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, viable, and comfortable and sound lives for consumers. Today, Tokyo has regular container service links with the world’s other major ports. In 1990 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.
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 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.
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 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. Hasam Musa Al Qumzi, Under Secretary, Abu Dhabi Seaport Authority
P.O. Box 422, 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 45595, 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:

<table>
<thead>
<tr>
<th>Date</th>
<th>Morning (0900/1200)</th>
<th>Afternoon (1430/1730)</th>
<th>Notes and other functions</th>
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<tbody>
<tr>
<td>Fri, April 19, 2002</td>
<td>Delegates arrive</td>
<td>Delegates arrive</td>
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<tr>
<td>Wed, April 20, 2002</td>
<td>Committee Meetings</td>
<td>Committee Meetings</td>
<td>- LUNCH AT ABU DHABI</td>
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<td></td>
<td>(to be announced)</td>
<td>(to be announced)</td>
<td>- Asian/Oceania Regional</td>
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<td></td>
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<td>Meeting (Fixed)</td>
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<tr>
<td>Thu, April 21, 2002</td>
<td>Regional Board Meetings</td>
<td>PSEMO/DTF* INTERFACE Group</td>
<td>- 0900/1200 Asian/Oceania Regional Meeting (Fixed) 2000 Reception</td>
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<td>2000 Reception</td>
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<tr>
<td>Mon, April 22, 2002</td>
<td>Regional Board Meetings</td>
<td>Regional Board Meetings</td>
<td>- Board Meeting 1  2000 Lunch break</td>
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<td>(to be announced)</td>
<td>- Board Meeting 1  2000 Lunch break</td>
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<tr>
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<td></td>
<td>(to be announced)</td>
<td>- Board Meeting 3  2000 Dinner</td>
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<tr>
<td>Wed, April 24, 2002</td>
<td>Full Day Technical Tour: Visit to “Sir Bani Yas” Island (Fixed)</td>
<td>Free Evening</td>
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<tr>
<td>Thu, April 25, 2002</td>
<td>Delegate leave</td>
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</table>

* 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

I n t r o d u c t i o n

“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, 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 Lamiziana, 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...
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.)

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 Mbayan, Board Member/
**IAPH ANNOUNCEMENTS & NEWS**

Managing Director, CAMSHIP, Cameroon

**Sub-Theme:**
The Competitiveness of African Ports
Mr. Jean Smaghe, IAPH President for 1997/1999, chaired the session comprising:
1. “Maritime Services to African Ports - Physical and Institutional Constraints” by Mr. Serge Latchenko, Chairman of the European Community Shipping Association
2. “Port Costs & Competitiveness of the Transport Chain in Africa” by Mr. Claude Torchon, Economist, CATRAM Consultants, France
3. “Importance of Efficient Administrative and Customs Procedures” by Mr. Bernard Slowen, Secretary General, SIMPRDFRANCE, 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. Sylla Gama, Acting Director, National Ports Authority, South Africa and Conference Vice President of IAPH

13. “New development in information technology - The implication for the port community” by Mr. Paul Scherrier, Technical Director, Port of Le Havre, France
14. “International and regional co-operation - A factor in development” by Mr. Ben Owusu 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 Smaghe, and Mr. Gary Crook, Transport Section, UNCTAD, Geneva, Switzerland
16. “Ports investment and financing - Collaboration between the public and private sectors” by Mr. Jean Grossdier 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 Cooperation
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 Kluft, 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

**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.

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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 economic 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.

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 fail, 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 Côte 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 rebond 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 transhipment 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 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!

Presentation of 50th Birthday Cake

Record of the Exco Meeting in Auckland

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 1A).
IMO takes
the lead
against
terrorism

Mr. William O’Neill, 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 29, 2001).

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

IAPH ANNOUNCEMENTS & NEWS


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Resolution A.924(22) Adopted on 29 November 2001 (Agenda item 8)
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-sessional 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, 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 Assembly should be established to convene a conference on Maritime Security could be a need to convene a conference of SOLAS Contracting Governments. Further to the need for action in accordance with resolution 5 of the 1994 SOLAS Conference, to 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.

3.3 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 elaborated, including which, according to its nature, should 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 further consideration. 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 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 Strujs, 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. Psaraftis, Piraeus Port Authority
• Opening address by Mr. G. Anomeritis, Minister of Mercantile Marine
• “Ports facing new Challenges”, by Mr. Pieter Strujs, IAPH 1st Vice President
• “European Ports in EU-perspective”, by Mr. F. Geary, Port of Cork
• “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
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. Psaraftis, Piraeus Port Authority
• “Central European area”, by Mr. M. Reuter, Frei und Hanseatst Hamburg
1600/1740:
Trends in Container Transport Session:
Chair: Mr. Bruno Vergobbi, Port of Dunkirk Authority
• “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

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 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.

The Conference was organised and hosted 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, shipbuilding 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 Organization 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. Kakakhel 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.
It will enter into force when it has been ratified by voluntary basis until it comes into effect. This is exercising the PIC procedure in the Convention on a voluntary basis immediately, and are now implementing the same reason, they decided it was vital to start.

Rodrigues, the Brazilian diplomat who chairs the environment," says Maria de Azevedo because of their clear concern for health and human health and the environment.

and gives explicit consent, thereby protecting the importing country is made aware of their dangers. Chemicals and pesticides subject to the PIC procedure cannot be exported unless the final decision. Chemicals and pesticides to PIC: bromacil, ethylene dichloride, ethylene oxide, and maleic hydrazide. Each is linked to harmful effects to human health and the environment.

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 the Rotterdam Convention during its sixth session, held in Rome in July 1999.

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.

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.

1. The committee decided there was a need to furnish port custom authorities with the list of banned hazardous chemicals and substances.

2. 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.

3. The committee also heard the offer from the Federal Republic of Germany to host the ninth session of the Intergovernmental Negotiating Committee in Bonn.

4. 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

GEN/EVA/ROM/EN/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.

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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 Abu Dhabi. 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.


iv. Outcome of mooring lines questionnaire. Mr. van der Kluit advised that ICHCA has 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 that the President would duly appoint him 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. Stuijs 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 Oceania Group had met to discuss a number of issues in the morning and was planning to represent in the latter half of the year. Members assured him due action would be taken.

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.

• Mr. Cowie recommended that officers of the executive also be invited. (Please see the pertinent article in this issue.)

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
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 (Task 1) 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 online.

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 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 the 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. Goon advised that the Legal Protection was in recess.

3.3.3 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.

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

3.3.4.1 Trade Policy: is in recess.

3.3.4.2 Cargo Operations: has not met since Montreal. A report on its activities was in the latest Journal.

3.3.4.3 Ship Trends: has not met but has a forward plan.

3.3.4.4 Combined Transport and Distribution:

3.3.4.5 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.

3.3.5 No additional information.

3.3.6 No additional information.

3.3.7 Legal Protection: A report was distributed to members.

3.3.8 Trade Facilitation: A report was distributed to members.

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, wel-
comed members and observers to this meeting. Although only a limited num-
er 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.

Apoologies 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 Amd. 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 represent-
ing IAPH at the next meeting of

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 confer-
ence on Anti-fouling paints, London,
October 1-5, 2001

Mr. Van der Kluit had attended this
congress on behalf of IAPH and he
reported on the main elements as fol-
lows:
- The original dates of January 1, 2003 (pro-
bibution 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
or not.
- After January 1, 2008 an existing TBT
paint may be covered by a suitable coat-
jecting, rather than having to be removed by
(sand) blasting.
- Entry into force criteria: 25 countries,
representing at least 25% of world ton-
nage.
- 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 present-
ly under discussion at IMO’s Sub
Committee on the Safety of Navigation
(NAV) and this will result in guide-
lines. Australia’s New South Wales
government has adopted its own reg-
ulations in the meantime and
Germany has used these as basis for
developing their regulations. It was
decided that IAPH would
develop generic guidance for its mem-
bers, 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

3.4 Follow up on developments regard-
ing 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-opera-
tion 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 dis-
cussed at that meeting. Among oth-
ers, it had been decided to draft a let-
ter in support of the IMO Working

Committee on Legal
Protection.
IAPH ANNOUNCEMENTS & NEWS

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, FAI 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 FAI/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-Jürgen 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 23. 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. Molléma
  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 Smaghe and the members of the regional executive board Mr. Vergobbi, Mr. Dallio and Mr. Luigio.


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. Molléma reported on the meeting held in London on Thursday 16 August 2001. The meeting was advised of the most relevant issues that were discussed:

- 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 for TBT-paints to be present after January 1, 2008.
  - The prohibition to apply TBT-paints after January 1, 2003.
- Wreck removal: Mr. Molléma 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’s 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. Smagghe 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. Arieé, 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. M. 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 M. Luhigo for his kind offer to host this meeting.


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. M. 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.
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 by the two organizations 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 maritime 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 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)
**2002 Membership Dues**
(Exchange Rates as of December 10, 2001)

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<th>Currency</th>
<th>Japanese yen</th>
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<th>U.S. dollars</th>
<th>Euro</th>
<th>Pounds sterling</th>
<th>SDR*= 0.00635</th>
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| ASSOCIATE MEMBERS |
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| A-X-2    | 610          | 96,869           | 0.770       | 0.870 | 0.538          | 158.80200      |
| A-X-3    | 310          | 49,228           | 0.391       | 0.442 | 0.273          | 158.80200      |
| A-K      | 160          | 25,408           | 0.202       | 0.228 | 0.141          | 158.80200      |
| A-K      | 140          | 22,232           | 0.176       | 0.199 | 0.123          | 158.80200      |

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)

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<tr>
<th>Organization</th>
<th>Country</th>
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<td>Cote d’Ivoire</td>
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<tr>
<td>Port of Brisbane Corporation</td>
<td>Australia</td>
<td>1000</td>
<td>Oct. 4</td>
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<tr>
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<td>Maldives</td>
<td>250</td>
<td>Oct. 9</td>
</tr>
<tr>
<td>Rotterdam Municipal Port Management</td>
<td>Netherlands</td>
<td>1000</td>
<td>Oct. 9</td>
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<tr>
<td>Sydney Ports Corporation</td>
<td>Australia</td>
<td>1000</td>
<td>Oct. 15</td>
</tr>
<tr>
<td>Marine Department, Hong Kong</td>
<td>China</td>
<td>500</td>
<td>Oct. 16</td>
</tr>
<tr>
<td>Vancouver Port Authority</td>
<td>Canada</td>
<td>500</td>
<td>Oct. 19</td>
</tr>
<tr>
<td>Dr. Susumu Maeda</td>
<td>Japan</td>
<td>200</td>
<td>Nov. 1</td>
</tr>
<tr>
<td>Johor Port Authority</td>
<td>Malaysia</td>
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<td>Nov. 5</td>
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<td>Montreal Port Authority</td>
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<td>Ghana Ports and Harbours Authority</td>
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<td>500</td>
<td>Nov. 14</td>
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<td>UK</td>
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<td>Nagoya Port Authority</td>
<td>Japan</td>
<td>1000</td>
<td>Dec. 28</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>10,080</td>
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</tr>
</tbody>
</table>

**New Member**

Regular Member

Miyagi Prefecture (Japan)
Address: 3-8-1 Honcho, Aoba-ku, Sendai 981-8570
Tel: +81-22-211-3211
Fax: +81-22-211-3296
E-mail: kousin@pref.miyagi.jp

**Associate Member**

Mr. Motonori Hashima, Member, The Japan Port and Harbors Association (JPHPA)
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Tel: +81-3-3553-4095
Fax: +81-3-3553-4338
E-mail: kaiyukyo@mx2.alpha-web.ne.jp

**Changes**

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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, Selangor Darul Ehsan, MALAYSIA
Tel: 60-3-3169-8822
Fax: info@northport.com.my

**Incheon Regional Maritime Affairs & Fisheries Office** (Korea)
Address: 1-17, Hang-dong Tga, Choong-gu
Incheon 400-705, KOREA
Tel: 82-32-880-6114
Fax: 82-32-880-6497
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, SW EDEN Sweden
Tel: +46-8-620-2600
Fax: +46-8-665-0383
Email: bpo@steports.com

**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 (J) Ltd., visited the Head Office and met with Mr. R. Kondoh, to exchange views on the current situations in the region.

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**IAPH ANNOUNCEMENTS & NEWS**
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 infrastructure 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 (extended 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
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?

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.

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.

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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 tank-ships 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:

<table>
<thead>
<tr>
<th>Dimensions</th>
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<tbody>
<tr>
<td>LOA: 460m</td>
</tr>
<tr>
<td>Beam: 24m</td>
</tr>
</tbody>
</table>

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:

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<tr>
<td>Draft: 24m</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOA: 400m</td>
</tr>
<tr>
<td>Beam: 66m</td>
</tr>
<tr>
<td>Draft: 14m</td>
</tr>
</tbody>
</table>

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? Do 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 with 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 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 shippers 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 this 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 to expand. 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 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 (mining, fuel con-
OPEN FORUM

bulk 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

Table 1

<table>
<thead>
<tr>
<th>Size range</th>
<th>Existing</th>
<th>On order</th>
<th>Order/Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5000</td>
<td>105</td>
<td>634,675</td>
<td>761,749</td>
</tr>
<tr>
<td>5000/99999</td>
<td>392</td>
<td>1,522,191</td>
<td>428,712</td>
</tr>
<tr>
<td>1000/14999</td>
<td>434</td>
<td>1,077,787</td>
<td>278,155</td>
</tr>
<tr>
<td>1500/19999</td>
<td>379</td>
<td>640,736</td>
<td>75,414</td>
</tr>
<tr>
<td>2000/29999</td>
<td>479</td>
<td>573,006</td>
<td>52,755</td>
</tr>
<tr>
<td>3000/49999</td>
<td>551</td>
<td>390,316</td>
<td>26,110</td>
</tr>
<tr>
<td>4000/49999</td>
<td>304</td>
<td>112,260</td>
<td>1,259</td>
</tr>
<tr>
<td>Total</td>
<td>2644</td>
<td>4,950,971</td>
<td>1,624,154</td>
</tr>
</tbody>
</table>

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.
• ODL, 4 x 7,480 TEUs
• Hyundai, 4 x 6,400 TEUs
• P&O NL, 4 x 6,800 TEUs

PORTS AND HARBORS January-February 2002
Over-Panamax vessels

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.

The future for mega-box ships

China Shipping Container Line is on the verge of ordering from Samsung Heavy Shipyards two container vessels with a capacity of 9,200/9,800 TEUs at a cost of about US$87 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 m 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 m. 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 number and size of over-Panamax vessels

<table>
<thead>
<tr>
<th>No of rows</th>
<th>Beam (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>32.2</td>
</tr>
<tr>
<td>14</td>
<td>34.9</td>
</tr>
<tr>
<td>15</td>
<td>37.6</td>
</tr>
<tr>
<td>16</td>
<td>40.2</td>
</tr>
<tr>
<td>17</td>
<td>42.9</td>
</tr>
<tr>
<td>18</td>
<td>45.6</td>
</tr>
<tr>
<td>19</td>
<td>48.2</td>
</tr>
<tr>
<td>20</td>
<td>51</td>
</tr>
<tr>
<td>21</td>
<td>53.6</td>
</tr>
<tr>
<td>22</td>
<td>56.3</td>
</tr>
</tbody>
</table>

Table 2

The existing mega-box ships

With the number and size of over-Panamax vessels increasing are all contributing factors in fuel consumption reduction, speed economy of scale phenomenon. Crew meets the aim of reducing costs by an average 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 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-crane, 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 area

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 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 243,000 t. 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)

Table 3

<table>
<thead>
<tr>
<th>Length (m)</th>
<th>Beam (m)</th>
<th>Draft (m)</th>
<th>Deck</th>
<th>Hold</th>
<th>Total</th>
<th>Det (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>289</td>
<td>32.2</td>
<td>13.02</td>
<td>1.016</td>
<td>1.944</td>
<td>2.960</td>
<td>48,800</td>
</tr>
<tr>
<td>277</td>
<td>40</td>
<td>14</td>
<td>3.160</td>
<td>2.602</td>
<td>5.762</td>
<td>67,500</td>
</tr>
<tr>
<td>300</td>
<td>42.8</td>
<td>14.5</td>
<td>3.384</td>
<td>3.389</td>
<td>6.773</td>
<td>88,689</td>
</tr>
<tr>
<td>318</td>
<td>42.8</td>
<td>14.5</td>
<td>3.792</td>
<td>3.256</td>
<td>7.048</td>
<td>82,100</td>
</tr>
<tr>
<td>347</td>
<td>42.8</td>
<td>14.5</td>
<td>4.200</td>
<td>3.760</td>
<td>7.960</td>
<td>104,700</td>
</tr>
<tr>
<td>347</td>
<td>45.6</td>
<td>14.5</td>
<td>3.924</td>
<td>4.944</td>
<td>8.866</td>
<td>105,900</td>
</tr>
<tr>
<td>362</td>
<td>56</td>
<td>16</td>
<td>5.620</td>
<td>5.894</td>
<td>11,612</td>
<td>145,000</td>
</tr>
<tr>
<td>405</td>
<td>56</td>
<td>16</td>
<td>6.884</td>
<td>7.568</td>
<td>14,252</td>
<td>180,000</td>
</tr>
<tr>
<td>400</td>
<td>60</td>
<td>21</td>
<td>8.154</td>
<td>243,000</td>
<td>243,000</td>
<td></td>
</tr>
</tbody>
</table>

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.

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...
The MPPM has three modules:

- Maritime Policy Planning Model (MPPM).
- Liner Shipping Network:
  - shipping requirements and port throughputs.
- 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 reality 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:

<table>
<thead>
<tr>
<th>Port</th>
<th>1999</th>
<th>2006</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shanghai</td>
<td>4,200,000</td>
<td>15,612,900</td>
<td>27,383,700</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>16,211,000</td>
<td>20,065,300</td>
<td>22,119,200</td>
</tr>
<tr>
<td>Klang</td>
<td>2,509,419</td>
<td>5,730,001</td>
<td>8,070,200</td>
</tr>
<tr>
<td>Manila</td>
<td>2,144,711</td>
<td>3,503,500</td>
<td>5,173,200</td>
</tr>
<tr>
<td>Busan</td>
<td>6,310,000</td>
<td>13,533,100</td>
<td>12,428,700</td>
</tr>
<tr>
<td>Singapore</td>
<td>15,900,000</td>
<td>25,616,000</td>
<td>31,853,800</td>
</tr>
<tr>
<td>Kaohsiung</td>
<td>6,990,000</td>
<td>9,420,500</td>
<td>11,252,800</td>
</tr>
</tbody>
</table>

*Base case - excluding domestic cargo.

And their high case figures are:

<table>
<thead>
<tr>
<th>Port</th>
<th>1999</th>
<th>2006</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shanghai</td>
<td>4,200,000</td>
<td>17,402,000</td>
<td>35,517,300</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>16,211,000</td>
<td>22,385,000</td>
<td>27,285,200</td>
</tr>
<tr>
<td>Klang</td>
<td>2,509,419</td>
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<td>8,070,200</td>
</tr>
<tr>
<td>Manila</td>
<td>2,144,711</td>
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</tr>
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<td>Busan</td>
<td>6,310,000</td>
<td>13,533,100</td>
<td>12,428,700</td>
</tr>
<tr>
<td>Singapore</td>
<td>15,900,000</td>
<td>25,616,000</td>
<td>31,853,800</td>
</tr>
</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>Berths</th>
<th>2006</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW Asia</td>
<td>26</td>
<td>54</td>
</tr>
<tr>
<td>SE Asia</td>
<td>56</td>
<td>307</td>
</tr>
<tr>
<td>China (inc. HK, Taiwan)</td>
<td>173</td>
<td>375</td>
</tr>
<tr>
<td>N Asia</td>
<td>64</td>
<td>135</td>
</tr>
<tr>
<td>O ther</td>
<td>18</td>
<td>33</td>
</tr>
<tr>
<td>Total</td>
<td>437</td>
<td>904</td>
</tr>
</tbody>
</table>

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, are estimated at around US$16 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 slow 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 terminal 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.

As far as ports are concerned, the main limitation in 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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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 TT Club, INTTRA, Inland Navigation Europe, LINE and Bolero - to develop practical solutions and to a range of industry specific issues including:

• Strategies for overcoming system incompatibility between different users
• The evolution of the maritime supply chain
• Standardisation of infrastructure in the supply chain
• An examination of the potential of EDI, XML and VAN’s
• The impact of information technology on the supply chain

If you want to remain informed of key industry developments, the Port Logistics 2002 Conference is not to be missed.

For further information, please email jcoles@euromoneyplc.com or visit www.euromoneyseminars.com. Alternatively you may call the Euromoney hotline on UK: +44 (0)1870 90 62 600

IHE Delft: 2 Short Courses
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  March 13-22, 2002
  The course aims to train project engineers in the preparation, bidding and supervising of dredging and reclamation works.
  Course fee: Euro 1000
  Course Coordinator: Ir. R. de Heer

• Construction Project Management
  The course prepares participants to deal with the various aspects of the implementation phase of projects and engineering economics by means of exercises, workshops, site visits to civil engineering works under construction and lectures.
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  Course Coordinator: Ir. R. de Heer

Write to:
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2601 DA Delft
The Netherlands

UNESCO IHE: 38th International Seminar on Port Management
April 6 - May 4, 2002
(3 weeks seminar + 1 week study tour)

The International Seminar on Port Management (or ‘Port Seminar’), organised annually since 1964 in close co-operation with the Municipal Port Management of Rotterdam and Amsterdam, provides a comprehensive overview of the organisational and managerial aspects of modern ports.

A limited number of scholarships of the Netherlands Fellowship Programme (NFP) is available for nationals of developing countries (maximum age 45 years).

Address for further information and application forms:
IHE Delft/UNESCO Institute for water education
P.O. Box 3015
2601DA Delft
The Netherlands

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
Organized by Trade Links International

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.

This Expo promises to be a crucial meeting place for the international ports and shipping community. It is expected to be widely acknowledged as the region’s most important international maritime and marine exhibition and one of the leading events of its kind.

It will offer exhibitors a professional environment designed to facilitate business transactions and forge relationships. It will be a unique opportunity for participants to meet individuals from many ports and maritime sectors and to create new business opportunities.

Ports & Maritime Expo highlights the challenges and opportunities that lie ahead in the maritime industry. The core areas of the exhibition are shipping, freight forwarding, logistics, cargo handling, port management development, ship building & repair, port terminal equipment, shipping operations, warehousing, financing investment and information technology communication.

For more information, please contact:
Trade Links International
Attn: Ms. Maha Surani, Director & General Manager
7 Mubarak Street, Level 2, Ardel Golf,
ICHCA: 26th International Conference and Exhibition
April 15 - 17, 2002

Theme:
“Strategies for the 21st Century – Information Technology in Transport”

Venue:
Conference Center at Pacific 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
Mechanization Association (JCHMA)

Contact:
ICHCA 2002 Secretariat
Roppongi 25 Mori Bldg.,
1-4-30 Roppongi, Minato-ku,
Tokyo, 106-0032 Japan
Tel: +81-3-5574-8696
Fax: +81-3-5574-8701
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. Loya de Palacio
Vice-president, European Commission
Relations with the European Parliament, Transport & Energy

9:50 - 10:05 Opening address:
Prof. Willy Winkelmanns
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
Chairman, city of Antwerp
Plenary session: Theme setting by industry and policy makers
Chair: Prof. Willy Winkelmanns

11:30 - 12:45 Plenary session: Theme setting
by the industry and policy makers
Chair: Prof. Willy Winkelmanns
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

Globalization and partnerships in ports:
Mr. Marc Juhel
Lead Transport Specialist, The World Bank

The port industry in transition: the Antwerp experience:
Mr. Philip Van getel
Hesse-Noord Natie

14:30 - 15:40 Plenary session: Theme setting by port users and suppliers
Chair: Mr. Honoré Paëlinck
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 W est Ports Ltd.

15:15 - 15:35 Future structure of the port industry: The effects of globalization, dedicated vs common user terminals, expansion from ocean to inland terminals 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 cornerstone 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 Meerman
University of Antwerp
Member of the Executive Board, ITMMA

10:05 - 10:35 Freight trains for the future
Mr. Marcel Verstynne
Executive Officer, Belgium National Railways

10:35 - 11:05 Why bits and bytes are as important as wings and wheels. Practical examples on how business models are enhanced by logistic information systems
Mr. Jos Dujardin
Director, E-commerce, UPS Europe – Belgium

11:30 - 12:00 Panel debate and discussion
Chair: Prof. Hilde Meerman

9:30 Session 2: Port Operators
Chair: Mr. Matthew Elton
Associate Principal, McKinsey London

9:35 - 10:05 Port operators: competition and globalisation
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

14:00 - 14:30 Special address on 
Mr. Luc Bertrand
Chairman of the Board of Directors, ITMMA
Chairman, DEME (Dredging, Environmental and Marine Engineering)
INTERNATIONAL MARITIME INFORMATION

For further information, contact the

ITM MAPS Registration Office:
Middelheimlaan 1
B-2020 Antwerp, Belgium
Tel.: +32 (0)3 2180 749/761
Fax: +32 (0)3 2180 743
E-mail: itmm@ua.ac.be
Website: www.itmmaps.com

IPPM: The 18th International Program for Port Planning and Management
New Orleans, Louisiana
May 13 to 24, 2002

HE basic premise of IPPPM is that high-level managers need a broad array of planning and management skills to make both the everyday and long-term decisions demanded by their positions. The program focuses on the general management of port operations in an international environment and seeks to provide participants with a background which will enable them to make those decisions.

IPPPM is a concentrated program which demands a high level of personal commitment and participation. The curriculum covers three broad areas: port systems, port authority management and administration, and port planning and operations. A more detailed explanation of the program appears in the General Curriculum section of this site.

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 and Waterways Institute, University faculty, Port

Participants successfully completing IPPPM are awarded an internationally recognized diploma in port planning and management.

Tuition: U.S. $2,100

For further information, please contact:
Tim Joder, Director or Paulette Simon, Coordinator
International Program for Port Planning and Management
CUPA/LUTAC
University of New Orleans
New Orleans, Louisiana 70148
U.S.A.
Telephone: +01 504 280 6519
Fax: +01 504 280 6272
E-mail: psimon@uno.edu
Website: 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.

For more information, please contact:
Lloyd’s List events
69-77 Paul Street, London
EC2A 4LQ, U.K.
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
China Chamber of International Commerce (CCOIC)
Shanghai Chamber of Commerce
Shanghai Port Authority

For more information, please contact:
Shanghai International Exhibition Co., Ltd.
4F, 28 Jinning Xi Road, Shanghai 200021, China
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.

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- 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

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[English]

Contact:
For more information about Maritime Transport, please e-mail: transport.section@unctad.org

Lloyd’s Register/Fairplay:
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The 2002 edition of the Ports and Terminals Guide CD ROM is available now. The guide contains:
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Website: www.lrfairplay.com

The Americas

American Association of Port Authorities
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

ICS:
“The ICS Tanker Safety Guide (Chemicals)”

The new third edition, produced as a single comprehensive volume, reflects the best industry practice in chemical tanker operations at the beginning of the 21st century, and complements the requirements covering the construction dangerous chemicals in bulk adopted by the International Maritime Organization.

The Guide is a vital reference source for:
- Chemical tanker owners and operators
- Masters and officers serving on chemical tankers
- Company superintendents
- Training institutes
- Port authorities
- Terminal operators
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- Surveyors

Available from February 2002 priced at UK £225 (Plus postage and packing)

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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. Port security 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

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 boats 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 further 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.
**Montreal: Traffic results for the first three-quarters of 2001**

Traffic through the Port of Montreal during the first nine months of 2001 reached 9,900,000 TEUs, a 15.9 percent increase compared with the same period last year. The total TEUs is equivalent to 27.9 million 20-foot containers and represents a $3.4 billion growth in exports.

**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 member Executive Committee.

**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 percent increase in international cargo.

*World Port News*
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

PORT 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, Manzanillo 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 jobs 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 $271.1 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 five-year 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/maritimedev.asp?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.


(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)

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 products 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)

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-finance system. Five firms have eventually exhibited interest for the said project. The Ministry of Communications 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.

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 Schiffahrt. 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)
Hamburg: “Hamburg Express” ensures record productivity on her first run

"HAMBRUG EXPRESS" - a consortium 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 Schrempp, wife of the head of DaimlerChrysler. For her naming ceremony, the newbuilding “Hamburg Express” – almost fully loaded with 7,347 TEU – recently called at Hamburg. The newbuilding “Hamburg Express” – almost fully loaded with 7,347 TEU – recently called at Hamburg.

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. Jorgen Sorgentei is reckoning with a 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 works. 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 (PAH) “to support implementation of the first phase of the ‘Port 2000’ investment programme for developing 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 by 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.

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 organisations: 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).

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Rotterdam/Constantza: Sign MOU on cooperation in marketing

ODAY the Rotterdam Port Councilor Van Dijk and the Rumanian Minister of Public Works, Transport and Housing Mitrea have signed 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 a joint letter by Rotterdam and Constantza. In the medium 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. Initially, a 1.5% increase was proposed, subject to conditions. However, 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 in the market for provision of stevedoring services for transhipment 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 transhipment 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.

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 Jusungdae 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

2 Cruise Terminal
[Project in Outline]
• One berth for vessels up to 5,000 dwt
• Construction of the terminal 350 m
• Breakwater 250 m

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)
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 efficiency.

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.

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Phase 1 was implemented in May 2003, 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...
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.

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.

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.

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 windows, 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
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 pointed out to the Port of Mikawa, located in central Japan, 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.

WORLD PORT NEWS

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” uniting 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 Shimawaga 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 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. Galoway 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.