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Tokyo
Japan



The Port of Tokyo: Japan's Metropolitan Gateway to the Sea

The Port of Tokyo is a distribution center of major importance responsible for distributing the goods needed by 40 million residents living in and organizations engaged in industrial activities in the greater Tokyo Metropolitan Area. Since its opening as an international trading port in 1941, the Port of Tokyo has continually adapted to the needs of the times by advancing harbor facility development and expansion (for example, by incorporating container terminals, commodity-specific terminals and ferry terminals as needed) and contributing to the realization of economic vitality and comfortable and sound lives for consumers. Today, Tokyo has regular container service links with the world's other major ports. In 1999 the Port of Tokyo was Japan's top port in terms of overall amount of trade, an achievement that underlines its standing as an important gateway to the sea for business activities in Japan.

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New Year Message for 2002

It is our great honor and pleasure to wish you a happy new year. We hope that the year 2002 will be a prosperous and joyful one for you all.

In the first year of the new millennium, the world most unfortunately experienced incidents of unprecedented tragedy, from which difficult global situations linger. This has inevitably produced the need for increased security in various sectors, including, of course, ports at large. How to ensure the smooth flow of cargo while placing a priority on security issues has now become a more important issue for ports and the entire maritime community. The uncertain global situation has also adversely affected the world economy, suppressing confidence and thus delaying economic recovery.

Looking elsewhere, however, we nevertheless see signs that the world is still moving toward a brighter future. In Europe, the euro currency has been physically introduced in the form of banknotes and coins, further enhancing the solidarity of this giant market comprising 300 million people. In Asia, meanwhile, China and Chinese Taipei have officially entered the World Trade Organization, which surely will be another major stimulus for the world economy.

Against such a background, it is predicted that the volume of seaborne cargo will continue to grow steadily in the years to come. As global logistics chains transform themselves to reflect the changing trends in global economy and trade, ports, regardless of their size, are also required to respond to the various newly emerging needs of their users. This places ports today in more intense competition than ever to remain relevant in the changing distribution structures, and has especially



from

Akio Someya

**President, International Association of
Ports And Harbors (IAPH) and
Executive Vice President
Nagoya Port Authority**

And

Satoshi Inoue

**Secretary General
IAPH**

led to the need for the introduction of higher level of information technology in port operations in many parts of the world. At the same time, some ports are finding ways to survive today's severe competition by corporatization, privatization, and in some cases, even merger.

Under such circumstances, cooperation among world ports has become essential. It is true that intense competition exists, but it is also true that no port can survive in isolation, without working together with its counterparts. Ports very much need to collaborate with one another now in sharing information and expertise for survival, so that they can develop in harmony to better serve the

needs of world trade. And it is on world trade itself that the global economy depends for development.

Another critical issue that today's ports must tackle through collaboration is that of protecting the environment. As this is not an issue that can be handled by a single port or a single nation, ports of the world need to share the same understanding and information on how they can best protect the irreplaceable marine environment.

The IAPH is an expert in the field of collaboration among ports. The Association holds as the first of its objectives "to develop and foster good relations and collaboration among all ports and harbors of the world." By achieving harmonized prosperity among world ports through mutual cooperation, we can help the world to move in the right direction.

Let us continue moving forward together in the IAPH on the path leading to a peaceful and prosperous world, and let us make this year a good starting point for the bright 21st century.

Handwritten signature of Akio Someya in black ink.

Akio Someya
President

Handwritten signature of Satoshi Inoue in black ink.

Satoshi Inoue
Secretary General

IAPH ANNOUNCEMENTS AND NEWS

Mid-Term Board Meeting in Abu Dhabi, UAE

At the Rotana Beach Hotel, Abu Dhabi
Invitation and Provisional Program

In his invitational letter of December 25, 2001, on behalf of President Akio Someya, Dr. Satoshi Inoue, Secretary General, announced the provisional program jointly created by Abu Dhabi Seaport Authority - Mina Zayed (Chairman: H.H. Sheikh conducted Saeed Bin Zayed Al Nahyan).

Major functions of the Mid-Term Board meeting are to examine the activities since the previous Conference and to set out the format of the forthcoming Conference in detail (inclusive of registration fees and programs), to lay down the action programs towards the next conference and onward. On top of these vital aspects, the issues related to the revision of By-Laws are of prime importance for the forthcoming Abu Dhabi Mid-Term Board Meeting. Exact date set aside for the Mid-Term Board Meeting is the two days of 22 and 23 April 2002, while 24 April is devoted to a technical visit.

The Mid-Term Board Meeting will be preceded by other functions as follows:

Committees Meetings: The Mid-Term Board Meeting is to be preceded by the



**H.H. SHEIKH SAEED
BIN ZAYED AL
NAHYAN**
Chairman of Seaport
Authority

meetings of various Committees belonging to the three Groups of Committees, namely, "Sustainability & Growth", "Technical Affairs" and "Port Industry Research and Analysis", subject to the decision of the respective committee chair. Though subject to further confirmation, it is expected that some committees, such as Port Safety, Environment and Marine Operations (probably jointly with Dredging Task Force), Legal

Protection, and definitely IAPH/IMO Interface Group, will meet in Abu Dhabi in the afternoon hours of Sunday, April 21, 2002.

Furthermore, the 2002 Mid-Term Board Meeting is to be preceded by the Asian/Oceania Regional Meeting of IAPH Members (April 20 and 21, 2002). On behalf of 3rd Vice President John Hayes, Dr. Inoue, in his letter of December 28, 2001, invited the Regular, Temporary and Associate Members of the Asian/Oceania Region to attend the meeting.

Important contacts

The Host Organization

H.E. Hasan Musa Al Qumzi, Under Secretary, Abu Dhabi Seaport Authority
P.O. Box 422, Abu Dhabi, UAE
Tel: 971-2-673-1830
Fax: 971-2-673-1023



Beach Rotana Hotel (Venue):

Tourist Club Area, P.O. Box 45200, Abu Dhabi, UAE
Tel: 971-2-644-3000
Fax: 971-2-644-2111
URL: www.rotana.com,
E-mail: beach.hotel@rotana.com
E-mail Reservation: res.beach@rotana.com

Abu Dhabi Grand Hotel (Alternative Hotel)

Khalita Street, P.O. Box 45505, Abu Dhabi, UAE
Tel: 971-2-674-2020
Fax: 971-2-674-2552
URL: www.rotana.com
E-mail: grand.hotel@rotana.com
E-mail reservation: res.grand@rotana.com

Provisional schedules (consolidated) are as follows:

| Date | Morning (0900/1200) With a coffee break | Afternoon (1430/1730) With a coffee break | Notes and other functions and persons' program |
|--------------------------------|--|--|---|
| Fri, April 19, 2002 | Delegates arrive | Delegate arrive | |
| Sat, April 20, 2002 | - Committee Meetings (Reserved) | - Committees Meetings (Reserved) | - 1430/1730: Asian/Oceania Regional Meeting (Fixed) |
| Sun, April 21, 2002 | - PSEMO/DTF* | INTERFACE Group | - 0900/1200: Asian/Oceania Regional Meeting (Fixed) 2000: Reception |
| | Committee Meetings (to be announced) | Committee Meetings (to be announced) | |
| Mon, April 22, 2002 (Fixed) | Regional Board Meetings - African/Europe - American - Asian/Oceania | Board Meeting 1 | 1300/1430: Lunch break Free Evening |
| Tue, April 23, 2002 (Fixed) | Board Meeting 2 | Board Meeting 3 | 2000: Dinner |
| Wed, April 24, 2002 | Full day Technical Tour: Visit to "Sir Bani Yas" Island* (Fixed) Free Evening | | |
| | *: The Island is an environmentally preserved area. At the courtesy of the Private Department of His Highness, The President of The United Arab Emirates. Will include air trip. | | |
| Thu, April 25, 2002 | Delegates leave | | |

*: PSEMO: Port Safety, Environment & Marine Operations Committee, DTF: Dredging Task Force (Chair Knatz will attend but the committee meeting is yet to be confirmed.)

Note: A 2-hour visit to Mina Zayed might be organized either in the early evening hours of Tuesday, April 23 or early hours of Wednesday, April 24.



The First Pan-African Port Conference Celebrated and Blessed

December 10-12, 2001

As observed by Dr. Satoshi Inoue, Secretary General of IAPH



• Record of the meeting is introduced on page 19 of this issue

Introduction

“African Ports Facing Changes in International Transport - Challenges and Perspectives” was the Theme of the first Pan-African Port Conference organized by the Pan-African Association for Port Cooperation (PAPC: President, Mr. Jean Marie Aniele) and supported by IAPH in conjunction with the Port of Abidjan’s 50th anniversary, and convened from 10 to 12 December 2001, at the Hotel Ivoire, Cote d’Ivoire. H.E. Mr. Laurent Gbagbo, the President of Cote d’Ivoire was the patron of the event and further supported by H.E. Mr. Pascal Affi N’Guessan, Prime Minister.

More than 300 delegates from five continents including 35 different coastal and

land-locked countries attended the conference, inclusive of Angola, Belgium, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Congo, Cote d’Ivoire, Egypt, Spain, France, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Italy, Japan, Kenya, Liberia, Mali, Morocco, Mauritania, Mozambique, Namibia, Niger, Nigeria, Netherlands, Senegal, Sierra Leone, Singapore, South Africa, Tanzania and Togo and USA.

At the Opening Ceremonies, delegates were cordially welcomed by the dignitaries and officials of the PAPC and the host organization, inclusive of Hon. Mr. Patrick Achi, Minister for Economic Infrastructure, Hon. Mr. Pascal Affi N’Guessan, Prime Minister, Mr. Ange François Barry-Battesti, Chairman of the Board of Directors of the Abidjan Port Authority, Mr. Hilaire Lamizana,

Chairman of the Organizing Committee, Mr. Marcel Gossio, Managing Director of the Port of Abidjan, Mr. Jean Marie Aniele, PAPC President, and by Mr. Pieter Struijs, 1st Vice President of IAPH and as the head IAPH Representative. Dr. Satoshi Inoue, Secretary General of IAPH also was a speaker at one of the sessions.

Mr. Jean Marie Aniele, Chairman of PAPC and PMAWCA gave a chronological account of the formation of the

PAPC and recalled for the audience the objectives assigned to the Pan African Association which, within the new context of globalization and permanent technological changes, should enable Africa to push itself forward. Mr. Ange François Barry-Battesti, Chairman of the Board of Directors of the Abidjan Port Authority, welcomed the participants and thanked President. H.E. Mr. Laurent Gbagbo for the government’s support of the celebration of the 50th anniversary of Abidjan Port and the holding of the 1st Pan African Port Conference. Hon. Mr. Patrick Achi, Minister for Economic Infrastructure, thanked the participants for attending and observed that Cote d’Ivoire was honored to host this meeting that was of prime importance not



Decoration ceremony of Abidjan Port pioneers and workers



Address by Mr. Aniele



Address by Mr. Marcel Gossio



Opening of the exhibition by the Ivorian Prime Minister (centre); Left, Mr. Barry-Battesti, Chairman of the Board; Right, Mr. Achi, Minister of Economic Infrastructure.



Mr. Gossio M.D. Abidjan Port Authority welcomes Mr. Satoshi Inoue at a dinner party.

only for Cote d'Ivoire but also all Africa. He hoped that these reflections would on one hand enable the attendants to grasp the changes in the world of shipping and on the other, find ways of adapting in order to bridge the technological gaps between African ports and those of developed countries. Prime Minister, H.E. Mr. Affi N'Guessan emphasized the importance of the two-fold event he was honored to attend, i.e. the 1st Pan African Port Conference and the 50th Abidjan Port Anniversary. He further stressed the role Abidjan Port plays as a tool of international cooperation by facilitating foreign trade with land-locked countries in the sub-region.

There were four sessions on various themes of prime importance to the modern ports and 23 papers were presented by 24 authors; there were two last minute cancellations. Session Chairs, theme of presentation and names of the authors are recorded hereunder (Numbers given to the papers have been assigned by the Head Office for convenience's sake.):

First Session

Main Theme:

Recent Evolution and Prospects for International Trade

Mr. Pieter Struijs, 1st Vice President of IAPH, presided over the 1st Plenary Session. Referring to the September 11 terrorist attacks, he pointed out that both air and sea transport were affected, shipping suffered from contradiction of over supply, and trade more was stagnant than ever and urged that ports should be judged by their quality and the prices they offer. Four sub-themes and speakers at the 1st Plenary Session and their excerpts were:

1. "Major global trends in commercial exchange" by Prof. Pierre Bauchet, University of Paris
2. "Trade Partners in Africa" by Mr. Paul Were, Economic Affairs Officer, Social and Economic Affairs Division of the UN Economic Commission for Africa (UNECA) (Because of his last minute cancellation, no personal presentation was made.) (Due to his last minutes cancellation, Dr. Satoshi Inoue, IAPH Secretary General, applauded the event and spoke about



Address by Mr. Peter Struijs

IAPH activities.)

3. "Globalization and New Stakes in International Trade: Impact on Trade in African Countries" by Prof. Alléchi M'Bet, Director of the Department of Economics, University of Abidjan
4. "Globalization: A New Challenge for Ports" by Mr. Peter Mollema, Maritime Development Unit Manager, Port of Rotterdam

Second Session

Main Theme:

Maritime Transport and Ports

Mr. Aliou Diallo, Managing Director Conakry Port Authority and Member of IAPH Exco, presided over the session comprising 9 presentations grouped under the two sub-themes as follows:

Sub-theme:

New Challenges of the Logistics Chain in Transport

5. "Current developments and changes in maritime transport" by Mr. Nicolas Terrassier, Director of the Higher Institute of Maritime Economy, Nantes Saint Nazaire, France
6. "Development of intermodalism – Role of ports as logistic platforms" by Mr. Bruno Vergobbi, Managing Director, Port Autonome de Dunkirque, France, IAPH Exco Member and Chair of IAPH Legal Protection Committee
7. "The Importance of land transport servicing" by Mr. Abdel Aziz Thiam, Managing Director, SITARAIL, Cote d'Ivoire
8. "Consequences of liberalization in maritime transport in African countries" by Mr. René Mbayen, Board Member/



Managing Director, CAMSHIP,
Cameroon

Sub-Theme:

The Competitiveness of African Ports: Mr. Jean Smagghe,
IAPH President for 1997/1999,
chaired the session comprising:

9. "Maritime Services to African Ports - Physical and Institutional Constraints" by Mr. Serge Lastchenko, Chairman of the European Community Shipping Association
10. "Port Costs & Competitiveness of the Transport Chain in Africa" by Mr. Claude Torchon, Economist, CATRAM Consultants, France
11. "Importance of Efficient Administrative and Customs Procedures" by Mr. Bernard Stoven, Secretary General, SIM-PROFRANCE, France

Third Session

Main Theme:

Ports and Development

Sub-Theme:

African Ports and the New International Maritime Environment

The first session was chaired by Mr. Siyabonga Gama, Managing Director, National Ports Authority, South Africa and Conference Vice President of IAPH

12. "Technological changes in maritime transport - What strategies for African Ports" by Mr. Abderrazzaq Moummni, Director of Development, ODEP, Morocco
13. "New development in information technology - The implication for the port community" by Mr. Paul Scherrer, Technical Director, Port of Le Havre, France
14. "International and regional co-operation - A factor in development" by Mr. Ben Owisu Mensah, Acting Director-General, Ghana Ports and Harbours Authority

Sub-Theme:

Port Organization and Financing

Chaired by **Mr. Mohamed Bellouchi,**
OPEP, Morocco

15. "Evolution of institutional framework and port reforms" by Mr. Jean Smagghe, and Mr. Gary Crook, Transport Section, UNCTAD, Geneva, Switzerland
16. "Ports investment and financing - Collaboration between the public and private sectors" by Mr. Jean Grosdidier de Matons, International Consultant, World Bank, Washington, DC, USA
17. "Possibilities of financial assistance in the development of African ports" by Mr.

Yozo Sakai, Executive Director for Africa, Japan Bank for International Co-operation

18. "Privatization of port terminals - The Dar-Es Salaam experience" by Mr. Samson Luhigo, Managing Director, Tanzania Harbours Authority

Fourth Session

Main Theme:

Maritime Security and Sustainable Development

Sub-theme:

Maritime Security

19. "International regulatory approach" by Mr. H.G. van Unnik, Head of Criminal Investigation Department, Rotterdam, and International Association of Airport and Seaport Police (IAASP)
20. "A Port's Perspective", by Mr. Peter van der Kluit, IAPH Liaison Officer with IMO, Managing Director, IAPH European Representative Office. (Due to his last minute cancellation, Mr. Fer van de Laar, Port of Amsterdam, and the IAPH Chair of the Port Safety, Environment & Marine Operations Committee made a presentation on his behalf.)
21. "Dredging for development - Challenges and Opportunities" by Mr. Peter J. Hamburger, Secretary General, International Association of Dredging

Companies

Sub-Theme:

Ports, Cities and Development

22. "Cities and ports relations in Africa - Conflict or synergy?" by Prof. Jacques Charlier, Professor of Maritime and Port Geography, University of Louvain - La Nueve, President of Royal Belgian Academy of Sciences
23. "Emergence of Hub Ports on the African coast" by Mr. Hervé Jobbe-Duval, Chairman of DELMAS (France) Schuchard, P&O Nedlloyd

Post Script

This first conference is the culmination of the all-out efforts exerted by the port communities of Africa during the past years, with particular reference to the resolution adopted at the African Ports Seminar organized in 1999 at Mombasa, by IAPH, Port Management Associations of West & Central Africa (PMAWCA) Port Management Association of Eastern and Southern Africa (PMAESA) along with the hostship of Kenya Ports Authority, and with technical support extended by the International Maritime Organization (IMO). IAPH stood as a constant supporter and contributor for the establishment of PAPC.

In a nutshell, from the very enriching presentations and the ensuing discussions of the Conference, it became obvious that the majority of the changes affecting the maritime transport industry are not only unavoidable, but also challenging for ports in general, and for African Ports in particular.

Therefore, in order to anticipate the needs of their clientele of the 3rd Millennium and ensure flexible adaptation to their expanding requirements, Ports must expand their equipment base and embark on comprehensive, integrated and pro-active programmes of training of their human resources as well as development of their infrastructure and superstructure.

Collaboration with the private sector, to be channelled through various formulas taking in account local contexts and realities is also now an unavoidable prerequisite. The Conference highlighted the need to closely consider Maritime Security and Environmental Protection issues to enable Ports to actually expand into value added logistic platforms.

The Conference also adopted a technical synthesis of the main outcome of its proceedings, tagged <<The Port of the Future>>, submitted by Mr. Pieter Struijs, President of the Conference. All participants were of the opinion that the Conference was of a very high standard, thanks to the participation of top-rank Speakers of international value, whose presentations were followed by enriching debates and discussions.

Finally, the 1st Pan-African Ports Conference passed some motions of thanks to His Excellency Mr Laurent Gbagbo, President of the republic of Cote d'Ivoire, to the Government and People of Cote d'Ivoire, to the IAPH and the PAPC, and a motion of Congratulations and thanks to the Board of Directors, Management and Staff of Port Autonome d'Abidjan on the occasion of the celebration of the 50th anniversary of this great African port.

Done in Abidjan,
Republic of Cote d'Ivoire
This 12th day of December, 2001

Conclusion by The Executive Secretariat, PAPC

Summary of the Speech by His Excellency Laurent Gbagbo, President, Republic of Côte d'Ivoire

THE Head of State, His Excellency Laurent GBAGBO offered a lunch to the delegates at the Presidential Palace on Thursday 13 January 2001. Delivering a short speech, he welcomed the delegates who attended the conference and thanked them for coming in large numbers from different parts of the world. He took the opportunity to congratulate and express his sincere thanks to the executives of the PAPC and IAPH for their valuable contribution to the success of the conference.

He exhibited his interest in large-scale

cooperation and admitted that in the era of globalization and liberalization, ports from developing countries should take advantage of modern technological development to increase their capabilities in offering reliable and cost effective transport and logistic services.

He went on to mention that at the regional level, a port like the Port of Abidjan should serve as a tool for eco-

nomie integration by means of its function as a transit port, thus helping landlocked countries, boosting their import and export commodities.

He ended by expressing the view that this very first Pan African Conference will mark a new chapter in the history of African Ports and agreed to a request from M. ANIELE, the Head of State to become the godfather of the PAPC.



Reception at the Residence of Mr. Laurent Gbagbo President of the Republic of the Cote d'Ivoire.

Speech by The Honourable Minister for Economic Infrastructures

His Excellency, the President of the Republic,
Honourable President of the National
Assembly,
The President of the Economic and Social
Council,
The Honourable Lord Chancellor,
Honourable Ministers,
Your Excellencies Members of the
Diplomatic Corps,
Distinguished Representatives of the
International Organisations,
Distinguished Economic Operators coming
far from the coastal areas,
Distinguished Speakers
Distinguished delegates from all continents,
Dear partners of the community of the Port
Autonome d'Abidjan,
Honourables Guests
Ladies and Gentlemen,

After the warm welcome expressed to you all by the Managing Director of the Port Autonome d'Abidjan, I would like to, in my capacity as the Minister of Economic Infrastructures and Member of the Government of the Second Republic, particularly as the Minister under whose supervision the Port Autonome d'Abidjan, the organizers of this important meeting of international co-operation fall, thank you for massively responding to our invitation.

It is a pleasure for the Port Autonome

d'Abidjan to host this meeting, which is one of the most important for the Government of the Second Republic, considering the quality and the number of participants.

I invite you to feel at home here and wish to assure you that appropriate measures have been taken and necessary conditions are in place to provide for a smooth conduct of your meeting, in a serene atmosphere under fraternal conditions.

This Conference, opening this morning will provide to all of us the happy occasion to celebrate once more and in this Country of dialogue and love, the fraternity and solidarity existing between all the Port Authorities of the world – in short, the solidarity between human beings.

I wish to express profound thanks to all you professional experts and delegates who have come from all the continents to enrich us with your respective experiences; in short, to contribute to our common reflections and debates of these days during the meeting. You have the support of the Government of the Cote d'Ivoire, with the head of state, His Excellency Mr. Laurent Gbagbo who makes, particularly, a lot of sacrifices as far as port and maritime sectors are concerned.

His Excellency, the President of the

Republic,
Honourable Ministers,
Honourables Guests
Ladies and Gentlemen

I am aware that you have a very tight programme as you will deal with important matters such as, if you will allow me to state the importance of the theme proposed for your reflection, <<African Ports facing the changes in International transports: challenges and perspectives>>.

In fact, the rapid innovation of the technologies of these last decades in the maritime transport sector places on ports of the whole world and particularly those of developing countries, new constraints to modernisation and moreover, in the management and social and human environment. We need to tackle these evolutions and to find means in order to reduce the technology gap existing between our ports and those of developed countries.

Which new coercion born of the evolution of transport are we going to face and which steps can we take to enable African ports to face these technological changes by keeping on playing the role of the engine of economic development?

Distinguished delegates, the importance, the complexity and the delicacy of these matters demand tactful spirit, spirit of collaboration, solidarity and deep thought. However, knowing your devotion and your competency, I am convinced that you will examine with all the sagacity required, all questions that condition, in no doubt the

smooth undergoing and the development of our ports whose strategic importance to our economies are incomparable. In Cote d'Ivoire, more than 90% of maritime exchanges are carried out.

Distinguished Guests, Dear Friends from European, American, Asian ports, along with this important Conference, Port Autonome d'Abidjan is celebrating 50 years of existence.

What a long time!

In fact, since its creation in 1950, the correlation between its evolution and that of the Cote d'Ivoire economy is noticeable.

Therefore, four main steps in the development of traffic of the Port Autonome d'Abidjan can be highlighted.

A high growth of the economy until 1980 with a growth rate of around 9% per annum and global tonnage from 702,000.00 tons in 1951 to 9,671,000.00 tons in 1980 when the economic growth rate was 7%.

An implied stagnancy at the beginning of the eighties until 1994 with a rate of 0.5% per annum and a burden of 10,418,000.00 tons; at the same time, the rate of the evolution of the economy was almost nil.

A strong rebound from 1994 until 1999 with an annual median rate of 8% and a burden of 15,441,000.00 tons in 1998 was observed. One can notice in the meantime, a rebound of the economy with a rate between 5 and 6%.

The activity of the Port Autonome d'Abidjan which in line with the economy declined in year 2000, has been progressively increasing since the beginning of this year.

Today, the Port Autonome d'Abidjan is one of the greatest ports that is well equipped in the sub-region. It is:

- The first trade port of the West African coast,
- The transit port serving as the oceanic port for the circulation of general goods for the foreign trade of countries that are located far from the coastal areas (Mali, Burkina-Faso, Niger).
- The first port for containers in Africa, out of South Africa;
- The first port of transshipment of the Atlantic coast, considering the quality of its equipment and the performances of its operators are constantly increasing.

However, we should not forget that to arrive at this point, several courageous men worked hard since the digging of the Canal de Vridi, a canal with the length of 2,700m over a width of 370m. Part of it was dug with pickaxes and unfortunately killed many people, to whose memory I pay tribute. Today, thanks to that canal, the ships access the lagoon in security. Tribute needs to be paid also to all the workers of Port Autonome d'Abidjan and to all workers of



Presentation of 50th Birthday Cake

the maritime and port sectors who keep on travelling to maintain the lofty standards already attained.

I thank you all for the sense of duty and responsibility, especially for the discipline you have always displayed.

I will not conclude my speech without mentioning sister organisations such as the IAPH and PAPC that have given us their support in order to enrich the debates of their differences. I encourage them to maintain always that concern of solidarity, which Africa really needs to achieve its economic development.

His Excellency, the President of the Republic,
Honourable Ministers,
Honourables Guests

Ladies and Gentlemen

The active participation and co-operation of each delegate in this meeting of dialogue will enable us arrive at positive results; concrete and constructive suggestions will leave a memorable mark on this First Pan-African Port Conference.

May this Conference enrich each of us and enable us to make our ports the best, adequately equipped, always performing and effective at the service of our respective economies.

It is on this hopeful note that I declare the First Pan-African Ports Conference open. I wish a Happy birthday to all the Directors and Staff of Port Autonome d'Abidjan.

Thank you!




FURTHER to the brief news on the Exco Meeting held in Auckland in October 2001, this is to inform you that the record of the meeting is introduced in this issue. The same was sent to IAPH members by mail on December 5, 2001 by the Secretary General. (Please see page 14).

IMO takes the lead against terrorism

MARPOL will be changed to ensure the security of passengers, crews and port personnel on board ships and in port areas, and of the vessels and their cargoes - Timeframe for implementation and meeting schedules are set.

Mr. William O'Neil, IMO Secretary General, in his letter of December 21, 2001, asked the maritime community inclusive of IAPH to cooperate.

In view of the magnitude of this development, this office introduces in this issue (1) complete copy of the letter and meeting schedules, (2) the IMO Assembly Resolution A.924(22) entitled "Review of Measures and Procedures to Prevent Acts of Terrorism which Threaten the Security of Passengers and Crews and the Safety of Ships," as adopted on November 29, 2001, and (3) the extracts on the item of "Measures and Procedures to Prevent Acts of Terrorism which threaten the security of passengers and crews and the safety of ships," quoted in the MSC Report of the First Extraordinary Session of the Maritime Safety Committee (MSC/ES.1/4, November 28, 2001)

ORGANISATION MARITIME INTERNATIONALE  ORGANIZACION MARITIMA INTERNACIONAL
INTERNATIONAL MARITIME ORGANIZATION

SECRETARY-GENERAL LE SECRETAIRE GENERAL EL SECRETARIO GENERAL

21 December 2001

Dear Mr. Inoue,

The IMO Assembly, at its twenty-second session (19 to 29 November 2001), unanimously adopted resolution A.924(22) on Review of measures and procedures to prevent acts of terrorism which threatens the security of passengers and crews and the safety of ships, which I attach for your information.

Operative paragraph 2 of that resolution requests the relevant IMO Committees, "when taking action as requested in operative paragraph 1, to take account of the work of other international organizations competent in the development of standards for transport-related safety and security by land, air and sea, as well as industry organizations".

In pursuance of the above request, I wish to invite your organization's kind co-operation in the work decided by the IMO Assembly for the purpose of preventing and suppressing acts of terrorism against shipping.

I believe that our organizations should be mutually supportive in our work to ensure the greatest possible consistency in our policy formulations and regulatory responses. To this end, I will appreciate receiving any information on standards for transport-related safety and security developed by your organization, which you may consider appropriate to assist us in the work in hand. The designated IMO focal point for communications between our organizations is Mr. H. Hesse, Head, Navigation Section, Maritime Safety Division, whom your services may contact directly.

In the meantime, you may wish to take note of the following opportunities for your representatives to participate, if you so decide, in IMO meetings (referred to in chronological order), which will be tasked with the consideration of maritime security matters:

Mr. Satoshi Inoue
Secretary-General
International Association of Ports and Harbors
5th Floor, North Tower New Pier
Takeshiba, 1-11-1 Kaigan
Minato-ku
Tokyo 105-0022
Japan


1. the Facilitation (FAL) Committee, scheduled to meet at its twenty-ninth session, from 7 to 11 January 2002, to consider maritime security issues within the context of the FAL Convention;
2. the Sub-Committee on Standards of Training and Watchkeeping (STW) may use the opportunity of its forthcoming thirty-third session (21 to 25 January 2002) to discuss training aspects of the overall maritime security issue;
3. an interessional working group of the Maritime Safety Committee (MSC) is scheduled to take place from 11 to 15 February 2002 to:
 1. start work on the review requested in operative paragraph 1 of the enclosed resolution;
 2. prepare a list of subjects to be further discussed by the MSC, Legal and FAL Committees of IMO;
 3. consider proposals and information on maritime security issues as may be submitted by Member Governments and international organizations concerned; and
 4. prepare a work plan and timeframe for any further work to be undertaken in the field of maritime security;
4. the MSC will consider, at its seventy-fifth session (15 to 24 May 2002), the outcome of the interessional working group mentioned under sub-paragraph 3 above with a view to approval of any proposed amendments to mandatory IMO instruments (e.g. SOLAS and possibly STCW) for submission to;
5. an IMO Conference on Maritime Security scheduled to take place during the latter part of the second half of next year, for adoption.

Your co-operation in security measures of common interest will be greatly appreciated and I look forward to working with you and others to prevent shipping from becoming a target of international terrorism.

I look forward to an early positive response.

With best regards,

Yours sincerely,


W.A. O'NEIL
Secretary-General

Resolution A.924(22) Adopted on 29 November 2001 (Agenda item 8)

REVIEW OF MEASURES AND PROCEDURES TO PREVENT ACTS OF TERRORISM WHICH THREATEN THE SECURITY OF PASSENGERS AND CREWS AND THE SAFETY OF SHIPS

THE ASSEMBLY,

RECALLING Articles 1 and 15(j) of the Convention on the International Maritime Organization concerning the purposes of the Organization and the functions of the Assembly in relation to regulations and guidelines concerning maritime safety; and also the general purpose of the Convention on Facilitation of International Maritime Traffic, 1965,

TAKING INTO ACCOUNT United Nations:

- General Assembly resolution 56/1 and Security Council resolution 1368, both adopted on 12 September 2001, condemning the terrorist attacks on the United States of America on 11 September 2001; and
- Security Council resolution 1373(2001) calling on the international community to redouble their efforts to prevent and suppress terrorist acts, including full implementation of the anti-terrorist conventions,

EXPRESSING great concern for the security of passengers and crews on board ships, including small craft, both at anchor and under way, in the context of incidents involving terrorism and other unlawful acts against ships and the associated risks to people on shore or populations in port areas as well as to ports, offshore terminals and the marine environment,

RECALLING resolution A.584(14) on Measures to prevent unlawful acts which threaten the safety of ships and the security of their passengers and crews,

RECALLING ALSO MSC/Circ.443 on Measures to prevent unlawful acts against passengers and crews on board ships, approved by the Maritime Safety Committee at its fifty-third session, in pursuance of the requests of the Assembly as contained in the aforementioned resolution A.584(14),

RECALLING FURTHER MSC/Circ.754 on Passenger Ferry Security, approved by the Maritime Safety Committee at its sixty-sixth session,

FURTHER RECALLING the provisions of the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (Rome 1988) and its Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms located on the Continental Shelf,

FINALLY RECALLING United Nations General Assembly resolution 55/7 urging States to become party to the 1988 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation and its Protocol, and to ensure their effective implementation.

RECOGNIZING the need for the Organization to review, with the intent to revise, existing, and consider new, appropriate international legal and technical measures to prevent and suppress terrorism against ships and to improve security aboard and ashore in order to reduce the risk to passengers, crews and port personnel on board ships and in port areas and to the vessels and their cargoes.

1. REQUESTS the Maritime Safety Committee, the Legal Committee and the Facilitation Committee, under the direction of the Council, to undertake, on a high priority basis, a review to ascertain whether there is a need to update the instruments referred to in the preambular paragraphs and any other relevant IMO instrument under their scope and/or to adopt other security measures and, in the light of such a review, to take prompt action as appropriate;
2. REQUESTS ALSO the Committees referred to above, when taking action as requested in operative paragraph 1, to take account of the work of other international organizations competent in the development of standards for transport-related safety and security by land, air and sea, as well as industry organizations;
3. CALLS on Governments, which have not accepted the 1988 Rome Convention and Protocol, to consider doing so at the earliest opportunity;
4. ENCOURAGES Governments, pending the outcome of work tasked to the Committees referred to in paragraph 1 above, to put in place and vigorously implement appropriate security measures around and in port areas and terminals, including offshore terminals;
5. REQUESTS the Secretary-General to take appropriate measures, within the Integrated Technical Co-operation Programme, to assist Governments to assess, put in place or enhance, as the case may be, appropriate infrastructure and measures to strengthen port safety and security to prevent and suppress terrorist acts directed against ports and port personnel as well as ships in port areas, passengers and crews;
6. REQUESTS FURTHER the Secretary-General to submit a report to the twenty-third session of the Assembly on progress made in the interim.

MARITIME SAFETY COMMITTEE
1st extraordinary session
Agenda item 4

MSC/ES.1/4
28 November 2001
Original: ENGLISH

REPORT OF THE FIRST EXTRAORDINARY SESSION OF THE MARITIME SAFETY COMMITTEE

Measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of ships

(Partial Quotation by IAPH Head Office. Numbers are as given in the originals)

3.1 Further to the Secretary-General's opening remarks, the Committee was informed of the unanimous adoption, on 20 November 2001, by the Plenary of the in-session Assembly, of the draft Assembly resolution on Measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of ships (annex 3 to document A 22/8/1), which had been proposed by the Secretary-General in the aftermath of the terrorist attacks in New York and Washington, D.C. on 11 September 2001 and had already been unanimously approved by the Council at its twenty-first extraordinary session. It also recalled the Plenary's decision, responding to a proposal by the United States' delegation, that, in order for action on the Assembly's requests in the resolution to be taken expeditiously, an intersessional working group should be established to report to MSC 75 for any necessary follow-up action. The elaboration of the details to give effect to the proposals made in Plenary, and any other relevant proposals made by interested parties, was entrusted to its Technical Committee (Committee 2) for consideration and advice to the Plenary. The Committee was advised that, among the measures the United States was considering, included:

- .1 reviewing the issues related to the installation of automatic identification systems on ships;
- .2 considering the need for security plans on ships, port facilities and off-shore terminals;
- .3 reviewing the need for identification verification and background security checks for seafarers; and
- .4 ensuring a secure chain of custody for containers from their port of origin to their destination.

3.2 The Committee was also informed that Committee 2 had considered that, while AIS matters could be considered

within the context of the revised SOLAS chapter V, the port and ships' security plans issue could not be considered under any other SOLAS chapter, in which case it might be appropriate to have it dealt with by means of an amendment to SOLAS chapter XI on Special measures to enhance maritime safety. If that chapter were to be amended, it could incorporate other maritime security measures proposed, in which case it would be appropriate to rename it "Special measures to enhance maritime safety and security". The Committee noted that it would be for MSC 75 to decide which parts of SOLAS, STCW or other IMO Conventions should be amended.

3.3 The Committee was further informed that Committee 2 had noted that, in order to adopt amendments under SOLAS chapter XI there would, in accordance with resolution 5 of the 1994 SOLAS Conference, be a need to convene a conference of SOLAS Contracting Governments. Further to the need for action in accordance with that resolution, Committee 2 had recognized that, in opting for a SOLAS conference a strong message would be conveyed about the seriousness that IMO was attaching to the issue of maritime security.

3.4 The Committee was also informed that Committee 2 had also agreed that a conference on Maritime Security could be organized in conjunction with MSC 76 in December 2002, provided the Assembly, at its current session, decided that such a conference was desirable and such a decision was concurred to by at least one third of SOLAS Contracting Governments attending the Assembly. The Committee also noted that organizing the Conference in conjunction with an MSC session would entail no additional financial cost to the Organization.

3.5 The Committee was informed that Committee 2 had eventually agreed that the intersessional MSC Working Group on Maritime Security already decided by the Plenary, should meet (against IMO costs, including interpretation costs, covered by the United States) at IMO Headquarters from 11 to 15 February 2002 to:

- .1 start work on the review requested in operative paragraph 1 of the resolution;
- .2 prepare a list of subjects to be further discussed which, according to their nature, should then be forwarded to the MSC and the Legal and FAL Committees for further elaboration;
- .3 consider proposals on maritime security issues submitted by Member Governments and international organizations concerned; and
- .4 prepare a plan and timeframe for further action.

3.6 The Committee noted that a deadline of 15 January 2002 had been recommended for the submission of relevant documents for consideration by the intersessional working group.

3.7 The Committee noted that Committee 2 had further decided that the outcome of the intersessional working group referred to above should be submitted to MSC 75 for follow-up by an ad hoc working group; as well as to the Legal and FAL Committees for appropriate action. In this respect, it recalled that MSC 74 had agreed, in principle, that three working groups should be established at MSC 75 (on large passenger ship safety; on bulk carrier safety; and on the human element); and noted that, if a decision was made for a new Working Group on Maritime Security, that, in essence, would require a fourth group, which would go beyond the provisions of the Guidelines on organization and method of work. However, noting the Secretary-General's comments, endorsed by its Chairman, that exceptional circumstances demanded exceptional action and that the special effort the MSC would be asked to make would be worth taking for the sake of both maritime safety and security and the Organization's good name, the Committee, therefore, agreed to proceed with the establishment of a fourth Working Group on Maritime Security to meet during MSC 75 for the issue to be considered under a separate agenda item; and invited Members to include security experts in their delegations to that meeting.

African European Regional Meeting in Piraeus

January 30-February 1, 2002

AT the hostship of Piraeus Port Authority, and under the auspices of Mr. Pieter Struijs, 1st Vice President of IAPH responsible for the African/European Region, the Regional Meeting will take place at the Athens Ledra Marriott Hotel. The very lively preliminary program of the meeting is as follows:

Wed, Jan 30, 2002

1600/1800:

Regional meeting

- Progress report on Inter-Industry Shipping & Ports Contact Group, by Mr. P.W. Mollama, Port of Rotterdam
- Report on the organization of the Durban Conference 2003 (Mr. S. Gama, National Ports Authority of South Africa)
- Invitation to the Abu Dhabi Meeting.

Thursday, Jan 31, 2002

0900/1030:

Opening and Keynote addresses

- Welcome by Prof. H. Psarftis, Piraeus Port Authority
- Opening address by Mr. G. Anomeritis, Minister of Mercantile Marine
- "Ports facing new Challenges", by Mr. Pieter Struijs, IAPH 1st Vice President
- "European Ports in EU-perspective", by Mr. David Whitehead, Chairman, ESPO
- "African ports development" by Mr. A. Diallo, Conakry Port Authority

1100/1230:

Safety & Environment Session:

Chair: Mr. Dennis Dunn,

Associated British Ports

- "IMO and EU legislation" by Mr. P.C.

van der Kluit, IAPH Europe

- "Impact Erika II proposes", by Mr. J.L. Estrada, Puertos del Estado
- "The African response" by Mr. S.M.E. Luhigo, Tanzania Harbours Authority
- Plenary discussions

1400/1530:

Trade Developments Session:

Chair: Mr. E. Bruyninckx,

Port of Antwerp

- "Baltic area" by Mr. G. Nygren, Port of Göteborg
- "Trans European Networks", by Dr. G. Galanti, Genoa Port Authority
- "Mediterranean area", by Prof. H. Psarftis, Piraeus Port Authority
- "Central European area", by Mr. M. Reuter, Frei und Hansestadt Hamburg
- Plenary discussions

1600/1740:

Trends in Container Transport Session:

Chair: Mr. Bruno Vergobbi,

Port of Dunkirk Authority

- "Global developments in the ports industry", by Mr. G. Adam, Port of London Authority
- "UK in relation to North West Europe", by Mr. Dennis Dunn, Associated British Ports
- "African developments", by Mr. S. Gama, National Ports Authority of South Africa
- "The modal split", by Mr. J.M. Lacave, Port Autonome du Havre
- Plenary discussions

Friday, February 1, 2002

0900/1045:

Legal & Organizational Aspects Session:

Chair: Mr. S. Gama,

National Ports Authority of South Africa

- "Report by the Committee on Legal Protection", by Mr. Bruno Vergobbi, Port of Dunkirk Authority
- "Port management models", by Mr. F. Geary, Port of Cork
- "Competition/ Port package", by Mr. F.J.W. van Zoelen, Port of Rotterdam
- Plenary discussions
- Final conclusions

The event will include: Welcome Reception on Wednesday evening, Port Dinner 2002 on Thursday evening and Port Visit immediately after Friday's morning session.



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Report on Sea-Port 2001 Conference

November 1-2, 2001, Busan, Korea

3rd Vice President of IAPH, Mr John Hayes, attended this Conference, representing IAPH, and presented a paper



THE Conference was organised by IBC Asia Limited as part of the Korea Marine Week program.

The venue for most of the activities associated with Korea Marine Week was the new Busan Exhibition and Convention Center (BEXCO), a huge complex located near a number of international hotels in Busan's tourist district.

The week-long program was structured around a major exhibition featuring naval and defence equipment, ship-building and seaport operations.

IAPH members with stands in the seaport area of the exhibition included Korea's Ministry of Maritime Affairs and Fisheries (MOMAF), the National Ports Authority of South Africa (NPA) and Nakhodka Marine Commercial Port (Russia).

The NPA presence was aimed at attracting interest in the 23rd IAPH World Ports Conference, to be held in Durban, South Africa, in 2003. Mr Hayes visited the NPA stand to congratulate NPA for its initiative in travelling to Korea to promote the Conference they will be hosting.

The Sea Port 2001 Conference component of the program began with a keynote address, by Dr. Chung Yee-Kee on behalf of MOMAF, outlining Korea's plans for container port expansion to meet the daunting challenge accompanying trade growth over the next decade.

Busan is currently the world's third largest container port. A New Port Development Plan providing for construction of 30 new berths in Busan was outlined by Dr. Chung.

Mr. Yoon Byung-Gu of MOMAF, who had recently returned from the IAPH EXCO Meeting in Auckland, New Zealand, presented a supplementary paper on Korea's Port Development Policy and Plan.

Papers presented by senior representatives of Hanjin Shipping and Hyundai Merchant Marine identified the factors shipowners consider in port selection and facility usage, placing considerable emphasis on the trend towards "ultra

large container ships" and their anticipated impact on ports.

In addressing the topic "Does Size Matter? Bigger Ships, Bigger Ports", Mr Hayes first expressed appreciation on

behalf of IAPH for the opportunity to attend the Conference and then drew upon the work of various contributors to IAPH to pull together a comprehensive account of likely ship size trends.

UNEP Liaison Report

October 8-10, 2001, Rome

Mr. B.M.M. Ondego

*Managing Director – Kenya Ports Authority
IAPH Liaison Officer with UNEP*

THIS is the preliminary report of the 8th session of the Intergovernmental Negotiating Committee for the Prior informed consent Procedures which I attended in Rome as an observer on behalf of IAPH. I was accompanied by two of my officers Capt. T.A. Khamis, Harbour Master and Mr. G. Ndua, Head of Corporate Development (Designate):



1. The session was held at the headquarters of the Food and Agriculture Organisation in Rome from 8 to 12 October 2001.
2. The session was chaired by Ms. Maria Rodrigues (Brazil)
3. Opening remarks were made by Mr. David Harcharik, Deputy Director, FAO and Ms. Shafqat Kakakhel, Deputy Director of the United Nations Environment Programme (UNEP)
4. The session was attended by representatives of over 80 countries, intergovernmental organizations and several other UN bodies.
5. In his opening remarks Mr. Harcharik noted that the adoption of the Rotterdam Convention, in September 1998 was a reflection of the growing concern over the rising dangers to human health and the environment posed by unregulated traffic in hazardous pesticides and industrial chemicals.
6. Mr. Kakahel drew attention to the continuing strong cooperation between UNEP and FOA in providing the interim secretariat for the Rotterdam

Convention and noted that joint activities had now spread to other areas that were equally important to the environmentally sound Management of toxic chemicals and pesticides.

7. The committee received a detailed report on activities of the secretariat and review of the situation as regards extra-budgetary funds. The committee generally expressed satisfaction at the quality of the secretariat documents and directed that in future it would be useful if the secretariat could clearly link expenditure to budget lines and provide more details on actual expenditure.
8. A representative of the secretariat noted that as of April 30, 2001 more than 165 parties to the convention had nominated a total of 253 designated national authorities.
9. The committee confirmed appointment of a list of experts for the chemical review committee.
10. The committee received the report of the Interim Chemical Review Committee.

11. The committee decided there was a need to furnish port custom authorities with the list of banned hazardous chemicals and substances.
12. The committee heard a presentation from the government of Germany and a joint presentation from the governments of Italy and Switzerland to host the secretariat for the PIC convention in their respective countries.
13. The committee also heard the offer from the Federal Republic of Germany to host the ninth session of the Intergovernmental Negotiating Committee in Bonn.
14. Social events included a tour of the city of Rome, and receptions hosted by the government of Italy, Switzerland and Germany.

Reference

Review committee to consider adding pesticides, industrial chemicals to PIC

GENEVA/ROME/NAIROBI, February 17, 2000 --

The 29-member Interim Chemical Review Committee established by the Rotterdam Convention on trade in dangerous chemicals will consider mechanisms for adding hazardous pesticides and industrial chemicals to the Prior Informed Consent (PIC) procedure during its meeting in Geneva from February 21-25, 2000.

It will also consider the addition of four pesticides to PIC: bromacil, ethylene dichloride, ethylene oxide, and maleic hydrazide. Each is linked to harmful effects to human health and the environment.

The work of the Interim Chemical Review Committee is crucial for the successful operation of the Rotterdam Convention during the interim stages. Its recommendations will guide future action to implement the Convention and so offer greater safeguards for the well-being of people living today and generations to come.

The Interim Chemical Review Committee was established as a subsidiary body of the Intergovernmental Negotiating Committee for the Rotterdam Convention during its sixth session, held in Rome in July 1999.

Its purpose is to recommend on inclusion of banned and severely restricted chemicals or hazardous pesticide formulations in the PIC procedure. The Committee's recommendations go to the Intergovernmental Negotiating Committee for final decision. Chemicals and pesticides subject to the PIC procedure cannot be exported unless the importing country is made aware of their dangers and gives explicit consent, thereby protecting human health and the environment.

"States that developed and reached agreement on the Rotterdam Convention did so in record time because of their clear concern for health and the environment," says Maria de Azevedo Rodrigues, the Brazilian diplomat who chairs the Intergovernmental Negotiating Committee. "For the same reason, they decided it was vital to start its operation immediately, and are now implementing the PIC procedure in the Convention on a voluntary basis until it comes into effect. This is exercise of environmental leadership at its best."

The Convention was adopted in Rotterdam in September 1998 and has been signed by 73 States. It will enter into force when it has been ratified by

50 States, which is expected in 2002. Binapacryl and toxaphene were added to the PIC procedure during the meeting in Rome, bringing the number of pesticides and industrial chemicals subject to it to 29.

The formal name of the agreement is the Rotterdam Convention on the Prior Informed

Consent Procedure for Certain Hazardous Chemicals and Pesticides in International Trade.

The Interim Secretariat of the Convention is provided jointly by the United Nations Environment Programme and the Food and Agriculture Organization of the UN.



Minutes of the Executive Committee Meeting

October 25-26, 2001

at the Auckland Heritage Hotel, Auckland, New Zealand

Note 1 Outline of the Program of the 2001 Exco Meeting in Auckland, please refer to the article that appeared in the previous issue.

Note 2: List of Participants, please refer to the listing made in the previous issue.

Note 3: Provisional Program of the Mid-Term Board Meeting in 2002 and the Asia/Oceania Regional Meeting of IAPH Members, please see the pertinent article in this issue.

**1. EXCO Session 1
October 25, 2001**

1.1 Welcome

Dr. Someya opened the meeting by thanking Mr. Vazey and Mr. Cowie for hosting this conference. Mr. Vazey welcomed the members to New Zealand and Auckland and advised that this conference was being hosted by three ports in New Zealand, viz: Auckland, Napier and Westgate. This welcome preceded a 10-minute video on the host venue.

Dr. Someya expressed his sincerest condolences for the victims of the terrorist attacks and requested a moment of silence for the lost lives in the Port Authority of New York and New Jersey. Dr. Someya then declared that a quorum had been established.

1.2 Consideration on Further Steps by IAPH for Showing Concern and Support to PANYNJ

Dr. Someya advised that consideration should be given to how IAPH could further show concern and support to PANYNJ. He noted that further steps were discussed at the Officers meeting on Wednesday

October 24 and it was agreed that a letter should be drafted to the Director of the New York Port Authority, Mr. Larrabee. The draft letter was discussed at this meeting and agreement reached on the wording. Mr. Kornegay would deliver this letter in November.

1.3 Consideration on the Mid-Term Board Meeting

Dr. Someya reported that, due to the current global situation many delegates might find it impossible to travel to the Middle East if the situation gets unfeasible for traveling. As this matter was discussed at the Asian/Oceania regional meeting on October 25, Thursday morning, Dr. Someya asked Mr. Hayes to report.

Mr. Hayes advised that the decision that Abu Dhabi will host the conference in 2002 would stand following Dr. Inoue's discussions with the Port Authority in Abu Dhabi on the previous day. As a contingency plan, Korea has agreed to stand by as an alternative venue. It was agreed that the Officers would make the final decision on the venue, following the precedent observed for the 2000 event in Abidjan. Mr. Hayes noted that EXCO had agreed

that if the venue were changed Abu Dhabi would be given an opportunity to host the future mid-term board meeting.

Dr. Someya confirmed that the conference dates were April 19-26, 2002 and that a final decision, if required, would be made regarding the venue by December 7, 2001. In the meantime, Korea's offer was warmly accepted.

1.4 Report of the IAPH/ IMO Interface Group Meeting on October 24, 2001

Mr. Struijs reported that the IAPH/ IMO Interface Group met on Wednesday October 24 and discussed the following issues, viz:

- i The diplomatic conference on anti-fouling paints. The IAPH supports the IMO on this matter.
- ii The Montreal resolution on the provision of safe havens. Using the German and Australian approaches to this issue, a generic IAPH approach will be developed before the first meeting of the navigation committee of the IMO. Mr. Struijs also noted that IAPH will support this issue within the IMO and a statement will be prepared in Paris in December.
- iii Guidance on the development of PSEMS (Port Safety and Environmental Management System).
- iv Outcome of mooring lines questionnaire. Mr. van der Kluit advised that ICHCA has also used this questionnaire for their responses. There has been a good response and this will need to be worked into a document for the IMO.
- v. The Interface Group supports the IMO resolution on dangerous goods.

1.5 Membership Affairs

In the absence of the Chairman, Dr. Inoue made the presentation, referring to the two-page report he had prepared. IAPH has made steady growth in membership since the beginning of the year. Eight new regular members joined although four members left. Three temporary members became regular members and three new members joined as temporary members. Dr. Inoue thanked Mr. Struijs and Mr. van der Kluit for the two new associate members from the Netherlands - National Ports Council and Green Award Foundation.

Dr. Inoue noted that agreement had been reached recently that there would no longer be any financial

commitment between IAPH and INTERTANKO although the friendly relationship would continue. This arrangement was accepted.

Dr. Inoue also addressed regional vice presidents and Exco members about the problems related to dues delinquent members and asked for their cooperation for improving the situations by citing various examples. Members assured him due action would be taken.

1.6 Financial Report

Mr. Cowie reported that the Interim Financial Report, based on the financial status as at August 31, 2001, was passed on to the Finance Committee and all questions were resolved, except for the amount which would be carried over to the next term.

Dr. Inoue explained this document in more detail and noted that the Association was expected to end the 2001 term financially sound and stable. Dr. Inoue noted that dues payment this year has been better than last year, partly because members were strictly requested to settle dues to ensure their voting rights in Montreal. Only a small amount has been spent on technical committee financial support and therefore a letter has been written to the technical committee chairman to indicate the availability of the fund to support their activities. Dr. Inoue has prepared a document listing the major events in which members of IAPH planned to represent in the latter half of this year.

Mr. Taddeo advised that Mr. Cowie should consider a study on dues structure that originally commenced during his term. Mr. Taddeo suggested Mr. W.E. Mills, President & CEO, Nanaimo Port Authority, Canada, be named as Vice-Chair. Mr. Taddeo was to advise the Head Office of his acceptance. It was confirmed that the President would duly appoint him as Vice Chair. Mr. Struijs suggested that Mr. Cuthbert of the Port of London Authority could be invited to serve the Finance Committee and agreed to inform the Secretary General accordingly.

Mr. Cowie recommended that IAPH should consider merging the Budget Committee (a conference committee) and the Finance Committee and advised that there was no need to separate the functions. This was agreed.

1.7 Future Meetings

1.7.1 Schedules of Regional Meetings

- Mr. Struijs advised that the Pan African Port Conference is to be held in Abidjan in December 2001. Preparation for this conference was on track and Mr. Struijs hopes to represent the President at this conference. The objective was to have a regional meeting in Europe and Africa each year and in 2002 the regional meeting will be in Greece from January 29 - February 1. Although it was thought that only members from Africa and Europe would be invited Mr. Taddeo suggested that officers of the executive also be invited. (Please see the pertinent article in this issue.)
- Mr. Kornegay advised that the main issue for the American region was the replacement of one of the directors given the resignation by Mr. Bellefontaine of Canada. No dates have been set for the next regional conference although Mr. Kornegay said he would pursue this.
- Mr. Hayes advised that the Asia/Ocean Group had met to discuss a number of issues in the morning, in particular the venue for the next regional conference. Mr. Hayes noted that it was sensible for this to coincide with the mid-term board meeting in Abu Dhabi. Regional members had a successful joint meeting in Bangkok earlier this year with UN ESCAP and a further joint meeting is being considered, possibly in early 2003. (Please see the pertinent article in this issue.)

1.7.2 2002 EXCO Meeting in Kobe

- Dr. Someya proposed that the 2002 conference be changed from Nagoya to Kobe given the celebrations planned in that city for the 50th anniversary of the first international port and harbor conference* in that city. This was agreed.

*: *At the first international Port and Harbor Conference, held in Kobe in 1952, it was resolved to create a permanent body. As a result, at the second conference, held in Los Angeles, USA in 1955, the IAPH was established.*

1.7.3 Mid Term Board Meeting and 2007 Conference in the American Region

Mr. Kornegay advised that Houston would be wholeheartedly willing to host the 2007 Conference but will write to other members in the American Region to see if any one else was in contention. Mr.

Taddeo noted that small ports should be encouraged to host the 2004 Mid-Term Board Meeting and advised that two ports in Canada may be interested. Mr. Kornegay suggested South America as a possible venue.

Dr. Someya queried the procedure for determining the venue for 2007. Dr. Inoue advised that board members should decide this four years in advance. So this matter will be determined at the Conference in Durban in 2003. The venue for the 2004 Mid-Term Board Meeting will be decided at the Abu Dhabi conference.

2. EXCO Session 2 October 26, 2001

2.1 Welcome

Dr. Someya advised that Dr. Inoue had received a letter from Abu Dhabi the previous night, which Dr. Inoue read to the members. In summary the Secretary of the Sea Port assured the IAPH that the current global situation had no impact on their preparations for the 2002 conference and in fact the point of no return had been reached. It was agreed that the only response could be that IAPH was happy to go to Abu Dhabi and Dr. Inoue was to send a letter to this effect.

2.2 Consideration and recommendation on the filling of vacancies in the office of Exco

It was noted that there were two vacancies following the departure of Mr. Bellefontaine and Mr. Yu.

Mr. Hayes advised that this issue was considered in the regional meeting the previous day and it was

agreed that S 15 of the by-laws must be considered; that is, the vacancy should be filled "... as soon as practicable in the same manner as the prior incumbent was elected". Mr. Hayes would prepare an outline of the procedures with Mr. Cowie and would discuss this with Dr. Inoue. This would take several weeks.

With respect to the American region, Mr. Kornegay advised that this vacancy would be filled as quickly as practicable.

2.3 2003 Conference; Presentation by Mr. Gama and Dr. Inoue

Mr. Gama gave a power-point presentation, which set out the theme for the conference "Ports - The Catalyzing Impact" and listed the tentatively proposed topics as follows:

- Ports of the future - what are the challenges?
- Future trends in shipping;
- Emerging economies through world trade;
- Productivity and port performance;
- Wireless technology in port applications;
- Skills development within the maritime industry;
- Port development and environmental protection;
- Role of ports in stimulating tourism and merging communities
- Port re-engineering.

Mr. Gama also reviewed the pricing principles of the conference taking note of the survey findings.

He has also put together a preliminary programme for the Conference, which was largely based on the Montreal model. A communication roll out plan has been drafted and it

was hoped that this will be finalized by January/February 2002. This will then go to the IAPH Board with the names of speakers. Mr. Gama was hoping to confirm fees at the Mid-Term Board Meeting although these issues would be discussed by the Officers before that time.

Dr. Inoue referred to the survey for the Durban conference, which was copied to members and went through the points raised in detail. Dr. Inoue advised that these points would be taken into consideration when planning the 2003 Conference. Mr. Struijs cautioned that the majority of respondents were in favor and therefore not too many changes need be made.

In response to Mr. Gamma's advice that the Montreal model would be followed with respect to pricing, Mr. Taddeo noted that Montreal did receive funding. Montreal was also able to reduce costs due to the 50 exhibitors, the absorption of costs by the Montreal Port Authority and the involvement of Port Authority staff.

2.4 Consideration on the revision of By-Laws

Dr. Someya requested that Mr. Struijs assume the Chairman role for this session.

Mr. Struijs referred to the draft changes to the constitution and by-laws of the IAPH based on the "Mongeau Draft" sent to Head Office on October 20, 2001 and invited comment on the proposed changes. Major items, amongst others presented, can be summarized as follows:

- Clarification of regional directions with



those of other regions

- Manners and systems of the election/ascension of vice-president
- Simplification of pre-conference procedures, quorum, proxy and conference committee meetings

Meeting gave extensive consideration to and discussion these numerous items. Mr. Struijs suggested that Dr. Inoue make the suggested changes to this draft before it was returned to legal counsel for comment. Legal counsel should then come back with revised draft before the conference in Abu Dhabi.

Mr. Struijs then handed back the Chairmanship to Mr. Someya

Dr. Someya noted that the Constitution & By-Laws Committee does not have a representative from the Asian region and proposed Mr. Morrison. This was agreed.



3. EXCO Session 3 October 26, 2001

3.1 IT and IAPH

Dr. Someya referred to the letter he had written to Mr. Groseclose which identified the priorities with respect to IT, viz identifying priority issues or subjects to be tackled by the technical committees (Task1) and determining the best use of IT in the operation of IAPH and in its member services (Task 2).

It was agreed Task 1 seemed rather too ambitious in scope and was best not to implement it. Noted that there was clearly no exchange of information on IAPH website.

As to Task 2, Mr. Goon suggested that IAPH should be clear about what it wants to do with IT and the Internet. If IAPH was looking at disseminating information to its members someone should be appointed to work on this. Currently there is no project leader.

It was noted that the main problem was that members were not accessing the "Members' Area" of the website very frequently and were not aware of various services provided. For example, the Journal was available on line.

Mr. Struijs suggested that Mr. Parrot, Chair, CC & N, be asked to propose a plan of the Committee. Exco could then ask the Long Range Committee if that was the direction IAPH wanted to go in.

Mr. Kornegay noted that access to the Internet was very important for IAPH and would be a way to grow in

the future and a good way to exchange information with members. Mr. Kornegay suggested that Mr. Perrot should give a presentation in Abu Dhabi to show what information was available on the website. Mr. Goon added that the next stage would be to identify problem areas as well as financial implications and requirements.

All members agreed that no further work was required on the logo by his Committee.

Mr. Goon advised that the first step was to get more members using the website before identifying further uses.

3.2 Review of Technical Committee Work Schedules

3.2.1 Mr. Goon advised that Human Resources Committee was sticking to the same terms of reference and looking at funding for activities. A campaign was currently underway.

Mr. Taddeo suggested that a certain amount of the surplus in this year's budget might well be transferred to the Fund, with a further possibility of annual allocation of similar amount of funds to the Fund from the budget. Mr. Struijs agreed that funding of these activities was the responsibility of IAPH as a whole. In the meantime it was agreed that the current campaign would continue.

3.2.2 Mr. Kornegay reported on the following committees:

- Port Safety & Environment

No additional information.

- Dredging Taskforce
No additional information.
- Legal Protection
A report was distributed to members
- Trade Facilitation
A report was distributed to members

3.3.3 Mr. Hayes referred to the following technical committees, viz:

- Trade Policy
Is in recess.
- Cargo Operations
Hasn't met since Montreal. A report on its activities was in the latest Journal.
- Ship Trends
Hasn't met but has a forward plan.
- Combined Transport and Distribution
- Port Planning and Construction
Mr. Hayes informed that the Committee completed the "IAPH Guidelines for Port Planning and Design" and it was circulated to all members.

3.3.4 Mr. Mollema noted that he has had a request from the legal committee for IAPH attendance at the OECD workshop on maritime regulatory reform on 6 December 2001. It was proposed that the Secretary General write to the Secretary General of OECD to ask if IAPH has consultative status and if not whether it could attend this workshop as an observer.

4. Close of Meeting

Dr. Someya thanked members for their attendance.

Minutes of the IAPH/IMO Interface Group Meeting

October 24 2001,
at the Auckland Heritage Hotel, Auckland, New Zealand

Minutes

1. Opening, welcome and establishing of agenda.

The Chairman, Mr. Struijs, welcomed members and observers to this meeting. Although only a limited number of members were able to attend, it was considered useful to hold the meeting, so as not to cause a delay in Committee activities relating to IMO issues.

Apologies for absence had been received from Capt. Mark Heah, Mr. John Hirst, Mr. F. van de Laar and Mr. Coloby.

2. Minutes of the meeting in Montreal, May 20, 2001

The draft minutes were endorsed with the observation that the Chairman had yet to contact the Chair of the Dredging Task Force with the aim to develop closer ties with PIANC's Environmental Committee, ENVICOM.

Mr. Mollema will investigate the status quo and on the basis of that, draft the letter concerned.

Also outstanding was the contact with the Port of London Authority regarding the availability of the Harbour Master read Adm. Bruce Richardson, for incidental support for the IAPH representative at IMO.

In the context of support at IMO, Mr. Van der Kluit advised the meeting that he had secured the co-operation of

Antwerp's Capt. Decrop in representing IAPH at the next meeting of FAL/SPI in January 2002.

3. IMO matters

3.1 Report on DSC 6, July 16-20, 2001 (previously circulated)

The DSC 6 meeting had been attended on behalf of IAPH by Mr. Van der Kluit and Mr. Van Hees of the Port of Rotterdam.

Based on the previously circulated report a few important issues were highlighted:

- Revision of the IMDG Code
- Problems relating to fumigated cargoes in CTU's such as containers
- The development of a manual on loading and unloading of solid bulk cargoes for terminal representatives

3.2 Report on the Diplomatic conference on Anti-fouling paints, London, October 1-5, 2001

Mr. Van der Kluit had attended this conference on behalf of IAPH and he reported on the main elements as follows:

- the original dates of January 1, 2003 (prohibition to apply TBT paints) and January 1, 2008 (prohibition for TBT paints to be present) will be maintained in the Convention, irrespective whether the date of January 1, 2003 can be met in view of the entry into force process.
- After January 1, 2008 an existing TBT paint may be covered by a suitable coating, rather than having to be removed by

(sand) blasting.

- Entry into force criteria: 25 countries, representing at least 25% of world tonnage
- A resolution was adopted, urging the industry to refrain from applying TBT paints after January 1, 2003 on a voluntary basis, irrespective of whether the Convention would be formally in force at that date.

3.3 Follow up on Montreal Resolution on the Provision of Safe Havens

The issue of Safe Havens is presently under discussion at IMO's Sub Committee on the Safety of Navigation (NAV) and this will result in guidelines. Australia's New South Wales government has adopted its own regulations in the meantime and Germany has used these as basis for developing their regulations. It was felt appropriate that IAPH would develop generic guidance for its members, taking into account the Australian and German approach. It was decided that the matter would be placed on the agenda of the Committee on Port Safety, Environment and Marine Operations, that will meet in Paris during November 19 and 20, 2001.

3.4 Follow up on developments regarding wreck removal

Mr. Mollema advised the meeting that this issue is being discussed in IMO's Legal Committee and that it is IAPH's feeling that the interests of ports are insufficiently addressed. It was therefore decided that IAPH's Committee on Legal Protection should urgently discuss this matter at its forthcoming meeting in Paris in December 2001. The Chairman took it upon himself to write to the Chairman of the Committee on this and ask the Committee to develop a submission to IMO and submit this to the Interface Group for consideration.

Mr. Kondoh advised the meeting that this matter has a long history and he advised to provide background information to Mr. Struijs as reference material for the Committee.

4. Information on intensified co-operation with other organizations: report on the second meeting of the Inter-Industry Shipping and Ports Contact Group, London, August 16, 2001

The meeting was advised of the most relevant issues that were discussed at that meeting. Among others, it had been decided to draft a letter in support of the IMO Working



Group on the Ship/Port Interface, SPI. This approach needed to be changed as a result of the outcome of ISTDG14 in Johannesburg in September. Mr. Van der Kluit informed the meeting that his presentation at that conference has resulted in a conference resolution, stressing the importance of the work of SPI. The South African Marine Safety Authority would submit this resolution to IMO's MEPC, MSC, FAL and DSC. In view of this development it was agreed that the Inter-Industry Group would now have to submit a paper in support of that resolution. This should preferably be done in time for the next meeting of FAL/SPI in January 2002.

5. Development of guidance on the establishment of a Port Safety and Environment Management System

The meeting recalled that the Committee on Port safety, Environment and Marine Operations had been tasked with the development of such guidance with the help of an outside consultant. The Terms of Reference for such a consultant had been drafted in the meantime and were being discussed by the Committee. The Interface Group was now advised about a project by IMO, UNDP and GEF that was aimed at precisely the same. The project was well under way and pilots were being carried out in the ports of Manila and Klang to ensure that the developed approach would indeed produce the expected result. IAPH has been urged to join this initiative and thus avoid duplication of work. To that end a few limiting conditions were formulated. The exercise would need to be carried out by ports on a voluntary basis. The objective should not be certification and IAPH would only co-operate in developing the basics instrument that would enable ports to develop their own management system. It was decided that the Chairman of the Committee would liaise with Capt. Hans-Juergen Roos from Bremen, who was one of the leading experts in the Manila and Klang projects, to investigate the details of possible IAPH involvement.

6. Outcome of Mooring Lines Questionnaire (circulated by IAPH, IHMA and ICHCA)

The meeting was informed that the responses to the questionnaires had been and still were massive, resulting in a large amount of relevant information. It was now important to sort out

the responses and combine them in a document that was suitable for submission to IMO and clearly underlined the necessity of IMO putting this matter on its agenda, given the compelling need demonstrated by the outcome of the surveys of the three organizations.

7. Any other business

The venue for the next meeting of the Interface Group will be Abu Dhabi in April 2002 during the Mid-Term Board meeting (April 19-25).

8. Closing of meeting

The Chairman thanked those present for their contributions and advised that he would report the outcome of the meeting to the EXCO meeting of October 25. The meeting was then closed.

List of attendants

Members:

- **Mr. P. Struijs**, *Chairman*
Port of Rotterdam
- **Mr. P.C. van der Kluit**, *Vice Chairman*
IAPH Europe Office
- **Mr. P. Mollema**
Port of Rotterdam
- **Mr. H.T. Kornegay**
Port of Houston
- **Mr. J. Hayes**
Sydney Ports

Observers:

- **Dr. S. Inoue**
IAPH Head Office
- **Mr. R. Kondoh**
IAPH Head Office
- **Capt. T. Nakayama**
Nagoya Port Authority

Minutes of the regional meeting Europe / Africa

Monday, December 10, 2001
Ivory Hotel, Abidjan

1. Opening

The chairman, Mr. Struijs welcomed all the participants, especially Mr. Jean Smagge and the members of the regional executive board Mr. Vergobbi, Mr. Diallo and Mr. Luhigo.

Unfortunately Mr. Van der Kluit was not able to attend, Mr. Mollema will act as secretary of this meeting.

2. Report of the regional meeting held in Auckland, October 25, 2001.

The draft minutes of this meeting were endorsed with the observation of the chairman that most of the items discussed in Auckland are on the agenda today.

3. Report on the meeting of the Inter-Industry Shipping and Ports Contact Group

Mr. Mollema reported on the meeting held in London on Thursday 16 August 2001. The meeting was advised of the most relevant issues that were dis-

cussed:

- Ship/Port Interface: there is a joint support letter to the Secretary General of IMO concerning the continuation of the Working Group SPI.
- TBT: The diplomatic conference on Anti-fouling paints in London (October 1-5, 2001) resulted in maintaining the original dates in the Convention:
 - The prohibition to apply TBT-paints after January 1, 2003.
 - The prohibition for TBT paints to be present after January 1, 2008.
 IAPH supports IMO on this matter (see report Committee on Port Safety, Environment and Marine Operations).
- Wreck removal: Mr. Mollema advised the meeting that this subject is being discussed in IMO's Legal Committee. The executive board had decided that this item must have high priority. For that reason it was put on the agenda of the meeting of the IAPH' Committee on Legal Protection in Paris, December 2001. In addition Mr. Vergobbi provided information on the legal context and the way this item should be addressed.
- Security: It was agreed that existing



OCIMP and IAPH guidelines on port security would be circulated and that this topic would be discussed at the next meeting. Mr. Smaghe was interested in the way the Inter-Industry Group is addressing terrorism. Mr. Mollema answered that terrorism will be on the agenda of the February meeting 2002. The chairman stated that port security as well as prevention of terrorist attacks should also be dealt with in each port within the regional context.

4. Report on the Executive Committee Meeting held in Auckland, October 25-26, 2001

Secretary General Dr. Inoue presented the results of this meeting. Prominent issues, among others, were 'the revision of By-Laws', 'IT and IAPH' and 'Future Meetings' (reference is made to Ports and Harbours, December 2001).

5. Future Meetings

The chairman presented an overview of future meetings.

- Regional ExCo meeting in Piraeus (Greece) January 29 – February 1 2002. *Invitations have been mailed to regular and associated members. Mr. Aniele, president of PAPC has been invited to participate in this event. The meeting will be combined with a seminar on Port related topics. This approach is in line with the decision made by the regional meeting in Cork in February 2001 to organise an annual regional meeting both in Europe and in Africa.*
- Mid-Term Board Meeting in Abu Dhabi, April 18 - 24 2002. *The venue of the 2002 Mid-Term Board*

Meeting is fixed. The Secretary General stressed that most of the Technical Committees will meet there and he invited those present to attend.

- EXCO meeting in Kobe 2002 *The chairman advised that the venue for the 2002 EXCO meeting has changed from Nagoya to Kobe.*
- Regional ExCo meeting in Tanzania October/December 2002. *Mr. Gama announced that Tanzania Harbors Authority will be hosting the next regional meeting and he considers this an ideal opportunity to showcase the wonderful hospitality of the Tanzanian people at large. Though a date is not yet fixed the organisers prefer October. The chairman however suggested the month December in order to have a longer period between the Executive Board Meeting in Kobe and the mentioned regional meeting. The chairman expressed his gratitude to Mr. Luhigo for his kind offer to host this meeting.*

6. Bi-Annual IAPH Conference Durban, May 24-30, 2003

Mr. Gama advised that all preparations for the conference are on schedule. The conference fee will be comparable to the Montreal fee. A second announcement will be distributed in February. Mrs. Riah called attention to the web site with relevant information about the conference and invited those present to offer suggestions to her for speakers.

7. The election of vice-president Europe-Africa

The chairman announced the necessity for electing a new vice-president for Europe-Africa at the Durban conference

in 2003, as the acting vice-president will be elected as president of IAPH. The following proposal was made and endorsed for the election of candidates:

- The election is the responsibility of the region.
- The election procedure preferably to be completed during the mid-term conference in Abu Dhabi in 2002.
- A candidate has to be supported by at least three regular members.
- A candidate should preferably have a long-term contract with his port in order to ensure continuity for the presidency.

Mr Gauze, Executive Secretary of PAPC (Pan-African Association for port Co-operation) announced that the African-region would present a single candidate after consulting within PAPC. He asked the chairman to stipulate that the Europe-region will refrain from proposing a candidate. In answer to this the chairman stressed that it is the legal right of all regular members to present candidates.

Mr. Luhigo expressed his wish to discuss the election process in further detail during the regional meeting in Piraeus. This was agreed upon.

8. Any other business

Secretary General Dr. Inoue called attention to the new membership directory 2002 and requested all participants to submit updated entries by sending the appropriate form to the Head office in Tokyo.

The Chairman thanked members for their attendance and contributions and wished all a fruitful conference in Abidjan in the coming days.

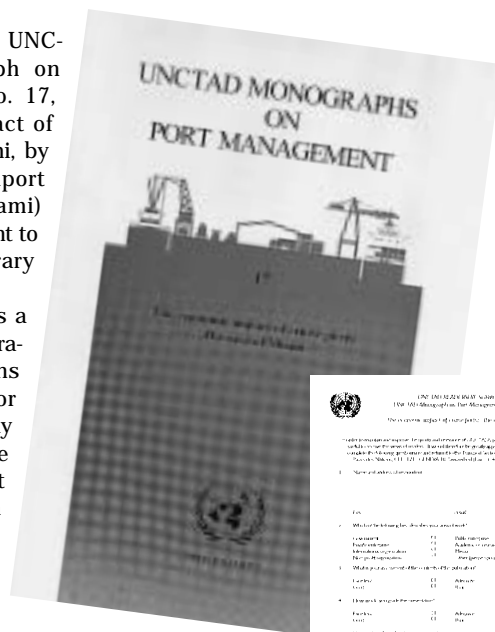
UNCTAD/IAPH Monograph No. 17 was circulated

On December 26, 2001, UNCTAD/IAPH Monograph on Port Management No. 17, entitled "The Economic Impact of Cruise Ports: The case of Miami, by Araceli (Angi) Wright, Seaport Relations, Port of Miami) (UNCTAD/SHIP/494(17), was sent to all IAPH Regular and Temporary Members.

UNCTAD/IAPH Monograph is a typical example of mutual cooperation which has been going on for decades. The coordinating body on the side of IAPH has been the Human Resources Development Committee (Chair: Mr. Goon Kok-Loon, PSA) (Formerly known as International Port Development Committee)

Mr. Jean Gurunlian, Director, Division of Services Infrastructure for Development and Trade Efficiency, in his introduction to the series, notes:

- UNCTAD has been cooperating with the International Association of Ports and Harbors (IAPH) for some years, in fields that include the production, translation and distribution throughout the world of technical studies in the form of Monographs. Through these, it helps to develop the management skills needed for the efficient port operation in developing countries.
- One important outcome of the ninth United Nations Conference on Trade and Development (UNCTAD IX) (Notes by HO: May 1996) was a new work programme for UNCTAD in the transport field. It is important to stress that the original aim of improving the efficiency of ports



which spawned the idea of the UNCTAD/IAPH monograph scheme was reaffirmed.

- The UNCTAD Division for Services Infrastructure for Development and Trade Efficiency is thus pleased to be able to continue to cooperate with IAPH, presenting the practical experience gained by a specific port or professionals for the benefit of the international port community.
- This cooperation supplements other research, training and technical cooperation activities carried out by the UNCTAD Division for Services Infrastructure for Development and Trade Efficiency that seek in particular to encourage the development of competitive international mar-

itime transport services, reinforce trade structures and promote international cooperation and exchanges of expertise. We would like to thank the authors for their contribution to these monographs, all of which have been made on a voluntary basis.

Till now, the following monographs have been published and sent to IAPH member ports.

- No. 1 Changing from day-work plus overtime to two-shift working
- No. 2 Planning land use in port areas: getting the most out of the infrastructure
- No. 3 Steps to effective equipment maintenance
- No. 4 Operations planning in ports
- No. 5 Container terminal pavement management and Supplement
- No. 6 Measuring and evaluating port performance and productivity
- No. 7 Steps to effective shed management
- No. 8 Economic approach to equipment selection and replacement
- No. 9 Recommendations on the planning and management of multipurpose terminals
- No. 10 Computerized container terminal management
- No. 11 Electronic data interchange concerning ports
- No. 12 Marketing promotion tools for ports
- No. 13 Freeport development: the Mauritius experience
- No. 14 Sustainable development strategies for cities and ports
- No. 15 Quality management: The Port of Nantes/Saint-Nazaire experience
- No. 16 Evolution of Brazilian Port Legislation

(How to obtain United Nations Publications: United Nations publications may be obtained from bookstores and distributors throughout the world. Consult your bookstore or write to United Nations, Sales Section, New York or Geneva.)

Launch of Tokyo News Service's Website

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

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



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

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

Tokyo News Service, Ltd.

2002 Membership Dues

(Exchange Rates: as of December 10, 2001)

| | Currency 1 SDR* = | Japanese yen 158.80200 | U.S.dollars 1.26284 | Euro 1.42693 | Pounds sterling 0.88285 |
|--------------------------|----------------------|---------------------------|------------------------|-----------------|----------------------------|
| REGULAR MEMBERS | | | | | |
| 1 unit | 1,070 | 169,918 | 1,351 | 1,526 | 944 |
| 2 units | 2,140 | 339,836 | 2,702 | 3,053 | 1,889 |
| 3 units | 3,210 | 509,754 | 4,053 | 4,580 | 2,833 |
| 4 units | 4,280 | 679,672 | 5,404 | 6,107 | 3,778 |
| 5 units | 5,350 | 849,590 | 6,756 | 7,634 | 4,723 |
| 6 units | 6,420 | 1,019,508 | 8,107 | 9,160 | 5,667 |
| 7 units | 7,490 | 1,189,426 | 9,458 | 10,687 | 6,612 |
| 8 units | 8,560 | 1,359,345 | 10,809 | 12,214 | 7,557 |
| ASSOCIATE MEMBERS | | | | | |
| A-X-, B&C | 900 | 142,921 | 1,136 | 1,284 | 794 |
| A-X-2 | 610 | 96,869 | 770 | 870 | 538 |
| A-X-3 | 310 | 49,228 | 391 | 442 | 273 |
| | 160 | 25,408 | 202 | 228 | 141 |
| | 140 | 22,232 | 176 | 199 | 123 |
| TEMPORARY | 600 | 95,281 | 757 | 856 | 529 |

*SDR stands for Special Drawing Rights as defined by IMF (International Monetary Fund). The above quoted exchange rates of four currencies per SDR existed on Dec. 10, 2001, as set for fixing the exchange rates for dues in 2002. This is an established practice of IAPH

Contributors to the Special Port Development Technical Assistance Fund (IPD Fund) 2001

(in order of receipt)

| Organization | Country | US\$ | Date of Receipt |
|-------------------------------------|---------------|--------|-----------------|
| Port Autonome d'Abidjan | Cote d'Ivoire | 980 | Aug. 9 |
| Port of Brisbane Corporation | Australia | 1000 | Oct. 4 |
| Maldives Ports Authority | Maldives | 250 | Oct. 9 |
| Rotterdam Municipal Port Management | Netherlands | 1000 | Oct. 9 |
| Sydney Ports Corporation | Australia | 1000 | Oct. 15 |
| Marine Department, Hong Kong | China | 500 | Oct. 16 |
| Vancouver Port Authority | Canada | 500 | Oct. 19 |
| Dr. Susumu Maeda | Japan | 200 | Nov. 1 |
| Johor Port Authority | Malaysia | 1000 | Nov. 5 |
| Montreal Port Authority | Canada | 500 | Nov. 8 |
| Ghana Ports and Harbours Authority | Ghana | 500 | Nov. 14 |
| World Cargo News | UK | 150 | Dec. 3 |
| Amsterdam Port Authority | Netherlands | 1,500 | Dec. 12 |
| Nagoya Port Authority | Japan | 1,000 | Dec. 28 |
| | Total | 10,080 | |

Visitors

ON November 19, 2001, Mr. Eng. Louis Van Schel, Secretary General, International Navigation Association – PIANC, visited the Head Office on his mission to Japan for establishing ties for dialogue among business communities. At the Head Office, Dr. Satoshi Inoue received him.

ON November 20, 2001, Mr. Nicholas Baker, Underwriter, TT Club, together with Mr. Masaki Oiwa, Claims Manager, ISS P&I (Japan) Ltd., visited the Head Office and met with Mr. R. Kondoh, to exchange views on the current situations in the region.

Membership Notes

New Member

Regular Member

Miyagi Prefecture (Japan)

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Fax: +81-22-211-3296

E-mail: kousin@pref.miyagi.jp

Website: <http://www.pref.miyagi.jp/kouwan>

Mailing Addressee: Akira Sato, Director-General, Ports Harbors and Airport Development Bureau

Associate Member

Mr. Motonori Hashima, Member, The Japan Port and Harbors Association [E] (Japan)

Address: 577-28 Iijima-cho, Sakae-ku, Yokohama 244-0842

Kanagawa Pref., JAPAN

Tel: +81-3-3553-4095

Fax: +81-3-3553-4338

E-mail: kaiyokyo@mx2.alpha-web.ne.jp

Changes (Changes involved are underlined)

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(Formerly PMC Port Management Consultants)

Tel: +31-10-2210666

Fax: +31-10-4780288

Email: office@pmcrotterdam.nl

Northport (Malaysia) BHD (Malaysia)

(Formerly Klang Container Terminal BHD.)

Address: Jalan Pelabuhan, North Port, 42000 Port Klang

P.O. Box 234, 42009 Port Klang,
Selangor Darul Ehsan, MALAYSIA

Fax: 60-3-3169-8822

E-mail: info@northport.com.my

Incheon Regional Maritime Affairs & Fisheries Office (Korea)

Address: 1-17, Hang-dong 7Ga, Choong-gu

Incheon 400-705, KOREA

Administrator: Mr. Kim, Seong-Kyu

Tel: 82-2-880-6114

Fax: 82-2-880-6497

E-mail: portincheon@momaf.go.kr

Website: <http://www.portincheon.go.kr>

Baltic Ports Organization-BPO [B] (Denmark)

Address: Baltic Ports Organization

c/o Ports of Stockholm

P.O. Box 27314

SE-102 54 Stockholm, SWEDEN

Sweden

Tel: +46-8-620-2600

Fax: +46-8-665-0838

Email: bpo@stoports.com

OPEN FORUM

Seoul Declaration on Infrastructure Development in Asia and the Pacific

We, the Ministers of members and associate members of ESCAP attending the Ministerial Conference on Infrastructure held at Seoul from November 12 to 17, 2001

RECOGNIZING in this era of globalization the crucial role of infrastructure in sustaining and promoting the economic and social development of our economies,

Recalling Commission resolution 51/8 of May 1, 1995 on the implementation of the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific, covering the period 1997-2006, as well as the launching of the Plan at the Ministerial Conference on Infrastructure held at New Delhi from October 23 to 29, 1996,

Noting that the development of roads, rail, shipping, ports, inland waterways and air transport has shown significant progress, but that the region still faces deficiencies and bottlenecks in these sectors and that actions are required to meet the economic, social and environmental challenges and demands; further noting that economic growth in Asia and the Pacific is the highest in the world, that 61.8% of the world's population live in the region, some of them in extreme poverty, that half of the region's population may be living in urban areas by 2025, that tourism plays a key role in poverty alleviation and employment generation, especially in developing countries, and that all these factors, along with the impacts of globalization, indicate the need for substantial increases in transport capacity and efficiency to provide access to meet the needs of the population and more effectively interconnect markets, production and urban areas,

Also noting that infra-

structure investment plays a vital role in reducing poverty and promoting economic development by creating employment and increasing production in the region,

Appreciating the significance of activities implemented during the first half of the Plan (1997-2001), promoting infrastructure development in the region, and the need to further enhance the pace and scope of such endeavours,

Also appreciating the various initiatives taken in the infrastructure sector by regional and subregional organizations, as well as those taken in the context of growth triangles and other similar cooperative endeavours,

Recognizing the need for continuing implementation of Commission resolution 52/9 of April 24, 1996 on intra-Asia and Asia-Europe land bridges (extend-

ed by the Commission at its fifty-sixth session, in 2000), also recognizing other priority areas, as identified by Commission resolution 48/11 of April 23, 1992 on road and rail transport modes in relation to facilitation measures (extended by the Commission at its fifty-sixth session), resolution 55/1 of April 28, 1999 on sustainable development of inland water transport in the Asian and Pacific region and resolution 57/4 of April 25, 2001 on regional cooperation in information and communication technologies for development,

1. **Agree** that, in this time of globalization, infrastructure development policies need to be formulated and implemented by Governments in accordance with specific situations, conditions and national priorities to meet economic and social targets and to achieve success in this regard:

1.1 Consider it essential that Governments take a leading role in more effectively integrating the different forms of transport in order to develop sustainable intermodal transport systems that deliver efficient domestic transport services and at the same time provide access to international markets and wider hinterlands;

1.2 Support the formulation and implementation of strategies and policies to promote private sector participation and



From the left: Mr. Barry CABLE, Secretary of the Conference; H.E. Mr. LEE Jai Chang, Member of National Assembly, Republic of Korea; H.E. Mr. KIM Hak-Su, Executive Secretary, ESCAP; H.E. Mr. LEE Han-Dong, Prime Minister, Republic of Korea; H.E. Mr. LIM In-Taik, Minister, Ministry of Construction and Transportation, Republic of Korea; H.E. Admiral YU Sam-Nam, Minister, Ministry of Maritime Affairs and Fisheries, Republic of Korea; H.E. Mr. LEE Taek Seok, Chief of Staff to the Prime Minister, Republic of Korea.

public-private partnerships in the financing and operation of transport infrastructure and services to accelerate development and encourage improved efficiency;

- 1.3 Deem it essential that the economic, social, environmental and safety impacts of transport on society be evaluated in a comprehensive manner and that Governments commit themselves to the implementation of sustainable development policies including appropriate community-based infrastructure interventions designed to assist in the poverty alleviation process;
2. **Renew** our commitment to the New Delhi Action Plan on Infrastructure Development in Asia and the Pacific and approve the Regional Action Programme (2002-2006) of the Plan (Attachment 1);
3. **Invite** members and associate members of ESCAP, donor countries, multilateral financing institutions, concerned agencies and organizations of the United Nations system, other intergovernmental and subregional organizations, non-governmental organizations and, in particular, the private sector to provide financial and technical support, taking particular cognizance of the special needs and measures required to assist the least developed, landlocked and island developing economies and economies in transition;
4. Request the Executive Secretary:
 - 4.1 To accord priority to mobilizing resources for the implementation of Regional Action Programme (2002-2006);
 - 4.2 To ensure effective coordination with other concerned United Nations and multilateral agencies in the implementation of the Programme and to continue to promote cooperation in a synergistic manner with the various regional and subregional organizations which are playing an increasingly important role in the infrastructure sector;
 - 4.3 To encourage the active participation of subregional organizations and other groupings, including growth triangles and other similar cooperative endeavours, in formulating and implementing the Programme in coordination with the secretariat;
 - 4.4 To associate national transport institutions with the implementation of Programme activities;
 - 4.5 To continuously monitor and evaluate the impact of the Programme and to submit his reports, with appropriate recommendations, to the Commission at its fifty-ninth and subsequent sessions until the end of the Plan.

Does **Size** Matter?

Bigger Ships, Bigger Ports

..... How Big Will They Get,
and What Are the Limitations?

Presented by

JOHN HAYES

Third Vice-President, IAPH

At SEA-PORT 2001 CONFERENCE

Busan, Korea

November 1-2, 2001



I wish to thank IBC Asia and the organisers of Korea Marine Week 2001 for inviting the International Association of Ports and Harbors (IAPH) to present a paper at this Conference.

For me it is a privilege to attend the Conference representing IAPH. My personal thanks are also extended to the hosts.

FOREWORD

When this topic - does size matter? - was chosen, none of us had any idea that, by the time the actual Conference would begin, the world would be thrown into turmoil by acts of terrorism. Have the events of September 11, 2001 changed the world?

Economic and other trends that had been rising consistently for a long time have, in a number of cases, plunged since September 11. International tourism is a case in point. I can think of one airline and one cruise shipping line that have already been put out of business as a consequence. Others are teetering on the brink of collapse. Have trends which had been tracking upward now become downward trends?

Prior to September 11, projected trends in shipping and port development were the subject of a number of papers and articles circulating among International Association of Ports and Harbors (IAPH) members.

Much of this paper will necessarily be devoted to the way in which trends were shaping. One must now wonder about the extent to which decisions may take a new direction.

Therefore this paper may provide more questions than answers.

EXPLANATION

Among my responsibilities as the Third Vice President of IAPH is the job of co-ordinating a group of Technical Committees concerned with Port Industry Research and Analysis. One of the Committees within the group is known as the 'Ship Trends Committee'. Another, which I have chaired since 1999, is the "Port Planning and Construction Committee". Both of these committees are fundamentally concerned with the size and shape of things to come.

Some of the information presented in this paper derives from the work and research of these committees. Other information has been obtained from papers presented at this year's IAPH Conference, held in Montreal in May, and at an ESCAP/IAPH Seminar held in Bangkok in February 2001.

The structure of this paper is as follows:

- General comments on ship size and the implications for ports.
- Specific information on ship size trends.
- Some authoritative trade projections and their implications for investment in port infrastructure, especially the scale of investment required.

- Concluding discussion on the limiting factors for ship size and port development.

I will deal mostly with container shipping, but bulk shipping will also receive a mention.

BIG SHIPS

- SOME GENERAL COMMENTS -

When the steamship took over from sailing ships it was thought that ships could not get any bigger. One hundred years ago, the ultimate in cargo shipping technology was a steamship of about 100 metres length and 15 metres beam.

But ships continued to grow and, not so long ago, there was a time when tankships in excess of 500,000 dwt were being built for the oil trade. I am reasonably sure how big the biggest ship ('Jahre Viking') ever built was. I seem to recall seeing dimensions of the order of:

| | |
|-------|------|
| LOA | 460m |
| Beam | 69m |
| Draft | 24m |

Only a few ports could accommodate ships of such size and, of course, the advantage with oil cargoes is that offshore moorings in very deep water can be used for loading and discharge whereas container ships need calm water and a fully-decked wharf.

The latest information IAPH has on container ships is that by 2004 we will see a 9000 TEU container ship entering service. The dimensions of this ship will be:

| | |
|-------|--|
| LOA | 347m <i>(about 3.5 times the length of a typical cargo ship of the early 1900's)</i> |
| Beam | 45m |
| Draft | 14.5m |

At the 1999 conference of the International Association of Ports and Harbors (IAPH) it was reported that by 2010 or soon thereafter we could see 15,000 TEU container ships operating on major east-west routes. These ships would need to have the following dimensions:

| | |
|-------|------|
| LOA | 400m |
| Beam | 66m |
| Draft | 14m |

Ships of this size would not be quite as big as the largest ever built but they would be getting close.

Until recently, it looked clear that, in order to protect their profits, container ship owners were intent on pursuing economies of scale by continuing to build ever larger ships. For each 1000 TEUs in additional ship capacity, savings of 10% in operating costs are achievable. So will

this trend persist and, as well as seeing the size of ships growing and growing can we expect to see more mergers, acquisitions and alliances occurring in the shipping industry as operators pursue a competitive edge?

Ports have become increasingly apprehensive about such developments in the shipping industry. Every time an announcement is made about a shipping company's decision to build a bigger ship a shudder goes through the boardrooms of the world's major ports. Will more dredging be needed? Will cranes with more outreach have to be provided? Are the wharves available to take monster ships and the huge cargo exchanges they involve? It is therefore not surprising that the world's port industry, through the IAPH, is beginning to think about whether the trend in ship size can be arrested.

For environmental and cost reasons it is not practical for port after port to continue to expand simply because of competition within the shipping industry to provide the cheapest possible service.

Because governments, the traditional providers of port infrastructure, are finding it more and more difficult to come up with the funds needed to build or improve ports for each emerging generation of ships - the private sector is seizing the opportunity to move in. We are even beginning to see alliances formed between privately operated ports and particular ship operators - a move which is concentrating market power in a few carefully selected hubs in strategically important locations.

The economics of shipping are certainly having a major influence in some parts of the world. Economic decisions by shipowners seeking to operate increasingly bigger ships because of the unit cost savings offered can translate into environmental headaches and economic problems for ports wanting to attract the bigger ships.

Let us take dredging as a case in point. In some American ports it has taken more than 20 years of struggle to obtain the go ahead to deepen shipping channels. The powerful environmental lobby in America has had a forceful influence in this regard. When it can take many, many years of debate before a dredging permit becomes available and, when the conditions under which dredging is approved are extremely onerous, how can a port react when it learns that a new generation of ships may be heading its way and some are already being built? Twenty five years ago, the USA was the world's largest exporter of coal. At the time, most of the world's coal trade was shipped in Panamax size vessels. But the USA was left behind when Capesize bulk carriers arrived on the

scene. It was simply not possible to get the larger ships out of America's ports with full loads - the channels were not deep enough and approvals to deepen were not forthcoming.

Big ships mean big problems for ports - increasingly big problems when local communities realise that the impacts could affect them and therefore they should put up resistance.

In my view there is certainly the strong possibility that some ports may not survive as we have known them because, while they may be situated where big ships want to go, they cannot be improved in time for the arrival of the new monsters.

In my own port, Sydney, we saw the phenomenon I am referring to more than 30 years ago. Our port was not able to cope with the advent of container ships. It was simply too confined, in that it had no room for expansion. The container ships of the late 1960s/early 1970s were already a bit too big to be accommodated in significant numbers in Sydney Harbour and, moreover, there was strong community objection to the operation of container-carrying trucks on streets neighbouring the port. We had to develop an entirely new port - Botany Bay. It was fortunate that we had a suitable site. Of course, there were many parallels to Sydney's situation as ports generally throughout the world faced up to the demands of the container era.

When we developed Botany Bay we opted to plan the new port so that it was big enough not only for container ships but also for super tankers. So, we have a port that - with a few additional improvements - could cope with the largest ship ever built, the tanker I referred to earlier. But, I must say that we never thought container ships might one day be just as big as that tanker. The paradox for us is that in Sydney today we have a port that could probably accommodate a 15,000 TEU container ship but we are too far away from the world's trunk shipping routes for anyone to want to send a ship of this size to our port.

The broad position on ship size can be summarised, in the words of the IAPH Ship Trends Committee, as follows:

As with many other activities, the shipping industry is moving towards the future under several pressures:

- Economy, in a growing context of liberalisation, which aims to transport more and more cargo at lower and lower costs and under faster and faster conditions,
- Technology, which finally works towards the same objective of productivity: growing size of vessels, increased speed, reduced running costs (manning, fuel con-

sumption...),

- Environment protection, either by reducing the risks and the consequences of accidents or by reducing the impact of the shipping industry on its environment (exhaust emissions, discharge at sea....).

Consequences for port infrastructure or superstructure are numerous in adapting to the expected trends in ship size.

Some of the responses required of ports are compulsory as they are linked with the enforcement of ever more new regulations. This mainly involves environmental aspects, with Marpol regulations as a good example.

Among others, one of the main concerns of ports is the size of tomorrow's vessels. Controversy has arisen about the so-called "Malacca-Max" (see later) class of container ships. There is no agreement between experts on the economic and technical feasibility of such vessels, but ports are now potentially faced with building quays able to accommodate these vessels by 2010 or 2020.

Some ports have already acquired gantry-cranes able to handle 22-row container vessels, which do not exist yet except on drawing boards.

The main controversy is about the draft, with two alternatives under consideration: either to deepen the vessels or to broaden them. This however raises problems for ports in both cases: deepening the channels and docks or investing in larger cranes.

Will there be container vessels exceeding 15 metres draft?

Could it be 16 metres? 17 metres? Are the 21 metres of the "Malacca-Max" concept realistic? How many ports today are able to receive such deep-draft vessels? How many will there be tomorrow? Nobody has the answer so far.

SHIP SIZE TRENDS - SPECIFIC INFORMATION

Bulk Shipping

In a paper analysing "Emerging Developments in International Trade and Logistics and their Implications for the Port Industry" (Reference 1), delivered at the 2001 IAPH Conference, Mr J R Brennan of Norbridge Inc. presented the following views on bulk cargo shipping trends, looking back and then ahead:

Shipping - what caused past changes - last 10 years?

- War and embargo heightened risk
- Higher prices drove supply diversification
- Supply diversification reduced tonne-

kilometre demand

- Enhanced reliability reduced inventory stocks
- Smaller ships helped deliver overall superior economies
- Diversification of coal supplies driven by increased demand for coal
- Diversification of world steel production

Source: Norbridge - IAPH Conference, Montreal, 2001

What will change in the next 10 years?

- Markets will diversify and delivery times will shrink
- Information will be immediate and near perfect
- Market segmentation will reach unprecedented levels of precision
- Tomorrow's business model will be demand and time based
- Logistics: input sourcing through to delivery to consumers will be scheduled

Source: Norbridge - IAPH Conference, Montreal, 2001

These views were backed up by statistics showing that oil tanker size peaked in the 1970s and has fallen away since then. Similarly, bulk carrier size has tended to fall since peaking in the late 1980s.

Container Shipping

The same presentation by Norbridge addressed where the container shipping industry is headed, suggesting that growth in container trade in the next few years will remain strong, but not quite as strong as it was in the late 1990s.

Norbridge Inc. postulated that, by 2020, only 3-4 shipping consortia may be operating the trans-Atlantic container shipping service, using four strings of 7,500 TEU vessels or three strings of 10,000 TEU vessels.

The underlying message in these views on container shipping is that, in this vital industry, size DOES matter.

A weekly service by 10,000 TEU vessels operating relatively full in each direction can deliver close to 1 million TEUs per year. Simple arithmetic tells us that it would take exactly twice as many 5,000 TEU vessels to provide the same slot capacity. For container cargoes on high volume routes the incentive exists for operators to move toward bigger and bigger vessels. One 10,000 TEU vessel will not cost anywhere near the cost of 2/5000 TEU vessels. Provided the ports to which operators would want 10,000 TEU vessels to call can cope, the operators will most certainly be chasing the scale economies afforded by the bigger vessels.

The latest report of the IAPH Ship Trends Committee (Reference 2) includes the following details:

Container Fleet

The total capacity of the container vessel fleet currently exceeds 6 million TEUs, of which cellular vessels represent nearly 80% (4.9 million TEUs).

There were 470 cellular vessels on order on March 1, 2001 providing a total additional capacity of 1.6 million TEUs. The equivalent of nearly one third of the existing world capacity will come on stream in the coming years as a result of current orders. (See Table 1)

Table 1

| CELLULAR FLEET AT MARCH 1, 2001 | | | | | |
|---------------------------------|----------|-----------|----------|-----------|-----------|
| Size range | Existing | | On order | | % of TEUs |
| | No | TEU | No | TEU | |
| > 5000 | 105 | 634,675 | 125 | 761,749 | 120.0% |
| 3000/4999 | 392 | 1,522,191 | 107 | 428,712 | 28.2% |
| 2000/2999 | 434 | 1,077,787 | 111 | 278,155 | 25.8% |
| 1500/1999 | 379 | 640,736 | 45 | 75,414 | 11.8% |
| 1000/1499 | 479 | 573,006 | 46 | 52,755 | 9.2% |
| 500/999 | 551 | 390,316 | 33 | 26,110 | 6.7% |
| 250/499 | 304 | 112,260 | 3 | 1,259 | 1.1% |
| Total | 2644 | 4,950,971 | 470 | 1,624,154 | 32.8% |

The most remarkable phenomenon is the unceasing concentration of container shipping capacity in the hands of fewer and fewer operators. The top 25 carriers today control about 70% of the world-wide container carrier capacity: 4.2 m TEUs from a total of 6 m TEUs.

Operators currently increasing their fleets include:

- Hapag-Lloyd, who have ordered 4 new vessels of 7,500 TEUs built by Hyundai. L = 321 metres, b = 42.8 metres, maximum draft = 14.5 metres, speed = 25.3 knots. They will be put into operation between the end of 2001 and late 2003.
- OOCL, 4 x 7,400 TEUs
- Hyundai, 4 x 6,400 TEUs
- P&O NL, 4 x 6,800 TEUs

- MSC, 10 x 6,700 TEUs (304m x 40m x 24.8 knots)
- CMA/CGM, 9 x 6,500 TEUs

The growing size of container vessels meets the aim of reducing costs by an economy of scale phenomenon. Crew reduction, liberalisation, slot agreement, fuel consumption reduction, speed increase are all contributing factors in reducing the cost structure.

Over-Panamax vessels

The number and size of over-Panamax

Table 2

| | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|----|------|------|
| Beam (metres) | 32.2 | 34.9 | 37.6 | 40.2 | 42.9 | 45.6 | 48.2 | 51 | 53.6 | 56.3 |
| No of rows | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |

The existing mega-box ships

China Shipping Container Line is on the verge of ordering from Samsung Heavy Shipyard two container vessels with a capacity of 9,200/9,800 TEUs at a cost of about 85/87 US\$ million. This class of vessel will be the first to have 18 rows on the deck. It is likely that CMS/CGM will order 2 comparable vessels and a third company a 5th one. Such vessels will be operated in the Transpacific trade.

Meanwhile, Maersk Sealand may extend the capacity of their biggest vessels - the S Class - (346.7 m length, 42.8 m width, 14.5 metres draft, 105,000 dwt) officially rated at 6,500 TEUs to 8,400 TEUs (according to an average weight of 12.5 t per TEU). And P&O NL is considering the possibility of a 9,200 TEUs vessel.

Regarding the draft, it appears that no one so far is seeking to exceed 14.5 metres. But the squat phenomenon must not be forgotten. As a result, such vessels may reach 16 metres when they are sailing at 18 or 20 knots in rather shallow water, such as port channels.

The future for mega-box ships

There are limiting factors to the growth of ships' size, such as among others:

- the water depth in existing ports,
- the outreach of cranes (22 rows mean a vessel 55/56 m wide), as well as the height of such cranes,
- the necessary reinforcement of quays according to the increased weight of the cranes (from 25 t/m twenty years ago to 80 t/m even 90 t/m nowadays),
- a jump in productivity of cranes in order to make the call length compatible with the ship rotation,
- the problem of the twist-lock to lash more container heights on deck,

container ships are permanently growing. We are far away from the 13 container rows designed to suit the Panama width. We have now reached 17 wide (the Maersk K and S-class and the P&O Nedlloyd Southampton class). And, as explained hereafter, 22 wide is not impossible. As a matter of fact, some ports have already purchased 22-row outreach gantry-cranes, and a height under spreader jumping from 30 to 40 metres.

This table gives an average relation between the number of container rows and the vessel beam: (See Table 2)

- the quantity of containers to be moved through a terminal in a limited period of time,
- the space available to store so many containers,
- the fact that inland warehouses and depots would have to stay open 24 hours a day to receive or provide FCL cargo without delay,
- the quantity of containers on roads or rail leading to congestion on the landside,
- the air draft restrictions when there are bridges into port areas.

Nevertheless, some experts predict that the next generation of 10,000/15,000 TEU vessels will arrive very soon. It seems that a new generation of 16-cylinder engines (instead of 12 maximum today) will enable a 10,000 TEU vessel to

Table 3

| | Length | Beam | Draft | Deck | Hold | Total | Dwt |
|--------------|--------|--------|---------|-----------|-----------|------------|-----------|
| Korrigan | 289 m | 32.2 m | 13.02 m | 1,016 teu | 1,944 teu | 2,960 teu | 48,800 t |
| Samsung 5500 | 277 m | 40 m | 14 m | 3,160 teu | 2,602 teu | 5,762 teu | 67,500 t |
| P&O NL S'ton | 300 m | 42.8 m | 14 m | 3,284 teu | 3,389 teu | 6,673 teu | 88,669 t |
| Maersk K | 318 m | 42.8 m | 14.5 m | 3,792 teu | 3,256 teu | 7,048 teu | 82,100 t |
| Maersk S | 347 m | 42.8 m | 14.5 m | 4,200 teu | 3,760 teu | 7,960 teu | 104,700 t |
| Samsung 8800 | 347 m | 45.6 m | 14.5 m | 3,924 teu | 4,944 teu | 8,826 teu | 105,900 t |
| BRS 115 | 362 m | 56 m | 16 m | 5,628 teu | 5,984 teu | 11,612 teu | 145,000 t |
| BRS 140 | 405 m | 56 m | 16 m | 6,684 teu | 7,568 teu | 14,252 teu | 180,000 t |
| Malacca-Max | 400 m | 60 m | 21 m | | | 18,154 teu | 243,000 t |

CONTAINER HANDLING METHODS

For large container ships the following possibilities have been identified by Baird.

"Where ship beam has become too large for existing gantry cranes, one alternative is to revise ship's bay plans so that a vessel can be worked from the starboard side at some ports and the port side at others.

be single-propelled (100 megawatts). But then the problem of manoeuvrability into port area arises, as such powerful engines are not so flexible.

The next step will be the 12,000 TEU vessel fitted with two engines and with a beam of 54.5 m and a draft of 14 m, which is close to the Suez-Max vessel, designed with a 11,989 TEU capacity, a length of 400 m, a beam of 50 m and a draft of 17.40 m.

Afterwards the time will be of the 15,000 TEU class, with a draft of 16.5 metres.

Malacca-Max

Then the "Malacca-Max" - developed by Professor Niko Wijnolst, Chairman of the Netherlands Maritime Network - might conceivably be operational by the year 2010. With a length of 400 m, a beam of 60 m and a draft of 21 m, she would have a dead-weight of 243,000t. The 18,154 TEUs will be loaded into 24 rows and 8 tiers on deck and 20 rows and 13 tiers in the hold. Two engines of 60 megawatts would provide a design speed of 25 knots. Such a vessel would inevitably call in at a very limited number of hub ports, using feeders of 3,000 to 5,000 TEUs. Another consequence would be the necessary deepening of the Suez Canal from the existing 17 m depth to 21 m. The building cost should be around US\$150/180 million which is estimated at 16% lower per slot than for a 8,000 TEU vessel.

A summary of these various classes of container vessel is given in the following table: (See Table 3)

However, this option might be expected to place too much torsional pressure on a vessel's hull.

Use of double trolleys could help to increase productivity; the realistic handling rate of a double trolley is 45-70 moves per hour, resulting in a potential increase in productivity of up to 50%. Inevitably, improved yard systems would be needed to support such speeds.

Alternatively, a ship could be serviced

from both sides of a slip. With six double trolley cranes per side, and each dual hoist crane producing 55 moves per hour, it is estimated that productivity could be as high as 660 moves per hour.

Morris Cranes are understood to have produced a preliminary design for a 1,500 tonne gantry crane capable of handling a 69m beam ship. However, some doubt the practicality of this in that many existing quay faces/crane rails would be unable to cope with a 50% increase in crane weight. Yet this ignores the point that vessels of the size would not be intended for traditional liner ports, they would be built for operations between new offshore mega-hubs at which infrastructure would be custom-built to cope with such demands.

Another alternative handling system is for a bridge or cantilever crane with a span of 100m across a 60m wide slip. Such a system would require runways which would be very costly and cranes could not pass the ship superstructure or each other. Added to these problems, new designs of ships or docks would be necessary. Still, this is one for crane and terminal designers to play with even though bigger gantry cranes do seem entirely possible."

Other visions on possible future improvements at terminals are contained in the report "Opportunities for Container Ports" published by Cargo Systems (Reference 4).

Automated terminals also deserve a mention. The prospects of using semi-automated and automated terminal systems to help speed up yard transfers, to replace high-cost labour and to ensure 24 hour operations look particularly attractive.

Now, let us consider an example where experts' theories have been used to derive port-specific shipping and trade forecasts

CONTAINERISED TRADE

At an IAPH/ESCAP Seminar in Bangkok in February 2001, a consultant to the Korea Maritime Institute (KMI) gave a presentation (Reference 5) resulting from development by ESCAP of a 'Maritime Policy Planning Model (MPPM). The MPPM has three modules:

- Trade:
 - forecast container flows
 - country to country and port to port matrixes.
- Liner Shipping Network:
 - assigns port-to-port cargo flows to the shipping network
 - shipping requirements and port

throughputs.

- Port Strategic Planning:
 - assesses port capacity/investment requirements.

Estimates from the Trade Module suggest that Asian container growth will exceed global growth rates over the next decade. In 1999, exports and imports from Asia accounted for 48.5% of the global total of containerised imports and exports. By 2011, this is expected to rise slightly to around 53%.

While Korea, SE Asia and to a lesser extent India are expected to contribute significantly to this growth, the really dynamo will be China. The study estimates that, by 2011, almost half of the Asian total will come from China (including Taiwan): a total of 63.4 million TEU, excluding empties and transshipments. This is a massive total: roughly equal to the global total of container movements today.

While growth in both Hong Kong and Taiwan is expected to progress at a solid but relatively modest pace throughout the decade, the study predicts explosive growth for the ports of mainland China: from an estimated 10.8 million full TEU in 1999 to around 45 million in 2011.

This is truly massive growth - and it is tempting to dismiss the model's projections as unrealistic. However:

- The projections are based on the past response of container flows to changes in China's GDP.
- The implied growth rate (for exports/imports through HK and the mainland ports) of 10.8% p.a. is roughly 60% of the growth of 17.6% per annum sustained over 1990 to 1999.
- At the projected levels, TEU per million population in China would be around 20% of the current SE Asian Average (which itself doubled between 1990 and 1996).
- At the projected levels, TEU per \$billion GDP will be approximately two-thirds the current levels for SE Asia.

KMI's conclusion is that the projected results for China, while they are very large numbers, are not implausible.

If the forecasts are correct, a lot more port capacity will be required throughout Asia over the next decade. Precisely how much will depend on the extent of how much excess capacity there is at present in the system, improvements in productivity, average TEU exchanges and a number of other factors.

But to provide a preliminary estimate, KMI looked at the expected increase in each sub-region, and converted the

expected growth into the equivalent number of new container berths.

This is based on a Drewry estimate of the capacity of a typical small single-berth container terminal, which is estimated to be, depending on the average vessel exchange, between 70,000 and 160,000 containers per annum. KMI assumed an average of 120,000 containers, with one-third of these 40-footers.

ESCAP's base case figures are:

The ESCAP MPPM - Forecasting Model - Port Container Throughputs (teu)*

| Port | 1999 | 2006 | 2011 |
|--------------|------------|------------|------------|
| Shanghai | 4,200,000 | 15,812,900 | 27,383,700 |
| Hong Kong | 16,211,000 | 20,080,300 | 22,119,200 |
| Klang | 2,550,419 | 5,710,400 | 8,970,200 |
| Manila | 2,144,711 | 3,503,500 | 5,173,200 |
| Busan | 6,310,000 | 10,353,100 | 12,428,700 |
| Singapore | 15,900,000 | 25,616,000 | 31,853,800 |
| Kaohsiung | 6,990,000 | 9,425,200 | 11,252,800 |
| Laem Chabang | 1,714,495 | 3,410,600 | 5,543,100 |

*Base case - excluding domestic cargo

And their high case figures are:

The ESCAP MPPM - Forecasting Model - Port Container Throughputs (teu)**

| Port | 1999 | 2006 | 2011 |
|-----------|------------|------------|------------|
| Shanghai | 4,200,000 | 17,402,000 | 35,517,300 |
| Hong Kong | 16,211,000 | 22,385,000 | 27,285,200 |
| Busan | 6,310,000 | 12,442,700 | 15,877,100 |
| Singapore | 15,900,000 | 30,266,600 | 41,994,900 |

**High case (economic growth exceeds 5%) - excluding domestic cargo

Some other predictions published recently in the IAPH Journal (October 2001) also point to the huge expansion in China.

ADDITIONAL CONTAINER BERTH NEEDS

| Berths | 2006 | 2011 |
|-------------------------|------|------|
| SW Asia | 26 | 54 |
| SE Asia ¹ | 56 | 307 |
| China (inc. HK, Taiwan) | 173 | 375 |
| N Asia | 64 | 135 |
| Other | 18 | 33 |
| Total | 437 | 904 |

This requirement for new capacity translates into some very large numbers when assessing the cost of building and equipping the new terminals.

Clearly, the costs of building a new container terminal will depend on site conditions, constraints imposed by other existing facilities, wage rates in the country in

which the terminal is being constructed, and a wide range of other considerations. However, Drewry estimates a 'typical' cost for land, civil works and related works at US\$21 million for a small container terminal. The costs of equipping such a terminal, based on two quay cranes and a tractor-trailer operation, are estimated at around US\$19 million, bringing the total cost to US\$40 million per berth.

Applying this number to the berth requirements produces an aggregate investment requirement within the ESCAP region of around US\$36 billion, approximately 40% of which is required in China.

KMI also investigated the impact on their forecasts of economic growth 2% below the base case forecasts. This implied very subdued economic growth over the forecast period of less than 2% per annum.

The impact of slower growth on overall container demand is slightly to reduce container growth rates during the 1999-2006 period to less than half the rates experienced during the 1990's, and then reduce them by a further 30% during 2006-2011. This scenario therefore presents a very conservative view of likely future container trade expansion.

Nevertheless, even under these very conservative assumptions, the demand for new container terminals will be very significant. KMI estimates that over 350 new berths would still be required in the ESCAP region, requiring a total capital investment in basic terminal infrastructure and handling equipment of around US\$14 billion.

CONCLUSIONS

How big will ships get?

The available evidence on bulk carriers and tankers suggests that we have already seen the biggest ships likely to be built in these classes. The trend is now one of reduced size. Therefore, individual port facilities for bulk carriers and tankers will probably not need to grow beyond their present scale, although they may have to increase in number if trade volume continues to increase.

I have dealt at some length with big container ships because there are some scary implications for ports if 15,000 TEU or even bigger (eg Malacca-Max) giants actually materialise. It would be a considerable challenge for any port to cope with ships of such size. We know they could be built because there are tankers even bigger. But, why should the shipping industry be allowed to dictate terms to ports.

My conclusion here is that, if the shipping industry is intent on building ships beyond the capacity of present-day ports

then perhaps the shipping industry should also provide the necessary ports and terminals. Early in this century we may see ports refusing to entertain the demands of shipowners to provide them with bigger and better facilities. But who knows? It is possible that some ports will endeavour to accommodate the shipping industry's desires, in which case it may become necessary for them to develop offshore islands where natural water depth is available and the costs and environmental impacts of dredging can be avoided.

How big will ports get?

Here the question relates to the amount of trade to be accommodated more particularly than the size of ships to be considered. Within the next 10 years, ports such as Shanghai, Singapore, Hong Kong, Busan, etc. are likely to need several times their present capacity in order to satisfy the demands placed upon them. And this will not be the end.

China's key ports may have to be expanded by a factor of 4 in order to cope as the nation's economy booms.

Currently, Rotterdam is the world's biggest port given the overall volume it accommodates. Within the next few years, Rotterdam could well be eclipsed by a number of Asia's major ports.

What are the limitations?

The ultimate size of container ships may be limited by inability of shipyards to cope with hull sizes larger than that of the tanker 'Jahre Viking', the biggest ship yet built. A Malacca-Max container ship would be almost as big.

The economies of scale in construction and operation of huge container ships appear attractive. However, a fleet of huge ships in any one operator's ownership is not likely to be a large fleet. Any operator thinking of investing in 15,000 TEU ships would be concerned at the impact on fleet capacity the loss of just one such ship might have. Will fleet owners want to put all their eggs in one basket? In times such as at present, there is probably more safety in having a fleet of not-so-large ships, and more of them, than going for maximum ship size and only having a few of them.

As far as ports are concerned, the main limitation to growth in size and scale will obviously be availability of capital, though keeping port activities suitably segregated from heavily populated areas will also impose some limitations.

The task of building over 900 new container berths in Asia/Oceania in the next 10 years is formidable. There may not be sufficient expertise and construction

equipment available to achieve such development in the time suggested.

But, perhaps the dark clouds currently gathering over world economic growth will have a moderating influence. The most useful tool at present would be a crystal ball.

DOES SIZE MATTER?

The basic question 'does size matter' can be answered as follows:

- yes it matters to container carriers on high volume routes, where big is beautiful. Why else would we have seen the emergence of alliances, the concentration of capacity in such few hands and the race to invest in bigger and bigger vessels?
- yes it matters to ports faced with accommodating huge vessels. They find themselves carried along in the race in which the shipping giants are engaged. What matters in this case is having the means to meet the challenge of accommodating bigger ships. For ports called upon to provide facilities for huge new vessels, big is not so beautiful.
- yes it matters to ports where cargo volume is exploding. It is the size of the headache presented to these ports that matters most.

There may be a natural limit to the size of ships but there is no obvious limit to the volume of goods traded by sea.

But - will the picture remain as we thought before September 11, 2001?

Development of ports big enough to cope with the cargo volumes predicted for them - and servicing those ports with adequate landside transport infrastructure - is probably the greatest problem of all for the ports and shipping industries. Size really does matter when you are like a small child being told that very soon you will be asked to carry a load even a large adult would find difficult to lift.

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WORLD PORT NEWS

Port Logistics 2002 Conference

Maximising port performance and productivity in an integrated supply chain

Amsterdam March 18-19, 2002

THE increase in cargo flows through ports over the next ten years is inevitable. As a result, improved productivity, system compatibility, efficiency and enhanced performance will become crucial to ensure effective supply chain management. All parties in international supply chain management need to work towards a unified strategy for the optimal management of cargo. Therefore, as the different sectors develop strategies to facilitate the management of this increasing demand, it will be crucial to ensure integration and harmonisation of ideas and practices. Port Development International's Port Logistics 2002 Conference is the opportunity to develop strategies and partnerships and to ensure successful integration of ports in the global supply chain. Join a host of industry leaders from a cross section of organisations - including CLECAT, the Ports and Terminals Group, the TT Club, INTTRA, Inland Navigation Europe, LINE and Bolero - to develop practical solutions and to a range of industry specific issues including:

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UNESCO IHE: 38th International Seminar on Port Management

April 6 - May 4, 2002
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Cairo: Ports & Maritime Exhibition

April 9-11, 2002,
International Fair Ground, Cairo, Egypt

Under The Auspices of the
Ministry of Transport, Arab Republic of Egypt
Supported by
Egyptian Chamber of Shipping
Arab Academy of Science, Technology & Maritime Transport
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PORTS & MARITIME EXPO Is being held at a time of substantial investment and major reforms in the Middle East and Africa and coincides with the Egyptian government's plans to build new ports and modernize and privatize existing ports.

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 Website: www.trade-links.org

ICHCA: 26th International Conference and Exhibition

April 15 - 17, 2002

Theme:

"Strategies for the 21st Century - Information Technology in Transport"

Venue:

Conference Center at Pacifico Yokohama
 International Conference: 5th floor
 (Rooms 501 & 502)

Exhibition:

3rd floor (Rooms 303 & 304)

Organizers:

International Cargo Handling
 Co-ordination Association
 (ICHCA Japan)
 Japan Cargo Handling
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With the cooperation of the city of Yokohama

With the support of the Ministry of Land,
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 Fax: +81-3-5574-8696
 E-mail: ichca02@ccc-inc.co.jp
 URL: http://www.pacifico.co.jp

ITMMA: The maritime and port industry in transition: Solutions beyond economics of scale and scope

April 18-20, 2002 - Antwerp, Belgium
 Venue: Elzenveld Congress Centre, Lange
 Gasthuisstraat 45, B-2000 Antwerp
 (Belgium)

Programme

Day One - April 18, 2002

9:15 - 9:20 Word of Welcome:
Mr. Luc Bertrand
 Chairman of the Board of
 Directors, ITMMA
 Chairman, DEME (Dredging,
 Environmental and Marine
 Engineering)

9:20 - 9:50 Keynote speech:
Mrs. Loyola de Palacio
 Vice-president, European
 Commission
 Relations with the European
 Parliament, Transport & Energy

9:50 - 10:05 Opening address:
Prof. Willy Winkelmans



Chairman of the
 Executive Board,
 ITMMA
 Chairman, Flemish Port
 Commission

10:05 - 11:00 Plenary session: Theme setting
 by academics and consultants

Chair: **Prof. Leo baron Delwaide**
 Alderman, city of Antwerp
 President, Antwerp Port
 Authority

10:10 - 10:30 Beyond the shores:

Mr. Bernard Bot

Principal, McKinsey Amsterdam

10:30 - 10:50 Visions from Asia on the future
 evolution of the maritime and
 port industries

Prof. Kevin Cullinane

Professor, Hong Kong Polytechnic
 University

11:30 - 12:45 Plenary session: Theme setting
 by the industry and policy makers

Chair: **Prof. Willy Winkelmans**

11:35 - 11:55 Recent developments in the EU
 ports policy: **Mr. Wolfgang Elsner**
 Directorate-General for Energy
 and Transport (DG TREN)

Directorate G - Maritime
 Transport Short Sea Shipping &
 Port Policy, European Commission

11:55 - 12:15 Globalisation and partnerships in
 ports: Trends for the 21st century

Mr. Marc Juhel, Lead Transport
 Specialist, The World Bank

12:15 - 12:35 The port industry in transition:
 the Antwerp experience:

Mr. Philip Van gestel

Hesse-Noord Natie

14:30 - 15:45 Plenary session: Theme setting
 by port users and suppliers

Chair: **Mr. Honoré Paelinck**

Managing Director, Port &
 Transport Consulting

14:35 - 14:55 The potential benefits of a
 European intermodal network for the
 transport of maritime containers:

Mr. Giuliano Alberghini

Managing Director, Contship
 Italia (Eurokai - Eurogate Group)

14:55 - 15:15 Challenges for port operators
 given changing size of clients and
 vessels

Mr. Richard Pearson

Executive Director
 Hutchison Port Holdings
 Managing Director
 Hutchison West Ports Ltd.

15:15 - 15:35 Future structure of the port

industry: The effects of globalisation,
 dedicated vs common user terminals,
 expansion from ocean to inland termi-
 nals and e-solutions

Mr. Roger Roels, Regional Director
 (Europe and Africa), P&O Ports

15:45 - 16:15 Special address on - A communication
 and information strategy as the cor-
 nerstone for future logistics:

Mr. Frans Rombouts

Chief Executive Officer, Belgian Port
 Group

16:45 - 17:15 Plenary panel discussion
 (all speakers)

Chair: **Prof. Eddy Van de Voorde**

University of Antwerp
 Vice-Chairman of the Executive
 Board, ITMMA

17:15 - 17:30 Closing remarks

Prof. Eddy Van de Voorde

Day Two - April 19, 2002

9:30 - 12:00 Parallel sessions

9:30 Session 1: Logistic operators

Chair: **Prof. Hilde Meersman**

University of Antwerp
 Member of the Executive Board,
 ITMMA

9:35 - 10:05 The influence of logistic areas situated
 in ports on the supply chain

Mr. Philippe Armengaud

Manager of Transport and Logistics,
 Usinor Group

10:05 - 10:35 Freight trains for the future

Mr. Marcel Verslype

Managing Director, Belgian National
 Railways

10:35 - 11:05 Why bits and bytes are as important
 as wings and wheels. Practical exam-
 ples on how business models are
 enhanced by logistic information sys-
 tems

Mr. Jos Dujardin

Director E-commerce, UPS Europe -
 Belgium

11:30 - 12:00 Panel debate and discussion

Chair: **Prof. Hilde Meersman**

9:30 Session 2: Port Operators

Chair: **Mr. Matthew Elson**

Associate Principal, McKinsey London

9:35 - 10:05 Port operators: competition and glob-
 alisation

Mr. Eddy Bruyninckx

General Manager, Chief
 Executive Officer,
 Antwerp Port Authority

10:05 - 10:35 Enough room for ports in North
 West Europe?

Mr. Willem Scholten

Chairman of the
 Executive Board,
 Rotterdam Municipal
 Port Management

10:35 - 11:05 Trends in containers



Mr. Steven W.A. Lak
President, ECT

11:30 - 12:00 Panel debate and discussion

Chair: Mr. Matthew Elson
Luncheon speech: **Mr. John Hayes**
Vice President, Port Planning and Construction Committee

13:30 - 16:00 Parallel sessions

13:30 **Session 3: Intermodality**

Chair: Prof. Theo Notteboom
University of Antwerp
Member of the Executive Board, ITMMA

13:35 - 14:05 The competitive edge of intermodality

Mr. Rutger van Haaren
Managing Director, Aython

14:05 - 14:35 New directions for rail transport in Europe

Mr. Carel Robbeson
General Manager, Railion Benelux

14:35 - 15:05 Larger volumes, increasing scale, environmental aspects and road congestions require intermodal solutions

Mr. Rutger van Slobbe
Executive Director, P&O Nedlloyd Rotterdam

15:35 - 16:00 Panel debate and discussion

Chair: Prof. Theo Notteboom

13:30 **Session 4: Port users**

Chair: Mr. Ruben Verhoeven
Principal, McKinsey Belgium

13:35 - 14:05 The impact of increasing vessel size on the workload on container terminals

Mr. Erik D'hondt
Manager Business & Operations Planning, Hesse-Noord Natie

14:05 - 14:35 The chemical cluster of Antwerp: Looking for solutions beyond economies of scale and scope

Mr. Eric Janssens
Director Logistics, BASF - Antwerp

14:35 - 15:05 EU ports policy - Quo vadis

Mr. Alfons Guinier
Secretary General, European Community Shipowners' Associations

15:35 - 16:00 Panel debate and discussion

Chair: Mr. Ruben Verhoeven

16:10 - 17:20 **Plenary session**

16:50 - 17:00 Introduction to closing speech
Prof. Francis Van Loon
Rector-President, University of Antwerp

17:00 - 17:20 Closing speech

Mr. Patrick Dewael
Minister-President of the Government of Flanders

Day Three - Saturday 20th of April 2002 - Company visits Introduction

Registration Fee : 2,200 euros

For further information, contact the

ITMMA Registration Office:
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B-2020 Antwerp, Belgium
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All courses are taught in English; and the instructors include both public sector maritime officials and private sector maritime executives from the United States and abroad, the staff of the University of New Orleans' National Ports and Waterways Institute, University faculty, Port of New Orleans personnel and members of the local maritime community.

IPPPM's individual program courses are structured as interactive sessions which draw upon the skills and experiences of both participants and lecturers. The participant becomes part of a small group in problem-solving sessions, while the instructors serve as catalysts and moderators in summarizing the material covered. In addition to the problem-solving sessions, participants learn about specific managerial and operational topics through exercises, lectures, case discussions, films, guest speakers, and site visits.

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<http://www.uno.edu/cupa/ipppm.html>

Lloyd's List events: RORO 2002 Conference

**May 28-30, 2002
Lübeck Congress Centre, Germany**

HELD every two years, this is the 16th RORO exhibition and conference, the only event designed specifically for ro-ro transport using roll-on/roll-off and horizontal handling methods.

The event is the focal point of the ro-ro industry, and attracts a unique blend of shipowners, freight forwarders, port and terminal operators and naval architects.

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Fax: +44(0)20 7553 1612
Website: www.roroex.com

MARINE PORT CHINA 2002: The 8th International Exhibition on Port, Waterway Construction, Shipping and Logistics

**September 17-20, 2002
Shanghai Exhibition Centre**

Organizers:

China Ports and Harbours Association
(CPHA)

China Council for the Promotion of International Trade
(CCPIT)

Shanghai Sub-Council
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For more information, please contact:

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For more information about Maritime Transport, please e-mail: transport.section@unctad.org
Website: <http://www.unctad.org/en/pub/ps1rmt2001.en.htm>

New Publications

UNCTAD:

“REVIEW OF MARITIME TRANSPORT, 2001”

THE Review of Maritime Transport is an annual publication prepared by the secretariat of the United Nations Conference on Trade and Development. Its purpose is to identify the main developments in world maritime transport and to provide relevant statistical data. It focuses on developments of maritime activities in developing countries as compared with other groups of countries. It also highlights the correlation between the development of global trade and maritime transport activities in general.



Regional developments in trade and transport networks in East Asia are the subject of this year's special chapter.

Table of Contents

- Abbreviations
- Explanatory notes
- Approximate vessel size groups referred to in the Review of Maritime Transport
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 - I. Development of international seaborne trade
 - II. Structure and ownership of the world fleet
 - III. Productivity of the world fleet and supply and demand in world shipping
 - IV. Trade and freight markets
 - V. Port development
 - VI. Trade and transport efficiency
 - VII. Review of regional developments: East Asia
- Annexes

Book Information:

Sales No. E.01.II.D.26
ISBN No.92-1-112537-5
UN Symbol: UNCTAD/RMT/2001
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Lloyd's Register/Fairplay: “Ports and Terminals Guide 2002”

THE 2002 edition of the Ports and Terminals Guide CD ROM is available now.

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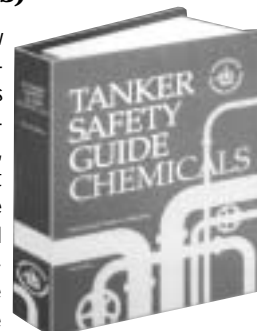
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ICS:

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The Americas



AAPA: Ports Applaud Increased Funding for Security in Homeland Security Package and S. 1214

PUBLIC port authorities commend Congress for providing Federal funding to enhance seaport security in the Department of Defense (DOD) appropriations bill, H.R. 3338, and in S. 1214. The DOD bill provides \$93.3 million to the new Department of Transportation (DOT) Transportation

Security Administration to provide grants for port security assessments and enhancements. The U.S. Coast Guard and Customs Service also receive additional funds in the bill.

S. 1214, the “Port and Maritime Security Act of 2001,” sponsored by Senator Ernest Hollings (D-SC), also passed the Senate on December 20. S. 1214 provides additional resources to

the U.S. Coast Guard and Customs. Over a five-year period, it also calls for \$390 million in grants for port security infrastructure improvements.

"We are very pleased that Congress recognizes the critical importance of protecting America's public ports by providing resources to enhance port security," said Kurt J. Nagle, president of the American Association of Port Authorities (AAPA). "Port security calls for a partnership between the Federal government and the local ports, and Federal resources are required to sustain a heightened level of security at ports, for more personnel, equipment, intelligence capabilities, technology and training."

The funds provided in the H.R. 3338 conference agreement can be used for port security assessments and for implementation of measures once assessments have been performed at ports. The Under Secretary of Transportation for Security is expected to work in cooperation with local port authorities and other involved federal agencies, including the U.S. Coast Guard and the Maritime Administration, in developing and administering this grant program.

Addressing Homeland Security is a top national priority since September 11. Protecting America's ports is critical to the nation's safety and economic growth. Ports handle 95 percent of the nation's overseas trade by volume; they support the mobilization and deployment of U.S. Armed Forces. Ports are departure points for millions of cruise passengers annually. Goods from every state in the nation are transported through ports to international markets.

Before September 11, security resources were invested primarily in preventing crime and cargo theft. Like other public agencies, ports now need Federal help to adopt new security requirements in a timely and efficient manner. To address terrorism threats, the Federal government must make immediate and significant investments in enhanced intelligence and information management, information technology, port assessments, and personnel and training.

The Fall 2000 Report to Congress of the Interagency Commission on Crime and Security at U.S. Seaports estimated that enhanced security could cost between \$14 and \$40 million per port. In the state of Florida alone, the cost of complying with the new Florida Minimum Standards for a port covered by the new Florida Act is estimated at between \$80 to \$100 million.

Port authorities are public agencies run by city, county and state governments. They range from large facilities like the Ports of Los Angeles and Long Beach, that move millions of cargo containers, to small ports like Richmond, Virginia, that import and export dry or liquid bulk products such as chemicals, fertilizer, coal, grain, petroleum and iron ore.

The American Association of Port Authorities was founded in 1912 and today represents 150 public port authorities in the United States, Canada, Latin America and the Caribbean. In addition, the Association represents over 300 sustaining and associate members, firms and individuals with an interest in the seaports of the Western Hemisphere. AAPA port members are public entities mandated by law to serve public purposes. Port authorities facilitate waterborne commerce and contribute to local, regional and national economic growth.

Other seaport security information can be found at www.aapa-ports.org

Canaveral: Port Canaveral Gets Top Security Rating

MEDIA STATEMENT from Joe Matheny, Chairman of the Canaveral Port Authority

MORE than one year ago, the Florida Legislature passed a strong seaport security plan primarily to deter crime and drug smuggling. Subsequent to September 11th, the most heinous of crimes-terrorism, was elevated to the primary consideration. Rather than wait for the state to tell us what we needed to do, the Canaveral Port Authority immediately began modifying our security plan. Among other measures, we enhanced landside restrictions and created a new waterside security zone that includes all of our West Turning Basin and prohibits small boaters from within 25 feet of all docks and 100 feet of cruise and cargo vessels as they traverse the channel. After a scheduled security inspection that concluded on November 16, the Florida Department of Law Enforcement (FDLE) issued a report card giving Port Canaveral high marks as the safest port in the state:



"...Port Canaveral... demonstrates a remarkable level of professionalism and an excellent understanding of the requirements of the law. The

positive attitude and sense of purpose indicates a strong intent and desire to make Port Canaveral the model port in terms of deterrence of drug smuggling, cargo theft, and terrorism. The ability of Port Canaveral to accomplish the basic intent of the law, to deter crime, is farther along here than in any high-risk port yet inspected. There is little doubt on the part of the Florida Department of Law Enforcement inspection team that Port Canaveral has the ability to come into compliance with F.S. 311.12 by January 1, 2002." (G. Stephen Lauer, Director, Seaport Security Operations FDLE November 16, 2001)

We are pleased that FDLE described overall security at Port Canaveral as the model port for the state, recognizing the Canaveral Port Authority's commitment to prevention of terrorism and other crimes. Although some minor weaknesses were found, FDLE expressed confidence that Port Canaveral would be in compliance by January 1 as required by law. The key was that the Port Commission and Staff took the initiative to elevate our overall crime deterrent practices long before we were told what to do by the FDLE. For example, we are near completion of background checks and badging of port employees and vendors, as well as completing a seaport security plan that was described as a "sound document that accurately describes the security process at the Port." We now expect to spend about \$3 million on fencing, lighting, and other infrastructure improvements. The yearly operational price tag for the additional security is estimated at \$1.5 million.

Thanks to Governor Jeb Bush, this week we were given an additional layer of security with the deployment of the Florida Army National Guard. The guardsmen are working in conjunction with the now permanent security we already have in place, including the Brevard County Sheriff's Department and private security forces. The Guard offers an additional visible presence and deterrent to terrorism by assisting at our commercial docks, cruise terminals, and at other secured areas. As one of the busiest multi-day cruise ports in the world, Port Canaveral was upgraded to a high-risk port on September 11 because of our high cruise volume. Now subject to the highest security standards, we have been very proactive and have taken the steps necessary to make Port Canaveral as secure as possible. The FDLE has recognized our efforts as the best. Thus, we can ensure that our tenants, cruise passengers, and visitors can take advantage of the recreational and business offerings at Port Canaveral in the safest possible environment.

Charleston: Groseclose Named To Two International Posts

THE American Association of Port Authorities (AAPA) recently announced that Bernard S. Groseclose Jr., president and chief executive officer of the South Carolina State Ports Authority, has been selected to serve on the organization's U.S. Legislative Policy Council and its ten-member Executive Committee.

AAPA was founded in 1912 and today represents more than 150 public port authorities in the United States, Canada, Latin America and the Caribbean. In addition, AAPA represents over 300 sustaining and associate members, firms and individuals with an interest in the seaports of the Western Hemisphere.

Groseclose is also a member of the Executive Committee of the International Association of Ports and Harbors (IAPH) and represents U.S. deep-draft ports on the USDOT's Marine Transportation System National Advisory Council. He has also served on the Committee on Ports & Channels for the National Academy of Science's Transportation Research Board and is a past president of the South Atlantic & Caribbean Ports Association.

The South Carolina State Ports Authority operates public seaport terminals in Charleston, Georgetown and Port Royal, which handled international waterborne cargo valued at \$33 billion in 2000. Charleston is the nation's fourth busiest container port and ranks sixth in dollar value of goods shipped.

Fraser River: Fraser Port tallies 3rd quarter cargo

TOTAL cargo shipments through Fraser Port at the end of nine months in 2001 were buoyed by a 14% increase in international cargo. International shipments amounted to 2,199,619 tonnes while 14,198,070 tonnes of domestic cargo moved through the Fraser River port. Shipment totals were 16,397,689 tonnes compared to 19,334,149 tonnes for the same period in 2000.

Ship arrivals were up 4% to 497 over 478 in 2000. Containerized cargo reached 33,459 TEUs compared to last year's record performance of 36,478 TEUs.

Fraser Port's niche cargoes of forest products, steel and automobiles contin-

ued to perform well. Import cars were a solid 274,331 units for the year-to-date compared to 233,147 for nine months in 2001. A significant component of the product mix this time around was 192,584 tonnes of cement exports.

Reflecting the continued turmoil in the forest industry, the total domestic shipments dipped to 14,198,070 from 17,397,836 during the first three quarters last year despite strong showings in aggregate, cement, and limestone.

Fraser River Port Authority is a major economic generator in the region attributed with cargo valued at over \$9 billion, creation of 6,000 jobs, and an impact on Canada's GDP of \$1.4 billion.

Miami: Signs Sisterport Agreement with the Barbados Port Authority

THE Port of Miami recently joined the Barbados Port Authority in signing a non-binding "international sister seaports agreement."

"Forging alliances with the ports in the Caribbean will contribute to the well-being of the Port of Miami," said its Director, Charles Towsley. "When you consider that Barbados is a major tourism designation, and our cargo lines import and export from that country, a strong working relationship will benefit both ports."

Among other things, the two port agencies will study the possibility of joint ventures or "other business arrangements" as a means of providing technical and financial resources for promoting cargo traffic.

The signing with Barbados gives the Port of Miami a total of 16 sister port agreements, as shown below:

Port of Miami
SISTER PORT AGREEMENTS

| Port | Country | Port | Country |
|--------------|-----------|---------------|----------|
| Alicante | Spain | Madeira | Portugal |
| Barbados | Barbados | Marseilles | France |
| Buenos Aires | Argentina | Montevideo | Uruguay |
| Dakar | Senegal | Puerto Cortes | Honduras |
| Iquique | Chile | Ravenna | Italy |
| La Coruña | Spain | Santander | Spain |
| Lagos | Nigeria | Sevilla | Spain |
| Las Palmas | Spain | Tenerife | Spain |

Source: Port of Miami, www.co.miami-dade-fl.us/portofmiami

(AAPA ADVISORY)

Montreal: Traffic results for the first three-quarters of 2001

CONTAINERIZED cargo traffic, which has been setting records year-in, year-out at the port, totalled 6.5 million tonnes as of September 30, 2001, a decrease of 6.4 percent compared with the same period last year. A total of 739,894 TEUs moved through the port during the first nine months of 2001, a decrease of 25,809 TEUs or 3.4 percent compared with last year.



Prior to 2001, the port's container traffic had grown at an average annual rate of close to seven percent over the last five years. When taking into account tonnage rather than the number of containers handled, the average annual growth rate was 5.2 percent for the same period.

An anticipated drop in steel product movements has had a dramatic effect on the non-containerized cargo sector during the first nine months of this year. Traffic in this category amounted to 334,000 tonnes as of September 30, a decrease of 52.6 percent compared with the same period last year. The slowdown in the economy has led to weaker demand for steel across North America.

Dry bulk traffic totalled 4.3 million tonnes for the first nine months of 2001, a decrease of 3.3 percent.

Within this category, grain traffic totalled 1.4 million tonnes, up 6.9 percent.

Other dry bulks amounted to 2.9 million tonnes for the first nine months of 2001, down 7.8 percent. The Port of Montreal is vitally important to local industries that depend on raw materials for production. Among the major dry bulk commodities moving through the port are raw sugar, fertilizers, iron ore, copper ore, salt and gypsum.

Liquid bulk traffic remained stable to total 3.2 million tonnes during the first nine months of 2001.

Within this category, petroleum products traffic increased by 3.1 percent to total 2.6 million tonnes. Various liquid bulks totalled about 600,000 tonnes, down 11.2 percent due mainly to decreased tonnages of hydrocarbons and liquid asphalt.

"We believe that the current economic slowdown is merely a brief setback and that a bright future does indeed lie ahead for the Port of Montreal thanks to the tremendous advantage of its strategic geographic location, which

is ideally suited to serving the two huge economic blocs of Europe and North America," Mr. Taddeo said.

"The shipping lines serving Montreal have all that it takes to face competition and to seize all business opportunities that a stronger market will provide. They have the necessary fleet of ships and they are able to offer efficient, fast and reliable door-to-door services at highly-competitive costs."

Plipdeco: Caribbean Port of the Year Award

POINT Lisas Industrial Port Development Corporation Ltd (Port, Point Lisas) a long-standing member of the International Association of Ports and Harbors (IAPH) was adjudged Caribbean Port of Year 2000 at the 31st Caribbean Shipping Association's (CSA's) Annual General Meeting, which was held in Puerto Rico from October 14 - 17, 2001.

All leading seaports from the region including Trinidad and Tobago, Antigua, St Lucia, Jamaica, Curacao, Grenada, Barbados, Mazanillo International Terminal, Panama vied for this prestigious award.

The CSA's Caribbean Port of the Year Award was established in 1987 to

encourage, recognize and reward the region's seaports for efficient and dependable performance. Seaports are critical for national economic growth and development and the CSA's annual competition was designed to encourage effective, efficient, safe and reliable port operations.

A special award for staff training was also presented to Port, Point Lisas, which was recognized for its emphasis on training 95% of their port operations staff.

Captain Rawle Baddaloo, Vice President, Commercial Relations and Harbour Management collected the award for Port, Point Lisas. Captain Baddaloo, who is also the President of the CSA was reelected to serve at the helm of the Association for 2001-2002.

PLIPDECO over the years has received a number of awards from the CSA, these include: Most Dependable Port for 1997, Award for Dependability (1998) and Growth and Development (1998) and a sectional award for Improved Efficiency in 1999.

Representing PLIPDECO at this conference were Captain Rawle Baddaloo - Vice President, Commercial Relations and Harbour Management, Raouf Ali - Vice President, Operations, Port and Estate, Angela Gouveia - Corporate Communications Officer and Miranda Joseph - Marketing Officer

Tacoma: Adopts \$63.6 million budget for 2002

THE Port of Tacoma Commission unanimously adopted a \$63.6 million 2002 operating budget at its November 15 meeting.

The operating budget, along with the Port's capital improvement program, ensures that the Port continues to meet the needs of its existing shipping line customers. It also enables the Port to expand road and rail infrastructure to prepare for future growth of current and future customers.

In addition to its \$63.6 million operating budget, the Port plans on investing \$127.1 million in capital improvements during 2002. Of that amount, \$27.9 million (22%) will be invested in improving the Port's existing international container terminals. Another \$18.9 million is earmarked for intermodal rail and road improvements.

The Port's five-year capital improvement program calls for up to \$403 million in new investments, both to expand existing facilities and terminals and build additional terminals. The Port Commission reviews and approves all capital improvement projects on a case-by-case basis, evaluating them in light of financial, market, and economic factors as well as the Port's goal of creating 15,000 jobs by 2015 at wage rates 15% higher than the state average.

"Our capital improvement program keeps us focused and flexible," said Jack Fabulich, Vice President of the Commission. "We don't build major new terminals on speculation. We build when we have a customer signed on the dotted line."

In support of the capital program, Port Commissioners also approved an \$8.4 million tax levy. The millage rate for the levy is 18.59 cents per \$1000 in assessed value, or \$18.59 on a \$100,000 home. Historically, the Port has worked to keep the Port tax levy at a low level. The approved levy is well below the \$17.8 million allowed by I-747.

The Port's planned capital improvement projects for 2002 include a variety of major construction projects expected to create an estimated 848 direct construction jobs in Washington state. Every million dollars spent on Port construction creates nine year-long jobs. Throughout Pierce County, more than 28,000 jobs are related to the Port's activities. At the state level, one in three jobs is related to international trade.

Looking ahead to 2002 cargo levels, the Port expects to see slight increases



From left to right: Angela Gouveia - Corporate Communications Officer; Miranda Joseph - Marketing Officer; Captain Rawle Baddaloo - Vice President, Commercial Relations and Harbour Management; Raouf Ali - Vice President, Operations, Port and Estate

in container volumes over 2001, as well as slight increases in grain and break-bulk cargoes. Though 2002 auto import levels may not reach the near-record numbers of 2001, the Port is predicting solid numbers in this area as well. Trade with Alaska, the Port's third largest trading partner, is also expected to increase 2.5% in 2002.

"The Port continues to be in very strong financial shape," Fabulich said. "The expansion of terminals for our major customers, along with a healthy diversity of trading partners and cargoes, gives us good reason to be optimistic for the coming year."

US Ports: Port Security Status

DEEP draught vessels calling in the Port of New York/New Jersey are reminded to include their three prior ports of call in their 96-hour advance notice of arrival. Such vessels must enter the port via either the Ambrose or Sandy Hook channels. Shortly prior to arrival, the Coast Guard will either schedule the vessel for boarding or clear the vessel for entry without boarding. Power-driven vessels of 100 metres or more in length are subject to a speed restriction of eight (8) knots from Norton Point to the Holland Tunnel ventilators (including the entrance of Kill Van Kull to Constable Hook). No significant changes in the security status of US ports have been brought to our attention in the past 24 hours. For a comprehensive listing of the security conditions at ports of the United States, access the Port Security page of the Holland & Knight LLP Web site - Current Maritime Developments - Port Security

<http://www.hklaw.com/maritimedevelopments?Subject=portsecurity>

COTP Houston-Galveston has established security zones in the Houston Ship Channel, the Bayport Ship Channel, the Texas City Channel and Industrial Canal, and the Old Brazos River Cut and Dow Barge Canal.

House Hearing on Port Security

The Subcommittee on Coast Guard and Maritime Transportation of the House Committee on Transportation and Infrastructure conducted a hearing on 6 December 2001 on Port Security.

<http://www.intertanko.com/members/>

portsterminals/portsandterminals/circular/artikkel.asp?id=3186&utg_id=319

(INTERTANKO/Holland & Knight LLP and USCG)

Vancouver: Introduces mobile gamma ray detector

THE Vancouver Port Authority (VPA) recently purchased a mobile gamma ray detector designed to speed the inspection of cargo containers.

Scheduled for delivery this month, the

machine will be operated by the Canada Customs and revenue Agency. According to VPA, the device will enable the Customs Agency to improve its interdiction rate from 1.5% to about 20% while reducing "the cost to our customers for tail-gate inspections."

Furthermore, the Port Authority says it is "discussing further technologies that will get us to achieve 100% inspection rate," which, if implemented, means that "every box in and out of Vancouver will be examined" and "make Vancouver a very difficult port to use for contraband."

(AAPA ADVISORY)

Africa/Europe

AMS: Success leads to second covered terminal

THE first covered terminal, which was put into operation by Waterland Terminal BV, reached its full capacity after only three years. A second terminal is to be constructed, with the added advantage that it can accommodate larger ships.

The Waterland Terminal, where ships are loaded and unloaded in a covered terminal and where board/board transshipment from sea vessel to inland vessel takes place, has proven to be a great success. Because the terminal is covered, the weather conditions have virtually no influence on the cargo. As a result, the terminal is extremely suitable for the transshipment of weather-sensitive products such as steel, forest prod-

ucts and aluminum.

"Covered transshipment meets an enormous need," observes Dick Broeder, managing director of Waterland Terminal BV. What's more, one can expect an increase in the level of short sea traffic, all the more reason to expand the capacity. "We were the first in North-West Europe with a covered terminal. It is truly extraordinary that we need to expand this quickly." The first covered terminal has a capacity of approx. 900,000 tons. The total capacity of Waterland Terminal will double with the construction of the second. In addition, the new terminal, which is to be



operational at the end of April 2002, will be broader, longer and higher, making it possible to accommodate larger ships. Furthermore, the second will be 29.5 yards wide instead of the current 25.2 yards, and with a length of 109.4 yards, it will be 21.9 yards longer than the first. The height will be 19.7 yards, which is 5.5 yards more than the first covered terminal. The new terminal will mean an investment of around ten million guilders (4,537,802.16 Euros).

(Amsterdam Port Authority, dept. Marketing & Sales)

Antwerp: Cosco, MSC and CSCL to use larger ships on Antwerp run

CONTAINER capacity on the Antwerp/China run is about to increase sharply. This is because the three companies active on this route have decided to build larger ships for the service. The companies concerned are Mediterranean Shipping Company (MSC), and the two Chinese companies Cosco and China Shipping Container Lines.



The MSC Flaminia's first call in Antwerp broke all records. With a capacity of 6,750 TEU this brand new ship is without a doubt the largest container ship ever to be welcomed in our port. The "MSC Flaminia" was built in the Daewoo yards in South Korea and is the first of a series of five that MSC has taken on long-term charter from Niederelbe Schifffahrt. A further five comparable ships of 6,700 TEU are being built for MSC by Hyundai Heavy Industries and are due to be delivered in the first half of 2002.

MSC will then have ten large post-Panamax ships at its disposal for the company's weekly service between Europe and the Far East. As can be seen from the Asian ports of call, this service concentrates on serving China. After first calling in Singapore, MSC's ships call in Chiwan, Hong Kong, Shanghai, Qingdao and Xingang. They then call in Pusan in South Korea before returning to Europe via Chiwan, Hong Kong and Singapore. The new 6,700 and 6,750 TEU ships replace a fleet of smaller ships with capacities ranging from 3,300 to 4,050 TEU. For the time being they will be handled at Antwerp's Europe Terminal until MSC together with Hesse Noord Natie can open their own terminal in the

future tidal container dock.

The Chinese shipping company Cosco is replacing the 3,800 TEU ships currently operating its Far East service with new 5,440 TEU units. On her maiden voyage the "Cosco Shanghai" called in Antwerp, making her the first of the renewed Cosco fleet to call at our port. She was handled at the North Sea Terminal. The ship is the first of a series of five that Cosco has ordered from Japan's Kawasaki yard. The Chinese are also building a further two ships at the Nantong yards in China itself. The first of these has been named the "Cosco Antwerp" and left China on her maiden voyage in early November. All seven new ships will be in service by April

2002, and will be used for the service to Singapore, Hong Kong, Shanghai and Qingdao. The South China port of Yantian will be called at on the return leg.

Competitor China Shipping Container Lines is to deploy eight new 4,250 TEU ships on its weekly service between Europe and China. These ships will be replacing the company's fleet of 2,450 to 2,700 TEU ships. The 4,250 TEU "CSCL Chiwan" left China for the first time in late September and berthed at the North Sea Terminal in Antwerp in late October. Like MSC and Cosco, China Shipping Lines has its own offices in Antwerp.

(Antwerp Port News)

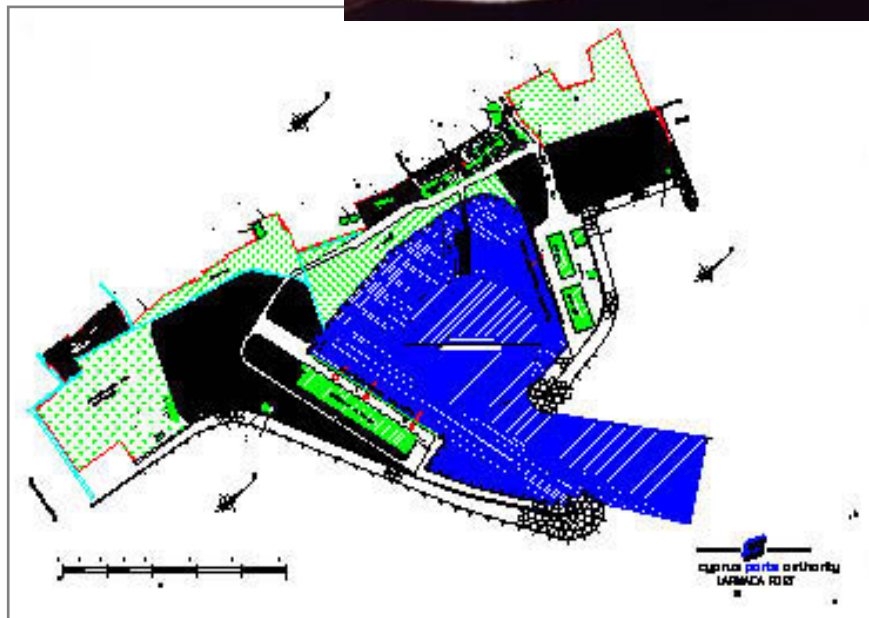
Cyprus: Larnaca Port Development

DURING the year under review, the procedures for the implementation of the decision taken by the Council of Ministers and the Authority regarding the development of Larnaca port and its transportation into a mainly passenger port, were put forward.

In the same year, the Ministry of Communications and Works published a call for tenders for firms interested in undertaking the realisation of the project through the self-financing system. Five firms have eventually exhibited interest for the said project.

The Ministry of Communi-

cations and Works hired consultants, who will assist in the promotion of the project. In particular the consultants will prepare the relevant tender documents, participate in the tender evaluation process and help the Government in the negotiations with the successful tender, who will execute and manage the project.



Göteborg: President and CEO G. Nygren resigns

GUNNAR NYGREN has decided to leave his position as President and CEO of The Port of Göteborg AB at the shareholders' meeting in March 2002. He will resign after five successful years for The Port of Göteborg AB.



Gunnar Nygren's decision has been made after discussions with the Chairman and with consideration taken to the fact that The Port of Göteborg AB is facing some major issues like The European Union's Port Package and large investments in, among other things, fairways and container terminals. These are important decisions that demand a long term perspective.

Until the shareholders' meeting in March 2002, Gunnar Nygren will continue as a representative for the Port of Göteborg AB in the following organizations: IAPH (International Association of Ports and Harbors), ESPO (European Sea Ports Organisation), GSC (General Stevedoring Council), Sveriges Hamnar (Swedish Ports), Transportgruppen (The Transport Group) and Svenskt Näringsliv (Confederation of Swedish Enterprise).

Hamburg: "Hamburg Express" ensures record productivity on her first run

HAMBURG EXPRESS" - a containership of superlatives - ensures a new productivity record on her first call in Hamburg.

As the first of a series of giant containerships ordered by Hapag-Lloyd in Korea, the newbuilding "Hamburg Express" - almost fully loaded with 7,347 TEU - recently called at Hamburg for her naming ceremony. The new ship's sponsor was Lydia Schrempf, wife of the head of DaimlerChrysler. For years the car manufacturing group has ranked among the Hamburg shipping company's Top Ten customers.

The "Hamburg Express" is 320 metres long, 43 metres wide and with a capacity of 100,000 tonnes offers slots for 7,500 standard containers (TEU). One of the world's largest containerships, the giant freighter is propelled by a main engine with an output of 68,640 kW or more than 93,000 HP. This permits a service speed of 25 knots. Fully loaded, the draught of the "Hamburg Express" is 14.50 metres. The most

recent deepening of the River Elbe has ensured that even with this draught, the giant container carrier can reach the Port of Hamburg on the flood tide. Between Wednesday evening and sailing on Saturday, at the Hamburg Container Terminal Burchardkai a total of 2,000 TEU were discharged and 2,100 TEU loaded - creating a fresh productivity record for the terminal operated by HHLA.

For the Port of Hamburg container traffic has continued to develop very satisfactorily even in 2001. With 4.7 million containers (TEU) Port of Hamburg Marketing managing director Dr. Jürgen Sorgenfrei is reckoning with double-digit growth (10.8 percent) in 2001 again. In the months of September and October alone, 413,000 TEU and 432,000 TEU each set fresh container handling records. Within just two years the port has managed to boost the quantity of containers handled - and hence its market position - by one million boxes. Of all ports in the Northern range, Hamburg has enjoyed the strongest growth in the year 2001.

Le Havre: EUR 140 Million from EIB for box Facility development

PORT 2000 has just entered its operational phase with the beginning of the infrastructure construction work.

The European Investment Bank (EIB), the European Union's financing institution, is lending EUR 140 million (FRF 920 million) to the Port Autonome du Havre (RAH) "to support implementation of the first phase of the 'Port 2000' investment programme for developing and upgrading and upgrading container traffic facilities."

The finance contract was formally signed on 23 November in Le Havre by Messrs. Jean-Pierre LECOMTE, Chairman of PAH's Board of Directors, Jean-Marc LACAVE, Managing Director of PAH and Francis MAYER, EIB Vice-President, in the presence of Mr. Michel BARNIER, European Commissioner for Regional Development; Mr. Antoine RUFENACHT, Mayor of Le Havre; Mr. Alain Le Vern, Chairman of the Regional Council of Haute-Normandie; Mr. Jean-Yves BESSELAT, Vice-Chairman of the General Council; and Mr. Alain GILLE, Director of Maritime Transport, Ports and Coastal Areas.

After in depth examination, the financing institution of the European Union thus acknowledged the quality of

the project, its economic viability, the impact it has on employment and the unprecedented consideration, both nationally and regionally, of criteria intended for the preservation of the environment in the Seine estuary.

It must be reminded that Port 2000 has attached public support (State-Local Authorities) and an EUR 38 million (FRF 250 million) contribution from the European Regional Development Fund (ERDF), in addition to investment financed by private operators.

The works being financed, intended for new-generation container ships, consist, in an initial phase, of the creation of six new berths, four of which will be commissioned in mid-2004, development of new containerised goods storage areas, construction of new access channel and protection breakwater, as well as upgrading of land transport links. In the medium term, they will double the capacity of the container terminals at the Port of Le Havre.

Rotterdam/Constantza: Sign MOU on cooperation in marketing

TODAY the Rotterdam Port Councilor Van Dijk and the Rumanian Minister of Public Works, Transport and Housing Mitrea signs a "Memorandum of Understanding" on co-operation in the field of strategy and marketing between the ports of Rotterdam and Constantza.

In the first instance the co-operation deals with consultancy by Rotterdam on strategy, planning and marketing. A feasibility study is started to specify the mutual goals and determine the possibilities for growth of traffic via Constantza. The study will be conducted in close co-operation between the consultants of Mainport Holding Rotterdam and experts from the Rumanian Ministry of Transport. In the long term the Memorandum can lead to Rotterdam taking part in the management of the port of Constantza.

The port of Constantza is strategically located on the Black Sea and on the eastern end of the Rhine-Main-Danube corridor. It has the potential to develop into a strategic port with a Central European hinterland that connects to the Rotterdam hinterland in that region.

Rotterdam and Constantza became sister cities in 1976. Since then a large number of social and economic projects has been undertaken.

Rotterdam: No Increase in Port Dues

ROTTERDAM Municipal Council has decided not to increase the port and quay dues in 2002. Initially, a 1.5% increase was proposed, which would have generated 8 million guilders (3.6 million euros).

In this way, the Council wants to send out a signal to maritime shipping, particularly the container sector, which is experiencing increasingly severe economic conditions. The fact that Rotterdam port dues are already quite high, in comparison with the direct competition, also plays an important role. Although certain qualitative factors justify a difference, this would become too great given the current circumstances.

Lower tariff

In addition, more ships are to benefit from the economical "shortsea/feeder tariff." This tariff was introduced to promote coastal shipping and sea/sea transshipment of containers. Ships with a port of call in Europe or North Africa and a gross tonnage of a maximum 6,500 are eligible for this tariff.

In recent years, there has been a trend towards the use of larger ships. To keep the port dues attractive for these ships, the limit will be raised to 10,000 gross tonnes in 2002.

Rotterdam: EC clears sole control of ECT by Hutchison

THE European Commission has approved, subject to conditions, an operation by which Hutchison Whampoa Limited Group (Hong-Kong) will acquire sole control of the Rotterdam container terminal operator Europe Combined Terminals BV (ECT).

As initially notified, the operation would have led to the creation of a dominant position on the market for the provision in Northern Europe of stevedoring services for transshipment traffic carried by deep-sea container vessels. However, the parties have offered undertakings which will enable significant competition to emerge on the relevant market.

The Hutchison Whampoa Group (Hong Kong) is a conglomerate involved, inter alia, in the provision of stevedoring services in ports worldwide. In Europe, Hutchison, apart from its involvement in ECT, also controls the deep-sea terminals in Felixstowe and Thamesport (UK). ECT

is the leading container terminal operator in the Port of Rotterdam, itself the largest container port in continental Europe.

Earlier this year the Commission conducted an in-depth investigation of the acquisition of joint control over ECT by Hutchison and the Rotterdam Municipal Port Management (RMPM). That transaction was cleared, subject to conditions, by Commission Decision of 3 July 2001 (See IP/01/940). But on October 15, Hutchison notified the Commission of its intention to acquire control of the whole of ECT. Given that the deadline for the undertakings imposed in the July Decision is still running and that most of the undertakings have not yet been implemented, the Commission had to assess the new operation on the basis of a basically unchanged market situation.

The Commission's investigation confirmed that the concentration would lead to the creation of a dominant position in the market for provision of stevedoring services for transshipment traffic in Northern Europe. Hutchison would be bigger than its three closest competitors combined (Hamburger Hafen- und

Lagergesellschaft, Eurogate and Hessenatie).

Hutchison/ECT's strong market position is also reflected in their high share of port calls and the natural advantages of their terminals which are particularly suited for serving the largest container vessels. These vessels generate an increasingly high proportion of transshipment traffic. In the course of the investigation, the parties submitted commitments that will favour the emergence of independent competition in the Port of Rotterdam.

These commitments comprise, inter alia, the divestiture of ECT's 33.3 % share in the Maersk Delta BV (MDBV) container terminal, a joint venture with the A.P. Møller Group (Denmark), to an independent buyer. The parties also guarantee that sufficient capacity will be available to enable an independent terminal operator to emerge as a serious competitor to ECT in the port of Rotterdam. Subject to the parties' full compliance with the submitted undertakings, the Commission has concluded that the acquisition will not lead to a dominant position on the relevant market.

Asia/Oceania



Brisbane: Resignation of CEO Graham Mulligan

CHAIRMAN of the Port of Brisbane Corporation, Mr Ross Dunning, today announced the resignation of CEO, Graham Mulligan.

Mr. Dunning said that he had received the resignation with regret. Mr. Mulligan has formed a joint venture with listed company, Ariadne Australia Limited, to pursue transport-related infrastructure investment opportunities around the world, Mr. Dunning said.

Graham Mulligan has been the CEO of the Port of Brisbane Corporation for four years and has led the organisation through a period of substantial but highly successful change.

The Corporation is now a key player in the international port scene with distinct competitive advantages over its rivals in Australia and New Zealand.

Mr Dunning said that a search will be conducted to find a successor and expects this to be completed prior to Mr Mulligan's departure in February.

Busan: Future Plans

1 Extra-large Container Vessels

[Object of Project]

In order to guarantee accommodation of the new generation of container vessels, having a capacity of more than 6,000 TEU and becoming available in the near future, the Busan Regional Maritime Affairs & Fisheries Office has plans to dredge the main passage, anchorage and the areas in front of Jasungdae Terminal and Gamman Terminal up to 15 meters.

[Project in Outline]

With expenses of US\$43.3 million summed up, the total area of 6 million m² will be dredged under the project from the second half of 2001 to 2003.



This project is to dredge the passage and the anchorage, which are 12.4 ~ 14.6 meters in depth, up to 15 meters.

During the dredging operation, reefs including ones near the southern end of Oryuk-do Breakwater will also be removed.

[Future Steps]

- 2002: Completion of dredging near Gamman and Shinsundae Terminals
- 2003: Completion of dredging up to the Jasungdae Container Terminal

- One for vessels up to 5,000 dwt
- Reconstruction of the Jasungdae Container Terminal (2001~2003)
 - : Dredging in front of Pier 5 (12.5 m~15 m)
- Expansion of the Shinsundae Container Terminal (2001~2005)
 - : Total area of 129 m²
- Conventional piers in the North Harbor
 - Reclamation of the areas in Pier 2 and Central Pier
 - : CY 261,160 m²,

- Four berths for vessels up to 30,000 dwt (in short period)
- Reclamation of Pier 3 and Pier 4
 - : CY 201.650 m²,
 - One berth for vessels up to 30,000 dwt
- Partial opening of Busan New Port Phase 1
 - Open three berths by the end of 2005.
 - Expected to handle 900,000 TEU per year

2 Cruise Terminal

[Project in Outline]

- Items: One berth for vessels up to 50,000 dwt
- Construction of the terminal 350 m
- Breakwater 250 m

Expenses: US\$62.6 million

Period: 2001~2005

Expected Investment in 2001: US\$797.700 (for drawing of the Master Plan)

3 Development of Conventional Piers in Dadaepo Harbor

[Project in Outline]

- Items: Nine berths
- Breakwater 1.2 km
- Expenses: US\$401 million
- Period: 2001 ~ 2011
- Expected Investment in 2001: US\$2.5 million (for drawing of the Master Plan)

4 Expansion of Container Terminal Facilities

[Project in Outline]

- Expansion of Container terminal facilities
 - Expansion of the Gamman Container Terminal (1999. 12 ~ 2001. 12)
 - : Two berths for vessels up to 50,000 dwt

Flinders Ports: Owns South Australian Ports

FLINDERS Ports is the new owner of the South Australian ports, comprising of Port Adelaide, Port Pirie, Port Lincoln, Klein Point, Port Giles, Thevenard and Wallaroo.

As you will no doubt be aware, the South Australian Government took the decision some time ago to offer the State's sea ports for privatisation. After an exhaustive bid process of Ports Corp SA and long term lease of the ports' assets as of 2nd November 2001.

Flinders Ports is excited to be the new owner of the South Australian ports and it is our vision for these ports to be the prominent ports in Australia. To realise this vision it is our intention to work closely with customers and key intermodal/transport organisations to facilitate trade through South Australian ports at the best competitive price.

Our initial primary thrust will be to develop and refine policies, systems

and procedures to add value and facilitate growth for both the ports and for the exporters and importers on whom South Australia depends.

The attached profile gives an indication of the company structure and background, and some general information on strategies. In due course, individual organisations will be contacted to assess key issues and consider options for the growth of existing and new business.

In the meantime, the operation of the ports will not change dramatically overnight, and initially it will be business as usual, albeit with the Flinders Ports name now at the masthead.

We look forward to working with the industry as we develop strategies and options for the healthy growth of business through the ports of South Australia.

Note: We are currently working to install new e-mail and website facilities.

Adegis Pty Ltd
(on behalf of Flinders Ports Pty Ltd)

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 (Jeremy Brown)
 Interim Chief Executive Officer, Flinders Ports)

| | October 2001 | January 2003 |
|-----------------------------------|--------------|--------------|
| Train Unloading Capacity | | |
| • No. of Train Unloading Stations | 2 | 2 |
| • Train Unloading Rate | 4,000 tph | 6,000 tph |
| • Train Unloading Capacity | 30 Mtpa | 40 Mtpa |
| Stockpiling Capacity | | |
| • No. of Stockpiles | 14 | 15 |
| • Total Coal Storage Capacity | 3.9 Mt | 4.2 Mt |
| Shiploading Capacity | | |
| • No. of Wharves | 2 | 3 |
| • No. of Shiploaders | 2 | 2 |
| • Shiploading Capacity | 30 Mtpa | 40 Mtpa |

Gladstone: Expands RG Tanna Coal Terminal

GLADSTONE Port Authority's \$80 million expansion of its R G Tanna Coal Terminal (RGCT) will increase the terminal's throughput capacity from 30 Mtpa to 40 Mtpa.

All major functions of the terminal - train unloading, stockpiling and shiploading will undergo development works to ensure a total coal handling system of 40Mtpa capacity. The RGCT Expansion Project will consist of the following development works:

1. Increasing train unloading capacity;
2. Construction of a third berth;
3. Dredging of berth pocket and departure channel; and
4. Construction of Stockpile 15.

Final completion of the total RGCT Expansion Project is expected in January 2003. At that time, capacities of the terminal's functions will be as follows:

Jurong: News Updates

1. New Cranes to Up Container-Handling Capacity

Jurong Port has upped its annual container-handling capacity with the recent commissioning of two harbour mobile cranes (Liebherr LHM 400 Litronic).

Together with existing two post-Panamax quay cranes, its projected capacity is now 330,000 teus per annum.

The mobile harbour cranes are multi-purpose, with fully automatic spreaders to serve vessels of up to 16 rows across. With maximum lifting capacity of 104 tonnes and 48 metre working radius, the cranes can also be used for general and break-bulk handling. The cranes are most commonly used in European ports like Antwerp for its reliability and effi-

ciency

By mid-2002, its projected annual capacity will be further increased to over 660,000 teus when Jurong Port takes delivery of three more quay cranes including super post-Panamax quay cranes. These are of Machine-on-Trolley (MOT) design, capable of handling 18 rows across vessel deck. The quay cranes are designed by Ansaldo, the technology partner of Pan United Shipyard, which is the builder of the quay cranes.

The total number of RTGs will also be increased from the current four to twelve. The new RTGs, of 16 wheelers design, will be capable of stacking up to seven high. Fels Crane Pte Ltd is the manufacturer of these RTGs.

In addition, Jurong Port is now developing four hectares of container stacking yard with reefer systems. The first two hectares is expected to be completed in February 2002.

2. New Management & Cargo Systems to Support Operations

2.1 Container Terminal Management System (CTMS)

Jurong Port is currently implementing a modern Container Terminal Management System (CTMS) to support its container terminal operations.

The system, to be implemented in two stages, will enable the port to track and monitor container-handling operations by the quay cranes, prime movers and yard cranes in real time.

Phase 1 was implemented in May 2001, which included functions for ship and yard planning, vessel and gate operations, and order management and customer reporting.

Phase 2, involving web-based user interface, will allow customers to have a more automated transaction system with the port. The implementation will be in the first quarter of 2002.

With CTMS, customers can look forward to greater productivity and efficiency. They can expect faster vessel with timely loading and discharge, efficient cargo storage management, optimal yard and equipment utilisation and efficient manpower resource allocation.

2.2 General and Bulk Cargo System (GBMS)

The General and Bulk Cargo systems (GBMS) provides a secure, cost-effective integrated solution for



The RGCT Expansion Project will increase the capacity of the terminal from 30 million tonnes per annum (Mtpa) to 40 Mtpa.



customers to submit berth application, cargo declaration and bookings through the Internet.

When the system is in place, customers including general and bulk cargo shippers and logistics providers can look forward to a cost effective B2B connection, greater operational efficiency as well as timely and accurate billing.

This is made possible as the system has a facility to capture operational activities and tariff information. And it streamlines current port processes to further enhance the efficiency of port operations and management.

The project, which started recently, will be implemented in four phases. The first phase is expected to take off in the second quarter of 2002.

3. New Berths - J24 & J25

Jurong Port has recently opened two new berths - J24 and J25, as part of its overall development.

The berths, of total length 405 metres and draft of 14 metres, are designed to handle vessels with maximum deadweight tonnage of 50,000 tonnes.

In addition, a 2.3-hectare open yard located 30 metres away from the berths is available for storage. Its proximity will facilitate efficient handling of cargoes and ensure quick vessel turnaround.

Over 40 vessels had called at J24 and J25 since operations in June 2001. The biggest vessel to berth at J24 was MV Dora Oldendorff (45,572 dwt), which discharged 44,270 tonnes of steel products on October 13, 2001.

ther prosperity as a major distribution center, by further expanding port facilities while at the same time ensuring the safety of the citizens of Nagoya. During the ceremony, prizes were awarded to those who have made major contributions to the prosperity of the Port, as well as those who worked with dedication in developing the Port's disaster-prevention measures.

New Pavilion Opened at the Port of Nagoya Public Aquarium

A new annex at the Port of Nagoya Public Aquarium was opened to the public on November 1, 2001, with the aim of providing opportunities for the general public to consider the importance of wildlife through close observation of large marine mammals.

Under the theme "Great Voyage of 3.5 Billion Years—the Return of Animals to the Sea" this new pavilion contains the 4 theme zones of "the Ocean," "Sea of Japan," "Under the Northern Lights" and "the Diversified World of Whales."

One of the highlights of the new facility is its main pool, which has 3,000 seats and a giant hi-vision screen. Visitors can learn about the nature of dolphins by viewing the performances held every day. The pool also features large underwater window, through which visitors can observe the nature of these animals in a unique and dynamic atmosphere. In addition, the annex has introduced state-of-the-art technology to present various aspects of marine mammals, to enable visitors to better understand the nature of marine life.

This new facility was not built simply to exhibit marine mammals, but also for other important purposes including breeding and protection of large marine mammals, and the study of these animals.

Together with the existing pavilion, the renewed Port of Nagoya Public Aquarium is sure to attract many tourists and local residents alike.



Main pool at the new pavilion

Port of Nagoya

Port Authority Celebrates the 50th Anniversary

ON September 10, 2001, the Nagoya Port Authority marked its 50th Anniversary since establishment. The Port of Nagoya was officially opened as an international trade port in 1907, and came under the charge of the Nagoya Port Authority in 1951, which was founded jointly by Aichi Prefecture and Nagoya City to enable more balanced development of its facilities and functions.

Over the course of time, the Nagoya Port Authority has continuously strived to upgrade its facilities and services to maintain competitiveness. However, it has not always enjoyed smooth development; in early years, the Nagoya Port Authority focused on rehabilitation from the destruction of World War 2. After this recovery, however, the Port was struck by a massive typhoon in 1959, again causing tremendous damage, both to port facilities and in terms of human lives lost. In overcoming this tragedy, the Port of Nagoya reinforced its disaster-prevention functions to make itself better able to withstand natural catastrophe.

Through these struggles, the Port of Nagoya has today grown into a major gateway for international trade, serving its extensive hinterland—one of the largest industrial areas in Japan and the world. It handles approx. 150 million tons of cargo annually, including over 33 million tons of containerized cargo accounting for 1.91 million TEU (2000).

At the 50th Anniversary Ceremony, on September 10, 2001, attended by some 500 guests, Takehisa Matsubara, President of the Nagoya Port Authority and Mayor of Nagoya City, reconfirmed the Port's determination to strive for fur-



Matsubara, President of the Nagoya Port Authority, in an address at the 50th Anniversary Ceremony

**Nagoya/Mikawa/Shanghai:
Seminar in Nagoya on Shanghai
International Automobile City
Project**

ON December 21, 2001 in Nagoya, organized by the International Automotive Complex Study Program of Higashi-Mikawa Regional Research Center (HRRC), a seminar on Shanghai International Automobile City Project was held to address the automotive business communities about the Shanghai International Automobile City Project that is an on-going large scale project on the development of automotive manufacturing and distribution in Shanghai.

The lecture was given by Mr. Zhang Li Chun, President of Shanghai International Autocity Development Co. Ltd. and was participated by more than 160 people, including the Chinese Embassy, officials from the Japanese Government, Toyota Motor Cooperation and its affiliates, and officials from the port logistics companies. IAPH stood as a co-sponsor.

After the lecture, the organizer's Managing Director, Mr. Toda suggested that Shanghai International City Automobile Project and International Automotive Complex Project of Port of Mikawa join a cooperative project.

He referred to the Port of Mikawa, located in central Japan, is a world-class International Automotive Port handling some one million (equivalent to 2.1 trillion yen) units yearly. Major players of American, European and Japanese automotive companies are situated in the waterfront area of the port of Mikawa, while leading Japanese automotive companies such as Toyota Motor Cooperation and its affiliates are situated in the hinterland area as well.

The International Automotive Complex Project is an effort to connect the port of Mikawa and companies operating in the neighboring areas to the international network of the automotive industry. The network, which was mainly focused on Germany hitherto, is now expanded to include China as the automotive industry has accumulated in Shanghai remarkably.



**Tokyo Port: User-friendly
port celebrates 60th
anniversary**

THE Port of Tokyo was opened as an international commercial port in May 1941, and celebrated its 60th anniversary last year.

Playing an important role to support the well-being of citizens and commercial activities in the Metropolitan Region cored by Tokyo, the Port of Tokyo is redeveloping itself to form a waterfront city functioning as "Distribution Base for the Metropolitan Region" united with the "New Urban Planning or Town Redevelopment Project."

The Port caught up quickly with the global innovation of containers beginning in the 1950s, and completed Shinagawa Container Terminal in 1967. It was Japan's first container terminal and made a cornerstone for the subsequent great leap of the Port to one of the leading international commercial ports of Japan.

The Port has ranked first among the nation's ports in its handling of international trade containers since 1998. Today, the Port is playing the greater role of Japan's gateway to the sea in the midst of its ongoing globalization.

The Tokyo Metropolitan Region behind the Port of Tokyo has a population of 40 million.

Thus the cargoes handled by the Port consist mainly of consumer goods like foods, general merchandise and paper as well as construction materials, a large part of which is directly related to the urban activities. It tells that the Port supports the civil lives and industries of the Metropolitan area, and is an indispensable point of transportation for the economic activities of Japan.

A redevelopment project has been in progress at Oi Container Terminal that is planned to renew as a container terminal with the greater depth of water and up-graded specifications to cope with the global trend of container transport for the larger size of container ships and the increasing import cargoes.

The Port of Tokyo, with the well-harmonized and close-knit efforts of the government and private sectors, is now striving to deregulate restrictions relating to the Port and to provide high-efficiency services at low cost with such as a better cargo-handling system to satisfy users' needs.

**Yokohama/Vancouver:
20th Anniversary of Sisterport
Relationship**

A Speech by

Mr. Kaneda

Director General of Port & Harbor Bureau at the Memorial Ceremony of the 20th Anniversary of Sisterport Relationship between the Port of Yokohama and the Port of Vancouver

MR. Houston, Director General of the Port of Vancouver,

Members of the Delegation of the Port of Vancouver,

I would like to extend to you my hearty welcome for your coming to Yokohama to commemorate the 20th Anniversary of Sisterport Relationship between the Port of Yokohama and the Port of Vancouver:

I understand that when the Japanese Delegation from the Port of Yokohama visited your port last August, the delegation was warmly received and entertained by your kindness, and also that the relationship between our two ports was deepened through a memorial ceremony which was held in a cordial atmosphere.

A short while ago, Mr. Galloway was kind enough to talk about the Port of Vancouver and I must say that I was deeply impressed with the programs prepared for the future development of your port in the 21st century.

Here, at the Port of Yokohama, we, too, are currently exerting our best efforts to transform our port into a more advanced and energetic port comprised of various elements such as logistics functions, businesses, culture as well as international exchange, which operate harmoniously with one another.

I firmly believe that with the 20th anniversary of the Sisterport Relationship as a momentum, both the Port of Yokohama and the Port of Vancouver will further strengthen their amicable relationship by enhancing the exchange of not only information, but also people between our two ports.

I would like to conclude my speech by wishing that our two ports will continue to grow as major ports in the Pan-Pacific region.



Director-General Kaneda (left) receiving a memento (decorated crystal dish) from Director-General Houston of the port of Vancouver