The 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.
You can reach us safely via our deep-water channels essential for the deep-draft vessels of tomorrow and using ShIPS, our unique on-line vessel booking system, available 24 hours a day. Very smart up top, and you won’t touch our bottom.

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On November 7 this year, the International Association of Ports and Harbours 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 11 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 unchanged theme, the IAPH has always transformed its activities to meet the changing needs of different times, and will continue to do so in the future. As we approach a history of a 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.

As the 24th President of our Association, I am aware that the transport sector plays a vital role in people’s lives, and that trade is ultimately one of the most constructive ways to maintain and enhance the harmonious development of the world. We, as the world ports association, vow that this mission will remain unchanged for the future, and will strive continuously for its fulfillment.

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. 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 at the world port community can hand down to coming generations. After all, no port can thrive in isolation, protecting only its own interest; 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.

Commemorating the 46th 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 once 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 continue to 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 mainstream 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 borne by customers.

With this in mind, one may easily imagine 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 today, but in the years to come. 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 themselves.
World Trade Centers

Our 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).

In 1963, at the 3rd I A P H Conference in New Orleans (Conference Chairman: Mr. W.J. Amoss), 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)

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 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 96 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.)
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

A South African Conference Committee under the auspices of IMO and an international advisory committee, in which IAPH was represented, had organized ISTDG14. Conference Chairman 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 Environment 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.

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.”

RESOLUTION 1
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 (ISTDG14) RECALLING the provisions of SOLAS chapter VIII-1, which applies to the carriage of cargoes (except liquids in bulk, gasses 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 VIII-1, 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 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

**IAPH ANNOUNCEMENTS & NEWS**

Instruments concerning the carriage of dangerous goods by sea,

RECALLING 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 possess 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, 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 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,

1. INVITES Member Governments to make available their national maritime training facilities for the training of personnel of interest to 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 Maritime Organization.

2. 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 (STDG14)

RECALLING the provisions of IMO resolution A.786 (19) on a Strategy for Ship/Port Interface (SPI), thereby taking matters concerning technical expertise, resources and well-trained personnel, IMGD Code and other relevant IMO instruments requires appropriate technical assistance, 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, 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,

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 United Nations Economic Commission for Europe (UNECE), 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 Co-operation Association (ICHCA), the International Road Transport Union (IRU), the Oil Companies International Maritime Forum (OCIMF), World Nuclear Transport Institute (WNTI), Marine Data System, DRIZIT, TNE-E, SITGTO and Smit Pentow Marine (PTY) Ltd.,

1. EMPHASIZES the importance of the work of the SPI Working Group;

2. 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 (STDG14)

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 UNECED,

NOTING 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 (STDG14)

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 United Nations Economic Commission for Europe (UNECE), 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 Co-operation Association (ICHCA), the International Road Transport Union (IRU), the Oil Companies International Maritime Forum (OCIMF), World Nuclear Transport Institute (WNTI), Marine Data System, DRIZIT, TNE-E, SITGTO and Smit Pentow Marine (PTY) Ltd.,

1. EXPRESSES its deep appreciation to the Government 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 Symposium;

2. CONVEYS its most heartfelt thanks to the Minister of Transport of South Africa for the highly successful Symposium;

3. EXTENDS its sincere thanks to:
   - the Secretary-General of IMO;
   - the Chairman 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;

4. REQUESTS the IMO Secretariat to convey these expressions of appreciation to all entities concerned.

PORTS AND HARBORS November 2001 7
IAPH President Someya attends
The Nantong Fair of Port Development and Investment in China

From 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 Nantong Municipal 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 Investment could not have happened at any better time, in the sense that Nantong is currently making all-out efforts 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 briefer 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.

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

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

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**1st Pan-African Port Conference**

**December 10 – 12, 2001**

Abidjan (Côte d’Ivoire)

**Programme**

Revised as at September 30, 2001

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**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

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**Tuesday 11 December, 2001**

0900 – 1230  
**2nd Session**  
Main theme: Maritime Transport and Ports  
Chairman: Professor Pierre BAUCHET  
Professor Emeritus; Past President, University of Paris-I-Pantheon Sorbonne; Member, Institute of France.

0900 – 1230  
**Sub-Theme 1: New challenges in the Logistic Transport Chain**  
Chairman: Mr. Pieter Struijs  
1st Vice-President, IAPH

1500 – 1830  
**3rd Session**  
Main theme: Ports & Development  
Chairman: Mr. Siyabonga GAMA  
President, PMAESA  
Managing Director, NPASA

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**Wednesday 12 December, 2001**

0900 – 1230  
**Panel Discussion**  
End of Session 1

1200 – 1400  
Lunch

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**Thursday 13 December, 2001**

0900 – 1230  
**Panel Discussion**  
End of Session 2

1500 – 1830  
**Panel Discussion**  
End of Session 3

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**End of conference**
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 Coffee break

1700 – 1830 Sub-Theme 2:
Port Organisation & Financing
Chairman:
Mr. Moustapha BARROUG
President, UAPNA
Managing Director, National Ports Authority, Morocco

1715 – 1730 Evolution of Institutional Framework & Port Reforms
Mr. Jean SMAGGHE
Former IAPH President
Mr. Gary CROOK
Transport Unit, UNCTAD

1730 – 1745 Ports Investment Financing: Collaboration between the Public and Private Sectors
Mr. Jean GRODIDIER DE MATONS
International Transport Consultant
The World Bank - Washington

Mr. Yozo SAKAI

Wednesday 12 December, 2001

0900 – 1230 4th Session
Main Theme: Maritime Security and Sustainable Development
Chairman: Mr. Jean SMAGGHE
Former IAPH President

0900 – 0920 International Regulation Approach
Mr. H. G. van UNNIK
Chief Superintendent Head of Criminal Investigation Department
Port of Rotterdam, The Netherlands

0940 – 1000 A Port’s Perspective
Mr. P. C. van der KLUIT
Director, IAPH Liaison Office in Europe

1000 – 1030 Dredging for Development - Challenges & Opportunities
Mr. Peter J. HAMBURGER
Secretary General, International Association of Dredging Contractors

1030 – 1100 Panel Discussion

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 1 January 2001 at
http://www.iaphworldports.org/
to find out more about IAPH and the world port industry IAPH represents.
For IAPH members to enter the "Members Area", you need a user ID and a password assigned by the IAPH Secretariat in Tokyo.
NB.: Our group email address is now <info@iaphworldports.org>, while our former email address at <iaph@msn.com> was closed and terminated in November 2000.
In 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 office.

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.

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<tr>
<th>Organization</th>
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<tr>
<td>Port Autonome d'Abidjan</td>
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<td>Sydney Ports Corp.</td>
<td>Australia</td>
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Total 4,215

As of October 15 2001
Visitors

On 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 Delvaque, 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 Walkemiers from the private sector; Antwerp Port Federation; Mrs. Annie Smeylinders, 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.

On 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. Wu-Chi, Taichung, Taiwan 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. The delegation organized yet another presentation in Tokyo on September 28 to which Dr. Satoshi Inoue was invited.

Membership Notes

Changes
(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.)
Email: Edward.schmeltz@dmjmharris.com
Home Page: http://www.dmjmharris.com

DMJM+HARRIS Merger Enhances Marine Expertise

The recent merger of AECOM’s Frederic R. Harris, Inc., DMJM Infrastructure and Holmes & Narver Infrastructure has created the new global powerhouse DMJM+HARRIS. With over 2,200 engineers, planners, and construction managers DMJM+HARRIS offers the expertise to bring new insights, efficiencies, and innovation to the planning, design, and construction management of ports, harbors, and marine facilities.

DMJM+HARRIS boasts nearly 75 years of marine experience. In 1927, when Admiral 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 sector.

DMJM+HARRIS offers a complete spectrum of services from planning and program management through design, construction, operation, and maintenance. The firm’s ports, harbors, and marine facilities resume a 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 Who Get It Done.”

Contact: Joseph C. O’Neal, (732)-596-3344

Halifax Port Authority (Regular) (Canada)
 Acting President & CEO: Mr. Dennis Creamer
Institute of Transportation (MOTC) (I) (China)
(Formerly Institute of Harbor & Marine Technology)
Permanent address: No. 240, Tun-Hwa North Road, Taipei 105,
Taiwan
Mailing address: No. 3, Junsueng 10th Road,
Wu-Chi, Tachung, Taiwan
Home Page: http://www.oct.gov.tw

New IAPH Website

Received 18,889 hits by October 23

IAPH has successfully launched its totally redesigned Web site with a new domain name on 1 January 2001 at the start of the 21st century. The new site is now located at <http://www.iaphworldports.org/>

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

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

Influenced 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 transship containers if ships have to wait because there are not enough pilots or tugs. This gets the shipping companies nowhere.

Sustainable port

A clean, sustainable port is an economic 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 bio-assays, 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,
Closely analysing these photos leads to the operation, by means of which around 10% of container traffic can be checked. It is now used so that fast and adequate feedback can be obtained, while at the same time reducing costs and maintaining safety. It is important here to be in synch with surrounding countries in terms of the frequency and intensity of these 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 general.

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 performs on these points. Bearing this in mind, ports should excel in major areas. This applies to both the maritime business and other sectors. 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 faster. 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 enormous 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. Close 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 number 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 these 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 general.

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Price/performance

As a result of globalisation and internationalisation, the volumes of goods flows are increasing fast. 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 faster. 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.
General Background

In 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 COBOL.

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.

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 regulations.

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 port-related 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 environmental 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 transport 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/Port Interface, 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 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.
**Open Forum**

**Manifests module**

This module handles the following activities:

1. Inputting import manifest data from shipping agents representing the shipping companies.
2. Inputting sub-manifest data from international forwarders consolidating and splitting cargo.
3. Correcting and updating manifests.
4. 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.
7. Building export manifests based on vessel's loading data.
8. 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 port.

The manifest number is composed of 10 characters:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Year</th>
<th>Manifest</th>
<th>Agent</th>
</tr>
</thead>
<tbody>
<tr>
<td>01-01</td>
<td>02-03</td>
<td>04-07</td>
<td>08-10</td>
</tr>
<tr>
<td>I or E</td>
<td>99</td>
<td>3000</td>
<td>025</td>
</tr>
</tbody>
</table>

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 year. 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.

**Import cargo receipt module**

This module handles the following activities:

1. 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.
6. 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:

1. 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.
6. Entering the dispatch of direct delivery cargo.
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 performed (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 container, 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:

1. 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. Storing mixed weighing of different cargo types on the same truck.
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:

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

Export subsystem

This subsystem handles all processes associated with export:

1. 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.
6. Transshipping cargo.
7. Generating export manifest.

Interfaces

One of the prominent characteristics of the cargo system is the existence of 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:

1. 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.
2. The connection between the two systems is expressed in a number of fields:

   One. The existence of a common access key for basic entries 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.

Improvements in latest version

1. 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.
3. Improving connection with the container system (generating a report on the Port Authority’s website and can be downloaded free of charge).

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 began 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.
Messages between the port and partners

<table>
<thead>
<tr>
<th>Message</th>
<th>Sender</th>
<th>Recipient</th>
<th>Standard</th>
<th>Medium</th>
<th>Monthly number</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manifold (title + bill of lading data)</td>
<td>Shipping agent</td>
<td>Port</td>
<td>Private</td>
<td>Edifact</td>
<td>PTP</td>
<td>25,000</td>
</tr>
<tr>
<td>Export list</td>
<td>Shipping agent</td>
<td>Port</td>
<td>Private</td>
<td>PTP</td>
<td>40,000</td>
<td>Active</td>
</tr>
<tr>
<td>Delivery order</td>
<td>Shipping agent</td>
<td>Port</td>
<td>Edifact</td>
<td>VAN</td>
<td>20,000</td>
<td>On trial</td>
</tr>
<tr>
<td>Receipt of load/container</td>
<td>Port</td>
<td>Customs</td>
<td>Private</td>
<td>PTP</td>
<td>60,000</td>
<td>Active</td>
</tr>
<tr>
<td>Container leaving port</td>
<td>Port</td>
<td>Customs</td>
<td>Private</td>
<td>PTP</td>
<td>50,000</td>
<td>Active</td>
</tr>
<tr>
<td>Loading/ unloaded containers</td>
<td>Port</td>
<td>Customs</td>
<td>Private</td>
<td>PTP</td>
<td>2,000</td>
<td>On trial</td>
</tr>
<tr>
<td>Daily container movement</td>
<td>Port</td>
<td>Shipping agent</td>
<td>Private</td>
<td>Edifact</td>
<td>PTP</td>
<td>25,000</td>
</tr>
<tr>
<td>Cargo/container status</td>
<td>Port</td>
<td>Customs</td>
<td>Private</td>
<td>Edifact</td>
<td>PTP</td>
<td>20,000</td>
</tr>
<tr>
<td>Manifold data</td>
<td>Port</td>
<td>Customs agent</td>
<td>Private</td>
<td>Edifact</td>
<td>PTP</td>
<td>25,000</td>
</tr>
<tr>
<td>Receipt of export cargo at port</td>
<td>Port</td>
<td>Customs agent</td>
<td>Private</td>
<td>Edifact</td>
<td>VAN</td>
<td>20,000</td>
</tr>
<tr>
<td>Storage certificate</td>
<td>Customs agent</td>
<td>Port</td>
<td>Edifact</td>
<td>VAN</td>
<td>20,000</td>
<td>On trial</td>
</tr>
</tbody>
</table>

1. Integrating a transaction identifier (common access key).
2. Integrating a transaction identifier as an access key (allows connection with billing system and the cargo community system).
3. Minimizing the redundancy of the database.
4. Transition to uniform codes (preparation for receiving “new” messages).
5. Preparations for receiving “new” messages, such as: delivery orders and/or storage certificates.
6. Constructing a mechanism for handling changes in the transaction structure will provide for operational flexibility for the port’s customers.
7. Providing a tool for the billing system for using the cargo system’s data in a controlled manner.
8. Preparation for inputting permit data from the port’s billing system.
9. 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).
10. Receiving a “wider” variety of data on truck weight.
11. Archiving truck weighing history.
12. 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 other sites, some of the work is subcontracted.
   2. The input screens, output and a significant share of the information items require use of the Hebrew language.
   3. The cargo system is not stand-alone, and intensively interfaces with other information systems at the port. The implementation of the system requires the existence of these interfaces.
   4. A limited supply of appropriate software running on HP-3000 computers (the hardware at Israel’s ports).
   5. 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 the homepage for easy reference are liner shipping schedules and related data extracted from Shipping and Trade News and Sea Sprite.

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

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

Information posted:
1. Sailing schedules a. Liner shipping schedules (export/import) to and from Japan b. Liner schedules (export) from Asian countries other than Japan c. Feeder schedules to and from Singapore
AA PA 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
  Cancun, Mexico

• 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

• AA PA 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

ISU: The 4th International SALVAGE & WRECK 2001

A Spotlight on Today’s Global Salvage Industry
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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 Role
• Understanding the Responses Taken by Individual
• 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, Ievoli Sun
• Coral Bulker, Erika

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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

INTERNATIONAL MARITIME INFORMATION

Rotterdam:
Rotterdam Tanker Event
14-17 April 2002

The 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 determined 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

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ISU: Marine Salvors set to reinforce their responder immunity

MARINE 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 interest 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, and some of the leading industry organisations, such as 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 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 ‘lemurs 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 Code-compliant owners gain more benefits

A 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 1 vessels compared to Phase 2 vessels: 100%
  - Phase 1 vessels compared to Phase 2 vessels: 95.5%
  - Phase 1 vessels compared to Phase 2 vessels: 85.2%
  - Phase 1 vessels compared to Phase 2 vessels: 70.8%
- 1996-97:
  - Phase 1 vessels compared to Phase 2 vessels: 95.2%
- 1997-98:
  - Phase 1 vessels compared to Phase 2 vessels: 85.2%
- 1998-99:
  - Phase 1 vessels compared to Phase 2 vessels: 67%
- 2000-01:
  - Phase 1 vessels compared to Phase 2 vessels: 70.8%
TT Club: Warns of new procedures for heavy cargo handling

In 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 damage.

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 polici es 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 Door, comments:

“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 shippers 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 Product.”
- 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 per any 3 metre (10 ft) linear space may not move under general contract rates.

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.

New Publications

“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
PORTATION or involved in crew transfers to the newly updated Lloyd's Maritime Atlas. Maps with inset distance tables. Lloyd's Ports location details and World Port Location. For further information please contact:

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.

Published Date: October 2001
Price: UK£260/US$442

For further information please contact:
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4th Floor, 69-77 Paul Street, London, United Kingdom, EC2A 4LQ.
Tel: + 44 (0) 20 7553 1816
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Email: elaine.hinchliffe@informa.com
Website: www.informa.com

Canaveral: New home port for Holland America Line

Holland 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 few miles from the Kennedy Space Center. Following the transcanal cruise, the Zaandam will sail a series of six-seven 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

TEMPORARY 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...
Fraser River: Cargo traffic during first half of 2001

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)

Halifax: Forties ties with private sector for “SEA WALL” development

The 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 water-front 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

ECONOMIC 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 279,023 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-long 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 manufacturers to produce merchandise for American consumers.

Port of Fraser River

COMMERCIAL TRAFFIC

<table>
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<th>2001</th>
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<td>Total Exports</td>
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<td>604,226</td>
<td>35.7%</td>
</tr>
</tbody>
</table>

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

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 $66 million) will make up the shortfall.

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

On September 27, 2001, the change over of the top official of the Port of New Orleans took place. Newly became Executive Director of the Board 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. 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 of the “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 from 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.

58 ports submitted 176 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)
Panama: “The Future of Panama” by Alberto Aleman Zubieta

The current trends in the transport industry, in which the Canal is one of the components in the chain of transport, means the expansion of the waterway is ‘something 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 transhipment 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 consideration many investors look at when deciding upon further financial.

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$460 million 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

Vancouver: A new study released

The 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, declined to comment.

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The government will also be required to write off PATT’s US$460 million 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

(Western Cargo)

Trinidad Tobago: Attracts global interest

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
Commenting on the first call of the “mother vessel” to Immingham, Ian Bennett, Director, Forest Lines Agencies (UK) Ltd, said:

"With the Humber now firmly established 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 last.”

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 future.”

Mr Rene Kouwenberg, manager 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 possi-
bilities and limitations of this building.

This required a great deal of flexibility
delayed, and nearly 100,000 passengers
sels to ensure that there is enough
for the simultaneous arrival of two ves-
Therefore, a complete scenario exists
will send a confirmation to the shipping
they have approved the request, we

He says that this efficient handling is
works of Mr Ab Roussou who has
1991, 73 sea-going cruise ships called at
2001, as many as 508 arrivals with a
sengers last year. By early February
of 29,510 passengers in 1996, versus

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

cargo ships. Some captains want to
be able to pass the locks simulat-
ously. In such cases, we contact their
shipping agents well in advance, be-
cause 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
navigating characteristics, if requested.
Some captains want to move 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

WORLD PORT NEWS

AMS: Enormous growth in cruise shipping

T 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 significant expansion is mainly
due to the increase in size of both sea-
going and river cruise ships in order to
accommodate greater numbers of pas-
sengers. ‘Not only has the number of
ships increased in recent years, but
shipping companies have been replac-
ing 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, 96 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 pub-
lished. Until fairly recently, the berths
behind Amsterdam Central Station
used to be sufficient to accommodate
river cruise ships with lengths of up
to 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 process-
ning of the docking requests is very
time consuming, and it is necessary to

Pavo is thus a good first
season during which an official number of
100 sea-going cruise ships were han-
dled 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 con-
ference 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 Crossanterie
on the ground floor operated by AC
Restaurants will be opening next sea-
son.

(Haven Amsterdam)
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 observe 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 lMuiden. 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 river-cruise industry will have to take into account the construction of the so-called 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 quite 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 continues, they may have to announce 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 Haven Amsterdam magazine. The first requests for berths arrive as early as in March. 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)

WORLD PORT NEWS

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

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 3.8%. 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 months 22,049,123 tonnes (2,058,002 TEU) of containerised goods were handled in the Port of Antwerp compared with 22,002,168 tonnes (1,986,846 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.

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

**Antwerp: Flemish Parliament argues for further deepening of the Scheldt**

The 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 13.10 m, 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: Ports of Flanders-Centres for hinterland logistics**

The ports of Antwerp, Zeebrugge and Ostend were jointly repre- sented 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 Logistisc.” 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

**Cargovolume First six months First six months Difference**

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2001</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>63,476,127</td>
<td>65,595,643</td>
<td>+3.3%</td>
</tr>
<tr>
<td>General cargo</td>
<td>34,694,166</td>
<td>34,655,166</td>
<td>+0.8%</td>
</tr>
<tr>
<td>Containers</td>
<td>22,002,168</td>
<td>22,049,123</td>
<td>+2.0%</td>
</tr>
<tr>
<td>RoRo</td>
<td>2,913,401</td>
<td>3,029,022</td>
<td>+4.0%</td>
</tr>
<tr>
<td>Conventional</td>
<td>9,348,730</td>
<td>9,470,730</td>
<td>+1.4%</td>
</tr>
<tr>
<td>Liquid bulk</td>
<td>15,991,412</td>
<td>17,128,128</td>
<td>+7.1%</td>
</tr>
<tr>
<td>Dry bulk</td>
<td>13,200,299</td>
<td>13,912,349</td>
<td>+5.4%</td>
</tr>
</tbody>
</table>

(Port and Habor News)
Constanza: Building new container terminal at Constanza South

The international bid for the new Container Terminal to be built in Constanza 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 Works.

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.

The offers made by the remaining companies / joint ventures were:
1. JV Archirodon Construction (Overseas) Co. SA - Mitsui Engineering and Shipbuilding Co. Ltd
2. JV 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.

Cyprus: Concession Contract for Re-development of Larnaka Port

The 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 advertisement 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 itself.

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.
Dublin: Major upgrade for Dublin

Just a year after it was acquired by Morsey Docks & Harbour Company (MD&HC), Dublin container terminal operator Marine Terminal Ltd (MTL) has announced details of its £17 million 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 reeler 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 14.3-51.45-14.3m and 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 million in a giant 23,100m² warehouse in Liverpool for use by Arakdy (World Cargo) UK Ltd, part of one of the world’s largest grain trading groups. A 460m 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.

Helsinki: A new ferry berth is completed

A 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 ships 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.

Le Havre: Public sector contracts for Port 2000

Aftet 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 infrastructures of Port 2000 intended to

Helsinki: Turnover almost at the previous year’s level

During 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 in ferry berth SS7, which was recently completed in the North Harbour.

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.

Artist’s impression of upgraded MTL container terminal in Dublin
Namport: Port of Walvis Bay to play important role

INTRODUCTION

The 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 conjunction 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 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. Berth 1-3 each has a depth of 12.8 metres while the depth of berths 4-8 is 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

Projects proposed for the port of Walvis Bay:

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

• 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, fluor spar and mineral concentrate are mechanically handled in bulk. Liquid bulk handled.

General Cargo & Ro-Ro:
Handled at berths 4 and 6.

Main Commodities Handled

Export:
Salt, manganese ore, fluor spar, 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, such as coal, petroleum products, grain, and other bulk commodities.
cargoes at 500 tons per hour.

**Fuel & Water**

Fueling 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.

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**WORLD PORT NEWS**

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**Nigerian Ports Authority’s Mission Statement with Port Profile**

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**MISSION STATEMENT**

O ensure the efficient management of port operations, optimal allocation and use of resources, diversification of sources of revenue and guaranteeing adequate returns on its investments, in order to contribute effectively to the well-being 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 maintenance of vessels.
• Dredging and contract dredging waterways.
• Navigational lighting of the ports.
• Other ancillary services.

Highlights of the Nigerian Ports Authority

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 maintenance of vessels.
• Dredging and contract dredging waterways.
• Navigational lighting of the ports.
• Other ancillary services.

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:

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Port</th>
<th>Location</th>
<th>Maximum Depth of berth in metres</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Apapa</td>
<td>Lagos</td>
<td>9.0</td>
<td>2459</td>
</tr>
<tr>
<td>2</td>
<td>Tin Can Island</td>
<td>Lagos</td>
<td>11.5</td>
<td>2045</td>
</tr>
<tr>
<td>3</td>
<td>RoRo</td>
<td>Lagos</td>
<td>11.5</td>
<td>705</td>
</tr>
<tr>
<td>4</td>
<td>Container</td>
<td>Lagos</td>
<td>11.0</td>
<td>1105</td>
</tr>
<tr>
<td>5</td>
<td>Port</td>
<td>Port</td>
<td>11.0</td>
<td>1105</td>
</tr>
<tr>
<td>6</td>
<td>Delta (*)</td>
<td>Warri</td>
<td>11.5</td>
<td>5060</td>
</tr>
<tr>
<td>7</td>
<td>Calabar</td>
<td>Calabar</td>
<td>11.0</td>
<td>1137</td>
</tr>
<tr>
<td>8</td>
<td>Federal Lighter</td>
<td>Onne</td>
<td>5.7</td>
<td>1185</td>
</tr>
</tbody>
</table>

* 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
  Garko/Apapa
  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: 084-820461

• Lagos Port Complex, Apapa
  P.M.B. 1021, Apapa
  Tel: 5423820-4

• Lagos Marina Office
  2628 Marina Lagos
  Tel: 01-2600620-12
  Fax: 2341-263671, 2630306
  Telex: 21500 ONP PNPA NG
  Cable: Genports Lagos

• NPA London Office
  2nd Floor, Allenby House
  1A Temple Road
  (Off Cricklewood Broadway)
  NW2 6JP
  Tel: 020-8450 3101 (3 lines)
  Fax: 020-8458 062
  Telex: 25505 NPALRG, 266531 NPALRFG

• Tin Can Island Port (TCIP)
  P.M.B. 1201, Apapa
  Tel: 090-402495

• Roro Port
  P.M.B. 1198, Tin Can Island, Apapa
  Tel: 804400-49
  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, Ese-Ukun, Calabar
  Tel: 087-225111-5
  Fax: 087-221192
  Port Manager: 087-222505
  Website: http://www.nigeria-ports.com
Brisbane: Inks agreement with stevedore Patrick for facility relocation

Patrick 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 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 will continue 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-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 2258 4675 or 0417 732 556.

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:

(i) Location near to international sea route
(ii) Location of international airport nearby
(iii) 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.
(ii) Valid import/export license.
(iii) Experience in handling petroleum products at shore tank installation and suitable infrastructure to handle bunkering round the clock and 365 days in a year.

(iv) 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 Bidders) 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. 0091-484-666163

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 latest by 12-2-2002.

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.

Sd/-
(Dr. JACOB THOMAS)
CHAIRMAN
**WORLD PORT NEWS**

### Calcutta: Port’s Future Plan

Major 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:

(Rs. in Crores)

<table>
<thead>
<tr>
<th>Sl.No</th>
<th>Commodity</th>
<th>Projection</th>
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<tbody>
<tr>
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<tr>
<td>3</td>
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<tr>
<td>4</td>
<td>Other Liquid Cargo</td>
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<tr>
<td>5</td>
<td>Thermal Coal</td>
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<tr>
<td>6</td>
<td>Cooking Oil</td>
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<td>7</td>
<td>Fertilizer</td>
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<td>8</td>
<td>Raw Material for Fert.</td>
<td>70</td>
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<tr>
<td>9</td>
<td>Roller Chocks</td>
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<td>10</td>
<td>Other Cargo</td>
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**Traffic Projection at Calcutta Dock System**

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<td>100</td>
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<tr>
<td>10</td>
<td>Other Cargo</td>
<td>60</td>
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### Traffic Projection at Haldia Dock Complex

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

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<td>860</td>
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<tr>
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<td>6000</td>
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<tr>
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<td>60</td>
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</tr>
<tr>
<td>8</td>
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<td>490</td>
<td>545</td>
<td>725</td>
<td>740</td>
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*Scheme entitled Comprehensive 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 judge 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:

### Calcutta 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/ tug, railway track refurbishment, augmentation of cargo handling equipment, signalling and telecommunication equipment, construction of office-building/quarters, etc.

### Haldia Dock Complex

Refurbishment/realignment 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 handling equipment, etc.

Additionally, modernisation of dry-docks including replacement of one caisson, is also envisaged (SBR-Docks).

### 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.280 Crores envisaged to be spent during 9th Plan only. This however would require technical appraisal/clearance by the competent authority.

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

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

The concession agreement provides for 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 76%, 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).
Gladstone: $1 billion of trade via Gladstone Port Central during 2001/2002

The 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 $854,533,976.

Products handled through Gladstone Port Central include coal, wheat, sorghum, sunflower seeds, chick peas, magnesium, calcite, woodchip, magnetite, cottonseed, cement, gypsum, petroleum products, LP gas, 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 in the handling of containerised cargo from the current 78,000 tonnes to 210,000 tonnes.

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

PORT TALK

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. The 2.9 million dollar project 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 QAL 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 vehicle 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-
JAPAN: Shipping Exchange celebrated its 80th anniversary on Oct. 3

AFAN Shipping Exchange celebrated its 80th anniversary in Tokyo on October 3, 2001 at the Kaikan 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.

PSA: Responds to ongoing globalization in shipping and logistics

GLOBALISATION 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 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 private 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

THE 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 76 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

Maersk 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 Nolienne 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,” Mr Gamst said.

The Asian service will call on a fixed-day weekly basis at Auckland, Tauranga and 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

The 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 12 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 affords the opportunity to utilise accumulated investment credits and provide a more efficient funding structure for the company.

Total shareholder’s equity stands at $44.90 million, compared to $36.66 million at the same time last year.

The ratio of equity to total assets at year-end 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:

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

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 long-term efficiency of port operations. Alongside this submission has been the company’s participation in a group whose purpose it 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 Whatu 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. The term contract for provision of maintenance dredging services was due for renewal in April. 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 long-term efficiency of port operations. Alongside this submission has been the company’s participation in a group whose purpose it 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 Whatu Hapu Society Inc.

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 ‘Taikara’ was involved in her first offshore tow when contracted to tow the jack-up drilling rig ‘Enesco 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.

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 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 exist 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.

Governance

The board’s audit and personnel committees, comprising - audit committee - Messrs J5

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.

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W J Falconer CNZM
Chairman

R J Weaver
Chief Executive