it was agreed to ask the European Commission to study the need for compensations in order to enhance maritime competitiveness through bureaucratic liberalization.

(PORTNEWSPAPER)

Rotterdam: ProLogis announces lease with Danzas for two facilities in the Netherlands

PROLOGIS (NYSE:PLD), a leading global provider of distribution services and facilities, has signed a 10-year lease with Danzas Solutions Benelux for two facilities totaling 446,500 s.f. (41,282 m²) at Maasvlakte Distribution Center. Danzas, part of the Deutsche Post Group, is the largest logistics service provider in the world, will serve a printer manufacturer from this park beginning August 1, 2001.

Maasvlakte Distribution Center is located in the Heart of the Port of Rotterdam, offering direct access to all modes of transport - air, water, rail, and road. In addition it is the first port of call for many shipping lines crossing the Atlantic and is within 48 hours of all major European trade and industrial centers, allowing for significant efficiencies within the supply chain.

According to Willem Mes, director of operations at Danzas Solutions Benelux/UK, "Our client's European storage and shipment is concentrated in the Port of Rotterdam. ProLogis had space available right where we wanted to be, and because we already lease from ProLogis in several other locations,

we knew that they were the right choice to provide us with the facilities we needed."

Bert Angel, First Vice President at ProLogis added, "This is our 10th lease with Danzas and the Deutsche Post Group bringing their total space leased from ProLogis to over 1.1 million s.f. (102,000m²) in The Netherlands, France, Poland and the U.S. - underlining our commitment to build strong relationships with the top users of distribution space to meet their multi-market needs."

About ProLogis

ProLogis is a leading global provider of integrated distribution facilities and services, with 1,700 distribution facilities owned, operating and under development throughout North America and Europe. ProLogis has built the industry's first and only global network of distribution facilities with the primary objective to build shareholder value by becoming the leading provider of distribution services. The company expects to achieve this objective through the ProLogis Operating System™ and its commitment to be 'The Global Distribution Solution' by providing exceptional corporate distribution services and facilities to meet customer expansion and reconfiguration needs

Asia/Oceania

Auckland: Strong Operating Performance, Increased Final Dividend and Capital Structure Review

PORTS of Auckland has delivered a strong operating performance in its latest financial year, with a 3% increase in after-tax profit to \$44.3 million on revenues of \$149.5 million.

Releasing the Company's annual results today, Chairman Mr Neville Darrow announced that Directors have agreed on a change in dividend policy and are reviewing the Company's capital structure. He said a special payment to shareholders is likely in October 2001 following the review of the Company's capital structure.



Directors have declared an increased final dividend of 12 cents per share, up from 9 cents last year.

Operating performance

Mr Darrow said that Ports of Auckland continued to perform strongly in the 2000-01 financial year. The net surplus before taxation rose 5%, from \$60.7 million to \$63.7 million. The Company provided for \$19.5 million in taxation, giving a net surplus after tax of \$44.3 million, a 3% increase on 1999-00.

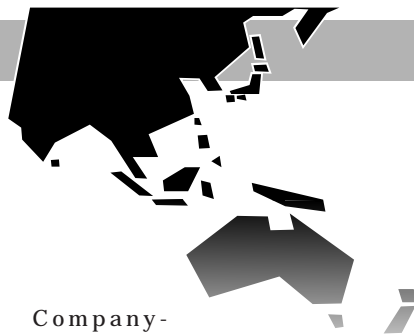
The year was marked by solid growth in the core business of cargo handling. Container volumes increased by 42,000 to 567,000 TEUs (20-foot equivalent units), an 8% rise.

"Port Operations, which covers all cargo and container activities and marine services, represents the bulk of the Company's activities. Earnings before interest and taxation (EBIT) in Port Operations improved 2% from \$54.4 million to \$55.3 million. Including a one-off gain of \$2.8 million, EBIT rose 12% to \$58.1 million.

"Revenue in Port Operations increased 1% from \$135.6 million to \$137.5 million."

As expected, revenues from the Port Property segment, which includes marinas, were down. In 1999-00, marina revenues were boosted by America's Cup activity.

With lower income from marina rentals and berth sales this year, Property revenue was down from \$19.3 million to \$12.7 million.



Company-wide revenue was \$149.5 million compared with \$154.2 million in 1999-00 because of the lower marina income. Company-wide operating expenditure was reduced from \$91 million to \$88.6 million this year, a reduction of 3%.

In a new marketing initiative, Chief Executive Mr Geoff Vazey said that Ports of Auckland plans to open a number of micro ports around the Auckland region to take its services directly to key import and export customers. The move is designed to demonstrate the Company's commitment to service importers and exporters from the region



and to consolidate business within the immediate Auckland region.

"The micro ports will provide importers and exporters with a cost-effective and timely service. They will bring the port right to their door."

The first of the sites, which will be either in south Auckland or east Tamaki, will be operating by the end of the year. The establishment of other, strategically located sites will follow. A micro port is a depot that receives containers trucked from exporters in the immediate area and also delivers import containers to trucks for a short hop to local importers' premises.

"Containers delivered to or picked up from the micro port site can be considered as being delivered to or from the port itself. Axis Intermodal's information systems will handle the database at the gate at the micro port site.

"Ports of Auckland will shuttle containers between the port and the micro site at night, avoiding road congestion. The benefits will include convenience for cargo owners, fewer trucks on city roads during peak traffic times and an increase in Ports of Auckland's capacity by using less expensive land than at the waterfront location.

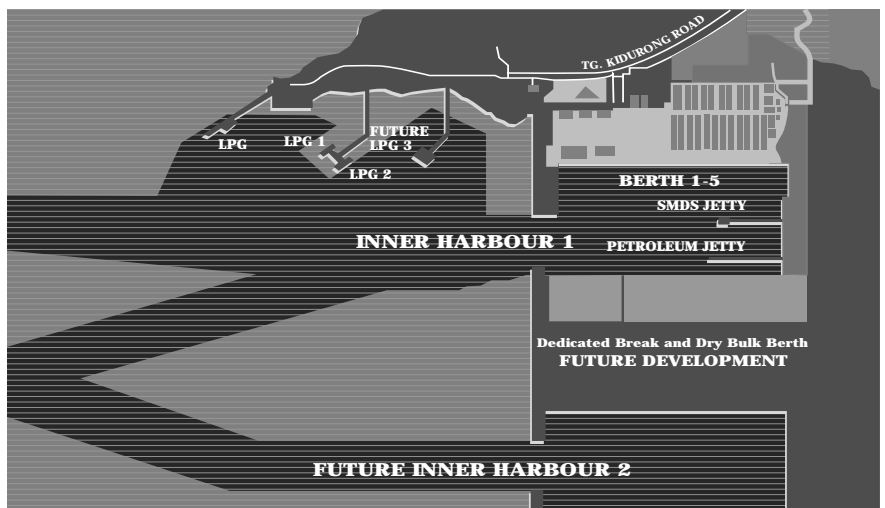
Bintulu: The Pearl of Southeast Asia

BINTULU PORT, one of the most modern and efficient multipurpose ports in South East Asia commenced its operations on 1st January 1983. The port is strategically located along the busy sealanes between the Far East and Europe on

latitude 03 degree 16' N longitude 113 degree 04' on the North East coast of Sarawak, Malaysia. In over just a decade it has demonstrated its ability to play an increasingly important role in Malaysia's external trade.

The port covers an area of 320 hectares and serves a fast-expanding hinterland that includes the vast economic region under the Bintulu Development

Bintulu Port Layout Plan



Authority, in central Sarawak, as well as the outlying regions in the resource-rich state of Sarawak and neighbouring states.

It is the only export gateway for Malaysia's biggest export earner - liquefied natural gas (LNG) produced from the Central Luconia field, off the Bintulu coast. In addition, it handles a growing volume of a variety of general cargo, liquid and dry bulk and containerised cargoes.

The port is well-equipped with dedicated berths and state-of-the-art facilities to handle a variety of cargo and ships effectively. A wide range of cargo handling equipment and ancillary facilities to meet the expanding and demanding requirements of the trade at the port are also available.

An important feature which few ports provide and which Bintulu Port possesses is the Vessel Traffic Surveillance System (VTS) crucial in monitoring, controlling and navigating vessels safely in the port water limits.

Since the commencement of its operation on January 1, 1983 the Port has enhanced its operational capabilities considerably to provide greater capacity and capability to meet the needs of the port users. The latest addition to the current facilities is a new dedicated container terminal with a total quay length of 450 metres.

The container terminal is equipped with the latest and most modern port equipment and other supporting facilities similar to those available at other world class ports globally.

Brisbane: Port of Brisbane Corp. attracts another industrial support services group

OVER four hectares of the Port of Brisbane Corporation's Whyte Island Estate have been earmarked for the development of a 15,000 square metre warehouse to be leased by United Transport Services, a subsidiary of global support services group Brambles Industries Limited. This area constitutes 19.5% of the total available land at the newly launched Estate.

Making the announcement today, Chief Executive Officer of the Port of Brisbane Corporation, Graham Mulligan, said United, headquartered in Melbourne, was considered Australia's leader in the provision of



integrated transport and logistics services to the chemical industry.

He said that construction of the facility would commence in January 2002, with United expected to start operating from the site in November 2002.

"The ten-year lease has two five-year options and, to provide for expected future expansion, encompasses a further 2.8 hectares capable of hosting an additional 14,000 square metre warehouse," Mr Mulligan said.

Mr Mulligan said the Corporation would build the warehouse shell, with United responsible for its specialised fit-out.

"The port region is one of very few locations in Brisbane capable of hosting an operation of the size and type envisaged by United; a factor which has played a significant role in our ability to attract other major tenants."

Hakata: IT System for Box Cargoes Simplifies Delivery Process

HAKATA Port has set in motion the Hakata Port Container Cargo IT System (HiTS for short), which has been developed jointly by the public and private sectors, in order to ensure the smooth handling of fast-swelling container cargo volumes.

The total volume of international container cargoes handled by Hakata Port witnessed a steep increase of 16 percent in 2000, exceeding the 500,000-TEU mark for the first time. Meanwhile, an increasing number of container liner services have incorporated Hakata as a port of call; the frequency of international container services to Hakata had reached 160 sailings per month on 30 routes as of June 1, 2001.

Back in 1997, Hakata Port formed the Council for Building Easy-to-Use Hakata Port, a joint body of the public and private sectors, with a view to becoming a major hub port for Asia.

Since that time, the council has implemented a series of measures aimed at reinforcing port functions and enhancing the efficiency of its facilities.

Among these measures are cargo handling for vessels on a 365-day, 24-hour basis (implemented in October 1997), the opening of terminal gates during the noon recess (as of July 1998), a 30 percent cut in port-entry fees for oceangoing liners (since April 1999), the reduction of gantry crane fees for transshipment cargoes (¥1,200 per container; since April 1999) and keeping container

terminal gates open for an additional hour (implemented temporarily between July 2000 and February 2001).

Nevertheless, the growth of cargo volumes outpaced the implementation of these and other measures for higher work efficiency. This inevitably brought about an increase in the number of chassis for carrying cargoes into the container terminals. As a result, the many chassis waiting to be used to carry cargoes into/out of terminals began to interfere with traffic on nearby roads. During peak hours, road congestion became so serious that chassis arriving in the vicinity of terminals were forced to wait for as long as two or three hours before they could be attended to.

The aforementioned joint public/private council investigated congestion-causing factors other than the growth of cargo volumes, and uncovered the following four artificial factors:

1. When imported shipments were delivered out, trucks were rushing to the terminals to pick them up, even when said trucks had yet to confirm whether or not they were cleared to do so. Dispatching chassis under such circumstances generated long lines of trucks waiting to exit the terminal gates.

2. Because it was not known beforehand exactly when imported cargo could be taken delivery of, arranging containers for pick up at the container yards was rather time consuming.

3. Because container cargo carriage into/out of the terminals was basically a one-way transport operation (i.e. no cargo is carried on return trip), the number of trailers entering/leaving terminals increased while transport efficiency deteriorated.

4. A significant number of chassis were converging in the late afternoon (right before the terminal gates closed) due to the practice of distributing cargo the first thing the following morning.

These factors were found to be related under a common theme - that information was not being shared among terminal users. To eliminate this operational defect, the quarters concerned undertook a series of consultations and set out to build a new system for sharing information - HiTS.

HiTS has two functions - handling inquiries about cargo carriage out of the terminals (since Nov. 1, 2000) and advance booking of cargo carriage into/out of terminals (as of Mar. 1, 2001). An additional function - trailer allocation - is now under development.

HiTS can ensure smooth cargo carriage into/out of container terminals,



Kashii Park Port Container Terminal

which in turn makes for the unobstructed distribution of international container cargoes.

Moreover, this system provides an advance booking service via the Internet as it concerns cargo carriage into/out of terminals, making it possible to temporarily hold cargoes at facilities outside the terminals. This frees cargo transport activities from being tied to terminal gate hours.

Furthermore, inquiries about cargo carriage out of the terminals can be made by mobile phones – a convenience for transport operators in distant places as well as small-scale businesses.

Inquiries Concerning Carriage of Cargoes Out of Terminals

Receipt of information via this service is free of charge and accessible by anyone.

Information can be obtained beforehand in regard to procedures for gaining permission to carry imported container cargoes out of the terminals (such as Customs clearance, storage site, free time and the permissible date of transport). This ensures smooth processing at container terminal gates.

Such inquiries can be made by either personal computer (via the Internet) or mobile phone. Desired information can be easily obtained by inputting the container number (only the last four figures in the case of mobile phones) or the B/L number.

At present, more than 2,000 inquiries are received daily by this service, which has contributed to eliminating congestion due to chassis waiting for processing at container terminal gates, and thereby enhancing the efficiency of the outbound transport process and ensuring smooth traffic flows.

Advance Booking For Carriage Into/Out of Terminals

Users are charged a fee for this service. IDs and passwords for access are provided only to transport operators which have registered in advance.

Under this system, a shuttle service exclusively for cargo transport is operated between the Kashii Park Port Container Terminal and the adjacent stockyard.

An advance booking service available via the Internet is being provided for cargoes hauled by this shuttle service.

Users have only to bring containers for carriage into the terminal (in the case of exports) or chassis for cargo carriage out of the terminal (in the case of imports) to the stockyard prior to the

start of the shuttle's operational time frame.

These containers/chassis will have been registered with the advance booking center. This spares the operator from having to line up at the terminal gate for cargo carriage into/out of the terminal.

Moreover, since cargo carriage into/out of the terminal is not affected by gate hours, just-in-time transport – where service is tailored to shipper/consignee needs – is made possible.

It should be pointed out that this advance booking service also enables systematic operation at the container terminal, which contributes to enhancing the processing capacity of the facilities involved, such as the storage efficiency of the container yard, and raising the turnover of chassis for the inland transport of cargo.

As a result of the above development, physical distribution can be facilitated.

In addition to the development of these service systems, Hakata Port is pushing ahead with the expansion of port facilities as typified by the ongoing construction of the Island City Container Terminal, which will enter operation in 2003.

Therefore, it should be abundantly clear that the Port of Hakata is making significant progress in its ongoing effort to reinforce its container handling functions as they concern the dual aspects of software and hardware.

(Shipping and Trade News)

HKSAR: Regional training course strengthens HKSAR and IMO links

THE pioneer Asia-Pacific Marine Accident Investigation Training Course started on May 7 in Hong Kong has helped to strengthen the links between the HKSAR Government and the International Maritime Organization

(IMO).

The very successful two-week course served to further enhance the working relationship between the SAR and the IMO for the delivery of technical assistance activities in the Asia Pacific region.

Jointly organized by the Marine Department and the IMO, the course was attended by 24 maritime accident



Guests pose with Director of Marine Tsui Shung-yiu (fourth from left), lecturers and trainees at the welcome reception of the Asia-Pacific Marine Accident Investigation Training Course.

investigators from 18 countries and territories including HKSAR.

"Officials from both developed and developing countries benefitted from the course conducted by several experts in the field," said Hong Kong Marine Department Principal Surveyor S.K. Anand.

The help rendered by the Australian Transport Safety Bureau's Deputy Director Surface Safety, Captain C W Filor, in running the course was crucial for the success of the course. Captain Filor is the current chairman of the Marine Accident Investigators' International Forum and is highly respected in the international shipping community as one of the best experts in marine accident investigations.

Amongst other activities the course included field visits to the Marine Department's Vessel Traffic Centre, Maritime Rescue Coordination Centre and a harbour tour.

About 40 guests from the shipping community, including Ms Xiang Yang, Technical Officer of the IMO's Technology & TC Implementation Maritime Safety Division, joined a welcome reception for the course participants at the Mariners' Club in Tsimshatsui held on May 7.

Director of Marine Tsui Shung-yiu, who spoke at the function hoped this course would become an annual event in Hong Kong with the cooperation of the IMO.

Hong Kong hosted this course under a Memorandum of Understanding (MOU) on Maritime Technical Cooperation signed by IMO Secretary-General William O'Neil and the former Secretary for Economic Services Stephen Ip in March last year.

(HONG KONG MARITIME NEWS)

Inchon: Phase 1 construction begins at new container port

PHASE 1 construction began last month on a new container port at the Port of Incheon in South Korea.

The Incheon South Port Container Terminal is being developed as a joint venture between the PSA (Port of Singapore Authority) Corporation and Samsung Corporation with the objective of establishing a major gateway to the South Korean hinterland.

Phase 1 entails the building of 300 meters of berth length and various support facilities.

When fully operational, Incheon Container Terminal will be served by three deep-sea berths with a total quay length of about 900 meters and the ability to handle vessel drafts of up to 12.5 meters. Throughput capacity will be 1.2 million TEUs annually. Together, PSA Corporation and Samsung intend to invest more than US\$200 million in the project.

(AAPA ADVISORY)

Jurong: Yeo Cheow Tong, Minister for Communications and IT, visits Jurong Port

The Hon. Mr Yeo Cheow Tong, Minister for Communications and Information Technology Singapore, visited Jurong Port on August 6, 2001. He was hosted to a tour of the various facilities in Jurong Port and observed the developments of the new container handling facilities.

Minister Yeo was received by Mr Barry Desker, Jurong Port Chairman; Mr Matthew Chan, Jurong Port Chief Executive Officer; and Mr Fong Yue Kwong, Jurong Port President.

Mr Desker says, "Jurong Port is happy to welcome Minister Yeo, who has made time for us despite his tight schedules. The visit is aptly-timed. Jurong Port was corporatized in January this year and its container handling facilities have just started operations in June. We hope that the Minister will visit us regularly to stay abreast of the rapid developments in Jurong Port. Jurong Port will make every effort to live up to its reputation of being

Singapore's premier multi-purpose port."

Minister said following the tour, "The visit has given me a good overview of Jurong Port's operations. Jurong Port is developing well as a multipurpose port. Corporatisation of JP early this year has enhanced staff enthusiasm and team spirit, and this should result in an even higher level of service to its customers. This will further strengthen Singapore's role as a premier maritime and logistics hub."

Mr Chan says, "We shall continue our efforts to further improve and live up to the expectations of the shipping community. We look forward to receiving the Minister's continued support."

Mr Fong remarks, "Over the past years, Jurong Port has indeed expanded with the assistance and guidance of the Maritime & Port Authority of Singapore, which is under the purview of the Ministry of Communications and Information Technology."

Paradip: A big day for the Port

A state-of-the-art bulk handling facility capable of handling 20 million tonnes per annum of thermal coal was made ready at Paradip and was commissioned and dedicated to the Nation on 11th September, 2001. Shri Arun Jaitley, Hon'ble Minister for Surface Transport, Shri Navin Patnaik, Hon'ble Chief



Minister Yeo Cheow Tong (Third from left), Barry Desker, Jurong Port Chairman (Third from right), Matthew Chan, Jurong Port CEO (Second from left), Fong Yue Kwong, Jurong Port President (Fourth from right)

Minister of Orissa and Shri Hukumdeo Narayan Yadav, Hon'ble Minister of State for Shipping graced the occasion.

This is the first plant of its kind in India where cargo can be unloaded from a moving train and loaded directly to a ship. The cargo can also be diverted to the stack yard which has the capacity of storing 6.5 lakh tonnes. The stacking is done through 4000/per hour capacity stackers. The coal so stacked can be reclaimed through two reclaimers of equal capacity and loaded to a ship. There are two independent streams for loading through two ship loaders each with a capacity of 4000 T/hour. Ship loaders with 38 meter long booms are attached with a swiveling chute which makes the cargo reach every nook and corner of the ship's hold. The ship loaders are mounted on 14 meter deep berths where simultaneous loading of two ships can go on at the rate of 4000 MT/Ph yielding a total capacity of 20 million tonnes per annum. Vessels of size 65,000 DWT can now be loaded on these berths and after some additional dredging in channel vessels up to 90,000 DWT can also be loaded.

Spread over more than two hundred acres the mechanized facility starts with the railway system which consists of 20 kilometers of 60 Kg rail track which covers the plant area in a loop like manner. Popularly known as the merry-go-round system it enable a train to leave the plant through a different route from the one it came from making room for another train to take over the operational area. The train has to have BOBR wagons which open at the bottom so that the coal discharged by the wagons directly fall into the underground hoppers (four in each of the two tracks) from where the coal moves onto the transfer tower. The control system at the transfer tower regulates the ultimate destination of the coal depending on whether the coal has to be loaded on to the ship in which case it goes to the assigned berth or it has to be stored in one of the stack yards in which case it is directed to the assigned stack yard. The stackers do the job of stacking the coal neatly until it is required to be reclaimed by one of the two reclaimers for further loading. The reclaimers have also the flexibility of moving the coal from one stack yard to another in case there is need of adding to the quantity or blending one grade with another. There are two surge bins on the way to the ship loaders to maintain continuity of flow by way of using the reserve quantity stored in each of them. The

ship loaders do the final job of lading the cargo on to the ship through its 38 m long loading boom equipped with a swiveling chute which makes the cargo reach every nook and corner of the ships hold.

Throughout the 9 kilometers of conveyor length there is an elaborate sprinkling system to prevent the dust from spreading into the air as well as to keep the heat below combustion level. An efficient fire fighting system also covers the entire facility. The Paradip Port is developing a green belt all around the plant.

With the commissioning of this plant, Paradip Port has the largest Coal Handling Facility in India.

PSA: DBHR and iPlanet Establish E-Commerce Competency in China

SINGAPORE, August 7, 2001 - iPlanet™ E-Commerce Solutions, a Sun-Netscape Alliance, and PSA Corporation's wholly owned China subsidiary, Dalian BHR Consultancy Services (DBHR), today signed a memorandum of understanding to establish a state-of-the-art e-commerce competency center in Dalian, China. The two companies will pool technology, expertise and resources to develop advanced e-commerce solutions for China's port and shipping community. The center, to be called DBHR-iPlanet E-Commerce Competency Center, is expected to be in operation by the end of this year.

iPlanet will supply DBHR with a range of e-commerce development software, including the iPlanet Application Server, Web Server, Portal Server and Market Maker, while DBHR will pool staff in Dalian to be trained on iPlanet's solutions. iPlanet's engineers will provide technical training in China, as part of the technology transfer.

Dr. Stuart C. Wells, Senior Vice President, iPlanet Product Development, said, "This is another step forward in iPlanet's partnership with PSA. We're melding the best business practices of Singapore, the tremendous growth potential of China and the e-commerce expertise from the U.S. in order to enhance China's port community network. We are honored to collaborate with PSA to further its e-commerce strategy."

Mr. Robert Yap, Executive Vice President (Information Technology), PSA Corporation, and Managing Director, Portnet.com Pte Ltd, said,

"This agreement will further increase our competitiveness, as well as the efficiency and productivity of the container transshipment market in China. It is our vision to transform one of the most complex industries into one of the most efficient. We'll do this by developing a highly customizable collaborative platform that meets the diverse needs of each customer, while integrating the traditional workflows and processes."

Portnet.com Pte Ltd, a fully owned subsidiary of PSA Corporation, signed a joint venture agreement with the Port of Dalian Authority (PDA) and Dalian Container Terminal (DCT) in August 2000 to form Dalian Portnet. The agreement paved the way for the implementation of PORTNET® in Dalian, following its success in Singapore.

Sydney: Imports down but rising export trade delivers year on year growth

DESPIITE a low Australian dollar and the effects of a global downturn filtering into the Australian economy, Sydney Ports end of year trade was 24.6 million mass tonnes (up by 200,000 tonnes from the previous financial year), and worth more than \$40 billion. This result stemmed from a strong exporting performance of containers, general cargo, bulk chemicals and gas.

Total export trade through Sydney's ports had increased by 5.1 per cent while total import trade had dropped off by 0.4 per cent on the previous year.

As anticipated total container trade fell by 2.7 per cent from 1,016,000 TEUs to 989,000 TEUs during the Olympics year. This followed a 15 per cent growth rate in 1999/2000 and a 10 per cent growth in 1998/99.

Sydney Ports Chief Executive Officer, Greg Martin, said that despite the 2000/01 container trade result, Sydney Ports had still exceeded over the last three years its long term growth trend of six to seven per cent average per annum.

"Containerised exports, including rural exports of meat, wheat and wine, performed well recording a 3.6 per cent increase on the previous year, totalling 306,081 TEUs," he said.

"Containerised cotton exports were up by 27 per cent, beverages (predominantly wine) were up by 24.4 per cent,



meat exports up by 13.5 per cent, manufactured exports were up by 86.8 per cent and animal food containerised exports grew by 10.3 per cent.

"Exports of cereals in containers through Sydney's ports grew by 24.5 per cent over last year, mainly to the markets of Vietnam and New Zealand, with containerised wheat exports growing by 250 per cent over the past year.

"Shipment of wheat in containers has allowed exporters to meet niche marketing opportunities, such as the export of durum wheat to Italy for pasta making. It has also opened market opportunities in countries, which do not have the infrastructure to support large volumes from bulk vessels."

The top four export markets for Sydney's full containers are New Zealand (43,196 TEUs), Japan (34,407 TEUs), China (32,124), and the US (24,458 TEUs).

Mr Martin said containerised imports for 2000/2001 were down by 5.5 per cent, totalling 491,727 TEUs, principally due to the low Aussie dollar and with some cargo lost to other ports during the September/October Olympic months.

"However, some containerised manufactured imports showed a 27.6 per cent growth over last year, with food preparations and beverages recording 22.5 and 27.7 per cent growth respectively," he said.

"Consistent with past trends, the main source of containerised imports into Sydney was from China, followed by the United States, New Zealand and Singapore," he said.

Non-containerised trade continued to show steady growth with bulk liquids

cargo recording 12.6 million mass tonnes, a growth of 6.5 per cent on the previous year and motor vehicles imports were up by 3 per cent (238,449 mass tonnes).

Mr Martin added that since Elgas Sydney LPG Cavern was commissioned at Port Botany in early 2000, it had recently become a source of exports with stored import products now being distributed from the Sydney cavern to destinations around the Australian coastline.

"With container throughput expected to more than double by the year 2020 to around to 2.5 million TEUs through Sydney's ports, the future challenge will be to strengthen the transport logistics chain between land and port and further the development of current port facilities," Mr Martin said.

Sydney: Catering for a rise in meat export

IMPROVED efficiency in the movement of export containers by rail has ensured an 11.6 per cent increase in meat exports through Sydney's ports.

Attending the Australian Meat Council Conference in Queensland, Sydney Ports' Senior Trade Development Manager, Mr Phil Rosser, said that with ships sailing almost daily from Sydney to Japan and Korea and every second day to North America, Sydney Ports was well placed to meet the increased demand for Australian beef exports.

"In addition, the ports increased

capacity to efficiently move containers by rail, sufficient reefer container storage at Botany terminals, and natural deepwater channels to cater for the larger vessels, has ensured Sydney Ports recording a 29.7 per cent increase in beef exports to the US/Canada.

"As Port Botany is one of the major sea trade links in Australia, Sydney Ports objective is to ensure the port is well placed to meet the trade demands of the future, and that the use of rail is maximised as the container trade grows".

"Exports of chilled and frozen meat by container are heavily reliant on the logistics chain to get the export accredited product from the abattoir to the Port".

"Therefore, by working with exporters, stevedores, rail operators and transport companies, one of Sydney Ports key business objectives is to improve the land transport system with a greater emphasis on the use of rail transport.

"By further developing and streamlining the logistics chain and improving on the current infrastructure serving the ports of Sydney and Botany we can ensure meat and other commodity shippers can meet market demands and continue to increase the exports through Sydney's ports," said Mr Rosser.

In the 12 months July 2000 - June 2001, shipments of meat through Sydney Ports totalled 267,883 tonnes shipped weight, 11.6 per cent higher than the volume for the previous year.

Almost 50 per cent of Australian meat exports shipped through Sydney Ports is destined for the US/Canada market.

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)

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