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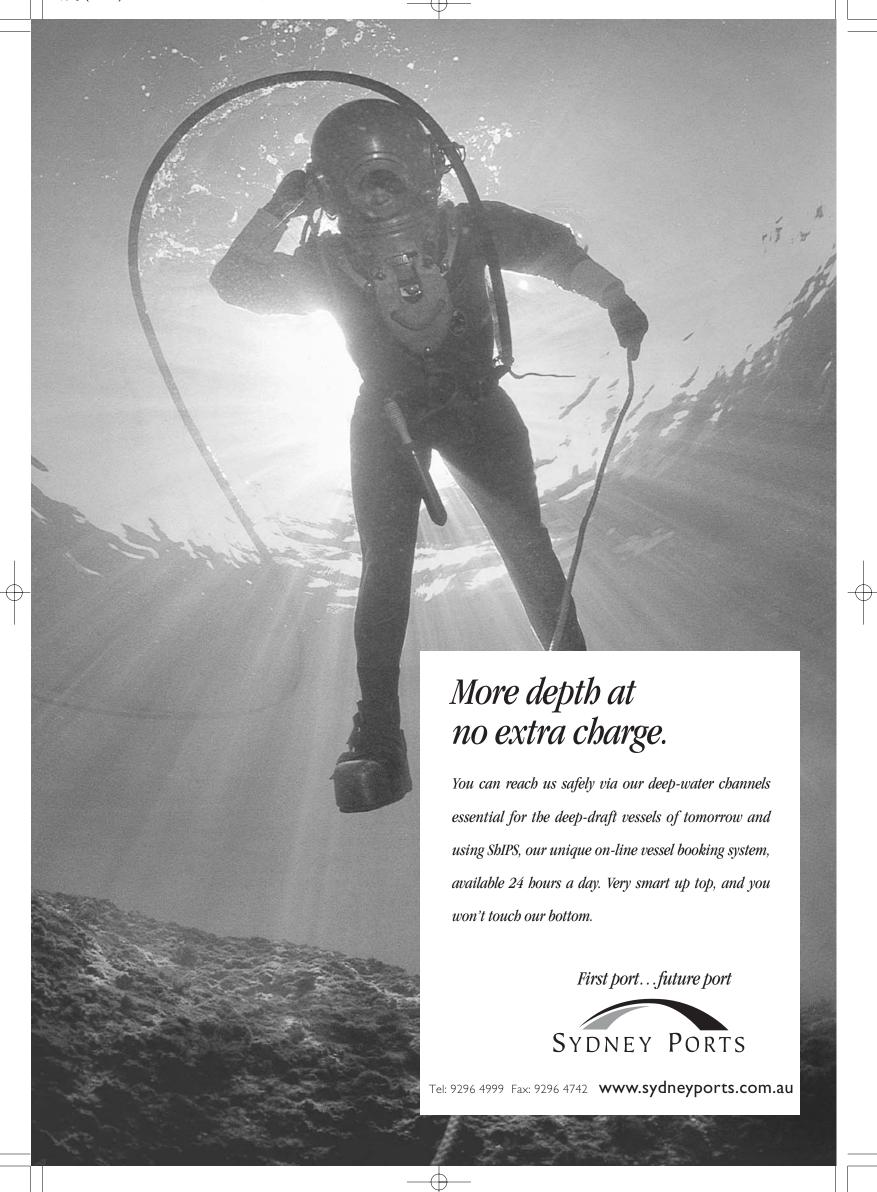


HE Port of Vancouver is Canada's principal gateway for trade with Pacific Rim countries, and is a major generator of jobs and value for the Canadian economy. Canadian trade with more than 100 nations worldwide is facilitated through the Port of Vancouver.

Canada Place is the Government of

Canada's landmark investment in British Columbia and has become the focal point for BC's thriving tourist and international trade sectors and a meeting place for all Canadians.

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N November 7 this year, the International Association of Ports and Harbors marks its 46th Anniversary since being established in 1955. For nearly half a century, the IAPH has worked, with strong solidarity among its members, under the fundamental concept of "World Peace through World Trade, World Trade through World Ports."

Most unfortunately and sadly, however, the underlying theme of our Association, world peace, was seriously challenged on September

II this year, when the world met with an unprecedented tragedy in the terrorist attacks that devastated New York's World Trade Center, which also housed the office of the Port Authority of New York and New Jersey, a long-time active member of our Association.

While expressing our deepest condolences and sympathies to the families and friends of our dear colleagues at the Port Authority of New York and New Jersey who suffered from the tragedy, we also admire the resolute courage of the bereaved staff at the Port Authority, which brought the port operations back to normal in a very short time after the attacks. It is indeed worthy of the highest commendation. Fully aware that the transport sector plays a vital role in people's lives, they worked around the clock with what must have been very heavy hearts to carry out their duties.

The members of the IAPH have always believed, just as our courageous colleagues in New York do, that trade is ultimately one of the most constructive ways to maintain and enhance the harmonious development of the world, and we take pride in being involved in a port community that supports the healthy growth of the world maritime transport industry. The fundamental theme of the IAPH, "World Peace through World Trade, World Trade through World Ports" has never at any time in the past had such significance as it does today. We, as the world ports association, vow that this mission will remain unchanged for the future, and will strive continuously for its fulfillment.

While steadfastly fostering this perpetual and unchanging theme, the IAPH has always transformed itself to meet the changing needs of different times, and will continue to do so in the future. As we approach a history of half a century, I would like to take this opportunity as the 24th President of our Association to express my heartfelt respect and appreciation to our founders and predecessors for their dedicated efforts to make the IAPH what it is today: these efforts have helped the world port industry develop to the extent we now enjoy. By squarely addressing various issues that have emerged in the field of maritime transport and ensuring that the IAPH has been able to meet the resultant needs of our members at different times, the Association has over the course of time played an important role in the maritime community. Equally important are the devoted

Commemorating the Anniversary of IAPH



Dr. Akio Someya President, IAPH

contributions of our members today to further improving the Association and making it an even more meaningful and relevant organization in this new century. I here again would like to express my deepest thanks.

As we are all aware, the world maritime industry has evolved dramatically in terms of shipping and trade patterns over the past few decades, and this has inevitably required ports to constantly remain on top of newly-arising trends. No one could have imagined 46 years ago, for example, that container shipping would ever play such a great role as it does today, and that ships carrying these containers would grow to their current size. Forty-six years ago, the importance of environmental concerns was not always given the attention it is today when establishing port development projects and introducing new innovations in shipping. Also over this time, port administration systems themselves have developed into the many forms we see today, with dramatic increases in the level of participation of the private sector in port management and operation, aimed at upgrading efficiency and lowering the costs rne by customers

With this in mind, one may easily imagine equally unforeseeable changes in the coming decades as well. During this period, the IAPH, as always, will be encouraging and assisting our members to think ahead of coming changes, not just keep abreast of them. It is just this role that will guarantee the viability of the Association in the coming decades; however, this is a role that will not be possible for us to fulfill without the continued contributions and cooperation from our members them-

selves

In today's global maritime industry, competition among ports has become remarkably intense, especially with the prevailing trend for giant container ships to call only at a selected number of ports, with the others being served by smaller feeder vessels. This has inevitably led on one hand to increasing gaps between large and small ports, while on the other it has also led to calls for even stronger cooperative ties among different ports. In this time of intense

competition, many ports have found it more important than ever to collaborate with one another for tangible mutual benefits, in order to survive in the current market. This is illustrated in the many new patterns of port affiliations seen among ports in various countries, which have become more strategically marketing-oriented in comparison with the merely friendly affiliations common in the past.

It is also worth noting that growing concerns for the environment have led ports in every part of the world to take appropriate measures to ensure healthy and sustainable development. Environmental issues, however, cannot be addressed at the individual port level. Rather, they need to be considered on a global scale, as degradation of the environment in one part of the globe can also seriously affect the environment in other areas. This is seen in the cases of ocean contamination and global warming. Thus, ports around the world are now required to make concerted efforts to tackle these crucial issues, and further cooperate with one another to ensure the heritage that we as the world port community can hand down to coming generations. After all, no port can thrive in isolation, protecting only its own interests; the way to stable prosperity lies in mutual cooperation and understanding.

Under such circumstances, the IAPH, as a major world ports association, is expected to play an even more important role, to facilitate such cooperative relations and better serve the interests of the world ports community at large. Through strong collaboration inside the Association, the IAPH enhances the exchange and flow among its members of information that is relevant and necessary for port development, so that they can better cope with the challenges facing ports around the world. With a strong solidarity, the Association also works to protect the interests of ports at large on the international level. By fulfilling these missions, the significance of the IAPH is again demonstrated and acknowledged in this time of increasingly rapid changes.

In order to further expand the already considerable significance of the IAPH in the coming decades, and thus make the world of the 21st century a better place for all, let us continue working together into the future to achieve world peace through world trade, which depends, of course, on the prosperity of world ports themselves.

A brief presentation on WTC and IAPH

In Honor of The World Trade Center New York and Trust in its Revival

World Trade Centers

UR story goes back to New Orleans for its International House, an NPO created in 1943 with the support of the State of Louisiana and its Chambers of Commerce. It is, so to say, a One Stop Trade Service Center for traders and consumers. The motto of the New Orleans International House is "Dedicated to World Peace, Trade and Understanding." (Source: pp. 65, WTC Tokyo Matsumoto file, pp. 196, 1967 Conference Proceedings)

The roles played by the New Orleans IH (International House) and its services have received recognition from various sources. For example, Reader's Digest, in its October 1948 issue, introduced heartwarming episodes concerning the speedy and timely cross-border services provided by the New Orleans IH for the urgent and timely delivery of Seasonal presents to orphanages in a country in Latin America. (Source: pp. 65, WTC Tokyo Matsumoto file)

President Dwight D. Eisenhower commended the facility as follows: "The spirit and program of International House are a splendid example to cities across the country." President John F. Kennedy also praised it, saying: "International House has demonstrated that trade relations must be accompanied by a better understanding of human relations and has done something about it in a practical positive way." (Source: pp.9, WTC Tokyo Matsumoto file).

New Orleans World Trade Center: The New Orleans IH not only contributed to raising the profile of the business community in New Orleans but also to the rise of traffic at the Port of New Orleans. Importantly, the concept of these international facilities spread widely to other cities in the USA and all corners of the world, while the com-

mon name employed for these institutions was "World Trade Center." San

Francisco, Miami, Houston, New York, Melbourne, Australia, and Rome, Italy were the cities which stepped forward to follow New Orleans' lead.

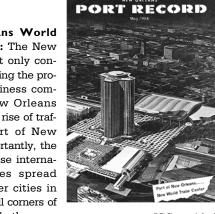
(Ref: Tokyo WTC was initiated in 1964) (Source: pp. 5, WTC Tokyo Matsumoto file)

> In 1963, at the 3rd I A P H Conference in New Orleans (Conference Chairman:

W.J. Amoss Mr. W.J. A moss),

In o s s), IAPH delegates sat with delegates of the then-convening Mississippi Valley World Trade Conference, taking the opportunity to exchange views and ideas. IAPH delegates also heard a presentation by Mr. Harvey Williams, Chairman, Commission on Commercial Policy of the

ICC, entitled "Trade: The Secret Weapon of the Free World." An excerpt of his paper reads:





Delegates and representatives have enjoyed their harbor tour on board "President."

"I should like to talk with you not about the construction and management of ports & harbors but about their function and your responsibilities at a very critical moment in the history of our World. Ports and harbors are the veritable nerve centers of the world trade. Your membership representing 61 major world ports, and others at smaller harbors, are the brains actuating these nerve centers. To them and from them flows the commerce of the World.

"You are at the points where inland and sea-borne commerce meet at the centers of assembly and distribution. The struggle, which is going on in the world today in combination with the strategic location and nature of your own activities, places upon your shoulders responsibilities in two different but related areas. One is to maximize the flow of international trade, having a full understanding of the significance and essential character of commerce to the development and preservation of the Free World. The other is to develop an efficient system of coordinated international door-to-door transportation, operated as a single service, as simple to use, as efficient in operation, and as reliable as the international postal service." (Source: pp. 40, 1963 Conference Proceedings of IAPH)

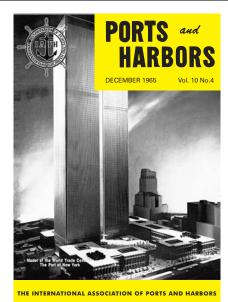
New York World Trade Center: In the meantime. the World Trade Center New York was approaching the final stretch where both its concept and its design were taking realistic



Austin J. Tobin

shape – a shape it would retain until September 11, 2001. Mr. Austin J. Tobin, then Executive Director for the Port of New York Authority, in the December 1965 issue of the IAPH journal "Ports and Harbors" introduced an article entitled "The World Trade Center in the Port of New York" describing in detail the concept for the new facility. The model of the WTC New York was featured on the journal's front-cover.

Notes by the Head Office: Mr. Tobin was the Creator and Mentor of the IAPH Committee on International Port Development and the IAPH International Port Development Technical Assistance Fund (sometimes known as Tobin Fund), which supports the IAPH's Bursary and Award schemes as carried on and out today by the IAPH Human Resources Development Committee. He was elected Honorary Member in 1971.



World Trade Center Association (WTCA)

Well before his leaving the office as IAPH Secretary General in 1967 (a post he had held since 1955 when IAPH was established. He was the architect of IAPH.), Mr. G. Matsumoto, as the Chairman of



Gaku Matsumoto

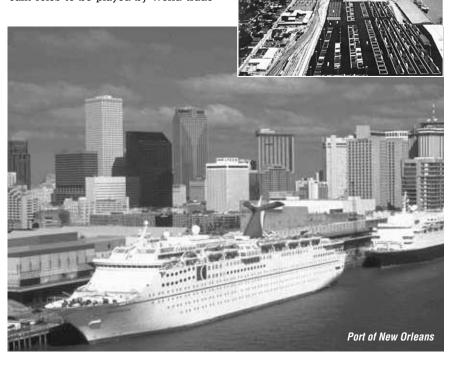
Tokyo World Trade Center, was working hard to strengthen the unity of the World Trade Centers. He stressed the significant roles to be played by world trade centers on the occasion of a press conference at the 4th IAPH Conference in 1965 in London. In 1967, at the 5th IAPH Conference in Tokyo, Hon. T.H. Boggs (Member of the House of Representatives, US; IAPH Honorary Member 1963) in support of organizing a new Association, presented a paper on "Development of Ports and the Role of the World Trade Center." (Source: pp. 194-200, 1967 Conference Proceedings)

In 1968, an international group of supporters of the concept returned to New Orleans and discussed the possibility of establishing a World Trade Center Association. They further met in 1969 in Amsterdam.

Then, in 1970, at the newly created World Trade Center Tokyo, representatives of 28 WTCs covering a total of 8 countries met and established the World Trade Center Association as it is known today and agreed to locate its headquarters in the New York World Trade Center (Mr. Guy Tozzoli as Chairman). Today (as of April 2001), the WTCA embraces 322 World Trade Centers in 95 different countries and economies and is functioning as actively as ever.

(Notes by the Head Office: Our thanks go to World Trade Center Tokyo and the Tokyo Office of the Port of New Orleans for their support and generous offer of materials.)

Port of New Orleans / Donn Young Photograph



The 14th International Symposium on the Transport of Dangerous Goods by Sea an Inland Waterways, ISTDG14

3-5 September 2001-09-19 Johannesburg, South Africa







P.C. van der Kluit

South African Conference Committee under the auspices of IMO and an international advisory committee, in which IAPH was represented, had organized ISTDG14. Conference host was Capt. Brian Watt. Chief Executive Officer of the South African Maritime Safety Authority, SAMSA. Conference Chairman was Mr. Tom Allen from the UK Department of Transport and Chairman of IMO's Marine Safety Committee, MSC. Another prominent participant was the Chairman of IMO's Marine Environment Protection Committee, Mr. Mike Julian from the Australian Maritime Safety

Authority, AMSA.

Mr. Abdullah Omar, South African Minister of Transport, presented the official opening address

His presence underlined the dedication of the South African government in matters related to the safety of transportation and handling of dangerous

In his address he touched on the very essence of the matter when stating that "If the transport infrastructure is the arteries of our economies, then keeping these arteries clean and healthy means sparing no effort to make them safe, reliable and secure."

During the two-day event a number of highly authoritative session chairmen and speakers took the audience through a wide variety of subjects related to the transportation and handling of dangerous goods. Regulatory aspects, bulk cargoes, environment protection, risk assessment, traffic management and logistics were amongst the headings under which presentations were made.

The successful seminar was concluded with the unanimous adoption of 5 resolutions that are reproduced elsewhere in this issue of "Ports and Harbors." It was particularly rewarding for IAPH that one of the resolutions calls for support for IMO's Working Group on the Ship/Port Interface, SPI. This resolution was a direct and positive response to the paper of your IAPH representative on global issues that are of relevance to ports, and in which he emphasised the importance of the work of SPI in addressing matters that are crucial to the safety in the ship/port

> P.C. van der Kluit Managing Director IAPH Europe Office

Sponsors: The National Ports Authority of South Africa (Portnet), Smit Pentow Marine, Bureau Veritas, African Explosives, Unicorn Tankers,

Supporting Organizations: IMO, UN/ECE, ICS, IAPH, ICHCA, IRU, OCIMF, DOT-UK

RESOLUTION I

IMPLEMENTATION OF THE IMDG CODE AND OTHER IMO INSTRUMENTS CONCERNING THE CARRIAGE OF DANGEROUS GOODS BY SEA

The Johannesburg International Symposium on the Transport of Dangerous Goods (ISTDG 14)

RECALLING the provisions of SOLAS chapter VI/I-I, which applies to the carriage of cargoes (except liquids in bulk, gases in bulk and those aspects of carriage covered by other chapters) which, owing to their particular hazards to ships or persons on board, may require special precautions in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage,

RECALLING ALSO the provisions of SOLAS chapter VII/I-I, which applies to dangerous goods carried in packaged form or in solid form in bulk, in all ships to which the relevant regulations apply and cargo ships of less than 500 gross tonnage,

RECOGNIZING the importance of the wide and effective implementation of the International Maritime Dangerous Goods (IMDG) Code and other IMO instruments concerning the carriage of dangerous goods by sea and their contribution to the safety of life at sea and protection of the marine environment and ultimately to the seamless flow of international seaborne trade,

 $\ensuremath{\mathbf{RECOGNIZING}}$ $\ensuremath{\mathbf{ALSO}}$ the urgent need to establish bilateral or multilateral agreements or arrangements for the implementation of the IMDG Code and other IMO instruments concerning the carriage of dangerous goods and co-operation between States,

URGES coastal States concerned, in particular coastal States in the Southern African region:

- (a) to establish bilateral or multilateral agreements or arrangements in accordance with the provisions of the relevant International Conventions so as to facilitate the efficient and safe handling and carriage of dangerous goods by sea; and
- (b) to communicate to the Secretary-General of the International Maritime Organization the text of such agreements or arrangements for circulation to all Member States of the Organization.

RESOLUTION 2

TECHNICAL ASSISTANCE IN THE CARRIAGE OF DANGEROUS **GOODS BY SEA**

The Johannesburg International Symposium on the Transport of Dangerous Goods (ISTDG 14)

HAVING ADOPTED Resolution I on the Implementation of the International Maritime Dangerous Goods (IMDG) Code and other IMO

instruments concerning the carriage of dangerous goods by sea,

RECOGNIZING that proper compliance with the provisions of the IMDG Code and other relevant IMO instruments requires appropriate technical expertise, resources and well-trained personnel,

BEING AWARE that certain coastal States of the Southern African region do not yet posses all appropriate technical skills and knowledge considered essential for the implementation of the provisions of the Code and other relevant IMO instruments and therefore are in urgent need of appropriate training for their personnel involved in the handling of dangerous goods aboard ships and in port areas,

CONSIDERING that the promotion of technical assistance will strengthen the effective implementation of the provisions of the IMDG Code and other relevant IMO instruments,

- **INVITES** Member Governments to make available their national maritime training facilities for the training of personnel of interested States, in particular Southern African States in the region, involved in the handling of dangerous goods, and to sponsor fellowships for such training in consultation with the International $% \left(\frac{1}{2}\right) =\frac{1}{2}\left(\frac{1}{2}\right)$ Maritime Organization.
- **INVITES** the Secretary-General of the International Maritime Organization:
 - (a) to seek ways and means of securing the necessary funds to assist States which request technical assistance for the provision of proper compliance with the provisions of the IMDG Code; and
 - (b) to bring this resolution to the attention of the Maritime Safety Committee, the Marine Environment Protection Committee and the Technical Co-operation Committee; as well as to all Member Governments.

RESOLUTION 3

IMO's SHIP/PORT INTERFACE (SPI) WORKING GROUP

The Johannesburg International Symposium on the Transport of Dangerous Goods (ISTDG14)

RECALLING the provisions of IMO resolution A.786 (19) on a Strategy for Ship/Port Interface (SPI), thereby taking matters concerning the ship/port interface under the aegis of IMO,

RECALLING FURTHER that the main objective for the SPI Working Group was to act as a forum for promoting co-ordination between relevant intergovernmental and non-governmental international organizations on matters arising from the ship/port interface,

NOTING that the SPI Working Group identifies and considers subject areas and topics concerning both ships and ports with the aim of ensuring the availability of appropriate standards, codes, recommendations and guidelines in order to enable ships and ports to interface harmoniously in ensuring safety, preventing pollution and enhancing mar-

NOTING FURTHER that the SPI Working Group, in order to avoid duplication of work and efforts, takes into account all work done and/or presently under consideration in other fora within or outside IMO and addresses a variety of maritime safety and environmental interface issues not only relating to port but also further into the hinterland,

- EMPHASIZES the importance of the work of the SPI Working Group;
- URGES States concerned, particularly States in the Southern African region, to actively participate in the work of the SPI Working Group.

RESOLUTION 4

OUTCOME OF THE GLOBALLY HARMONIZED SYSTEM FOR CLASSIFICATION OF CHEMICALS AND HAZARD COMMUNICATION

The Johannesburg International Symposium on the Transport of

Dangerous Goods (ISTDG14)

RECALLING the provisions of Agenda 21, chapter 19 of the 1992 United Nations Conference on the Environment and Development (UNCED) which deals with the environmentally sound management of toxic chemicals, including prevention of illegal international traffic in toxic and dangerous products,

RECALLING ALSO the provisions of IMO resolution A. 717 on "Co-ordination in matters relating to Dangerous Goods and Hazardous Substances," whereby IMO agrees to co-operate with the United Nations Committee of Experts on the Transport of Dangerous Goods on an international code for carriage of dangerous goods,

NOTING, with satisfaction, the successful outcome of the Globally Harmonized System (GHS) for the classification of chemicals and hazard communication in the context of Agenda item 21, chapter 19 of the 1992 UNCED.

 $\ensuremath{\mathbf{NOTING}}$ $\ensuremath{\mathbf{FURTHER}},$ in particular, the criteria adopted for the classification of substances and mixtures hazardous to the marine environment:

INVITES the International Maritime Organization to continue to work closely with the United Nations Committee of Experts on the Transport of Dangerous Goods and other modal transport regulatory bodies in considering possible adoption of the GHS criteria in maritime transport regulations.

RESOLUTION 5

EXPRESSIONS OF APPRECIATION

The Johannesburg International Symposium on the Transport of Dangerous Goods (ISTDG14)

NOTING the support provided by the Government of South Africa and the International Maritime Organization (IMO) for the organization and running of the Symposium,

NOTING ALSO the support provided to the same effect by the United Nations Economic Commission for Europe (UN/ECE), South African Marine Safety Authority (SAMSA), UK Maritime and Coastguard Agency (MCA), Transport Canada, South African National Department of Transport, National Ports Authority (PORTNET), the International Chamber of Shipping (ICS), the International Association of Ports and Harbours (IAPH), the International Cargo Handling Coordination Association (ICHCA), the International Road Transport Union (IRU), the Oil Companies International Maritime Forum (OCIMF), World Nuclear Transport Institute (WNTI), Marine Data System, DRIZIT, TEN-E, SIGTTO and Smit Pentow Marine (PTY) Ltd.,

- EXPRESSES its deep appreciation to the Government and people of the Republic of South Africa for the welcome extended and kindness shown to all participants and for their generous hospitality and overall contribution to the success of the
- CONVEYS its most heartfelt thanks to the Minister of Transport of South Africa for the highly successful Symposium;
- EXTENDS its sincere thanks to:
 - the Secretary-General of IMO;
 - the Chairmen and lecturers of the various sessions of the Symposium for preparing and delivering excellent and very instructive lectures on their topics;
 - the Governments and international organizations sponsoring them for making them available; and
 - all other persons who have contributed in various ways to the success of the Symposium;
- **REQUESTS** the IMO Secretariat to convey these expressions of appreciation to all entities concerned

The Nantong Fair of Port Development and Investment in China in

ROM September 21 to 23, the Fair of Port Development and Investment was held in Nantong, China, which is one of the first 14 Chinese cities opened to the world, lying approximately 100 km north of Shanghai on the north bank of the Yangtze River. Dr. Akio Someya, President of IAPH, attended this first large-scale port-related event in the city, organized by the Municipal Nantong People's Government and the China Ports and Harbors Association, and offered congratulatory remarks for its success on behalf of the IAPH.

The City of Nantong, taking advantage of its strategic geographical location at the point where the South Yellow Sea meets the Yangtze River, has, as one of its development policies, the concept "City Thrives on Port Development." With a strong industrial foundation in its hinterland, the Port of Nantong is one of the fastest growing ports in the country. It joined the IAPH in 2000 and sent its delegates to the World Ports Conference in Montreal.

Furthermore, the road networks connecting the port with the surrounding areas are being further upgraded, which will accelerate the speed of port and city expansion. Facilities at the port are of course being greatly improved by the deepening of port waters and construction of additional berths to accommodate larger vessels.

The Fair of Port Development and

From left: Mr. Li Zheng Dong, Secretary General, China Ports and Harbors Association; Dr. Akio Someya, IAPH; and Mr. Shi Boxiang, Director General, Nantong Port Authority

Investment could not have happened at any better time, in the sense that Nantong is currently making all-out efforts to find the best ways to develop itself into a major port city. Suitable to this fast-rising city of China, the Nantong Fair was filled with energy and enthusiasm, and was attended by some 750 delegates from inside and outside of the country, including such dignitaries as Mr. Luo Yiming, Mayor of Nantong City, Mr. Lin Yunqing, Vice President of the China Ports and Harbors Association, and Mr. Shi Boxiang, Director General of the Nantong Port Authority. The presence of Mr. Hu Jinglu, Director General of the Department of International Cooperation, Ministry of Communications, also showed the strong support of the Chinese Government for the development of this port city.

During the course of the event, experts in many different fields actively exchanged views and opinions on the future possibilities of Nantong, including development plans for its port and the economy at large. All these inputs were very much appreciated by the City and Port of Nantong, for the promising future of regional industry together with advanced port facilities form the fundamental driving force for further prosperity.

Dr. Akio Someya, in his remarks during the Nantong Fair, made a brier presentation of the IAPH to the participants, and offered his heartfelt wishes for the great success of the event, noting that it would also contribute to the ultimate goal of the IAPH, which is the prosperity of world ports and world peace. The strong will and enthusiasm of the people of Nantong has led this event to such a great success, and will no doubt bring further prosperity to the beautiful port city and in turn facilitate global trade at large.



Mr. Shi Boxiang, Director General, Nantong Port Authority (center) and Dr. Aoki Someya, IAPH (third from right)

1st Pan-African Port Conference

December 10 – 12, 2001 Abidjan (Côte d'Ivoire)

PROGRAMME

Revised as at September 30, 2001

Monday 10 December, 2001

- $0900 1230\,$ Meeting of the IAPH Europe/Africa Officials
 - Meeting of the Pan-African Association for Port Cooperation
 - Meeting of the Pan-African Association for Port Cooperation (PAPC)
- 1500 1600 Official opening ceremony of the Conference & Exhibition
- 1600 1630 Cocktail

1630 - 1850 1st Session

Main theme:

Recent Evolution & Perspectives of International **Trade**

Chairman: Mr. Pieter Struijs 1st Vice-President, IAPH

1630 - 1650 Major Global Trends in **Commercial Exchanges Professor Pierre BAUCHET**

> Professor Emeritus, Past President, University of Paris-I-Pantheon Sorbonne Member. Institute of France.

1650 - 1710 Trade Patterns in Africa

Mrs. Assiatou GUEYE

Economic Affairs Officer Economics and Social Policy Division

Economic Commission for Africa (ECA)

1710 - 1730 Globalisation & New Stakes in International Trade: Impact on the African Countries' Trade Professor Allechi M'BET

Director of the Faculty of Economics - University of Cocody, Ivory Coast.

1730 - 1750 Globalisation: The New Challenges for the World's

> Pieter STRUIJS 1st Vice-President, IAPH

1750 - 1830 Panel Discussion

End of Session I



Tuesday 11 December, 2001

0900 - 1230 2nd Session

Maritime Transport and Ports

0900 - 1030 Sub-Theme 1:

New challenges in the Logistic Transport Chain.

Chairman: Professor Pierre BAUCHET Professor Emeritus:

Past President, University of Paris-I-Pantheon, Sorbonne; Member, Institute of France.

0900 - 0915 Recent Evolutions & Changes in Maritime Transport Mr. Nicolas TERRASSIER

Director of the Shipping Institute & Maritime Studies Institute (ISEMINAR), France.

0915 - 0930 The Development of Intermodalism: Role of Ports as **Logistic Plate Forms** Mr. Bruno VERGOBBI

Managing Director, Dunkirk Port Authority (France)

0930 - 0945 The Importance of Land **Transport Services** Mr. Abdel Aziz THIAM Managing Director, STARAIL (Ivory Coast)

0945 - 1000 Liberalisation in Maritime **Transport: Consequences for African Countries** Mr. René M'BAYEN

> Executive Director of CAMSHIP, (Cameroon).

1000 - 1030 Panel Discussion

1030 - 1100 Coffee break

1100 - 1230 Sub-theme 2

Competitiveness of African

Chairman: Mr.Jean-Marie ANIELE President, PMAWCA

President, PAPC

1100 - 1115 Maritime Services to African Ports: Physical and **International Constraints** Mr. Serges LASTCHENKO

> President of the European Community Shipping Association Managing Director for West and Central Africa (SCL: Safmarine Container Line), Belgium

1115 - 1130 Elements of Port Competitiveness Mr. Gary CROOK

> Transport Unit, UNCTAD Geneva, Switzerland

1130 - 1145 Port Costs & **Competitiveness of** the Transport Chain in Africa Mr. Claude TORCHON Deputy Managing Director, CATRAM (France)

1145 - 1200 The Importance of Efficient **Administrative and Customs Procedures** Mr. Bernard STOVEN

General Secretary of SIM **PROFRANCE**

1200 - 1230 Panel Discussion

1230 - 1400 Lunch

End of Session 2

1500 - 1830 3rd Session

Main Theme

Ports & Development

1500 - 1630 Sub-Theme 1:

African Ports & the New **International Maritime Environment** Chairman: Mr. Siyabonga GAMA

President, PMAESA Managing Director, NPASA

1500 - 1520 Technological Changes in Maritime Transport: What Strategies for the African Ports? Mr. BANADDENNBI

Director of Development - ODEP Morocco Ports Authority.

1520 - 1540 New Developments in Information Technology: The Implication of the Port Community Mr. Paul SCHERRER

> Technical Director, Port Authority of Le Havre, France





1540-1600 Inter-regional and Regional Ports Co-operation, a Factor in Port Development Mr. Ben OWUSU-MENSAH

> Director General, Ghana Ports & Harbours Authority, Ghana

1600 - 1630 Panel Discussion 1630 - 1700 Coffee break

1700 - 1830 Sub-Theme 2:

Port Organisation & **Financing**

Mr. Moustapha BARROUG

President, UAPNA

Managing Director, National Ports Authority, Morocco

1700 - 1715 Evolution of Institutional Framework & Port Reforms Mr. Jean SMAGGHE

Former IAPH President

Mr. Gary CROOK

Transport Unit, UNCTAD

1715 - 1730 Ports Investment Financing: Collaboration between the **Public and Private Sectors** Mr. Jean GRODIDIER DE

MATONS International Transport Consultant

The World Bank - Washington

1730 - 1745 Possibilities of Financial Assistance in the

> **Development of African Ports**

Mr. Yozo SAKAI

Resident Executive Director for Africa Japanese Bank for International

Co-operation (JBIC), Cairo, Egypt

1745 - 1805 Privatisation of Port Terminals: Examples

1745 - 1800 TheDar-Es-Salaam

Experience

Mr. Samson LUHIGO

Managing Director, Tanzania Ports Authority

1800 - 1830 Panel Discussion

End of Session 3

Wednesday 12 December, 2001

0900 - 1230 4th Session

Main Theme:

Maritime Security and Sustainable Development Chairman: Mr. Jean SMAGGHE Former IAPH President

0900 - 1030 Sub-Theme 1:

Maritime Safety

0900 - 0920 International Regulation

Approach

Mr. H. G. van UNNIK

Chief Superintendent Head of Criminal Investigation Department

Port of Rotterdam,

The Netherlands 0920 - 0940 A Port's Perspective

Mr. P. C. van der KLUIT Director, IAPH Liaison Office in Europe

0940 - 1000 Dredging for Development -**Challenges & Opportunities** Mr. Peter J. HAMBURGER Secretary General, International Association of Dredging

Contractors 1000 - 1030 Panel Discussion

1030 - 1100 Coffee break

1100 - 1230 Sub-Theme 2:

Port Cities and Development

1100 - 1120 Cities and Ports Relations in **Africa: Conflict or Synergy**

Professor Jacques CHARLIER

Professor of Maritime Geography and Port University of Louvain,

La Neuve

President of Belgian Royal

Academy for Sciences (Belgium).

1120 - 1140 Emergence of Hub Ports on the African Range Alhaji BANDA

President, OTAL

1140 - 1230 Panel Discussion

1230 - 1400 Lunch

End of Session 4

1500 - 1630 Tour of the Port 1700 - 1800 Closing Ceremony

· Concluding Remarks - Port of the **Future**

Mr. Pieter STRUIIS

1st Vice-President, IAPH

End of the Conference

For more information, please contact: Port Autonome d'Abidjan

(Conference Secretariat)

Abidjan - BP V 85 -

Tel: (225) 21 83 80 00

Fax: (225) 21 23 80 80 Website: http://www.paa-ci.org



Visit the new IAPH website launched on I 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 ourformer email address at <iaph@msn.com> was closed and terminated in November 2000.

Informative publications sent to IAPH members

ARLIER in October, the following publications have been sent to all IAPH members:

1 IAPH Guidelines for Port Planning and Design (A4 105pp, with a CD-ROM) by the Port Planning and Construction Committee of IAPH (Mr. John Hayes in chair)

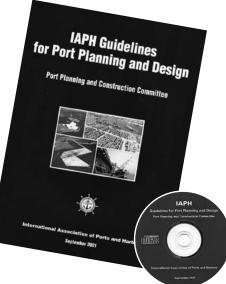
Chairman Hayes notes, "Placement of the publication in public and institutional libraries' universities and industry associations, etc., deserves consideration, as this may help in spreading an understanding of the many considerations involved in decisions on port development and operations. He further notes, "IAPH members are encouraged to distribute the guidelines electronically, on CD-ROM or in print to all organizations, interest groups or individuals who they believe can benefit from having access to the information which the Guidelines provide.

Additional copies of this Guidelines is available:

For IAPH Members: U5\$37 (Asia), U5\$38 (North & Central America, Oceania, Mid-Near East), and U5\$39 (Africa, Europe, South America) respectively per copy inclusive of postage for airmail and handling charges. Per copy price for non-members is U5\$45 (North & Central America, Oceania, Mid-Near East), U5\$46 (Africa, Europe, South America) Japanese Yen 5,000 (Japan) respectively.

2 FIDIC Form of Contract (A4, 40pp, with insertions)(With thanks, this office notes that the book was contributed by the International **Federation** οf Consulting Engineers (FIDIC) for reference for actual





implemetion of contracts for dredging.

In his letter addressed to IAPH, Mr. Daniel Ivarsson, FIDIC Managing Director, notes, "The essential part of a dredging contract is formed by the description of the activity itself, the specifications, drawings and design of the world. The FIDIC Dredging Contract governs the rights and obligations of the contracting parties with respect to this activity. He further notes, "For the avoidance of doubt, please note that FIDIC cannot assist in the drafting or interpretation of individual contracts and that the parties should use legal advice whenever appropriate, and particularly before entering into or terminating a contract."

FIDIC Bookshop: Tel: 41-21-654-4415 ax: ISDN

G\$: 41-21-654-4417

Website: http://www.fidic.org/bookshop

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PO Box 86, 1000 Lausanne,
12,

Switzerland Tel: 41-21-654-4411 Fax: 41-21-654-5432 Website:www.fidic.org Email: fidic@pobox.com

3 IAPH brochure (A4, 4pp, with an insertion) This office welcomes your request for additional copies.

Contributors to the IPD Fund

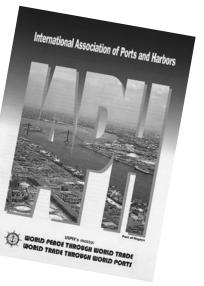
(Tobin Fund)

N honor of and thanks to the contributors, this office recognizes the contributors to the Special Port Development Technical Assistance Fund (IPD Fund or remembered as Tobin Fund) in response to the call for voluntary contribution as per the Secretary General's letter of September 19, 2001. Listing is made on the basis of the date of receipt of funds at this

The IPD Fund was created in 1967 by Mr. Austin Tobin, Executive Director of the Port of New York Authority (presently PANYNJ) & the Chairman of the Committee on International Port Development (CIPD) and has been supporting the IAPH Bursary Scheme and Award Scheme as conducted by the Human Resources Development Committee chaired by Mr. Goon Kok-Loon, PSA Corporation. Reflecting this heritage, the IPD Fund has been remembered as Tobin Fund. This listing of honor and thanks will continue to be on the journal for unspecified number of future issues.

Organization	Country	Amount (in US\$)
Port Autonome d'Abidjan	Cote d'Ivoire	980
Port of Brisbane Corp.	Australia	985
Maldives Ports Authority	Maldives	250
Port of Rotterdam	Netherlands	1000
Sydey Ports Corp.	Australia	1000
Total		4,215

As of October 15 2001



Visitors

N September 26, 2001, at Nagoya, the Port of Antwerp organized the trade development presentation. The Port of Antwerp Promotion Tour in Japan was led by Baron Leo Delwaide, Deputy Mayor of the City of Antwerp & President of the Antwerp Port Authority; Mr. Joeri Tielemans, Deputy to the CEO; and participated by Mr. Bruno Walkeniers from the private sector; Antwerp Port Federation; Mrs. Annie Smeulders, President of the Antwerp Freight Forwarding Logistics and Works' Agents Association; and Mr. Alain Geypen, Antwerp Shipping Federation, and further by Mr. Danny Deckers, Manager, External Relations and Mr. Eddy de Bondt, PR Manager of the Antwerp Port. Invited to the presentation was Dr. Akio Someya, Vice-President of the Nagoya Port Authority. The two ports have been affiliated as Sister Ports since 1988. The delegation organized yet another presentation in Tokyo on September 28 to which Dr. Satoshi Inoue was invited.



N October 10, 2001, Mr. Walter A. Abernathy, Principal Vice President and Managing Director, Global Aviation, Bechtel Limited (London), Mr. Tetsuhiko Matsuo, General Manager, Overseas Bechtel Inc., (Tokyo) and Ms. Isabel H.W. Liu, Chief Financial Officer, Alterra Partners (London), visited the Head Office and met with Dr. Satoshi Inoue to exchange views on the current situation of airport and civil aviation businesses in Japan. Mr. Abernathy was the Executive Director of the Port of Oakland, California for many years until 1989 and served IAPH Exco from 1981 to 1983.



Membership Notes

(Changes involved are underlined)

Busan Regional Maritime Affairs & Fisheries Office [Regular] (Korea)

Administrator: Mr. Chung Yee-kee

DMJM+HARRIS, Inc. [A-3-1] (U.S.A.)

(Formerly Frederic R. Harris, Inc.)

Edward.schmeltz@dmjmharris.com Èmail: Home Page: http://www.dmjmharris.com

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Frederic R. Harris began his company, his first projects were focused on the marine sector. While the firm has expanded to work on transportation infrastructure projects in many sectors over the years, it has maintained and improved its capacity and expertise in the Marine

DMJM+HARRIS offers a complete spectrum of services from planning and program management through design, construction, operations, and maintenance. The firm's ports, harbors, and marine facilities resume is one of the largest and most impressive of any company anywhere, with thousands of completed and on-going projects in the United States and around the world. DMJM+HARRIS has been involved with such high profile projects as the Port of Los Angeles in California and the Pier 17 Replacement at the New London Submarine Base in Connecticut.

Engineering News Record has ranked our AECOM family as the #1 Transportation Infrastructure Firm in the United States for 2001. With its employees strategically deployed in offices around the world, DMJM+HARRIS is equipped to meet the most demanding and complex requirements that a client can define. DMJM+HARRIS can be trusted as "The People Wine Cet It Poet".

Contact: Joseph G. O'Neill, (732)-596-5344

Halifax Port Authority [Regular] (Canada) Acting President & CEO: Mr. Dennis Creamer

Institute of Transportation (MOTC) [D] (China)

(Formerly Institute of Harbor & Marine Technology)

Permanent address: No. 240, Tun-Hwa North Road, Taipei 105,

<u>Taiwan</u> Mailing address:

No. 2, Jungheng 10th Road, Wu-Chi, Taichung, Taiwan

Home Page: http://www.iot.gov.tw

New IAPH Website received 18,889 hits by October 23

successfully launched its totally redesigned
Web site with a new domain
name on I January 2001 at the
start of the 21st century. The new site is now located at <"http://www.iaphworldports.org/

http://www.iaphworldports.org/ >



Area where only IAPH members with their user ID and password 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 the newly installed "Open Forum" and "IAPH Email Discussion".

OPEN FORUM

Technological Innovation is A Must for Both Ships and Ports



Pieter Struijs

First Vice-President International Association of Ports and Harbors and Executive Director Rotterdam Municipal Port Management The Netherlands

The paper was presented at the International Conference on Ports and Maritime R&D and Technology in Singapore on October 29, 2001

Introduction

NFLUENCED by legislation in the fields of safety and the environment, as well as by commerce, shipping is undergoing huge technological developments. Naturally, this has an impact on port development, whether we are talking about the emergence of the transport technology Automated Identification System (AIS) or the introduction of increasingly large ships with increasingly large capacities.

Any port that is unwilling to adapt to the developments in shipping faces a sombre future. It is not without reason that shipping companies are trying to get their own terminals throughout the world, so that the technology at the terminals links up optimally with that on board ship. But, of course, the reverse is also true. Modern developments in ports and on shipping routes also influence shipping.

The many dedicated ships that have been modified to meet regional conditions bear witness to that. But there is still a lot of room for improvement. When it comes to technological innovation, there should be more co-operation at the global level between shipping and ports, so that safety, the environment and commerce can benefit more, and in a good balance, from the developments in technology.

In Europe, the Michelin Guide sets the standard when it comes to judging hotels and restaurants. Chefs would kill to gain an extra star and a place on the Michelin list. If such a certification system were introduced for ports, they would be judged primarily on the qualities below.

Safety

How does the port do in terms of near misses and accidents? What is the status of the vessel traffic system?

Infrastructure

Investment in maritime infrastructure is an essential precondition for the commercial development of the port: more throughput, more jobs and more added value. But the land-side port infrastructure and hinterland connections also form an indispensable link in the whole chain. Unlike Singapore, where there is a lot of sea-sea transport, the majority of transit cargo in Western Europe is carried over the continent, by land. This means that the quality of the roads, inland waterways, pipelines and rail are very important there. Due to the environmental aspects, there is increasing political pressure in many countries to reduce road transport. This encourages the development of alternative transport systems.

Turnaround time

How long does a ship spend in the port, in total? This not only involves the productivity of the terminals but also the performance of the maritime service providers. It doesn't matter how fast a stevedore can transsship containers if ships have to wait because there are not enough pilots or tugs. This gets the shipping companies

Sustainable port

A clean, sustainable port is an econom-

ic must. Modern companies are not willing to set up business in a polluted environment; they cannot justify that to themselves or the environment. Naturally, the fact that a polluted environment can have legal consequences also plays a role; just think for instance of massive claims for damages. This summer, I read that the American supermarket chain K-Mart was the most prosecuted organisation in the USA after the government. They get sued, for instance, about slipped discs because the shelves are too high for people of a certain height. Risk management, geared towards minimising the chance of calamities, for instance, will start to form an increasingly important aspect of port management.

Within the 'sustainable port' concept, the whole port and marine R&D sector is facing huge challenges. I would like to explain this on the basis of the problem of contaminated dredged material. Many ports are faced with high costs when contaminated sediment has to be dredged in order to maintain the necessary depth for shipping. The high costs are associated with the strict demands made, in the interests of the environment, on the dredging, disposal and treatment of contaminated dredged material.

It is very important, for the ports in particular, that long-term solutions are found for this problem, in the form of an effective approach to sources of pollution and the responsible management of dredged material. Thanks to focused co-operation between the scientific world, governments and the business community, great progress is being made in both areas. Under the chairmanship of Rotterdam Municipal Port Management, a proposal has been launched for a broad European Sediment Network (SedNet). This is a European platform where organisations involved in sediment management and related dredged-material issues can exchange knowledge and expertise.

An example of this is the development of bio-assays. Bio-assays are tests in which organisms are exposed to contaminated dredged material. Thanks to these tests, a better estimate can be made of the possible environmental effects if dredged material is distributed in water systems. The aim is to also use bioassays, within the foreseeable future, to trace the most harmful sources of pollution, which can then be given priority.

The most talked-about compound in relation to dredged material is tributyltin,

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or TBT for short. It has a harmful impact on the environment and is used in marine paint to inhibit the growth of algae on ships' hulls. TBT particles are found everywhere in water and also in dredged material from ports. Paint containing TBT is to be banned internationally through the International Maritime Organization (IMO). The challenge in the field of R&D is to develop environmentally-friendly alternatives. Encouraging results are already being achieved.

Price/performance

As a result of globalisation and internationalisation, the volumes of goods flows are increasing all the time. Economic and geographic boundaries are fading and the world is increasingly becoming one marketplace. In addition, there is evidence of a trend towards regionalisation, which means that industrial concerns organise production per continent. As a result of information and communication technology (ICT), these trends are progressing further and further. This makes it even more important for ports to distinguish themselves in terms of quality and price/performance. This applies to both the maritime services and the logistic processes. Innovation and improvements to efficiency must ensure this.

Security

Port business suffers a lot of damage every year due to crime and the lack of security. I am referring here to such things as drugs trafficking, theft, smuggling, fraud, crime against property and corruption. The reliability of the logistic network is of eminent importance if a port is to function well. The business community, government and the scientific world must accept joint responsibility here.

Crime prevention in ports requires that parties be brought together, that knowledge networks be created and that a process of increasing awareness regarding the risks of crime be set in motion and maintained. In order to achieve this, a regional crime control platform has been set up in Rotterdam, with representatives of the Ministry of Justice, the local administration and business community.

In Rotterdam, the most modern aids are used nowadays so that fast and adequate checks can be made on containers. Recently, a fixed container scan went into operation, by means of which around a hundred scan photos a day are taken. Closer analysis of these photos leads to about ten more detailed container inspections a day, or some fifteen hundred a year.

Rotterdam Customs does not base its checks on the technical capacity of the scan, but on a good analysis of loading documents, supplemented with a small percentage of random checks. It is Customs in particular that tries to maintain a correct and even balance between preventing illegal goods flows, on the one hand, and too many delays in the logistic process, on the other. It is important here to be in synch with surrounding countries in terms of the frequency and intensity of the checks. A reliable port, but also an equal playing field when it comes to checks, thus. This is in the interests of the shipowner, the port and society in gener-

If you go through this list again very briefly, features such as efficiency, reliability, sustainability and safety stand out. The quality of a port is largely determined by how well it does on these points. Bearing this in mind, ports should excel more as innovators, for example when it comes to the development and use of ICT. Although I can see signs of improvement, ports should still be even more open to the opportunities new technology has to offer. I am referring here to such things as shore-based pilotage, transponder technology and Vessel Traffic Systems visible on board ships. How much longer will a ship have to remain outside the port if the pilot is unable to reach it due to heavy

The slight reticence on the part of ports to embrace new technology also has repercussions on other aspects, such as admittance policy. While people only used to have access to static information, for example on ships' draughts and the current in waterways, they can now consult information that reflects the actual situation. Despite these improvements, ports have not made any great changes to their admittance policy. This also applies to a quality port like Rotterdam, I must admit in all honesty. Although it is very expensive to generate high-quality hydrographic information, it is not wise to skimp on such services

In Rotterdam, the about-turn came a few years ago. A large section of the port of Rotterdam, that stretches forty kilometres, has been moved in the past few years from the city to the coast. For reasons of safety, this led to the need for a separate waterway for inland shipping and maritime shipping. That meant that a dividing dam next to the Maasvlakte had to be broken. This caused an unexpected, complex tidal and density-driven current pattern, with freshwater gliding over saltwater precisely at a point where large bulk ships manoeuvre to get to their moorings. In order to keep restrictions on

incoming shipping to a minimum, we were one of the first ports in the world to introduce continuous three-dimensional measurement of the current speeds by using the so-called ADCP (Acoustic Doppler Current Profiler). Thanks to this, a wealth of information became available, which we now also use in modernising other parts of the port. Hydrography is now receiving the attention it deserves in Rotterdam. Real-time information on currents, swell and the up-to-date seabed situation enables us to optimise our admittance policy and provide our clients with a tailored service. And that means reduced waiting times for tide-bound ships and new opportunities for the older, shallow ports while maintaining safe access to the port. Shorter turnaround times, thus.

I am extremely happy with the theme of this conference: Port and Maritime R&D and technology. This title reflects the connection between the shipping sector, the port sector and R&D consultancy. The success of the endeavour towards safety, environmentally friendliness and efficiency depends on precisely these sectors.

It is due to the synergy between ship and port that Rotterdam created the Green Award system. A mark of quality that the independent Green Award Foundation bestows on ships in which extra investments have been made in both vessel and crew. Ports in such countries as South Africa, the Netherlands, England, Spain and Germany give bonuses and offer cheap maritime services to Green Award ships. At the moment, 140 tankers with a Green Award are sailing the world's seas.

In 2000, these ships transported over 20% of the international flow of crude oil. Last May, the first Thor Heyerdahl Award, an International Maritime Environmental Award, a prestigious prize that could be ranked alongside the Nobel Prize, went to the Green Award Foundation. The Norwegian shipping association took the initiative for this prize. We hope the prize will encourage other ports to adopt the Green Award system too.

I have noticed that the need for co-operation is really being felt. This is not only apparent from this conference, but also from the recent establishment of the 'Inter-Industry Shipping and Ports Contact Group'. This is a platform set up on the initiative of the International Chamber of Shipping and the International Association of Ports and Harbours, with the aim of creating winwin situations for both ship and port. In this platform, shipping-related branches such as ICS, Bimco and Intertanko are represented, as well as port-related

organisations such as IAPH, IHMA, PIANC and IALA. This platform focuses mainly on the ship/port interface and would like to serve as a breeding ground and 'informant' when it comes to research, guidelines and perhaps also reg-

When I look at current practice, I have my doubts as to whether all the opportunities for creating win-win situations for ship and port are actually being utilised. When it comes to port innovation, steps are being taken in the right direction, as witnessed by the great interest ports have in the maritime working groups in IAPH and PIANC. These two recently decided to join forces to offer port clients the quality they require.

At the moment, quality impulses are often initiated by the ports themselves. One disadvantage of this is that portrelated developments are extremely varied and there is relatively little standardisation. Closer co-operation between ports and knowledge institutions in an international context, like the co-operation between IAPH and PIANC, could improve this situation.

The shipping sector is very much influenced by international regulations, both globally via IMO and regionally via, for example, the US Coastguard or the European Union. Fed by safety and environment oriented thinking, the demands made on both ship and crew are highly developed and uniform. It goes without saying that these regulations will also have their repercussions on the ports and the hinterland, because intermodal transportation requires an approach that addresses the complete logistic chain. Awareness of this need for a network approach has not penetrated enough at the interface between ship and port.

The foundation of the Inter-Industry Contact Group, referred to earlier, but also the IMO working group on the Ship/PortInterface, an initiative from the Secretary General of the IMO, is an attempt to fill this gap. SPI provides guidance, codes of best practices and training courses, but does not have a mandate to draw up regulations. Due to various circumstances, I believe this has had too little effect. I would therefore like to close with an argument in favour of strengthening and intensifying the SPI, under the IMO umbrella. The issues related to $Ship/Port\ Interface$ definitely need a home. Let's find a suitable one together.

I would like to wish you all a very fruitful conference. I trust that this gathering will help bring ship and port technology a little closer together.

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CARGO 2000



Itzhak Benozer

System analyst, Project Manager Port and Railways Authority

General Background

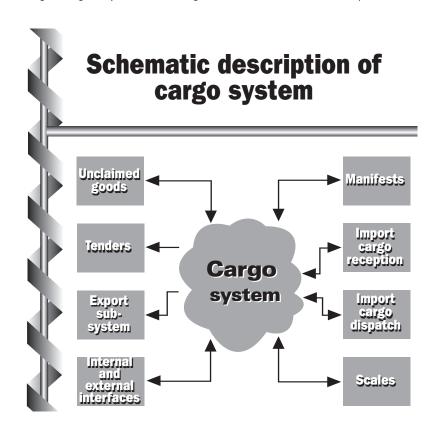
N April 1999, the installation of "Cargo 2000" was completed at Israel's three ports (in Eilat, the system was already installed in 1998, in Haifa in November 1998, and at Ashdod port in April 1999). Cargo 2000 is an advanced version of the cargo system implemented at Haifa and Ashdod ports in 1984. "Cargo 2000" was developed wholly by a development team that was part of the Ports Authority's computer department.

The Ports Authority developed and operates all of Israel's sea ports (Haifa and Ashdod ports on the Mediterranean, and Eilat on the Red Sea).

The cargo system handles all types of cargo unloaded and loaded in ports (containers, general cargo, bulk, fluids and vehicles). The handling of import cargo commences with the receipt of the manifests and ends with the delivery of the cargo to the customer, and the handling of export cargo starts with receiving the cargo in a warehouse or area, and ends with its being loaded aboard a vessel.

The system is based on a single database situated on the operational computer at each port. The database is of Image/3000 type, running on HP-3000 computers. The software was developed using Cognos' Powerhouse application generator, integrating a number of programs written in COROI

Each Mediterranean port has approximately 25 workstations connected to the computer situated in the port computer department, which has another computer as a backup for the operational information systems. All computers at the ports and the head office computer are interconnected, allowing working on any workstation at a given site on each of the remote computers.



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Manifests module

This module handles the following

- Inputting import manifest data from shipping agents representing the shipping companies.
- Inputting sub-manifest data from international forwarders consolidating and splitting cargo.
- 3) Correcting and updating manifests.
- Issuing lists of expected containers and transferring electronic data to the container terminal system.
- 5) Handling hazardous material data.
- 6) Transferring manifest data to customs.
- Building export manifests based on vessel's loading data.
- Issuing work documents for the purpose of ongoing port operation (storage cards, cargo indexes, packing lists, manifest books).

In the Mediterranean ports, some 70 shipping agents are currently active (in Eilat, the number of active agents is less than ten). Roughly half of these represent marine carriers who handle containers on ships, whereas the others handle ships that are not container ships (of course, some agents handle both containerized and non-containerized cargo). All shipping agents representing container ships forward to the port, in addition to the manual manifest copy, an electronic message containing the manifest data (all cargo intended for offloading at the port and the list of empty containers, for the purpose of transferring the data to the container terminal system). The printed manifest is submitted by the shipping agent to the customs, and a signed copy is transferred to the port. Concurrently, an electronic message is transferred from the shipping agent's computer to the port's computer (roughly half of the agents representing only general cargo freighters do not yet send electronic messages). The manifest data produced by the shipping agent is based on the bill of lading data, is transferred by computer, fax or any other means of communication.

Each voyage of a vessel entering Israel's territorial waters has allocated a unique manifest number by the shipping agent. The manifest number will be identical for Haifa and Ashdod ports if the vessel is to visit both ports on the same voyage or if the cargo unloaded at one port is transported overland to the other port for delivery to the customer at that other port.

The unique manifest number derives from a manifest number range allocated

by the customs and the Ports Authority at the beginning of each year, and is announced to all the shipping agents over the course of December. The manifest number range allocated to each of the agents depends on the agent's activity during the 12 months preceding the allocation. During the allocation, the unassigned number ranges are saved in case of new agents joining during the year or in case of certain agents increasing their scope of activity in excess of forecasts. The manifest numbering being identical at both ports is helpful for locating irregularities arising from unloading of cargo at the wrong

The manifest number is composed of 10 characters.

Direction	Year	Manifest serial number	Agent code	
01-01	02-03	04-07	08-10	
I or E	99	3000	025	

The manifest number structure allows for differentiation between import and export manifests.

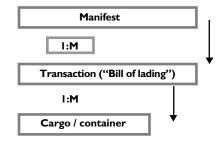
The value of the number allows for differentiation between manifests relating to different years.

The four digit serial number allows for allocating manifest number fields for each of the active shipping agents towards the beginning of the fiscal

Each shipping agent has a three digit identification code that is given by the customs in conjunction with the Ports Authority, and it is recognized by all business partners taking part in sea commerce.

The manifest is composed of one or more bills of lading (transactions), each bill of lading (transaction) relating to one or more cargo/containers.

Entity Relationship Diagram



Each cargo is described by a record containing the various information items at the individual cargo level: cargo identifier, handling type, container identifier, packaging type, quantity, weight, description of cargo, marks and numbers, bill of lading, transaction identifier, transaction serial number, port of origin, etc.

Updating the manifest number allows the generating of forecast documents for expected cargo/containers.

Updating any of the manifest data items (including cancellations and additions) leads to a message being generated for the container terminal management system and for the customs information system, and indicates a need to check for account settling in the billing system.

The port handles different types of vessels, and each vessel/voyage has a manifest number allocated.

The manifest type provides for differentiation between the different types of manifests (passengers, warship, fuel tanker, empty...).

Import cargo receipt module

This module handles the following activities:

- I. Entering the receipt of a non-containerized cargo at the warehouse.
- 2. Entering the fact of a container being received at the port.
- 3. Entering damages (if there are any).
- 4. Entering the cargo's exact location within the warehouse.
- 5. Generating a port availability message for customs.
- Providing answers to queries concerning cargo status at port (as a display on a screen at the port or at the customs house, and as an EDIFACT message using the Integrated Foreign Trade System).

Import cargo dispatch module

This module handles the following activities:

- Entering delivery orders from the shipping agent.
- 2. Receiving electronic clearance from customs.
- 3. Receiving port finance department's clearance.
- 4. Checking whether cargo is blocked (by customs, court...).
- 5. Issuing a release certificate for the cargo in the port's warehouses.
- Entering the dispatch of direct delivery cargo.

OPEN FORUM

Weighing module

This module handles all activities performed at the port's weighing scales.

At the port's scales, weighing of export containers and some import cargo is weighed (general cargo, and mainly bulk cargo).

Trucks transporting import cargo are weighed as tare upon entering the port, and are thereafter weighed with their payload (gross), the difference constituting the weight of the load's cargo.

Trucks transporting export containers to the port are weighed with the containers, and the container weight is calculated (there is a file with tare data of all vehicles, based on empty weight data provided by the Ministry of Transport) upon weighing, allowing a recommendation concerning the container's location in accordance with the weight group it belongs to.

Side effects of routine activity at the scales:

- I. Issuing weight certificates, including regard for the maximum weight that the vehicle is permitted to carry.
- 2. Accumulation of total weight of cargo released at the gate pass level.
- 3. Issuing messages concerning excess weight of dispatched cargo.
- 4. Handling combination truck types (full trailer, semi trailer).
- 5. Handling mixed weighing of different cargo types on the same truck.
- 6. Calculating yield for weighers
- 7. Deriving release certificates for weighed direct delivery cargo types.

Unclaimed goods module

This module handles unreleased import cargo and unloaded export cargo. At the first stages, the cargo is located in accordance with the report of cargo for which more than 90 days have elapsed since its being received at the port. After checking and verifying the facts, the cargo is transferred for unclaimed goods (dispatching from a regular warehouse to unclaimed goods warehouse, opening an unclaimed goods card, location in an unclaimed goods warehouse, detailed description of the cargo for integration in tender).

Tender module

This module handles the following

activities:

- I. Handling the subscribers file.
- 2. Tender preparation.
- 3. Tender production.
- 4. Receiving bidders' bids.
- 5. Comparing bids and determining win-
- 6. Issuing letters to winners and losers.
- 7. Delivering cargo to winners (disposal certificate).

Export subsystem

This subsystem handles all processes associated with export:

- Receiving export cargo in port's warehouse.
- 2. Loading export cargo from warehouse in port aboard vessel.
- 3. Direct loading from truck to vessel.
- 4. Containerizing cargo from warehouse.
- 5. Canceling export.
- Transshipping cargo.
- 7. Generating export manifest.

Interfaces

One of the prominent characteristics of the cargo system is there being a number of interfaces (data transfer over electronic media between one information system and another, whether within the organization or information systems of business partners within the maritime trade community).

Connections with intra-organizational information systems:

Container system – the management system of the container terminal called Nimrod, having intensive connections with the cargo system.
 This connection is expressed in massive data transfer between the two systems, which is performed at high frequency.

The connection between the two systems is expressed in a number of fields:

- One. The existence of a common access key for basic entities in the two systems
- Two. Generating a forecast of import containers based on manifest data in the cargo system
- Three. Updating information items in the container systems' database by the cargo system (delivery site, dangerous cargo data).
- Four. Entering cargo clearance data for the container system.

- Five. Transferring container receipt data from the container system to the cargo system.
- Six. Transferring export container loading data from the container system for the purpose of generating an export manifest.
- 2. Billing system the information systems in ports dealing with collecting fees from customers for operational services that the port provides is based on data accumulated in the cargo system's database. The new software version, whose implementation begun at the end of 1999, is based on the cargo system data infrastructure. The main improvement in this version is the obviating of the need for typing in data for issuing the invoices. For ad hoc purposes, a commercial transaction is given an identification as the basis of the port invoice. Furthermore, a special file is built up in which the records that have undergone any modifications that may affect the customer debit are indicated.
- 3. Table system all codes and descriptions thereof are gathered in the table system, which serves all information systems at the port. A significant share of the tables has been adopted by the maritime trade community business partners (used as valid value tables for composing both private standard and Edifact standard messages). The common tables are regularly updated on the Port Authority's website and can be downloaded free of charge.

Examples: vessels, shipping agents, customs agents, countries, ports, packages, hazardous materials.

- 4. Vessels system a system handling vessels visiting the port.
- 5. Cargo claim and damage system.

Improvements in latest version

- Forming a uniform key for import cargo and export cargo, adapted to conventional overseas keying (16 character-long transaction identifier, adapted in length to the "unique bill of lading" field length as defined by the U.S. Customs).
- 2. Y2K modification of the cargo system.
- Improving connection with the container system (generating a

Messages between the port and partners

Message	Sender	Recipient	Standard	Medium	Monthly number	Status
Manifest (title + bill of lading data)	Shipping agent	Port	Private Edifact	PTP Dial-up modem VAN Internet	25,000	Active
Export lists	Shipping agent	Port	Private	PTP Dial-up modem	40,000	Active
Delivery order	Shipping agent	Port	Edifact	VAN	20,000	On trial
Receipt of load/ container	Port	Customs	Private	PTP	60,000	Active
Container leaving port gates	Port	Customs	Private	PTP	50,000	Active
Loading loaded containers	Port	Customs	Private	PTP	2,000	On trial
Daily container movement	Port	Shipping agent	Private Edifact	Dial-up modem VAN		Active
Cargo/ container status	Port	Customs agent Forwarder	Private Edifact	Dial-up modem VAN	20,000	Active
Manifest data	Port	Customs	Private	PTP	25,000	Active
Receipt of export cargo at port	Port	Customs agent forwarder	Edifact	VAN	20,000	active
Storage certificate	Customs agent	Port	Edifact	VAN	20,000	On trial

- common access key).
- 4. Integrating a transaction identifier as an access key (allows connection with billing system and the cargo community system).
- 5. Minimizing the redundancy of the database.
- Transition to uniform codes conventionally used in the maritime trade community (for example: site codes according to UN/LOCODE table).
- 7. Preparations for receiving "new" messages, such as: delivery orders and/or storage certificates.
- 8. Constructing a mechanism for handling changes in the transaction structure will provide for operational flexibility for the port's customers.
- 9. Providing a tool for the billing system for using the cargo system's data in a controlled manner.
- 10. Preparation for inputting permit data from the port's billing system.
- 11. Coverage of a wide variety of processes not expressed in the existing software version (prolonged storage, direct delivery

- in export, issuing customs form no. 23 in Eilat).
- 12. Receiving a "wider" variety of data on truck weight.
- 13. Archiving truck weighing history.

In-house development or outsourcing

The cargo system, in both its original and new versions, was developed by a development team in the Port and Railway Authority's Computerization and Information Department. The reasons underlying the decision for in-house development were as follows:

- 1. The port activity in Israel is different from that undertaken in most ports in the world, as ports in Israel handle all activities involving both vessels and cargo, whereas at $% \left\{ 1,2,...,N\right\}$ other sites, some of the work is subcontracted.
- The input screens, output and a significant share of the information items require use of the Hebrew language.
- 3. The cargo system is not standalone, and intensively interfaces with other information systems at the port. The implementation of the system requires the existence of these interfaces.
- A limited supply of appropriate software running on HP-3000 computers (the hardware at Israel's ports).

The system is run 24 hours a day and is maintained by the computer departments at the ports. Software and database changes are scheduled for a limited time window on Saturday evenings.

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: I. Sailing schedules a. Liner shipping schedules (export/import) to and from Japan b. Liner schedules (export) from Asian countries other than Japan c. Feeder schedules to and from Singapore

2. Ship details 3. Telephone and fax numbers of shipping firms and agents 4. Surcharges 5. News (in preparation)

Tokyo News Service, Ltd.



AAPA 2002 Quick Reference Seminar Schedule

PROGRAM

· Cruise Workshop January 24-25 Progreso, Mexico

 Marine Terminal Training Program February 4-8 Miami, Florida

• Planning and Research Seminar February 20-22 Canaveral, Florida

Spring Conference March 18-20 Washington, D.C.

• Bulk and Breakbulk Seminar April 10-12 Mobile, Alabama

 Executive Management Seminar May 6-10 Napa, California

 Port Legal Issues Seminar May 20-22 Boston, Massachusetts

• Commissioners Seminar June 5-7 Vancouver, B.C.

 Port Directors June 13-14 St. Louis. Missouri

• Port Property Management Seminar July 24-26 Seattle, Washington

• Harbors, Navigation & Environment August 7-9 Oakland, California

• AAPA Annual Convention September 22-27 Palm Beach, Florida

For more information, please contact

The American Association of Port **Authorities**

1010 Duke Street, Alexandria, Virginia 22314-3589

Tel: 703-684-5700 Fax: 703-684-6321 Home Page: www.aapa-ports.org E-Mail: research@aapa-ports.org



ICHCA 2002

YOKOHAMA, JAPAN April 15-17, 2002

Homepage: www.ichca2002yokohama.com Email: ichca02@ccc-inc.co.jp

ILO: Programme of Meetings in 2002

· January 21-25, Geneva Tripartite Meeting on the Restructuring of Civil Aviation: Consequences for Management and Personnel

• February 25 - March I, Geneva Tripartite Meeting on the Promotion of Good Industrial Relations in Oil and Gas Production and Oil Refining

• March 25 - 26, Geneva Tripartite Forum on Promoting the Tripartite Declaration of Principles concerning Multinational Enterprises and Social Policy

May 13 - 17, Geneva Tripartite Meeting on Employment, Employability and Equal Opportunities in the Postal and Telecommunications Services

• June 4 - 20, Geneva 90th Session of the International Labour Conference

• September 23 – 27, Geneva Tripartite Meeting on Lifelong Learning in the Mechanical and Electrical Engineering Industries

• October 7 - II, Geneva Tripartite Meeting on the Evolution of Employment, Working Time and Training in the Mining Industry

• October 21 - 25, Geneva Meeting on Social Dialogue in the Health Services: Institutions, Capacity and

· Last quarter, Lima

Fifteenth American Regional Meeting

Source: Ref. BIT/ILO (ILO letter from Dominique Peccoud, Special Adviser, Bureau for External Realtions and Partnerships)



ISU: The 4th International SALVAGE & WRECK 2001

A Spotlight on Today 's Global Salvage Industry

December 5-6, 2001, Jury's Great Russell Street Hotel, London

also featuring

International Marine Salvage Seminar 2001 An In-depth Guide to Salvage Law and Practice
December 3-4, 2001, The Westbury Hotel

Programme Highlights

- · Recognising the Primacy of the Salvor's
- Understanding the Responses Taken by
- States Confronting Salvage Incidents
- Reviewing Experiences of Secretary of State's
- Representative During the Inaugural Year
- Achieving Effective Environmental Protection
- Exploring the Use of Commercial Salvage and Wreck
- Contracts as a Viable Alternative to LOF/SCOPIC

Featuring Case Studies for Salvage **Operations:**

- An Tai, levoli Sun
- · Coral Bulker, Erika

A SPOTLIGHT ON TODAY'S GLOB-AL SALVAGE INDUSTRY

Endorsed by the International Salvage Union, this international conference continues to receive excellent feedback from speakers and delegates alike: "This conference provides an excellent snapshot of the industry.'

 $Featuring \ case \ studies \ for \ salvage$ operations including Ievoli Sun, Coral

Bulker and Erika, and with contributions from many of the industry's leading players, including Jean Labescat, International Salvage Union, Arnold Witte, Donjon Marine Co. Inc., David Parrot, Titan Maritime Industries Inc. and Cees Bom, Smit International, this international forum will provide unparalleled opportunities to investigate and debate key themes effecting the provision of salvage services on a global scale.

Delegate Fees:

- Salvage & Wreck Conference: £850.00+VAT @17.5% (£148.75) = £998.75
- International Marine Salvage Seminar: £850.00+VAT @17.5% (£148.75) = £998.75
- Attend both events: Save £200

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Marintec China 2001

December 4-7, 2001 Intex Shanghai, China

Please visit our website: www.cmpchina.com/marintec

For further details of Marintec China 2001, please contact:

Ms Ginnie Koay

CMP China / Seatrade 17/F, China Resources Building 26 Harbour Road, Wanchai Hong Kong

Tel: (852) 2827 6211 Fax: (852) 2827 7831 Email: ginniekoay@cmpasia.com

Madam Wang Lingzhi

SSNAME

Room 6322, Jin Jiang Hotel 59 Maoming Road (S) Shanghai 200020, China Tel: (86) 21 6258 2582

Extension 6322

Fax: (86) 21 6472 1270

Email: ssname@uninet.com.cn

Rotterdam: Rotterdam Tanker Event 14-17 April 2002

he theme for the Event is "Tanker Visions" with senior representatives from all branches of the industry invited to share their views and future visions for the tanker industry. The Tanker Event will, as usual, also include analyses of current oil and tanker markets, and updates on technical, commercial and regulatory developments.

Today the Rotterdam region has 1.2 million inhabitants and is by far the biggest port in the world, both in terms of length, almost 40 kilometres, and in terms of tonnage handled, over 300 million tons per year. In comparison, Singapore handles approximately 240 million tons and Shanghai 165 million tons. The port has traditionally been strong in crude oil, ore and scrap, but Rotterdam is also the largest container port in Europe and the fourth largest in the world. Every year, some 30,000 ocean-going ships and more than 130,000 river barges pass through Rotterdam. The port as a whole employs an estimated 60,000 people and contributes seven per cent to the Netherlands' Gross National Product.

The port continues to grow and modernise. Its importance as a European transport hub is exemplified by the hinterland link to Italy and the "Overnight Express" which offers a transit time of 14 hours to Milan. Less well known is the importance of Rotterdam Fruitport which handles more than 50 per cent of European fruit imports.

With the decision to organise the Tanker Event 2002 in Rotterdam, INTERTANKO has chosen a location of vital importance not only to the tanker trade but to world shipping in general. The Event presents an opportunity to visit a city with ambitions, offering business opportunities in a variety of maritime sectors and deter-

mined to remain the largest port in the world.

Make sure to mark the Rotterdam Tanker
Event 14-17 April 2002 in your diary today!

Contact: Anders Baardvik
mailto:anders.baardvik@intertanko.com
Useful links:

http://www.rotterdam.nl http://www.portofrotterdam.com http://www.dutch-maritime-network.nl



SEA JAPAN 2002

International Maritime Exhibition and Conference April 10-12, 2002 Tokyo Big Sight Exhibition Centre

Organized by: CMP Japan Co., Ltd.

The Seatrade Organisation
(Conference organised by: The Japan Shipping

Exchange, Inc.)

....

Sponsored by: The Japanese Marine Equipment

Association

The Shipbuilders' Association of Japan

The Japanese Shipowners'

Association

The Japan Ship Exporters'

Association

JETRO
The Ministry of Land,
Infrastructure and Transport
Tokyo Metropolitan Government

For more information, please contact: Email: sales@cmpjapan.com Website: http://www.seajapan.ne.jp

SHIPORT CHINA 2002

The 3rd International Ship Building, Port and Marine Technology and Transportation Equipment Exhibition in China

June 26-29, 2002Dalian Xinghai Convention & Exhibition Center, Dalian

• Organisers:

China Association of the Shipbuilding Trade Dalian Municipal Government

• Co-organisers:

Dalian Shipbuilding Industry Corp. (Group)
Port of Dalian Authority

Liaoning Province Society of Naval Architects & Marine Engineers Dalian Xinghai Convention & Exhibition Center

Business & Industrial Trade Fairs Ltd.

Supporting Organisers:
 Dalian Municipal Bureau of Communications
 Dalian Shipbuilding Technology Center

 Exclusive Association for US and Europe: Hamburg Messe RAI Group

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Email: shiport@bitf.com.hk

ISU: Marine Salvors set to reinforce their responder immunity

ARINE salvors are to urge governments to take individual action following the failure to include responder immunity in the new international convention on bunker spill damage.

Delegates attending the International Salvage Union (ISU) Annual Meeting in Shanghai this week decided to reinforce their campaign for protection against claims as the new International Maritime Organization convention, adopted last March, excludes immunity for the salvor.

ISU President Jean Labescat said: "Our members are responsible for over 90% of all salvage performed worldwide. We regard the omission of responder immunity as a serious anomaly. It leaves our members exposed to civil action if a bunker spill occurs during salvage and is a serious disincentive to get involved.

"This omission is inconsistent with past decisions taken by IMO member governments. They included responder immunity in the CLC and HNS conventions, dealing with pollution from cargo oil and chemicals.

"We now call on IMO governments to take the initiative and put in place domestic laws to protect salvors working in their waters. It is in their interests to do so. Prosecution of claims against a salvor under such circumstances would have a severe impact on our members' willingness to intervene and deal with casualties in certain jurisdictions.

"Governments should act immediately by implementing a Resolution in the Bunker Spill Convention which recommends States, when enacting the Convention, to give the protection sought by salvors. Responder immunity is strongly supported by many other leading industry organisations, such as the International Group of P&I Clubs, the International Chamber of Shipping, Intertanko and OSIMF.

"ISU members are to approach their governments at the earliest opportunity to encourage timely action. As a first step, we intend to press for a clear understanding that salvors will have full immunity from claims when responding under National Spill Contingency Plans."

The ISU Annual Meeting, hosted by China Salvage, also reviewed repeated refusals to grant safe havens for casualties. The problem was highlighted by the case of the Castor.

The tanker, laden with gasoline, was refused refuge by a succession of Mediterranean Coastal States earlier this year. ISU members identified other cases where the refusal to grant shelter had exposed casualties to greater risk.

ISU President Jean Labescat added: "We welcome the IMO's recent decision to give priority to the development of new international arrangements, that should ensure salvors receive more cooperation from Coastal States. The IMO's Subcommittee on Safety of Navigation is coordinating this work and we look forward to contributing to these discussions. Hopefully, the IMO will now deal with the 'lepers of the sea' problem, once and for all."

During the Annual Meeting, the ISU also reviewed issues concerning the new LOF 2000 contract and the SCOPIC Special Compensation arrangements. Both are working well. SCOPIC's two-year trial period ended this August. There have been 46 SCOPIC cases to date; only two went to arbitration. The vast majority have been settled.

The ISU Annual Meeting also welcomed two members: Shetland Towage of the UK and Kumho Salvage Co. of Korea.

Swedish Club: ISM Codecompliant owners gain more benefits

new study carried out by The Swedish Club confirms that owners implementing the ISM Code can expect to achieve a reduction in hull claims of 30 per cent or better, together with a similar improvement in the incidence of P&I claims.

In December 1999, the Club issued

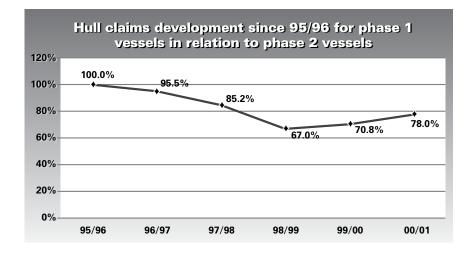
the findings of a pioneering study comparing claims involving two groups of ships entered with the Club: Phase 1 vessels (tankers and bulk carriers), required to achieve ISM Code certification by July 1, 1998, and Phase 2 vessels (container ships, reefers, ro-ro cargo ships and general cargo vessels), subject to a July 1, 2002, deadline.

The 1999 study reviewed claims trends in the three years to June 30, 1999, and noted that the claims development during the period was 30 per cent better for Phase 1 ships.

Martin Hernqvist, The Swedish Club's Loss Prevention Officer, says: "At that time, we predicted that the gap between the claims trends for the two vessel groups would narrow as we approach the 2002 deadline. Now, less than a year before the Phase 2 deadline, we have the evidence demonstrating that Phase 2 vessels are undergoing a claims development very similar to the claims development of the Phase 1 vessels prior to their deadline. It is clear that implementation of ISM has a major impact on the frequency of claims reported to the Club."

The full claims development since 1995-96 for Phase 1 vessels, in relation to Phase 2 vessels, is as follows:

- 1995-96 (base year):
- Phase I vessels compared to Phase 2 vessels: 100%
- 1996-97:
- Phase I vessels compared to Phase 2 vessels: 95.5%
- 1997-98:
- Phase I vessels compared to Phase 2 vessels: 85.2%
- 1998-99
- Phase I vessels compared to Phase 2 vessels: 67%
- 1999-00:
- Phase I vessels compared to Phase 2 vessels: 70.8%



- · 2000-01:
- Phase I vessels compared to Phase 2 vessels: 78%

Martin Hernqvist says: "In the three vears to June 30, 1999, a substantial gap opened between the hull claims incidence rates for Phase 1 and Phase 2 ships. Within 12 months of the 1998 deadline, Phase 1 hull claims were running at just 67 per cent that of Phase 2. At that point, however, the curve started to move upwards and the gap narrowed, as an increasing proportion of Phase 2 vessels became involved in the ISM Code implementation process

"Looking ahead, it is likely that the gap will continue to narrow, as the Phase 2 ships complete the process by July 1, 2002. In all probability, both groups will be seen to have passed through the same claims development once ISM is fully implemented. The curve in our study would return to around 100% at that point.

"Thanks to the time difference of four years between the 1998 and 2002 deadlines, we have been able to compare the

claims development of a group of vessels that have implemented ISM with a group of vessels where the majority has not. The lowest point in our study curve gives an indication of how much a shipowner could expect to gain through the successful implementation of the Code. The lowest point was 67% - corresponding to an improvement of 33%. This is a huge improvement when measured in terms of the direct and indirect costs of accidents and claims. An improvement of over 30% may be regarded with disbelief by some. Yet there are shipowners who have practically eradicated claims following their effective implementation of safety and quality management systems.

"The Swedish Club provides both hull and P&I cover. Accordingly, we can present a comprehensive picture of claims trends in both sectors. We carried out the same analysis involving P&I claims and saw a similar trend. Our P&I results, however, are tentative due to the 'long tail in this sector. We should have a clearer picture here during the first quarter of 2002."

- over the floor surface. This must be in accordance with US railroads Damage Prevention Services standards and guidelines.
- The shipper must carry a US\$5 million liability policy, naming the railroads as the coinsured.
- Coiled metal loads or any load stowed which weighs 11,340 kilos (25,000 lbs) or more per any 3 metre (10 ft) linear space may not move under general contract rates. A single coiled metal piece in a container causes the entire container to be rated as a coiled metal load.
- Periodically, coiled metal shipments tendered (in-gated) to the railroads will be subject to inspection. Audits of all intermodal shipments will occur at intermodal facilities across the railroads' network to monitor for compliance with the railroads' shipping instructions and loading standards.

Compliance with these new policies and procedures will be strictly enforced. Fines for failure to comply will be assessed, including (if applicable) fines for misdescribing either a shipment, restricted commodities, or coiled metal products.

Mr Nicholls makes the following recommendation:

"Members who move such loads should contact their TT Club regional or local office regarding these shipments, especially where such agreements are to be signed in order to satisfy the US railroad operators.'

This issue of Door to Door also features additional articles covering topics such as the mandatory application of the IMDG Code, a need for greater vigilance in ports to prevent serious accidents and an interview on the subject of seals. Door to Door is published on the TT Club's website at www.ttclub.com.



TT Club: Warns of new procedures for heavy cargo handling

N the latest issue of Door to Door, the TT Club's magazine for members and brokers, the Club cautions its Members with regards to new procedures for heavy cargo handling, with special focus on US railroads. The US railroads have recently experienced situations in which heavy cargoes, such as coils of steel, have not been properly loaded, stowed and secured inside containers and have broken out of the containers and in some cases the railcars as well. This has lead to derailment and other major dam-

As a result of such incidents the railroads are requiring the bill of lading issuer (ocean carrier or NVOCC), whom they treat as the shipper in the intermodal application, to sign an agreement by which the railroads are to be held blameless and indemnified. The agreement also seeks to make the railroad an additional assured on any pertinent insurance policy of the shipper with respect to any accident that may be caused by or contributed to by faulty cargo stowage inside the container. These new shipping policies and procedures have been put into place and were effective as of 1 April 2001

John Nicholls, the TT Club's Loss Prevention Director and editor of Door to

'The safe handling of coiled metal shipments on the US railroads is of high concern.'

The procedures outlined below have been designed to ensure shipments are safe for transport to reduce the potential for further accidents and the resulting shipper liability:

- The container bearing a coiled metal load cannot be over ten years old.
- Coiled metal shipments must be identified on the shipping instructions with the appropriate special price authority, coiled metal STCC and commodity description: "Coiled Metal Products."
- A separate letter from the shipper must be on file with the railroad. This letter must specify the cargo to be loaded, its range of weight and include a diagram outlining the blocking/bracing which will be used. Formerly filed letters are void.
- All coil, roll, spool, or reel metal products must be properly blocked and braced.
- Objects weighing 2,268 kilos (5,000 lbs) or more must be loaded on a load-roll pallet or a similar apparatus to spread the weight

New Publications

informa:

"Lloyd's Ports of the World 2002"

LOYD'S Ports of the World 2002 is the only Port Directory that lists all of the world's 2,600 commercially active ports. Published in two A4 sized volumes, the directory provides relevant data in a clear and easy-to-read tabular format.

Lloyd's Ports of the World 2002 qualifies all the updates received from the world's ports into a clear and easily searchable classification system of essential port information. This system is officially recognized by the International Association of Ports and

Harbours (IAPH) and International Harbour Masters Association (IHMA).

Completely revised, with all data reentered into a two-volume tabular format, users can locate essential port information quickly and easily. With reviews and endorsements by the IAPH & the IHMA, our port classifications are quickly becoming the world standard system for all of the world's docks and harbours.

The 2002 Directory includes 40 new ports - all with full contact, facility and geographical location details and World Port Location Maps with inset distance tables. Lloyd's Ports of the World is fully cross-referenced with the newly updated Lloyd's Maritime Atlas.

The directory is invaluable to anyone in the shipping industry, in freight/cargo transportation or involved in crew transfers to and from vessels via airport or railway.

ISBN: 1 84311 103 9 Price: UK£260/US\$442 Publication Date: October 2001

For further information please contact: Elaine Hinchliffe, Informa Maritime and Transport

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Email: elaine.hinchliffe@informa.com,
Website: www.informa.com

UIA:

Yearbook of International Organizations

Guide to Global Civil Society Networks

Union of International Associations -Clearing house for information on over 40,000 international non-profit organizations and constituencies

edited by the Union of International Associations

Published by K G Saur Verlag, München. 38th edition 2001, 5 volumes in 6 parts. CD-ROM and on-line versions are also available.

The newly published 38th edition 2001/2002 provides details on 30,748 organizations active in nearly 300 countries and territories. In addition to postal address, telephone and fax numbers, telex, e-mail and website particulars, the entries comprise background information on fields of activity, history, aims, organizational structure, staff, finances, relations with other organizations and much more.

PRICE

Volume I

(Organization Descriptions and Cross-

References) – DM 974.00

• Volume 2

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The Americas

Canaveral: New home port for Holland America Line

OLLAND America will launch a new Florida home port next year with the introduction of Port Canaveral as a gateway to the premium line's popular seven-day Eastern Caribbean itineraries.

Six sailings depart starting Nov. 9, 2002, aboard the 1,440-passenger Zaandam.

"As Holland America continues to provide attractive and convenient cruise options next year, we are delighted to be able to add a completely new gateway in addition to Fort Lauderdale and Tampa for our more than 150 Caribbean cruises," said David Giersdorf, senior vice president of marketing and sales.

"The Zaandam is ideal for this market, with the highest passenger ratings of our fleet, dedicated kids rooms and a contemporary decor complete with autographed rock guitars".

Oct. 19, 2002, the Zaandam sets off from Vancouver on a 21-day transcanal cruise that ends at Port Canaveral on Florida's central east coast. Zaandam will be the first Holland America vessel to sail from the "Space Coast" port located only a few miles from the Kennedy Space Center. Following the transcanal cruise, the Zaandam will sail a series of six seven-day eastern Caribbean cruises, departing Saturdays from Nov. 9 through Dec. 14, 2002. The itinerary features Philipsburg on the Dutch side of the French-Dutch island of St. Maarten; St. Thomas; and Half Moon Cay, Bahamas.

Two special seven-day holiday cruises follow, departing Dec. 21 through 28.

Eastern Caribbean cruises feature a visit to Half Moon Cay, the company's

award-winning private island paradise. Guests may sail, swim and snorkel in the turquoise waters, bask on white sand beaches, have a

beachside massage, and then enjoy an array of traditional barbecue fare. The island also offers a fun time for kids with a variety of age-appropriate activities through the company's Club HAL children's program. Prices for 7-day Eastern Caribbean Zaandam cruises start at US\$699 per person, double occupancy, including port charges. Government taxes are extra.

Canaveral: New waterside security zones in place

EMPORARY measures in response to the recent terrorist attacks in Washington, D.C. and New York City have led to some earlier than anticipated permanent security measures at Port Canaveral with the establishment of waterside security zones and continued enhanced landside restrictions.

"This week's tragedy dictates that we do more to ensure the safety and security of all those who work and visit Port Canaveral," says Canaveral Port Authority Chairman Joe Matheny. "We extend our prayers and heartfelt condolences to all who suffered loss in the devastating attacks, especially to our colleagues at the Port of New York and New Jersey who lost their lives or loved ones."

The Canaveral Port Authority is work-

ing in coordination with the U.S. Coast Guard, the Florida Marine Patrol, and the Brevard County Sheriff's Office on penalties and enforcement of the waterside security zone and landside restrictions.

While the two public boat ramps have been re-opened, existing plans to close off the north side according to legislative mandate are proceeding.

While international cargo increased to 1.5 million tons, container traffic was down by 5% to 15,761 TEUs. Domestic traffic dropped by 22% to 8.8 million tons, reflecting what the Port Authority describes as "the current state of affairs within the forest products industry.

(AAPA ADVISORY)

Fraser River: Cargo traffic during first half of 2001

EAK Asian markets and changes in shipping lines combined to affect cargo volumes through the Port of Fraser River during the first six months of 2001. Total shipments fell from 12.7 million metric tons last year to 10.3 million tons and ship arrivals from 315 to 303.

Port of Fraser River **COMMERCIAL TRAFFIC**

	January - June					
	2001 2000 change					
	Cargo, M	etric Tons				
Exports						
Autos	1,059	850	24.6%			
Bulk (NOS)	0	15,000	-100.0%			
Cement	115,184	0	ERR			
Chemicals	3,380	8,619	-60.8%			
General Cargo	80,625	76,688	5.1%			
Heavy Equipment	76	3,055	-97.5%			
Lumber	186,312	204,209	-8.8%			
Metal (Non-Fer.)	1, 4 66	1,569	-6.6%			
Other	191,252	45,800	317.6%			
Paper	24,426	33,151	-26.3%			
Pulp	199,010	183,616	8.4%			
Steel	5,566	11,796	-52.8%			
Wood Products	11,566	19,873	-41.8%			
Total Exports	819,921	604,226	35.7%			
Imports						
Autos	178,445	156,568	4.0%			
Chemicals	44,372	2,505	1671.3%			
General Cargo	79,640	75,02 4	6.2%			
Heavy Equipment	340	7,636	-95.5%			
Other	60,592	13,714	341.8%			
Paper	929	133	598.5%			
Pulp	199,010	183,616	8.4%			
Steel	342,509	499,957	31.5%			
Wood Products	11,413	953	1097.6%			
Total Imports	718,240	756, 4 90	-5.1%			
Total International	1,538,161	1,360,716	13.0%			
Total domestic	8,786,568	11,328,529	-22.4%			
Total Cargo	10,324,729	12,689,245	-18.6%			
		ther				
Container TEUs	15,761	16,589	-5.0%			
Ship Arrival	303	315	-3.8%			

Source: Fraser River Port Authority, www.frpa.com

Halifax: Forges ties with private sector for "SEA WALL" development

HE Halifax Port Authority is moving forward with plans to develop its 'Seawall' properties in South End Halifax. On September 26, 2001, the Board of the HPA selected a private sector group led by Greenwood Lane Inc. as the successful proponent in response to an open call for proposals issued in April 2001.

The HPA and Greenwood Lane Inc. have agreed to enter into exclusive negotiations over the next several months to jointly establish a comprehensive agreement to proceed with a development plan.

Located south of the existing waterfront boardwalk, the property includes land area of approximately 15.6 acres, plus a number of buildings and general real estate facilities. The proposed development will be mixed-use and take into account use of the area for other shipping business and in particular the flourishing cruise business

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



Long Beach: Sees falls in box traffic; puts up 5m share for PCH project

CONOMIC sluggishness in the United States and Asia slowed container cargo shipments at the Port of Long Beach in July, with shipping terminals moving the equivalent of 379,032 twenty-foot-long container units, a decline of 7.5 percent from July 2000.

Long Beach's July import total of 208,179 twenty-foot-equivalent units (TEUs) was the highest since November 2000. July's import totals are typically boosted by back-to school orders of Asian-made clothing and shoes, and even some early Christmas merchandise. With weaker orders this year, July's imports were down 7.4 percent from last July's import total.

Hampered by a strong dollar, exports dipped to 77,956 TEUs, a 10.3 percent decline from July 2000. Long Beach's leading exports include raw materials such as plastics, leather hides and recycled paper used by Asian manufactures to produce merchandise for American

HE Long Beach Board of Harbor Commissioners has agreed to put up \$5 million as its share toward the completion of a critical, long-delayed **Pacific Coast Highway commuter** bridge over the port's main rail line.

The \$107 million overpass at the border of Long Beach and Wilmington is the last in a series of bridges needed to complete the \$2.4 billion Alameda Corridor rail expressway linking the ports of Long Beach and Los Angeles and transcontinental rail yards near East Los Angeles. The overpasses allow motorists to pass over the Corridor without being blocked by rail traffic.

Delay in launching the PCH bridge project, along with a major design change, resulted in a \$42 million funding shortfall. In addition to the Port of Long Beach, the Metropolitan Transportation Authority (\$14 million), Port of Los Angeles (\$5 million), the Union Pacific and Burlington Northern railroads (\$4 million), and Caltrans (\$14 million in addition to its original \$65 million) will make up the shortfall.

HE Port of Long Beach has won three Awards of Excellence (the top awards) in the American **Association of Port Authorities' annual Communications Competition.**

Long Beach was honored for its 2000 Annual Report, last year's port holiday card and the port's newsletter. This year



58 ports submitted 175 entries in 38 categories. The awards will be presented at the AAPA's annual convention Sept. 30-Oct. 4 in Quebec City. Canada.

(tie lines)

New Orleans: Executive change-over at Port's Board of Commissioners

N September 27, 2001, the change over of the top official of the Port of New Orleans took place.

Newly became Executive Director of Board the of Commissioners of the Port of New Orleans was Mr. Gary P. LaGrange. Mr. LaGrange, a native of South Louisiana, joined the port business in 1976 at the Port of West. St. Mary in Franklin, La., where he served as Executive Director for 21 years.



Garv P. LaGrange



J. Ron Brinson

He then moved to Mississippi State Port Authority at Gulfport as Executive Director from 1997 to 1999. From 1997 to 1999, he was Executive Director and CEO for the Port of South Louisiana.

Outgoing was Mr. J. Ron Brinson, President and CEO of the Board of Commissioners of the Port of New Orleans who served the Port for 16 years since June 1986. He was the first winner and recipient of "Certified Professional Port Manager - PPM®", in 1995, under the citation of "Public Port Authorities and Private Sector Service Providers – Realities of Co-Dependent Relationships".

Mr. Brinson was active in IAPH. He served on the Executive Committee for 4 years form 1993-1995 term and 1997-1999 term respectively. He also chaired the IAPH Membership Committee for 1997-1999. He was the host of the IAPH Exco meeting in New Orleans in 1998.

STATE OF NEW YORK EXECUTIVE CHAMBER GEORGE E. PATAKI, GOVERNOR

Press Office 518-474-8418 212-681-4640 http://www.state.ny.us

September 25, 2001

Governor Announces Graduate Institute in Honor of Neil D. Levin

SUNY to Create Neil D. Levin Graduate Institute of International Relations & Commerce

OVERNOR George E. Pataki today announced that the State of New York will establish the Neil D. Levin Graduate Institute of International Relations and Commerce under the auspices of the State University of New York. The institute is dedicated to the memory of Neil D. Levin, Executive Director of the Port Authority of New York and New Jersey, who was lost in the terrorist attack on the World Trade Center on September 11, 2001.

"Neil Levin was a talented, dedicated and selfless public servant for the people of New York State, and his loss is a tremendous blow to all who knew him," Governor Pataki said. "The creation of this new institute which will benefit New Yorkers and draw people from around the world for generations to come is a fitting tribute to honor Neil's major achievements in the business, banking and insurance fields and is a tribute to all who perished at the World Trade Center. Neil Levin will be greatly missed, but he will not be forgotten."

The Neil D. Levin Graduate Institute of International Relations and Commerce will carry on Neil Levin's vision and commitment to the people of New York, enabling future generations to gain advanced skills and experience necessary to function in the complex world of foreign relations and the global economy. The Institute will partner the great academic strengths of the State University, City University and other outstanding universities.

Located in New York City, the Neil D. Levin Graduate Institute will work with the United Nations, representatives of foreign nations, international organizations and agencies, Federal, State and New York City governments, and leading firms involved with diplomatic relations among the nations of the world, international business, banking, law and finance.

A native New Yorker, Neil Levin was a leader in business, banking and insurance at the state, national and international levels. As the Executive Director of the Port Authority, he served at the focal point of international commerce, serving not only as landlord of the World Trade Center complex, but as operator of New York's major airports, port facilities, bridges and tunnels.

Neil Levin served as Chairman of the New York State Commission on Recovery of Holocaust Victims' Assets. The Commission was created by Governor Pataki to assist Holocaust victims and their heirs in the recovery of assets wrongfully taken in the Holocaust. While at Goldman, Sachs & Co., Neil Levin also had firm-wide responsibility for Goldman, Sachs & Co.'s business in the State of Israel. He was also a member of the Council on Foreign Relations.

On March 30, 2001, New York Governor George E. Pataki and Acting New Jersey Governor Donald DiFrancesco recommended Mr. Levin as Executive Director of the Port Authority of New York and New Jersey. Prior to his appointment as Executive Director, Mr. Levin was appointed New York State Insurance Superintendent in 1997, following his successful tenure as New York State Superintendent of Banks.

He had nearly 20 years of experience in both the public and private sector, and served as a Vice President at Goldman Sachs, Chairman of the Federal Home Loan Bank of New York, a Director of the Federal Agricultural Mortgage Corporation (Farmer Mac), and a member of the Freddie Mac Advisory Committee. He was also a Trustee of Hofstra University and held an AB in Economics from Lafayette College, an MBA in Finance from the C.W. Post Center of Long Island University Graduate School of Business and a J.D. from the Hofstra University School of Law.

Mr. Levin is survived by his wife, Christine Ann Ferer and her two daughters from a previous marriage. He is also survived by his mother, Gloria, of Atlantic Beach, N.Y. and a brother, Stanley, of Westchester County.

Panama: "The Future of Panama" by Alberto Aleman Zubieta

HE current trends in the transport industry, in which the Canal is one of the components in the chain of transhipment, means the expansion of the waterway is 'some-



thing we have to do,' says Aleman, a civil engineer by profession. 'Otherwise, there will be alternatives to the Canal; a thought that Aleman dares not contemplate.

The future of Panama as a transhipment and multi-modal centre will depend on the decision to proceed with the Canal's expansion, stresses the ACP administrator who received the Seatrade Personality of the year award during the Seatrade Awards ceremony held in London in April. 'It is neither an easy decision nor a small one,' but it is made, 'the industry is going to pay a lot of attention to the location of Panama,'

Planning takes time, ever in the transhpment world, and there is a fierce competition ranging from inter-modal facilities in the US to pendulum systems and other ports. 'Panama's success will rely on the added-value we can offer,' adds Aleman. 'If we don't loose the competitive advantage and with Panama's strong financial position complemented by the second largest free zone of the western hemisphere, the country should become more and more a destination for goods, something more than just a location where ships pass through.'

A network of infrastructure facilities that includes a good communication system, privatised ports and an effective legal system is already in place. Panama's culture and education have been historically service-oriented. It is a consideration many investors look at when deciding upon further financial venture. 'Servicing is very much what we (Panamanians) do every day,' says Aleman. 'And we have done it better than anyone in the region.

(Seatrade Review September 2001)



Trinidad Tobago: Attracts global interest

■ HE long-awaited invitation to international port operators to participate in the running of Trinidad's Port of Spain will go out before the end of the year, according to Colin Lucas, chief executive of the port.

Industry sources said Singapore's PSA Corp, ICTSI of the Philippines and Mexico's TMM (CP Ships) have already expressed informal interest in the project. Officials at Hutchison Port Holdings of Hong Kong, the world's largest independent port operator,

Before proposals are invited, the Port Authority of Trinidad and Tobago (PATT) will be split into two subsidiaries. One will deal with cargo handling and the other with marine services. Foreign investors will be offered up to 49 per cent equity stakes in both.

The government will also be required to write off PATT's US\$450 mill of debt, which has largely resulted from high manpower costs.

PATT is aiming to raise throughput from 282,500 TEU last year to 500,000 TEU, with transhipment accounting for about 60 per cent.



Several international operators are interested in running Port of Spain

(World Cargo)

Vancouver: A new study released

ORT of Vancouver activities generate 27,500 direct jobs, according to a new study released by the Vancouver Port Authority. When multipliers are factored in, the total employment from port operations including direct, indirect and induced climbs to 62,000.

The study, conducted by Mike Tretheway, former UBC professor and one of Canada's leading transportation economists, also concluded the port





David Stowe Chairman

Gordon Houston

generates \$1.6 billion in Gross Domestic Product (GDP) and \$3.5 billion in economic output.

"This study confirms the value of the port as a major economic generator of employment for Greater Vancouver, the province and indeed, the Canadian economy," said David Stowe, Chairman, Vancouver Port Authority. "In addition to creating substantial employment, port operations are a major contributor to all levels of government in taxes paid and other revenue generated.' Activities at the port contribute \$366 million in federal taxes, \$201 million in provincial taxes and \$55.5 million in municipal taxes.

"Every ship arriving at our port means jobs here and elsewhere in the country," said Captain Gordon Houston, President and Chief Executive Officer, Vancouver Port Authority. "While these numbers are indicative of the strength of the port, it is important we work to maintain our competitive advantage with reliable, cost-effective service and facilities in a business environment where there are many ports to choose from."

The port has two main sectors of direct employment: maritime cargo and the cruise industry. The maritime cargo sector accounts for 19,700 direct jobs or more than 70 per cent - with \$1 billion in wages, \$1.2 billion in GDP and \$2.7 billion in economic output. The value of cargo shipped through the port is \$29 billion. The cruise industry generates 4,500 direct jobs, \$177 million in wages, \$228 million in GDP and \$508 million in economic output.

Maritime cargo generates 14,000 direct jobs in total in B.C. It generates 4,700 direct jobs in Vancouver alone as well as 1,000 in Delta and 4,500 on the North Shore.

Capital investment by the Vancouver Port Authority and its tenants is a considerable generator of employment, wages, GDP, and economic output. "Planned investments by the Vancouver Port Authority and its tenants of \$2 billion in Western Canadian infrastructure over the next 10 years will continue to

strengthen the economy," Houston. Future investment plans without considering multiplier impacts will mean 1,300 direct jobs annually, \$54 million in wages, \$58 million in GDP and \$140 million in economic output.

The Port of Vancouver is Canada's largest and most diversified port, trading more than \$29 billion in goods with more than 90 nations. In 2000, a record 76.6 million tonnes of cargo were shipped through the Port of Vancouver.

lished as our main UK trading base, it is important we have the flexibility to maintain our unique service to our customers when we have to dry-dock the Spruce.

"Since we first introduced the Humber call into our schedule in October 1997, the number of calls has increased to over three per month in response to customer demand. This is the first time that the "mother vessel" has called direct at a UK port since 1998, but I am sure it will not be the

Dennis Dunn, Port Director, ABP Grimsby & Immingham, said:

"Forest Lines' service is an important deep-sea connection for Immingham, and the versatility of HIT allows us for the first time to service the "mother vessel" herself. An operation of this type illustrates the flexibility of the new terminal, and while there has been much focus on our coal traffic, general cargo such as this will form an important component of HIT's business in the

Africa/Europe

ABP/Immingham: HIT welcomes Forest Lines' m.v. Atlantic Forest

UMBER International Terminal (HIT) at Associated British Ports' (ABP) Port of Immingham recently welcomed a new customer with the arrival of Forest Lines' m.v. Atlantic Forest, a 40,881 dwt LASH (Lighter

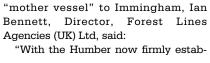


IAPH Exco member

Aboard Ship) barge carrier.

Operating on a service that runs between Forest Lines' Rotterdam base and New Orleans, m.v. Atlantic Forest is a "mother vessel," which can carry up to 82 barges, each able to hold 385 tonnes of cargo. Cargo destined for the United Kingdom is then transhipped from Rotterdam to the Humber via Forest Lines' semi-submersible feeder vessel, m.v. Spruce. A regular visitor to the Port of Immingham, m.v. Spruce berths at one of the port's river jetties, ready to discharge the vessel and to receive export cargoes. Cargoes are distributed by specialist tugs to Immingham and elsewhere throughout the Humber estuary.

With the opening of HIT in June 2000, however, the Port of Immingham is now able to accommodate a direct call of the actual "mother-vessel", m.v. Atlantic Forest, ensuring that the service can be maintained at all times. This is especially beneficial under present circumstances, as m.v. Spruce is currently in dry dock at Falmouth. Cargoes discharged at HIT from m.v. Atlantic Forest included bulk commodities such as rice, clay and petcoke - steel products, timber, paper and woodpulp. Exports loaded on to the vessel, destined for the United States, included steel products, sheeted glass and various general cargoes, and were handled by the line's westbound agents,



Herfurth

Shipping

(UK) Ltd.

Commenting on the first call of the

AMS: Bright Future for Passenger Terminal Amsterdam

HE new Passenger Terminal Amsterdam (PTA) has had a very good first year. Its efficient passenger handling procedure has won admiration from all sides. The year 2001 also looks promising, partly due to the arrival of the cruise ship Amsterdam on May 29th.

Mr Rene Kouwenberg, manger of the terminal since March 1st 2000, is very enthusiastic. The former hotel manager is proud of the praise he gets from shipping companies telling him that their passenger handling procedure is more efficient than in Miami and other ports with a reputation in this field.

Mr Kouwenberg attributes this success to the excellent cooperation between his team of six people, the shipping agents, and the tour operators



who were soon familiar with the possibilities and limitations of this building. This required a great deal of flexibility from everyone. This is why they got used to the building so fast.'

PTA is used the most for handling socalled turnaround passengers: mostly American passengers who embark in Amsterdam and disembark here after a cruise of, say, two weeks. 'When the 294-metre long Millennium is docked here, 2000 passengers arrive with approximately 8000 suitcases. They must leave the building within two and a half hours in order not to miss their connecting flights from Schiphol Airport,' Mr Kouwenberg explains.

He says that this efficient handling is the work of Mr Ab Roussou who has been doing this job for nine years now. A beaming Mr Roussou, who was joined by his colleague Mr Jan-Willem de Jong one year ago, indicates after the interview with his manager that all the success is really the work of 'the great team we have here.'

Appreciation

All this led to numerous visits by managers of other terminals worldwide to have a look in Amsterdam to find out how they do things here. Even the shipping companies and shipping agents have made no secret of their appreciation. 'This is illustrated by the fact that many requests for berthing here in 2001 came in earlier than in previous years, 'Mr Kouwenberg emphasizes. Two vessels arriving one immediately after the other, can be handled very quickly without any problem. Mr Kees P.C. van der Hoop of the marketing and sales department of the Amsterdam Port Authority (GHA) attributes this to the fact that passenger handling, previously a responsibility of GHA, has been gradually transferred to PTA. 'I receive the docking requests and forward them to Mr Lammert Leinenga in the captain's office who then forwards the requests to Mr Rene Kouwenberg. Once they have approved the request, we will send a confirmation to the shipping agent,' Mr van der Hoop explains. Therefore, a complete scenario exists for the simultaneous arrival of two vessels to ensure that there is enough docking space.'

Operational

PTA has thus had a very good first season during which an official number of 100 sea-going cruise ships were handled and nearly 100,000 passengers used the terminal. Much work was done during the first year to finish the building, including the installation of various facilities such as telephone booths, and preparing the 10-room conference centre that will be operated by Martinair Partyservice. The meeting rooms are now ready for use. The Brasserie, located on the first floor and also operated by Martinair Partyservice, opened recently, and the Croissanterie on the ground floor operated by AC Restaurants will be opening next season.

(Haven Amsterdam)

AMS: Enormous growth in cruise shipping

HERE has been a dramatic increase in the number of cruises from and to Amsterdam. The number of river cruises calling at Amsterdam this year is much higher than in previous years. This requires a great deal of puzzling and juggling on the part of Mr Leinenga, station sergeant, and Mr Compier, one of the traffic controllers, in the captain's office of the Amsterdam Port Authority (GHA).

This significant expansion is mainly due to the increase in size of both seagoing and river cruise ships in order to accommodate greater numbers of passengers. 'Not only has the number of ships increased in recent years, but shipping companies have been replacing small ships with larger ones,' says Mr Leinenga. Mr Compier adds: 'The biggest problem for us is that larger ships obviously need larger berths.'

This explosive growth is illustrated by the figures for the past five years. In 1996, 73 sea-going cruise ships called at Amsterdam, and exactly 100 did so last year. By early February, 95 arrivals had been announced for they year 2001, and by that same time 7 had been announced already for 2002.

Figures for river cruises were even more telling: 219 ships carrying a total of 29,510 passengers in 1996, versus 463 ships carrying a total of 62,326 passengers last year. By early February 2001, as many as 508 arrivals with a total of 68,838 passengers had been announced-figures which were already exceeded when this issue was published. Until fairly recently, the berths behind Amsterdam Central Station used to be sufficient to accommodate river cruise ships with lengths of up to 60-70 metres. Mr Leinenga says that the latest river cruise ships have an average length of approximately 100 metres, and ships with lengths of 115 metres and even 125 metres will be calling here for the first time this year. It is impossible for these ships to dock here at right angles, since this would disrupt other ship traffic. The processing of the requests to berth in Amsterdam therefore requires some juggling.

A tight schedule

The nautical handling of sea-going cruise ships is a slightly different story. Shipping companies, through their shipping agent in Amsterdam, contact Mr Kees P.C. van der Hoop of the marketing and sales department of the Amsterdam Port Authority (GHA) far in advance to reserve a berth. Mr van der Hoop forwards the requests to the captain's office which is responsible for the nautical handling. This process starts while the ships are still at sea.

Mr Leinenga: 'Sea-going cruise ships operate on tight schedules with fixed times for disembarking and for taking new passengers on board, and our schedules must allow sufficient time for ships to pass through the locks of Umuiden. When three large sea-going cruise ships arrive in Ijmuiden at the same time, we know that they will not be able to pass the locks simultaneously. In such cases, we contact their shipping agents well in advance, because they only know the arrival time of their own ship, whereas we have a list of all ships announced.'

Shipping agents are notified, because cruise ships may get the attention from the captain's office, they do not receive preferential treatment. They must fit into the overall port schedule, along with merchant ships, coasters, inland navigation ships, and river cruise ships, which all have equal rights. When a ship approaches lJmuiden, a pilot will come on board and the ship will immediately be in contract with the traffic control centre in lJmuiden which, after the ship has passed the locks, leaves further nautical handling to Mr Gerard Compier and his colleagues.

Rules

Mr Compier: 'We provide patrol boats for guidance and for traffic control on the water. The crew of the patrol boats ensure that ships get to their docks, taking into account non-standard navigating characteristics, if requested. Some captains want to moor their ships in a different manner and we will make allowance for this. When the 294-metre long Millennium calls here, many things need to be taken care of before it is finally docked.'

Mr Leinenga adds: 'There are many



rules to be complied with, and they apply to cruise ships as well as to other shipping traffic. Each ship must go through immigration and customs procedures, deal with the Koperen Ploeg boatmen's association, etc. They must oberve speed limits. This applies to all shipping traffic. The special thing about cruise ships is that their load is different: they are passengers. 'The same rules and procedures apply at the time of departure, but in reverse. 'Departures also require a great deal of organization, partly because of the tight schedules of the locks in lJmuiden. This calls for very precise planning,' says Mr Compier.

Flexible

These tight schedules also apply to the river-cruise industry with its increasingly large ships calling at Amsterdam. In fact, various shipping companies in this sector have more or less selected Amsterdam as their home port. Over the next 10 years, the rivercruise industry will have to take into account the construction of the socalled IJ river boulevard which will involve a significant amount of reconstruction work behind Central Station. During this transition period, the people in the captain's office of the Amsterdam Port Authority (GHA) will have quit a job steering everything. Mr Leinenga: 'We try to arrange everything so as to minimize nuisance to customers. Nonetheless, berthing capacity will continue to be an issue during the coming period.

Mr Compier adds: 'We use floating jetties. This gives us more flexibility and allows us to dock ships somewhere else every now and then. It is very difficult for us to keep up with the rapid increase in size of river cruise ships.'

Both gentlemen sigh that if the increase in scale and explosive growth continue, they may have to announce

t h a t
Amsterdam is
full. 'That
point of saturation is
approaching
rapidly,' Mr
Compier concludes.

Once the work behind Central Station is finished, Mr Leinenga and his people will have larger

berths at their disposal. 'The special thing about river cruises is that the customer wants a specific berth for a specific time, and we must find it. Honouring each request for a specific berth is a tremendous effort, especially during the peak months of April, May and June,' says Mr Leinenga. His words illustrate that customers, i.e., shipping companies, have much confidence in the work done by the people in the captain's office. This was once emphasized by representatives of shipping companies during an interview for the Havens Amsterdam magazine. The first requests for berths arrive as early as in September. By mid-December, approximately 90% of all requests have been received and that's when Mr Compier and Leinenga start puzzling and juggling, a job they finish in mid-January.

(Haven Amsterdam)

Antwerp: Maritime cargo turnover up 3.3% during first half 2001

N the first half of this year the Port of Antwerp registered a maritime cargo turnover of 65.6 million tonnes. Compared to 63.5 million tonnes over the same period of last year this means an increase of 3.3%.

The growth of the container traffic slowed down to 4% whereas in some main European container ports this traffic even suffered a setback. During the first six monts 22,849,123 tonnes (2,058,002 TEU) of containerised goods were handled in the Port of Antwerp compared with 22,002,185 tonnes (1,998,845 TEU) during the record year 2000.

As to conventional general cargo, loadings remained at the same level while unloadings of almost all products dropped by an average of 14%.

In particular, bulk goods went strongly

up. The turnover of liquid bulk rose by 7.1% to 17,128,128 tonnes. Dry bulk went up by 5.4% thanks to the increased volumes of incoming coal and ores.

Cargo volume	First six months in tonnes	Fist six months I	Difference 2001
	in tonnes	2000	2001
Total	63,476,127	65,595,643	+3.3%
General cargo	34,284,316	34,555,166	+0.8%
Containers	22,002,185	22,849,123	+3.8%
Ro/Ro	2,933, 4 01	3,029,032	+3.3%
Conventional	9,348,730	8,677,011	-7.2%
Liquid bulk	15,991,512	17,128,128	+7.1%
Dry bulk	13,200,299	13,912,349	+5.4%

(Antwerp Port News)

Antwerp: Flemish Parliament argues for further deepening the Scheldt

HE Flemish Parliament has set out its long term vision for the Scheldt Estuary. Its unanimous object is a further deepening of the Scheldt, so that in the first phase ships with draughts of up to 12.80 m could sail the river regardless of the state of the tide. When the provisions regarding keel tolerances are taken into consideration this would mean that the Scheldt could accommodate real draughts of up to 13.10m, thus enabling ships of up to 6,500 TEU to reach Antwerp without difficulties. As agreed with the Netherlands, the Flemish Minister President Patrick Dewael informed the Dutch Prime Minister Wim Kok of this position before 1 June 2001. The Dutch Government will now state its position within a period of six months.

(Antwerp Port News)

Antwerp: Ports of Flanders-Centres for hinterland logistics

HE ports of Antwerp, Zeebrugge and Ostend were jointly represented on a stand at the Transport Logistic Fair in Munich. The group stand was co-ordinated by Flanders' Export Promotion Agency.

The theme of the Belgian Day organised during the fair was "Mobility and Hinterland Logistics." The ports of Antwerp, Zeebrugge and Ostend made a presentation of the various forms of overland transport they can offer the European hinterland. Nowadays ports have to pay ever greater attention to their accessibility. Major investments such as the renovation of the Iron Rhine



panies / joint ventures were: I. - JV Archirodon Construction (Overseas)

The offers made by the remaining com-

- Co. SA
- Mitsui Engineering and Shipbuilding Co,
- 2. IV Penta Ocean Construction Co, Ltd
- 3. Taisei Corporation
- 4 LG Engineering & Construction Corporation

The winner will be announced soon after the analysis of the offers.

(railway), a second railway access to the Port of Antwerp, the widening of the Albert Canal, the completion of the Inner Ring Road round Antwerp, and the construction of the "Main Hub" will all help to ensure that Antwerp remains easily accessible in the future.

In his presentation on the Rhine container trade, Rudiger Herzog, Chairman of AGHA's Germany working group, went a step further. In his view it is not enough to simply build more traffic infrastructure. Improved co-operation between the various modes of transport is essential. The container barge trade can only overcome the geographical limitations of the waterways by working more closely with the railways. Improved networking between river ports and greater co-operation between seaports and river ports could create new opportunities for the further development of the logistical activities of the Rhine container trade.

(ANTWERP PORT NEWS)

Constanza: Building new container terminal at Constanza South

HE international bid for the new Container Terminal to be built in Constantza South has made another step forward. On September 25 at the Port Administration headquarters, the financial offers were opened for the first package, Infrastructure Construction

This package consists of the construction of: quays, container storage platforms, access roads, office buildings, rail terminal and other facilities.

The technical offer was presented at the beginning of August by 6 companies and / or joint ventures but only 4 presented their financial solution because Kajima Corporation Japan renounced and Besix Belgium did not qualify.

Cyprus: Concession Contract for Re-development of Larnaka Port

HE Government of the Republic of Cyprus is initiating a procurement process for the award of a concession contract for the re-development of Larnaka Port under a long term Design-Build-Finance-Operate style contract. The attached advertiserment has been placed in the [Financial Times (Friday 21st and Friday 28th September 2001 editions) and in the Economist (Saturday 22nd and Saturday 29th editions)]. Prospective parties can apply to the Ministry for a copy of an Information Circular which provides further details on the project and the procurement process. Copies of the Information Circular have also been sent directly to a number of parties, including those who have previously expressed interest in this opportunity.

This is an interesting project which will require bidders to provide an outline of their proposals for the project, which includes a substantial real estate development on surplus port land as well as the reconfiguration and operation of the port

Any enquiries should be addressed to: The Senior Control Officer, Ministry of Communications and Works, 28 Acheon Street, CY-1424 Nicosia, Cyprus; Telephone Number: +357 2 800253; Fax Number: +357 2 776272

The Government of the Republic of Cyprus is being advised by PricewaterhouseCoopers with WSP Group, Masons and Lellos P Demetriades Law office.



Republic of Cyprus Ministry of Communications and Works

Concession Contract for the Re-Development of Larnaka Port

The Ministry of Communication and Works (the "Ministry"), on behalf of the Government of the Republic of Cyprus, and advised by PricewaterhouseCoopers, is initiating a tender process for the award of a concession contract to a suitable bidder (or consortium) for the re-development of Larnaka Port under a long term Design-Build-Finance-Operate style contract

Request for an Information Circular

Request for an Information Circular
The Ministry invites prospective parties to apply to the address given below, for an Information
Circular which provides more information on the proposed project, the transaction structure and the
procurement process. All requests for the Information Circular should be received by 12:00 on 12
October 2001. Parties who are interested in the potential of the project are requested to respond to
the Information Circular, informing the Ministry of their interest and any views that they may have
on the project. Appropriately qualified applicants will subsequently be sent a Preliminary
Information Memorandum and an Invitation to Submit Outline Proposals.

Project scope

The Government's intention is to re-develop the existing port of Lamaka, transforming it into a major cruise passenger destination. This re-development will be undertaken as a public private

The re-development is likely to include the reconfiguration of the existing port infrastructure (to include a larger vessel turning circle and the realignment of quays) and the development of the extensive land which is within the current port boundaries. The concessionaire will be required to undertake the port construction and real estate development, and to manage and operate passenger and commercial port operations. The form of the real estate development will have to be consistent with, and complementary to, the development of the port as a major cruise passenger destination. The Government is aiming to attract bidders with innovative re-development concepts and approaches, which will enable the Republic of Cyprus to maximise the project benefits and provide

Please reply to: The Scnior Control Officer, Ministry of Communications and Works, 28 Acheon Street, CY-1424 Nicosia, Cyprus; Tel. Number: +357 2 800253, Fax Number: +357 2 776272

PRICEWATERHOUSE COOPERS .

terhouseCoopers refers to the UK firm of PricewaterhouseCoopers and to the worldwide PricewaterhouseCoopers organisation. The UK firm of Pricewaterhous authorised by the Institute of Chartered Accountants in England and Wales to carry on investment humass.

Dublin: Major upgrade for Dublin

UST a year after it was acquired by Mersey Docks & Harbour Company (MD&HC), Dublin container terminal operator Marine Terminal Ltd (MTL) has announced details of its I£17 mill investment programme. Expansion of the existing 15.5 hectare terminal, with a 700m long quay, to take in an adjoining area will help triple storage capacity from 2000 TEU to 6500 TEU, with the help of five new widespan RMGs already ordered from Liebherr. The development programme, due for completion next June, will increase the length of quay offering a depth of 10.2m at lowest overall tide from 400m to 570m. The other 30m of berth will provide a minimum depth of 8.5m. The terminal will have 260 reefer points for reefer containers.

MLT revealed some time ago that it was considering a dense-stacking RMG system to replace its reach stacker-direct operation. As reported in the July 2001 issue of World Cargo News (p34), three of the new RMGs measure 14.3-51.45-14.3mand stack 1 over 4 and the other two are 14.3-51.45-0m and stack 1 over 2 high. Liebherr has also just delivered a Panamax crane to MTL and is due to deliver three more cranes to MD&HC in Liverpool, later this year and early next.

MD&HC has also announced an investment of £5.5 mill in a giant 23,100m² warehouse in Liverpool for use by Arakdy Feed(UK) Ltd, part of one of the world's largest grain trading groups. A $460 \mathrm{m} \ \mathrm{long}$ overhead conveyor will link the new warehouse to the deepwater S10 berth which is capable of handling large Panamax size vessels.

The conveyor will be able to transfer animal feed from ship to warehouse at up to 750 t/h and will be fully-enclosed. All loading of road distribution trucks will be undertaken in a 15m-wide roadway inside the giant store. The 220m long by 105m wide cladded, steel framed structure can hold as much as 75,000 tonnes of up to six different products.



Artist's impression of upgraded MTL container terminal in Dublin

Completion of the new warehouse and conveyor at Royal Seaforth Dock in September, 2002 will allow Arkady to transfer operations from Canada Dock where there is a limit on the size of bulk carrier that can be accommodated.

(World Cargo)

Helsinki: A new ferry berth is completed

new ferry berth was inaugurated in the North Harbour in Helsinki. The construction of a new ferry berth became necessary due to the increase in the number of sips visiting the Port of Helsinki. In addition, as traffic has increased, shipping companies have acquired new types of vessels that require a wide shore ramp for their stern ramps. Only three of the North Harbour's previous six ferry berths were suitable for such vessels

Cargo passing through the North Harbour is primarily transported in lorries and trailers. It is expected that traffic volumes will continue to increase.

The new ferry berth is in line with the Port of Helsinki's strategy of developing its functions in its present harbours and meeting the needs of customers while vigorously advancing the Vuosaari Harbour project.

The first ship to use the new ferry berth was Finnbirch, which is part of Finnlines plc's fleet. The ship arrived from Aarhus, Denmark, on 13 August.

The side pier of the new SS7 ferry berth is formed of dolphins on a foundation of light-structured steel piling. The basic structure of the ground ramp is a piling wall made of steel tubing. The pier is 150 metres long and has a water depth of 9.0 metres. The new ferry berth cost FIM 11 million.

Helsinki: Turnover almost at the previous year's level

URING the January-July period of the present year, turnover fell FIM 5 million short of turnover in the corresponding period of the previous year; passenger traffic and storage have declined. The turnover forecast for the present year is FIM 400 million. The surplus before reserves is expected to be slightly lower than last year.

Investments in the January - July period totalled almost FIM 30 million, or somewhat over one-third higher than in the corresponding period of the previous year. This year, investments are expected to rise to slightly over FIM 64 million. One of the major investments is ferry berth SS7, which was recently completed in the North Hrbour.

The Port has a new quality manager

The Port of Helsinki puts the accent on high quality. MS Kaarina Vuorivirta, M.Sc. (Eng.), started out as the Port of Helsinki's quality manager on 1 June 2001. This is a new position.

(INFO)

Le Havre: Public sector contracts for Port 2000

FTER international invitations to tender in the course of the year 2000, the Port of Le Havre Authority has just appointed the companies which will participate in the construction of the future



J.M. Lacave

infrastructures of Port 2000 intended to



accommodate the biggest containerships. At the end of August, the main two public sector contracts were signed by the Managing Director of PAH.

The first contract for the construction of the breakwater and digging of the channel, amounting to 1.6 billion francs (that is 244 million Euro), was signed with a group of companies made up of GTM-Construction, Campenon-Bernard, Dumez-GTM and Dredging International, the Belgian dredging company. The group of companies will be directed by GTM-Construction, a subsidiary of the VINCI group.

The second public sector contract amounting to 800 million francs (122 million Euro, was signed with Soletanche-Bachy which will build the first four berths.

In November next, once the mineclearing operations are over on the maritime site of Port 2000, it will be possible to start the maritime works. They will last about 3 years. The first phase of Port 2000 whose total cost amounts to 3.4 billion francs will be operational in mid-2004.

Marseilles: Seeking 3 candidate specialists

HE port of Marseilles Authority (PMA) is to begin its search for a specialist partner to operate the Fos 2XL container terminal set to open in 2004.

Fos 2XL is to be developed as an intermodal transhipment hub and will increase capacity in the port's main box-handling area from 720,000 TEU to 1m TEU.

PMA plans to contact potential operating partners by this autumn. A maximum of three candidates will be shortlisted by the end of the year and the final choice will be made next July.

Candidates will be required to demonstrate wide-ranging experience of port and landside services, including vessel handling, stevedoring and rail handling.

(Cargo Systems)

• Increasing the drydocking facility at the synchrolift

Weather not affecting port

Climatic conditions in Walvis Bay are ideal with no delays known due to inclement weather.

OPERATIONS

Radio/Port control

Walvis Bay Port Controls controls all shipping movements within port limits and keeps a 24-hour VHF radio watch on Channel 16 and works on Channels 12 and 14.

Pilotage

The port is a compulsory pilotage area. Requests for pilots must be directed to the Port Captain prior to arrival.

Cargo Handling

Bulk Cargo

Salt, coal, fluorspar and mineral concentrate are mechanically handled in bulk.

Liquid bulk handled.

General Cargo &

Ro-Ro:

Handled at berths 4 and 6.

Namport: Port of Walvis Bay to play important role

INTRODUCTION

HE Port of Walvis Bay's vision is to play an important role as facilitator for the Walvis Bay Corridor and as a major outlet for Southern Central Africa. The port has the opportunity to capitalise on its geographic location in relation to Europe, the Americas and the industrial centre of Gauteng (RSA) in conjuction with the East/West highway of the Trans Kalahari and the Trans Caprivi to the landlocked neighbours.

Main Features including water area

The port of Walvis Bay handles some 2 million tonnes of cargo per annum consisting of dry bulk, break bulk, petroleum products and containerised cargo. The commercial harbour consists of a quay wall of 1.4 kilometres in length, divided into eight berths. Berths 1-3 each has a depth of 12.8 metres while the depth of berths 4-8 are 10.6 metres. A separate Tanker jetty caters for tankers of 128m to 192m in length and maximum 10m draught. Approximately 800 vessels call at Walvis Bay per annum.

The Port prides itself on the fast transit times achieved for cargoes, in particular,



containerised cargo. Cargo throughput could be increased to 5 million tonnes per annum or more by introducing additional shifts and equipment to meet growing demand. Namport partners are private operators, who are port users, and include the Walvis Bay Bulk Terminal, Walvis Bay Cold Store, Rossing Uranium Mine, the Fish Oil Company, the Offshore Oil Supply Industry, the Okoruso Mine, and others, like our own Synchrolift, who all enhance the port operation.

Future Development

New projects proposed for the port of Walvis Bay:

- A distrubution centre for just in time deliveries to the region (Freeport)
- A bulk grain storage facility

Main Commodities Handled Export:

Salt, manganese ore, fluorspar, fish, marble/granite, containers

Import:

Coal, petroleum products, grain, fishmeal, sugar, offshore oil, industrial commodities, equipment, containers

Container Terminal

The new container terminal is in use since 1999 and operates at designated container berths 1, 2 and 3 each of which has a depth of 12.80 m below the chart datum. Our new container terminal has 382 ground slots and roadways are laid out to cater for reach stacker operations. 190 reefer plug connections in a three high configuration are provided in the new terminal plus 48 reefer plug points at the old terminal. A new entrance designated for container trailers is fully completed and equipped with Container Terminal Information System (CTIS).

Bulk Terminals (Privately Operated)

The port has 2 bulk terminals, each of which is capable of handling various bulk

cargoes at 500 tons per hour.

Fuel & Water

Fuelling Facilities (Berths 1, 2, 3, 4 & 5) via pipeline and all other berths via road transport, bunker fuel transfers in the inner anchorage are subject to prior approval by the Department of Transport (Marine Division) and the Port Captain and are monitored.

Fresh Water Supplies

Fresh water can be supplied at any quay at a rate of 15 tons/hour up to 4 hoses per vessel. Walvis Bay is experiencing a water shortage and limitations on water supply may be imposed. Fresh water is supplied by prior arrangement through the Port Captain.

Synchrolift Ship Repair Facilities

Synchrolift: a synchrolift with a lifting capacity of 2000 tons (12-metre beam and 80-m length) is operated by Namport. Various private companies provide repair services.

Other Services

Fire Prevention and Security

Fire prevention service is available on a 24 hour basis

Access to the harbour is controlled by security guards. Permits are required to enter controlled areas.

Divers

The port offers professional diving services on request through the Port Captain.

THE WALVIS BAY CORRIDOR

The principle of the Walvis Bay Corridor flows from the concept of the creation of a transport conduit from Walvis Bay to landlocked countries and other potential trading partners for Namibia in the subcontinent, in line with the founding philosophy of other regional corridors such as the Maputo Corridor and the Beira Corridor. As such, it has the primary purpose of fostering reciprocal trade with such countries, utilising the Port of Walvis Bay as an import/export point. The Walvis Bay Corridor further contributes to the vision of linking up as a transport route with the Maputo Corridor, thus providing a powerful transport link across the breadth of the Southern African subcontinent and providing concomitant trade opportunities for the countries along the route of the linking corridors. The importance of this was stressed at a recent meeting between the relevant responsible Ministers of Transport of Namibia and South Africa. It was however also evident that, in order to realise this vision, certain portions of this route (in particular between Gaborone in Botswana and Rustenburg in South Africa) would require significant upgrading. This would be essential to realise the full potential of the other essential corridor links, such as the Trans-Kalahari Road.

The Walvis Bay Corridor offers the following advantages to potential customers:

- A well developed port, town, and business chain, connected to an excellent infrastructure system.
- A dynamic Walvis Bay town administration, keen to expedite and assist business and corridor development opportunities.
- 3. No delays due to weather or port congestion.
- High cargo security and low insurance risks.
- Flexibility in port operations, and the ability to double or treble capacity upon demand.
- 6. A saving of four to seven shipping days on average from the North West Continent and the Americas for cargo destined for Southern and Central Africa, compared to other Southern African ports.
- 7. Three-day transit time from Walvis Bay to Harare and Lusaka.
- 8. Three to five-day rail service to the Gauteng area of South Africa.

- Guaranteed three-day clearance of containers in the port.
- The Export Processing Zone and Free Port concept, linked to the Corridor, providing business incentives in this regard.

The corridor concept is strongly supported by the private sector, and will be operated as a private sector initiative. It is intended to establish a Walvis Bay Corridor Group, with the purpose of facilitating the marketing of the Port of Walvis Bay, including the access routes through neighbouring countries, work on issues related to trade and traffic facilitation to ensure smooth cross border operations, and work as regards quality assurance and the competitiveness of the transport routes to and from Walvis Bay. The Corridor Group will be driven by the private and commercial sectors, but with representation by key government ministries and government agencies. In principle, private and commercial interests would not be represented at the company level, but through the respective associations representing the trade groupings. It is planned to finance the Corridor Group mainly through contributions from the private sector, with an organisational and governance structure essentially like a private company. The day to day activities would be managed by a Business Development Manager, reporting to a Board of Trustees.

Nigerian Ports Authority's Mission Statement with Port Profile

MISSION STATEMENT

O ensure the efficient management of port operations, optimal allocation and use of resources, diversification of sources of revenue and guarenteeing adequate returns on its investments, in order to contribute effectively to the wellbeing of the Nigerian society."

The history of sea port development in Nigeria dates back to the mid-19th century, following the adventures of early explorers on the West African Coast and the international trade which resulted. Initial efforts consisted of opening up the entrance to the Lagos Lagoon and the provision of facilities for ocean-going vessels, the mainstreamer SS Akoko, entered the new Lagos Harbour. Two months later the Customs Wharf on Lagos Island was opened, and not long after Apapa and Port-Harcourt were

added to the network of ports. The establishment of the Nigerian Ports Authority, NPA for short, in 1954. brought a new impetus in the development of Nigerian sea ports. The organisation made remarkable progress and in line with government's efforts to improve the services and revenue yielding potentials of the organisation, the activities of Nigerian Ports were commercialised in 1992 under the name, "Nigerian Ports Plc." However, considering the fact that the company is still wholly owned by the government, it reverted to its former name, NIGERIAN PORTS AUTHORITY in October 1996. This reversion is however, not in conflict with commercialisation efforts and the commitment to improved services. Nigerian Ports Authority today operates under the supervision of the Federal Ministry of Transport with the responsibility of providing specific ports

and harbour services for the country's maritime industry.

Statutory Duties and Major Functions

The following list highlights the fundamental duties and functions of the Nigerian Ports Authority:

- Provision and operation of cargo handling and quays facilities. Pilotage and towage services
- Supply of water and fuel to vessels at anchorage or mooring buoys.
- · Repairs and maintainance of vessels.
- Dredging and contract dredging waterways
- Navigational lighting of the ports.
- · Other ancillary services.

Highlights of the Nigerian Ports Authority

- The NPA provides the gateway to West and Central Africa, through 8 major ports strategically located along the coastline and estuaries of the most important navigable rivers.
- These ports account for some 99 per cent by volume and 95 per cent by value of the country's total imports and exports.
- The ports have a highly developed infrastructure and efficient, professional methods of cargo handling and freight management
- Many of the ports and terminals are directly geared to the requirements of major multinational companies in essential industries such as oil, gas, and steel production. This helps to ensure stability and long-term commitment.
- Every aspect of cargo handling, storage and transhipment is provided for – from bulk commodities and containers to general goods and foodstuff.
- Nigeria is the largest and most developed economy in West Africa, with a trade heritage extending back over many centuries.
 It is now unique in its placement of providing trading and investment opportunities, unrivalled on the African continent.

MAJOR NPA INSTALLATIONS

The eight major ports controlled by the Nigerian Ports Authority provide:

- 93 general cargo berths
- 5 RoRo berths
- 7 bulk solid berths
- 11 bulk liquid cargo berths
- 63 buoy berths
- Numerous private jetties

Cargo storage facilities include:

- 63 transit sheds
- 22 back sheds
- 4 arcon sheds
- Over 40 warehouses with a total storage

area of over 460,400 square metres.

Also available in the ports are:

- A fleet of 54 harbour craft
- Over 600 different types of cargo handling equipment

These plants and equipment are a matter of policy, updated consistently in accordance with international standards and maritime developments. Characteristics of the various major ports are as follows:

S/No.	Ports	Location	Maximum Depth of berth	Quay Length in metres
I	Арара	Lagos	9.0	2459
2	Tin Can Island	Lagos	11.5	2045
3	RoRo	Lagos	11.5	705
4	Container Terminal	Lagos	110.5	1005
5	Port Harcourt	Port Harcourt	7.8	1877
6	Delta (*)	Warri	11.5	2506
7	Calabar	Calabar	11.0	1137
8	Federal Lighter Terminal	Onne	5.7	1185

^{*} Both new Sapele and Koko ports have been integrated into the Delta Port Complex.

CONTACTS

Corporate Headquarters and Offices

Nigerian Ports Authority
 Plot 126 Olusegun Obasanjo Way
 Central Business District
 Garki-Abuja
 Tel: 09 234 7920-8
 Fax: 09 234 7930-1

 NPA Kano Office 221 Audu Bako Way P.O. Box 930 Nassarawa, Kano Tel: 064-632269

New Ocean & Federal Lighter Terminal, Onne Port

Nigerian Ports Authority,Onne Tel: 084-82046 I

Lagos Port Complex, Apapa P.M.B. 1021, Apapa Tel: 5452820-4

Lagos Marina Office 26/28 Marina Lagos Tel: 01-2600620-12 Fax: 2341-263671, 2630306 Telex: 21500 ONP PNPA NG

213763 ONP PNPA NG Cable: Genports Lagos

NPA London Office 2nd Floor, Allenby House IA Temple Road (Off Cricklewood Broadway) NW2 6PJ Tel: 020-8450 3101 (3 lines)

- Cable Gen Ports, London Fax: 020-8458 062
 Telex: 25505 NPALRG, 26655 I NPALREG
- Tin Can Island Port (TCIP)
 P.M.B. 1201, Apapa
 Tel: 090-402495
- Roro Port
 P.M.B 1198, Tin Can Island, Apapa Tel: 804100-49

Telex: 23715 Fax: 875488

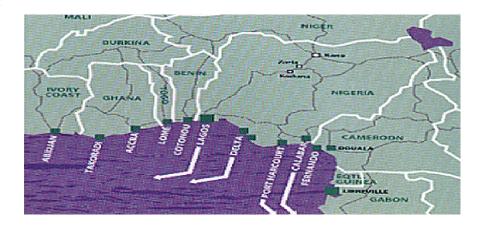
• Container Terminal Port, Ijora P.M.B 1169 Ijora

Tel: 5870052, 5874644, 5874738, 5873621

Calabar Port

New Calabar Port Complex P.M.B 1014, Esuk-Utan, Calabar Tel: 087-225111-5 Fax: 087-221192 Port Manager: 087-222505

Website: http://www.nigeria-ports.com



Asia/Oceania

Brisbane: Inks agreement with stevedor Patrick for facility relocation

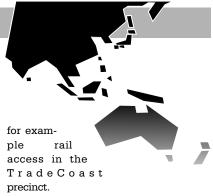
ATRICK The Australian Stevedore and the Port of Brisbane Corporation have signed a Heads of Agreement for the staged relocation of some of the company's facilities from Hamilton to Fisherman Islands.

Patrick will relocate its break-bulk operation and vehicle pre-delivery and inspection facilities, starting in the second half of 2002.

Existing shipping services – other than Patrick's - will continue to operate at Hamilton.

Transport and Main Roads Minister Steve Bredhauer said Patrick would be able to take advantage of the benefits Port the of Brisbane offered,





"This announcement will create significant new job opportunities during construction of the new Fisherman Islands facilities," Mr Bredhauer said.

"The TradeCoast precinct at the mouth of the Brisbane River, offers world-class infrastructure to drive trade, jobs and economic development," he said.

PBC Chief Executive Officer Graham Mulligan said the need for the relocation of the port from Hamilton was first recognised in the early 1970s when Fisherman Islands was identified as the preferred future location for Port of Brisbane.

"Since then, Fisherman Islands has developed significantly. And the relocation of the existing Hamilton facilities continues to be reflected in our long-range strategic plans," he said.

"These plans have been based on the assumption that within 10 to 15 years, all port- Graham Mulligan related activity at



Hamilton will have moved down-river," Mr Mulligan said.

"The timing is consistent with the terms of the existing leases," he said.

The Heads of Agreement requires the Corporation to provide facilities at Fisherman Islands, such as common-user berths and developed back-up land, to accommodate the business activities transferred from the Hamilton area.

Under the agreement, Patrick will take up some of the developed backup land behind Berth 8.

This will, in turn, fast-track the development of Berth 9, which will considerably increase the capacity of wharf frontage at Fisherman Islands

FURTHER DETAILS: Andrew Williams, Minister's office 3237 1944 or 0408 725 308 .. Nikki Wood, Port of Brisbane Corporation 3258 4675 or 0417 732 556



GLOBAL NOTIFICATION FOR PRE-QUALIFICATION OF BIDDERS FOR SETTING UP OF AN INTERNATIONAL BUNKERING **TERMINAL IN COCHIN HARBOUR**

Cochin Port Trust (CoPT) proposes to set up an international bunkering terminal in Cochin Harbour. This development may take place under a BOT format consistent with existing privatization guidelines of GOI, under Revenue sharing basis. Only land for setting up tankage facility will be given on lease by CoPT under TAMP approved tariff. Necessary berthing facility, development of other infrastructure facility and operation of the terminal shall be the responsibility of the operator.

Recognising however the time required for the setting up of the Bunkering Terminal Project, CoPT intends to develop the project in stages Cochin Port stands in advantage for setting up of the Bunkering facility on account of the following:

- Location near to international sea route Location of international airport nearby
- Availability of facilities for all official clearances like customs, immigration etc. and other facilities like nearness to ship repair yard etc. required for

conducting shipping operations
(iv) Availability of all grades of good quality bunkers on account of the nearness to Oil Companies like KRL, IOC, BPCL etc.

To make the Bunker competitive in international market, this terminal is being declared as 100% EOU which will facilitate exemption from customs duty,

excise duty, sales tax, turnover tax and enjoy tax holiday for 5 years.

Request For Qualification (RFQ) are hereby invited from experienced and highly qualified domestic and international private sector port developers/operators or Port Authorities or a Consortium of firms for the Development and Operation of the Bunkering Terminal at Cochin Harbour.

- The Port Trust is looking for the parties who generally satisfy the following criteria, for responding to the above.

 (i) Possessing a minimum of two sea going, twin screw, highly manoeuvrable barges (tankers), suitable for bunkering purpose.
- Valid import/export license.
- Experience in ship to ship oil transfer at high seas, complying with O.C.I.M.F. rules.

 Experience in handling petroleum products at shore tank installation and suitable infrastructure to handle bunkering round the clock and 365 days in
- Experience in setting up such Bunkering terminal and tankage facilities

Interested parties may send their request along with a demand draft of Rs. 5,500/- (US \$ 120 in case of Foreign Bidder) in favour of FA & CAO, Cochin Port Trust, Cochin-682 009 for obtaining RFQ document at the address below:

The Chief Engineer, Cochin Port Trust, Willingdon Island, Cochin 682 009. KERALA, INDIA. Tel: No. 0091-484-666414, Fax No. 0091-484-668163

The RFQ document can be obtained on any working day from 18-9-2001 to 10-12-2001 and proposal for pre-qualification should reach the above address

Cochin Port Trust reserve the right to itself not to issue the document and/or to accept or reject any or all the offers at any stage of the process and/or modify the process without assigning any reason whatsoever.

(Dr. JACOB THOMAS) CHAIRMAN

Calcutta: Port's Future Plan

AJOR Development Programmes at Calcutta Dock System and Haldia Dock Complex during 9th Five Year Plan

The 9th Plan outlay projected to the Government of India by Calcutta Port with envisaged funding from Internal Resources primarily, is as follows:

	(rores)

Calcutta Dock System	47.746
Haldia Dock Complex	202.60
*River Related Works	290.00
Sub-total (Port Sector)	540.346
SBR/Dry Docks	2.80
Grand Total	540.346

*Scheme entitled 'Combrehensive Scheme, (Phase II) for improvement of draft in Hooghly estuary at a total cost of Rs.400 Crores with Rs. 290 Crores to be spent by 2001-02 is envisaged to be funded by grant in aid from the Govt. of India. To gauge efficacy and sequential priority of 'components of the scheme, foreign consultant will start appropriate studies soon.

The envisaged 9th Five Year Plan embraces, amongst others, the following works deemed important for development of the Port:

Haldia Dock Complex

Development of one liquid cargo server and one server for dangerous goods/liquid cargo and completion of one multipurpose berth.

Replacement of Despatch vessel/Grab Dredger.

Infrastructural development for efficient cargo operations and aggregation/ dispersal including replacement of shiploaders, procurement of locomotives/ tugs, railway track refurbishment, augmentation of cargo handling equipment, signalling and telecommunication equipment. construction of officebuilding/quarters, etc.

Calcutta Dock Complex

Refurbishment/reorientation of facilities for handling liquid bulk cargo/containers, etc.

Renovation of Fendering System, modernisation of lock entrance, development of roads/refurbishment of bridges, improvement of illumination, development of shore-station/related facilities.

Replacement of survey vessels, procurement of launches, container handlilng equipment, etc.

Additionally, modernisation of drydocks including replaceament of one caisson, is also envisaged (SBR-Sector).

River Related Works (RR)

Under the category of river-related works, improvement of draft/width of

the navigational fairway is being contemplated by the technical/hydraulic experts of CPT who are working out contour of a revised "Comprehensive Scheme" with an indicative investment size of Rs.400 Crores, with Rs.290 Crores envisaged to be spent during 9th Plan only. This however would require technical appraisal/clearance by the competent authority.

Traffic Projection at Haldia Dock Complex

The perspective plan for the Port of Calcutta till 2019-20 projects the following throughput at Haldia:-

(in	'000	tonnes)
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SI.No.	Commodity		Projection				
		1999-2000	2004-05	2009-10	2014-15	2019-20	
Ι.	POL Crude	8300	8300	8300	14000	14000	
2.	POL Product	5617	7850	8160	8740	10900	
3.	LPG	600	1500	1520	1810	1900	
4.	Other Liquid Cargo	860	860	860	860	860	
5.	Thermal Coal	6000	6000	6000	6000	6000	
6.	Coking Coal	4000	4500	4500	4500	4500	
7.	Fertilizer	70	70	60	60	60	
8.	Fertilizer Raw Material	300	340	360	385	420	
9.	Container	240	285	340	430	500	
10.	Other Cargo	490	565	725	740	840	
	Total	26477	30030	30725	37515	39980	

Traffic Projection at Calcutta Dock System

						(in '000 tonn	
SI.No.	Commodity	Commodity Projection					
		1999-2000	2004-05	2009-10	2014-15	2019-20	
1.	POL (Product) (Imp)	2850	3100	3600	3600	3600	
2.	POL (Product) (Exp)	72	75	80	85	90	
3.	Other Liq.Cargo (Imp)	60	70	90	95	100	
4.	Edible Oil (LB) (Imp)	135	145	165	185	210	
5.	Fertilizer (Imp)	100	100	90	80	80	
6.	Raw Material for Fert. (Imp)	70	75	80	90	100	
7.	Timber (Imp)	60	55	55	45	45	
8.	Iron, Steel, Machinery (Non.Cont.)						
	A) Import	160	180	200	210	220	
	B) Export	260	270	290	310	350	
9	Tea (Non-Cont)(Exp)	15	15	15	15	1.	
10.	Jute & Jute Products	65	55	55	50	4	
11.	Containerised Cargo						
	A) Import	1250	1350	1450	1600	175	
		(92)	(100)	(110)	(115)	(130	
	B) Export	13550	1450	155	1600	185	
		(88)	(120)	(140)	(180)	(200	
12.	Other Cargo						
	A) Import	750	800	900	950	100	
	B) Export	400	500	550	570	60	
13.	Total Sea Borne Traffic						
	A) Import	5435	5875	6630	6855	710	
	B) Export	2162	2365	2545	2630	295	
	C) Total	7597	8240	9170	9485	1005	
14.	IVW Traffic	370	380	390	400	420	
15.	Total Traffic	7967	8620	9560	9885	1047	

Chennai: 30-year concession to P&O Ports-led consortium for box terminal development

consortium led by P&O Ports has gained a 30-year concession to develop Chennai Container Terminal, India.

The concession agreement provides for the modernization of the current terminal operations and the development of Chennai as a major hub port.

The consortium partners are P&O Ports, which holds 75%, the Chettinad Group, 20%, and MBEC, 5%.

P&O Ports reports that the terminal is

currently handling approximately 385,000 TEU annually and has had average annual growth over the last five years of 15%.

Draught is in excess of 13 m and this can be dredged to 15.5 m, sufficient for the largest container vessels.

Capacity of the terminal following completion of the quayline extension will be approximately 1.3m TEU per annum. This is expected to increase to approximately 2m TEU per annum.

Investment during the first five years of the project is estimated at US\$100m (€109m).

(Cargo Systems)

Gladstone: \$1 billion of trade via Gladstone Port Central during 2001/2002

HE importance of Gladstone Port Central to the local, state and national economy will be highlighted during the 2001/2002 financial year with increased trade handling figures forecast for this area.

Incorporating all Auckland Point and Barney Point wharf and land facilities, Gladstone Port Central currently handles in excess of four million tonnes of cargo, at a total value of more than \$854,532,976.

Products handled through Gladstone Port Central include coal, wheat, sorghum, sunflower seeds, chick peas, magnesia, calcite, woodchip, magnetite, cottonseed, aluminum, caustic soda, petroleum products, LP gas, cement gypsum, magnetite, copper slag, containerised and general cargo.

Future forecasts have the value of trade through Gladstone Port Central during 2004/2005 increasing to more than two billion dollars. A significant factor in this result will be the increase



The value of trade through Gladstone Port Central during 2004/2005 is forecast to increase to more than two billion dollars.

in the handling of containerised cargo from the current 78,000 tonnes to 210.000 tones.

Figures such as these highlight that the future growth of Gladstone Port Central, and in particular the container facilities, can only be guaranteed by the facilitation of Gladstone's proposed Port Access Road.

GPA continues to recognise the close proximity of this valuable port land to

Gladstone Port Central - value of trade

Financial Year	Total Trade (tonnage)	Total value of cargo
2000/01	4,764,000	\$854,533,000
2001/02	6,914,000	\$1,001,962,000
2004/05	7,119,500	\$2,169,450,000

sections of the community and will continue to ensure any impact from the expansion of this area remains minimal.

(PORT TALK)

Gladstone: Port Facility Remediation Works

Auckland Point No.1 and Dolphins

une marked the completion of 6.5 million dollars worth of concrete remediation work on Auckland Point No. 1 berth and the western mooring dolphins.

Wharf remediation was completed at the beginning of the year, while work on the mooring dolphins has been ongoing for the last twelve months. The recent works will give the structure an additional life span of 35-40 years.

Concrete remediation was also undertaken on the woodchip conveyor trestle foundations behind Auckland Point No.1 berth to extend the working life of these concrete footings.

This project was the first of several concrete remediation projects in the port to be completed utilising specialised technology and repair techniques. Thanks to the efforts of RKF Engineering Services, Golding Contractors, Gardner Perrott and GPA Painters the project was successfully completed within budget and to schedule.

Barney Point Wharf Approach

Eighteen months of major works on the Barney Point Wharf Approach will be complete shortly with final commissioning and energising of the cathodic protection system. The 2.9 million dollar project will breathe another 35-40 years of life into vehicular access for the Barney Point Wharf.

GPA Project Engineer Tony Micalizzi said the concrete deterioration (concrete cancer) was well advanced and a major remediation project was essential to ensure the working life of the approach.

"Contractors demolished the old roadway deck, removed girders, repaired headstocks and built a new roadway using new deck units. A new water supply pipeline along the approach and the installation of a cathodic protection system to all headstocks to prevent the onset of concrete cancer was also undertaken as part of the overall project," Mr Micalizzi said.

The project will be completed, within budget and ahead of schedule, with four main contractors having contributed.

GPA employed RKF Engineering Services as project superintendents, working with Gardner Perrott for hydro concrete demolition, Golding Contractors for civil construction and Corfields Electrical Service for installation of the electrical cathodic protection system.

Contractors have worked in with port operations since February last year to ensure access to the wharf was maintained at all times and port operations were not interrupted. Concrete remediation will now proceed on the Barney Point Wharf structure.

South Trees Causeway Bridge

3.7 million dollars worth of repairs and remediation to GPA's South Trees Inlet causeway bridge are complete following 14 months of continuous work.

The causeway bridge is the vital transport link between OAL and the Boyne Island alumina storage shed and export wharves. The completed project ensures another 30-35 years of working life for bridge.

The original deck had to be downgraded to 60 percent of its original vehicular load capacity. Remediation works have ensured full capacity has been restored. The causeway was in constant use throughout the project, calling for solid work planning to maintain opera-

tional use whilst completing the project ahead of schedule and within budget.

RKF Engineering Services were the consulting engineers who designed and supervised remediation works while Wietalaba Holdings were employed as the primary civil construction contractor.

JSE: Celebrates its 80th anniversary on Oct. 3

APAN Shipping Exchange celebrated its 80th anniversary in Tokyo on October 3, 2001 at the Kaiun Club in Tokyo, attended by more than 300 representatives from shipping companies, brokers, shipbuilders, steel-makers, traders, insurers, ports, stevedores, warehousing firms and bankers. JSE originally was established in Kobe in 1921 as the Kobe Shipping Exchange Limited, just like the Baltic Mercantile & Shipping Exchange of London. Along with the rapid growth of shipping businesses, in 1933, it moved to Tokyo and was restructured as the Japan Shipping Exchange, Inc. JSE is active in the fields of arbitration, known as TOMAC (Tokyo Maritime Arbitration Commission) and surveying/certification, as well as the formulation of standardized contract formats, and publication of maritime related books, references, directories and others.

9建果会所創立80周年記



Hachiro Tomokuni, President of JSE, delivering his message in commemoration of the 80th anniversary of JSE

PSA: Responds to ongoing globalization in shipping and logistics

LOBALISATION has revolutionised the transport and logistics industry, driven by the need to move goods internationally faster, more reliably and more cost effectively. This has led to dramatic changes in the shipping industry, and in the ports and logistics sector.

What drives globalisation is not just governments and companies but the desire by all of us for better quality



goods and services at reasonable prices and better returns on our savings and investments.

To create value, companies increasingly scour the international markets to look for the most cost-effective sources of supplies of materials and labour and set up manufacturing plants all over the world.

As product life cycles become shorter, the companies have to be competitive by creating and capturing more value in technological superiority while making sure transport and logistics costs and transit times are minimised leading to reduced inventory costs as well as shorter time to market.

Globalisation has therefore resulted in increasing volumes of goods being shipped internationally. This has created tremendous growth opportunities in the transport and logistics industry. But it has also led to radical changes in the way the players in the industry now have to operate. The increased freedom $% \left\{ 1\right\} =\left\{ 1\right\} =\left\{$ of movement of goods and people resulting from globalisation have led governments around the world to recognise the need to change from a regulator's mindset to that of a facilitator and promoter if their countries were to remain competitive. The ports that could not adapt were marginalised.

Governments learnt that the fastest way to grow their ports was to let them be run by these operators through a privatisation process. In recent years PSA Corporation has made significant investments internationally in response to these needs. What is needed increasingly are governments working in partnership with highly efficient global port and logistics operators who can get the most value out of scarce resources and ultimately bring the most benefits to any local community and its economy. PSA as a port operator has cut its teeth in an environment where resources and the environment matter critically, therefore I believe that we are now in a position, technologically, financially and experience-wise, to assist governments and countries who wish to play a role in the world's logistics revolution. PSA now operates successfully in 13 ports in 8 countries since we embarked on our international business expansion only five years ago. Besides Singapore, we now operate in China, India, Korea, Brunei, Yemen, Italy and Portugal. Belgium and Japan are likely to be added to the list shortly.

Our criteria for selecting a port to participate in the management or take equity are simple: there must be growth potential, and the social and economic conditions must be right to enable our systems, technology and experience to add value and make a difference. The two key conditions are a business friendly regulatory climate and a flexible and progressive workforce that is prepared to be trained and rewarded on the basis of productivity and merit.

Mr Khoo Teng Chye, Group President, PSA Corporation Ltd, recently spoke at an international

symposium in Genoa on 29 June 2001 on THE GLOBALISATION OF TRANSPORT AND LOGISTICS: AN INTERNATIONAL PORT OPERATOR'S PERSPECTIVE. The above is an extract of his speech.



Sydney: New Terminal to boost rail freight

HE NSW Government today commenced planning and public consultation for the development of the State's biggest rail freight terminal.

The Minister for Transport, Mr Carl Scully, said the new \$80 million intermodal terminal planned for Enfield will almost double the amount of container freight that can be transported by rail from Sydney's ports to Western Sydney.

"At the moment 75 per cent of all container freight to and from Port Botany is moved by road through busy Western Sydney streets, while only 25 per cent travels by rail," Mr Scully said.

"This new rail and truck terminal will enable up to 40 per cent of container freight to leave Sydney's ports by rail, alleviating traffic congestion, air quality and delivering economic benefits to industry and business.

"Sydney's ports handle over one million containers annually, with volumes expected to grow to well over three million containers over the next 20 years.

"The 47-hectare terminal will be critical to handling the expected growth in Sydney Port's \$41 billion annual trade

and create an estimated 1,500 new jobs over the next two decades.

"It will also facilitate more effective clearance of freight containers from the port, increasing productivity and capacity of existing port lands," he said.

Mr Scully said a rigorous environmental assessment process would carefully consider any community concerns, traffic impacts and other planning issues.

"The community and stakeholders will have every opportunity to have their say during the preparation of the Environmental Impact Statement and also after the Statement is released for public comment," he said.

"Upgrades to roads and rail are an important part of the Enfield terminal proposal which will be designed to minimise the impact of truck and rail movements on local residents.

Mr Scully said an EIS for the project is expected to be lodged by the end of the year, the planning approval process will follow over the next 12 months, with construction commencing for 18 months after approval has been granted.

"Subject to environmental and planning approval the terminal should be in operation by early 2004," he said.

Taranaki: Maersk Sealand brings another new shipping service

AERSK Sealand will be starting another new shipping service later this month that will give the Taranaki region's importers and exporters improved access to overseas markets.

The fixed-day fortnightly service will link Port Taranaki to the Maersk Sealand hub port of Tanjung Pelepas in Malaysia.

With Port Taranaki the last call in New Zealand for the service, the transit times that it offers to Europe, the Middle East and Asia will be very fast. The first ship in the service, the Nicoline Maersk Voyage 0120, will call at Port Taranaki on Saturday, September 22.

Maersk New Zealand's Managing Director Flemming Gamst says the new development for Taranaki is additional to the company's recent announcement that New Plymouth would be a port of call on the new Maersk Sealand container service to North and Latin America, including the company's hubbing ports for that region.

"Combined these two services will give the region's importers and exporters

a very competitive service to and from all areas of the world, including a fast import service from Australia."

The Asian service will call on a fixedday weekly basis at Auckland, Tauranga and Napier with fixed-day fortnightly calls at Lyttelton, Timaru, Port Chalmers, Nelson and now New Plymouth. Maersk Sealand is the world's largest container line. It commenced operations in New Zealand in February 1997 and now offers weekly fixed-day services between ports in the North and South Islands to destinations right around the world.

Westgate: Announces its 2000/2001 performance review

Financial Performance

HE company recorded a tax paid profit for the year of \$4.34 million, an increase of 28% over the \$3.39 million recorded the previous I2 months. This represents a return of 8.5% per annum on average shareholder's funds employed during 2000/2001

Following earlier consideration of the company's financial structure the directors decided on 23 February to declare a special dividend, together with a \$1.1 million interim distribution. This special dividend of \$15 million afforded the opportunity to utilise accumulated imputation credits and provide a more efficient funding structure for the company.

Total shareholder's equity stands at \$44.90 million, compared to \$56.66 million at the same time last year.

The ratio of equity to total assets at yearend was 1:1.46 (30 June 2000 - 1:1.38).

External borrowings have increased from \$13.7 million to \$18.2 million.

Trading Environment

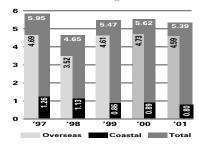
Over 90% of the port's revenues are derived from handling bulk liquid products. Methanol from Methanex and crude oils made up 80% of Westgate's total cargo throughput. The importance of these trades is evident. Westgate has commenced a strategic plan review, including input from these key customers to ensure opportunities for mutually beneficial development are fully explored.

The combination of these products and other exports make Westgate Port Taranaki New Zealand's second largest export port (by cargo tonnage handled).

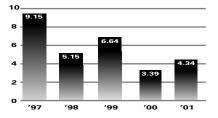
Westgate has an opportunity to build on this trading strength, with a number of new developments including:

- renewed oil exploration acitiviy;
- new container business based on capturing primary production tonnage from the area, particularly dairy and meat products;
- increased log and wood products export opportunities;





Net Profit After Taxation



• increased fertiliser volumes.

Lauritzen Reefers A/S and Kyokuyo Shipping Company Limited have been steady supporters of direct shipping from the region for 10 years and remain a very important component of Westgate's shipping service options.

We also acknowledge P&O Nedlloyd and COSCO for their considerable contribution to the development of this port's container handling capability, and recognise their need to follow their own strategic paths, which unfortunately did not include calls at Westgate at this time.

Maersk Sealand recently announced the commencement of their new Oceania service to the Americas from Australia and New Zealand. Ports of call in New Zealand include New Plymouth covering the western side of the North Island.

Customer and Community Relations

Westgate joined with Shell (Petroleum Mining) Company in becoming foundation corporate partners for Puke Ariki, a major heritage, culture and information centre for

Taranaki.

This centre will become a local and national visitor attraction and will incorporate much of the port's history, its operations and development plans.

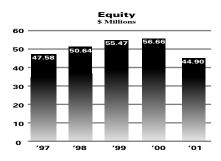
The port continued its financial support of Taranaki's surf life saving organisations, with sponsorships providing equipment for clubs and training for senior lifeguards.

Westgate has sought to be intimately involved in the preparation of the New Plymouth District Plan in order to ensure that this important community document reflected the needs of the port well into the future. The company has recognised over many years the unique relationship between the port and its surrounding community. In its submissions the company has sought to protect and enhance this relationship without jeopardising the longterm efficiency of port operations. Alongside this submission has been the company's participation in a group whose purpose is to produce a document which will allow the joint management of the recreational areas of the port between Westgate, New Plymouth District Council and Ngati Te Whiti Hapu Society Inc.

Operations

The term contract for provision of maintenance dredging services was due for renewal in April. Westgate, along with the other two ports that are party to the contract, has examined the market for dredging services in the South Pacific region and has concluded that a rollover of the existing contract is appropriate.

The consent for the disposal of maintenance dredgings off Port Taranaki has been the subject of exhaustive studies over the last four years. This subject has historically been controversial for the port. Consequently, every effort has been made to find a solution to the disposal of dredged sands that will satisfy the public's



Return on Total Tangible Assets
Percent

desire to nourish the shoreline. At the same time the environmental values associated with New Plymouth's reef system must be protected. The research and investigation work has found what Westgate believes to be a unique and practical solution that will satisfy the con-

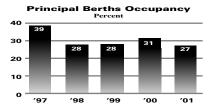
Much effort over the past twelve months has been spent on explaining the proposal, which will form part of the company's application for renewal of its dredging consents.

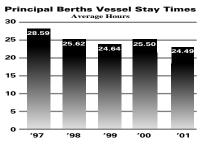
The company entered into a contract with OMC International of Melbourne, Australia, to develop and install a Dynamic Under Keel Clearance (DUKC) system for Port Taranaki. The use of this technique will allow the existing depths and target any future dredging operations for the best net effect. The system is expected to bring major benefits in operating windows to our customers in the short term and deeper operating depths and payloads in the longer term.

Tug 'Tuakana' was involved in her first offshore tow when contracted to tow the jack-up drilling rig 'Ensco 50' from the Pohokura 2 drill site to Admiralty Bay. The tug proved itself eminently capable for the job and received high praise for its efforts.

In October a contract was signed with Duffill Watts & King Ltd (DWK), consulting engineers, for the provision of engineering services to the port company. As part of the arrangement a section of the staff of Westgate's technical services division was transferred to Duffill Watts & King.

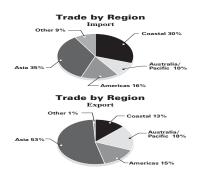
The move was made to provide the company with the benefit of being able to draw on a wider pool of expertise to deal with the engineering issues before it. For the staff involved it provides the opportunity to expand their professional horizons, which in turn provides a benefit to Westgate.





Governance

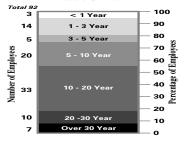
The board's audit and personnel committees, comprising - audit committee - Messrs JS



Auld (chairman), R L Allen and N D Leuthart personnel committee - Messrs W J Falconer (chairman), JB Matthews and D E Walter, met as required during the course of the year.

On 14 December last, in accordance with Audit Office procedure, the Controller and Auditor-General confirmed the appointment of Mr B R Taylor, a partner in Deloitte Touche Tohmatsu, Hamilton, as the company's audit service provider for the financial years ending

Permanent Employees Years of Service



30 June 2001, 2002 and 2003.

Mr Morris Roberts retired from the board at the beginning of May. Morris's 12 years service to the Westgate board was duly recognised at a meeting of the board held on 4 May.

Messrs R L Allen and D E Walter retire by rotation at the coming 13th annual meeting of the company, and being eligible offer themselves for re-election.

Outlook 2001/2002

Westgate is currently undertaking a thorough review of its strategic plan to ensure it is equipped to meet the challenges of the years ahead. Opportunities for further development exit across a wide spectrum of port activities. The challenge for 2001/2002 will be to ensure we have embarked on the correct course to maximise these opportunities.



W | Falconer CNZM Chairman



R J Weaver Chief Executive