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Shenzhen Port

**S**HENZHEN Port, situated in the south of the Pearl River Delta Guangdong Province and the eastern bank of the Pearl River mouth, borders on HongKong. Since the first 5000dwt quay of Shenzhen was built in 1980. The nine terminals that have been in operation are Shekou, Chiwan, Mawan, Dongjiaotou, Yantian, Fuyong, Xiadong, Shayuyong and Inland River terminals. Shenzhen Port is to become an international container hub port in South China and a major hub port in the national comprehensive transport network according to the Master Layout Plan of Shenzhen Port. During the past 20 years, Shenzhen Port has been developing rapidly, especially in container traffic. The container traffic of Shenzhen Port reached 3,993,714TEUs in the year of 2000, and it is estimated that the container traffic will reach 4,800,000TEUs in the year of 2001. Related article on page 25.

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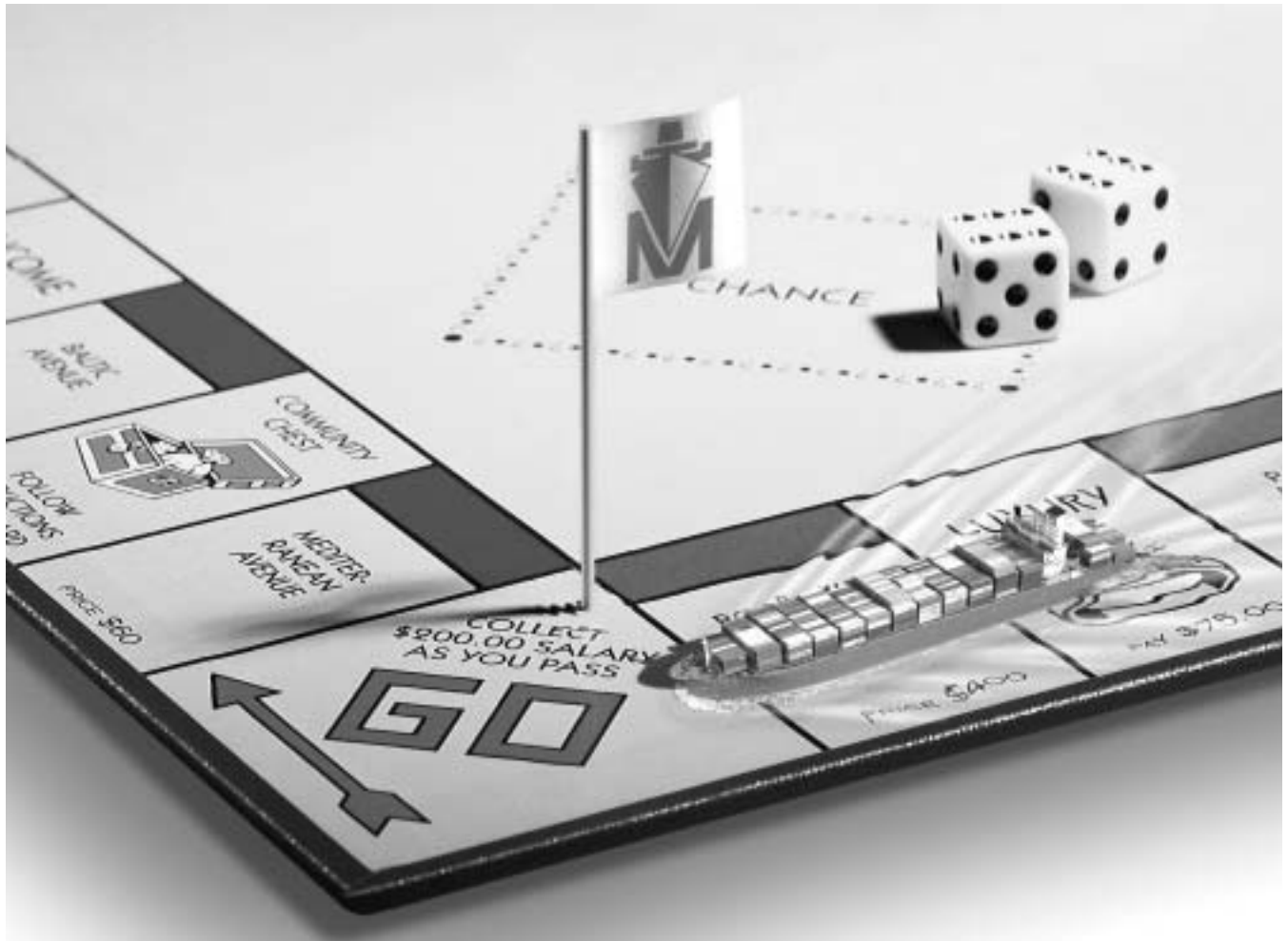
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# IAPH ANNOUNCEMENTS AND NEWS

## Prompt Report on IAPH Mid-Term Board Meeting

April 20 – 24, 2002, Abu Dhabi

IAPH held its Mid-term Board Meeting in Abu Dhabi, UAE, April 20-24, hosted by Abu Dhabi Seaport Authority (Mina Zayed). It was the first IAPH meeting that was ever held in UAE or in the Middle East. The meeting was chaired by President Akio Someya and attended by 95 delegates and 11 accompanying persons from 37 countries. Starting with the regional board meetings on the morning of April 22, three full sessions of the Board were held for two days of April 22 and 23.

The participants were truly treated with great hospitality and enjoyed every part of the event, both business and social, for which we are grateful to H.E. Hassan Mousa Al-Qumzi, Under Secretary, Abu Dhabi Seaport Authority and his dedicated team.

Details of the meetings will be reported in July/August issue.

### *Secretary General's Report* Executive Summary

Submitted to IAPH Mid-Term  
Board Meeting



**Satoshi Inoue**  
Secretary General

It is my great pleasure to present the Secretary General Report to the 2nd Mid-Term Board Meeting held here in Abu Dhabi, United Arab Emirates, providing an overview together with related information on our activities and progress made since the last Board Meeting in Montreal, Canada, May 2001. I would like to express my heartfelt appreciation to our host, the Abu Dhabi Seaport Authority, for excellent arrangements for the Meeting as well as warm hospitality extended to IAPH delegates gathering here from all over the world. Furthermore, taking this opportunity, I would also thank the President, Vice Presidents, Board and Exco members, Chairs and members of Committees, Liaison Officers and all members of the Association for your constant



support and cooperation to the Secretariat during the past years.

#### 1. Executive Committee Meeting in Auckland

The Executive Committee (Exco) met in Auckland, New Zealand from October 25 to 26, 2001, preceded by the IAPH/IMO Interface Group meeting on October 24. The meeting was jointly hosted by the Ports of Auckland Ltd., Port of Napier Ltd., and Westgate Transport Ltd. to which we are grateful for their kind cooperation. Some 20 delegates attended to discuss various issues, certainly including offering IAPH's sincere sympathy and support to the Port Authority of New York and New Jersey after it was evily attacked by terrorists on September 11, 2001.

Based on a decision made at the Montreal Conference, revision work of the Association's By-Laws is now underway

with a view to streamlining the procedures, yet ensuring transparency and democracy. The first draft prepared by Mr. Jean Mongeau, Vice Chair, Legal Counselors, was extensively discussed by the Exco members, results of which are to be reflected in the second draft being now worked out by Mr. Hugh Welsh, Chair, Legal Counselors and Mr. J. Mongeau for further deliberation at this Mid-Term Board Meeting in Abu Dhabi.

Another priority item of the agenda was preparation for the next IAPH Conference to be held in Durban, South Africa in May 2003. Results of the survey on past conferences conducted by the Head Office last year gave us various suggestions. Level of registration fees was one of the undeniably highly rated points, while the need for more time for debates and question & answer periods were others. Taking into account these findings and discussions at

the Auckland Exco, the basic framework for the Durban Conference inclusive of its overall program and registration fees will be presented for consideration and approval at this Mid-Term Board Meeting by our host, the National Ports Authority of South Africa.

#### 2. Regional Meetings and Officers' Attendance at Events

With assistance and cooperation of IAPH, the 1st Pan-African Ports Conference was successfully organized by the Pan-African Association for Port Cooperation in Abidjan, Cote d'Ivoire from December 10 to 12, 2001. Prior to this epoch-making event, the Regional Meeting for African/European members also was held under the chairmanship of Mr. Pieter Struijs, 1st Vice President. The next Regional Meeting for Africa/Europe was held in Piraeus, Greece from January 30 to February 1, 2002 and included a Port Seminar on wide-ranging issues of the region. As for Asia/Oceania, the Regional Meeting is scheduled to take place in conjunction with this Abu Dhabi Board Meeting.

In addition to regional activities,

Presidents and Vice Presidents have been busy representing IAPH at various international conferences and seminars. President Someya was invited to make his address at the International Fair for Port Development and Investment in China, Nantong, in September 2001. Mr. Pieter Struijs, 1st Vice President delivered a speech at the International Conference on Ports & Maritime R&D and Technology in Singapore in October 2001, while Mr. John Hayes, 3rd Vice President made a presentation at the Sea-Port 2001 Conference in Busan in November and further was scheduled to address the audience at the Maritime and Port Symposium in Antwerp in April.

### 3. Work on Port Security

In the wake of the tragic events of September 11, IMO Secretary General W. O'Neil asked for IAPH's assistance and cooperation in addressing and fighting terrorism against shipping on a global scale. Responding to the request, IAPH acted promptly by soliciting from member ports information and experiences on tightening up port-related safety and security measures. In response, numerous member ports e-mailed back to the Head Office reporting their experiences and expressing views on the subject, which were in turn quickly circulated to all members by specially designed e-mail, the "IAPH Port Security Bulletin", as well as posted on the IAPH website. Such information also was used subsequently as valuable inputs when our representatives attended IMO and other meetings on this critical issue.

IAPH was represented at the meeting of IMO's Working Group on the Ship/Port Interface held in London from January 7 to 11, 2002, and then at the meeting of the Intersessional Working Group of IMO's Maritime Safety Committee in London from February 11 to 15, 2002. At the Abu Dhabi Mid-Term Board Meeting, it is hoped that the issue will be further discussed as a priority item following detailed reports on the previous meetings of IMO.

### 4. Membership Status

As of March 10, 2002, the Association comprises 340 members representing 89 maritime countries and economies of the world. Out of the total membership, we have 226 Regular Members accounting for 66%, 113 Associate Members for 33%, and one Temporary Member for 1%. During the period from the beginning of 2001 up to this date, a total of 21 members, Regular and Associate combined, have newly joined IAPH, though 17 members left us. I would like to commend the all-

out efforts made by the Membership Committee, Officers and many other individuals that have made such steady growth of our membership possible.

On behalf of the entire membership of IAPH, I would like to extend my warmest welcome to the new members as listed hereunder. I am sure that they will find affiliation to IAPH of great value to their organizations and further they will work together with us sharing their experiences and expertise for betterment of the world port community.

#### • Regular Members

##### African/European Region (5 Members)

- \*Seaport of Vlore (Albania)
- Port of Piraeus (Greece)
- \*Klaipeda State Seaport Authority (Lithuania)
- Cargo Handling Corporation Limited (Mauritius)
- \*Namibian Ports Authority (Namibia)

##### American Region (1 Member)

- Port Authority of Trinidad & Tobago (Trinidad & Tobago)

##### Asian/Oceania Region (5 members)

- \*Ningbo Port Authority (China)
- Calcutta Port Trust (India)
- \*Paradip Port Trust (India)
- Miyagi Prefecture (Japan)
- Oita Prefectural Government (Japan)

#### • Associate Members

##### African/European Region (5 Members)

- Robert Brown Associates (France)
- Green Award Foundation (Netherlands)
- National Ports Council (Netherlands)
- Circlechief AP (UK)

##### Asian/Oceania Region (5 Members)

- International Infrastructure Management Pty Ltd. (Australia)
- International Development System Inc. (Japan)
- Mr. Motonori Hashima (Japan)
- Research Committee, International Automotive Complex Study Program, Higashimikawa Regional Research Center (Japan)
- Transport Events Management Sdn Bhd. (Malaysia)

### 5. Financial Status

I am pleased to report that the Association ended its fiscal term of 2001 in a financially well-balanced position. The membership dues and other income amounted to 99.3% in total as against the budgeted amount for revenue, while some expense items such as Personnel and Strategic Action Projects fell short of the budget. The result for the term was ¥18.0

million (US\$136 thousand) in surplus, thus carrying forward to the next term of 2002 an amount of ¥272.6 million (US\$2.1 million), which is inclusive of ¥254.6 million (US\$1.9 million) brought forward from the previous term. I am most grateful for your cooperation as to prompt settlement of membership dues as well as running advertisements in various IAPH publications. We at the Head Office will continue to make every effort to provide better services to you all in a cost-effective way.

### 6. Publications and Communications

Thanks to your support and cooperation, IAPH's official journal "Ports and Harbors" is currently into Vol. 46, reflecting the age of the Association itself. It would be greatly appreciated if you could kindly supply to us for the journal news and information on your ports and businesses, and further send us the latest photographs of your ports to be featured on the cover page of the journal, which always features a full color picture of a member port.

Last September, a report entitled "IAPH Guidelines for Port Planning and Design" which was prepared by the Port Planning and Construction Committee chaired by Mr. John Hayes was published and the copies were sent out to all members. It is the very first publication of ours that has been produced in the form of both a report and a CD-ROM. Late February this year, the IAPH Membership Directory 2002 was published with a significantly improved rate of updated entries for which I am extremely grateful to all members, hoping that you will find it to be a useful business tool for your daily activities.

### 7. Head Office Staffing

Lastly, I would like to introduce to you two new members who have recently joined the secretariat team at the Head Office. As reported earlier in the Journal, Mr. Tatsuki Hioka joined us as Under Secretary effective March 1, 2002. He worked for nearly 30 years with a leading maritime insurance company of Japan, assuming various positions within the firm covering shipping and overseas trade sectors. Ms. Yuko Akamatsu started to work as Assistant Under Secretary from January 1, 2001. She has had a long career in public relations and publicity activities, in particular for foreign public organizations and private companies operating in Japan. With the addition of these staff, I would like to assure you of even more efficient and enhanced membership services. Your continued guidance and support to us all at the Head Office would be highly appreciated.



## Committee Report: Legal Protection Committee

December 14, 2001, Paris

(This report is summarized by IAPH Head Office based on the minutes of Mr. Jacques Braems, Port of Dunkirk Authority. IAPH members can obtain the original minutes at the IAPH website Members Area, Committee Room.)

Attendants:

- **Ms Anthi Klerides**  
Port of Cyprus
- **Mr Jacques Braems**  
Port of Dunkirk Authority
- **Mr Marcel-Yves Le Garrec**  
Port of Bordeaux
- **Mr Satoshi Inoue**  
IAPH
- **Mr Frans Van Zoelen**  
Port of Rotterdam
- **Mr Bruno Vergobbi**  
Chairman, Port of Dunkirk Authority

THE Chairman opened the meeting and welcomed Ms Anthi Klerides, lawyer at Cyprus Port Authority in Nicosia and Mr Satoshi Inoue, Secretary General of IAPH, who attended, for the first time, the CLP meeting. CPA was a candidate for membership.



Bruno Vergobbi

As it was the first CLP meeting since the terrorist attack on the WTC of New-York on September 11, the Chairman proposed to express the solidarity of CLP members to Hugh Welsh and to send special wishes for 2002. Everybody approved this proposal.

The Chairman commented on the attached report briefly. He reported that the membership of Mrs Anthi Klerides had been agreed by EXCO.

The 1923 Convention on Liabilities of Port Authorities

During the previous meeting in Montreal, Mr Marcel-Yves Le Garrec presented a paper on this subject pointing out three main areas : the right of Ports Authorities to accept or refuse a ship in distress, the legal liability of ports and clarification with regard to ship arrest. At the end of the discussion it was agreed to give comments on this subject.

Mr Frans Van Zoelen sent a paper pointing out that two topics are important to consider : "free access to ports" and "places of refuge", the two matters being

strongly linked. The latter will become a topic of Leg IMO and it is useful to elaborate a position paper. Mr Marcel-Yves Le Garrec remarked that Port are not really associated to IMO and CMI for these discussions.

In the ensuing discussion, the following points were made :

- It is unacceptable to let the ship turning at sea instead of entering the port, but no convention obliges the ports to accept such ships. The issue is national sovereignty.
- The concept of Places of refuge is better than the one of ports.
- The welcoming of a ship can create a risk for the environment, population and ports. That is why a problem of responsibility exists and consequently an insurance problem.
- It is important to choose an area of refuge taking into account conflicts of interests, insurance obligation and suitability.
- The question of criminal liability is important because it is not transferable at the opposite of the civil liability.
- The scope of competence should be at a regional level.
- Compulsory insurance for ports is also an appropriate question in this scope.

The Chairman also pointed out the economic problem for the smaller ports which have not always sufficient space and efficient organisation to organise a place of refuge for ships.

At the issue of the discussion it was agreed:

- To prepare a position paper (6 pages maximum) before February 16 giving the position discussed previously. Mr Frans Van Zoelen with the collaboration of Mr Marcel-Yves Le Garrec will finalise the position paper.
- To send it to IMO Leg for the meeting 22.04.2002 (S. Inoue).
- Due to urgency the chairman of IAPH will be asked to ratify this paper.
- To send it to Marine Safety Environment Committee – IAPH Secretariat;

Ms Anthi Klerides drew attention to the fact that shipowners were members of IMO and that the IAPH position paper

reflected the position of ports but not the personal position of each port representative.

- Ratification of the convention on bunker spills under the 1992 protocol and immunity for those responding to emergency situations

During the previous meeting in Montreal, Mr Frans Van Zoelen gave the result of the diplomatic conference and stressed the fact that immunity was not contained in the convention itself but in an attached resolution. The convention will enter into force after ratification by 18 states, 5 of which having a fleet tonnage greater than 1 millions dwt, and that is why IAPH members are encouraged to lobby their respective governments to ratify the convention.

- Mr Frans Van Zoelen will prepare a short argument to be published in IAPH Journal in a boxed piece of text.
- Mr Jacques Braems will prepare a letter to send to all IAPH members of the board of directors.

### - Review of the Athens Convention

Mr Frans Van Zoelen prepared a paper on this question (see annex) and he concluded that the present regime is suitable and it is not useful to propose a change because amendments have already be finalised for a diplomatic conference.

It was also proposed to circulate the Athens Convention or to mention the Internet reference in IAPH Journal (IAPH Secretariat).

### - Survey on the Legal Needs of Ports

Mr Jacques Braems circulated a paper giving the main results of this survey, which show the priorities on the attached documents.

The main comments were the following:

Mr Takao Hirota, by mail, says that we have to consider not only the day-to-day work but also the long-term question.

Mr Bruno Vergobbi notices that most of the topics are already considered by other technical committees and it is necessary to circulate those results.

Mr Marcel-Yves Le Garrec remarks that the subjects are often considered at a regional level and it is also a question of monitoring.

Mr Frans Van Zoelen proposes an email network for this monitoring.

Mr Satoshi Inoue proposes that the communication and networking committee publish an introduction to the different topics.

The Vhairman thinks it would be useful to have a resume of the international convention in a usual language, to propose

guidelines and stakes of those international conventions.

He also asks Mr Satoshi Inoue if it is possible to find IAPH funding to do this job.

Mr Satoshi Inoue answers that it is not impossible but it is not very easy.

In conclusion of the discussion, the report of the survey will be presented to EXCO in Abu Dhabi.

- A letter will be sent to the Chairmen of committees.
  - CLP will gather topics for a workshop and reference legal papers.
- Rotterdam Convention on the prior Informed Consent Procedures for Hazardous Chemicals and Pesticides**

Because of the absence of Mr Michael Foster, this topic has been postponed until the next CLP meeting.

- **Regulatory Reform on Maritime Transport – OECD**

Mr Frans Van Zoelen attended the OECD meeting in Paris on December 6, 2001.

The question which was raised by OECD upon the request of good representative was : have shipowners, consortia etc.; an advantage with regard to shippers?

The report was in favour of shippers but shipping lines were disappointed because they received no information previously.

For OECD the subject was ended after the CMI report and the convention would be passed on to UNCITRAL for approval.

- **Follow up of the work at different international entities**
- Concerning the "transport law" which is on the agenda of CMI, Mr Marcel-Yves Le Garrec considers that Ports are not directly involved except if they are operators. At present CLP has to react as a Port authority consequently not involved.
- Mr Jacques Braems mentioned that UNCITRAL has ended in July 2001 its works concerning the model law on electronic signatures and the guide to enactment in domestic law. With the model law for electronic commerce 1996-1998, those documents are useful references for establishing uniform rules in that field. IAPH members should support those UNCITRAL proposals towards their national legal authorities.

The committee meeting was ended with a decision on the date and place of the next meeting. It will take place in Abu Dhabi during the mid-term meeting on Sunday, April 21, 2002.

Attached documents:

- Frans Van Zoelen's Paper on Athens Convention
- Result of the Survey on the Legal Needs of Ports

ATTACHMENT 1

**Athens Convention and Port Operators**

from Frans van Zoelen  
November 20, 2001

1. In the CLP-meeting in Rotterdam in December 2000, the question was raised whether it would make sense for port operators<sup>1)</sup>, if the Athens regime relating to the carrier's liability for the damage suffered as a result of the death of or personal injury to a passenger carried on board of his ship, should be extended to cases where the incident causing that damage would have occurred during the stay of the passenger on the quay or port terminal.

Although the amendments for changing the Athens regime have already passed the Legal Committee of IMO and are heading for a Diplomatic Conference in 2002 as a consequence of which there is only a theoretical possibility to alter the system of liability, the question raised is nevertheless interesting enough to pay attention to. It is a good opportunity to get a good picture of this complicated legal subject.

In order to make a proper legal assessment, I think it is desirable first to devote a few words to the current situation for port operators and to give a short picture of the Athens regime and to the proposals to amend this regime. Thereafter, I will address the matter how the Athens regime should be amended in order to accommodate the possible wishes of the port operator as well as the prospects of achievement of such amendments. And, finally, I will try to draw some conclusions.

2. Usually, port operators have no contractual relation with an individual passenger, but only with the operator of the passenger vessel that makes use of the port or terminal. It follows that, normally, any claim of a passenger against a port operator will have to be based on tort.

Within the scope of this memo we can't go into details of tort law in various jurisdictions, but a general feature is that any claim can only be successful if the claimant proves that the defendant had acted negligently or was at fault otherwise. The general duty of care may be different whether the port operator is a private or a public entity, but in all cases the onus of proof is on the claimant that the damage was caused by the negligent act or omission or the fault of the port operator.

As a rule, the law of the place where the incident took place is applicable to

the claim. This law also determines the prescription period. I am not aware of any statutory limitation of tort liability other than possible general mitigation provisions, like under Netherlands' law those based on 'reasonableness and equity'.

As to the question of the competent court, if the Lugano Convention applies (as is in most European countries the case), the competent court will be the court of the place where the defendant has his residence or the court of the place where the incident occurred. Consequently, under the Lugano Convention a port operator will be faced with any possible claim before his own court.

3. The current Athens regime provides for a fault liability. A shipowner is liable for damages if the incident leading to the damage is caused by his fault or negligence. The claimant has to prove the fault or negligence of the carrier. Only in case of 'ship related' incidents, like collision, fire, defect in the ship, a carrier's fault or neglect is presumed and the carrier has to prove that he was not at fault. Further, his maximum liability per passenger is SDR<sup>2)</sup> 46,666.

The Athens Convention is currently subject to revision.

The current proposals for revision of the Athens regime introduce (a) a strict liability, up to a certain monetary level ("first tier"), for damages resulting from ship-related incidents, and (b) a liability based on the presumed fault of the carrier for damages, referred to under (a), beyond the first tier as well as damages resulting from non ship-related incidents. Further, the limits per passenger will be increased substantially<sup>3)</sup>, and an obligatory insurance combined with a direct action against the insurer will be introduced.

Needless to say that the carriers are fiercely opposed to the possible increase of their liabilities. In particular, the reversal of the burden of proof in case of non ship-related incidents meets strong objections. Carriers fear that this may lead to much more claims and they argue that, in practice, it would be difficult, if not impossible, for a carrier to disprove fault where a passenger's own carelessness leads to injury out of sight of any witnesses. Also, under the new proposals, it is foreseen that the prescription period

may substantially be extended as well as the possibilities for the claimant to obtain jurisdiction.

If a port operator would fall under the Athens regime, his advantage, compared with the current situation referred to in paragraph 2 of this memo, may be that he will be subject to a limitation of liability per passenger. His disadvantage, assuming that an incident ashore will fall in the category of non-ship related causes<sup>1)</sup>, is the less favourable evidence situation than under normal tort law. Further disadvantages may be a longer prescription period than otherwise applicable and a less favourable jurisdiction provision.

4. The Athens Convention applies to "carriage" which is defined as the period during which the passenger is onboard of the ship or is in the course of embarkation and disembarkation. It is expressly said in the convention that carriage does not include the period that a passenger "is in a marine terminal or station or on a quay or in or on any other port installation". This means that, should a port operator be covered by the terms of the convention, its scope has to be expressly extended to the port area.

Under such an extended scope, the protection of the port operator can be achieved through two methods:

- (1) The carrier's liability be extended to the port area, with the port operator, in its capacity of subcontractor of the carrier to enjoy a statutory himalaya protection<sup>2)</sup>. This would mean that the period of responsibility of the carrier would be extended beyond his contract of carriage. If such extension would be made solely for the purpose of granting a himalaya protection to port operators, I regard such Athens amendment so much unacceptable to carriers as well as to governments that it seems unachievable.
- (2) A direct statutory liability on the port operator applicable to the period that the passenger is ashore before embarking or after disembarking. In such event, both the carrier and the port operator will have their own liabilities during the periods that each of them is 'in control of the passenger'. This would require substantial redrafting of the Athens Convention which in this phase seems not achievable as a consequence of the fact that the text is fixed by the Legal Committee of IMO in order to convene a

Diplomatic Conference.

5. Remains the more or less theoretical question whether port operators should wish to assume such liability. The end of paragraph 3 already touched upon the advantages and disadvantages for port operators. It may be added that probably, in view of the fact that the purpose of the convention is the protection of the passenger, also the compulsory insurance would be part of the deal and, as such, would be imposed on port operators. This can be defined as a disadvantage for port operators because it diminishes the freedom how to accommodate risks, i.e. the freedom of choice of insuring it out or by internal insurance, which is a common way of handling especially for

the bigger landlord ports which are often part of a major municipality.

Weighing the advantages and disadvantages of the port operator incorporated in the Athens regime, my sincere conclusion is that the disadvantages are more relevant than the advantages. This is not surprising being the Athens Convention a regime for the protection of passengers damage rather than for carriers or port operators.

Therefore I suggest to conclude not to make an effort to change the amendments of the Athens Convention - which are already finalised for a Diplomatic Conference- in such a way that the port operators are dealt with in the same way as the carriers are.

<sup>1)</sup> In this memo I will use the term port operator. It may include a Port Authority or other similar public law entity or a private port or terminal operator.  
<sup>2)</sup> SDR stands for Special Drawing Right. This is a unit of account, based on a basket of currencies, which is used by the International Monetary Fund. The current value is, I believe, not far from the USD.  
<sup>3)</sup> Currently, amounts of USD 100,000 for the first tier and USD 500,000 for the second tier are circulating among governments.  
<sup>4)</sup> It must be realised, however, that under certain circumstances a ship related incident may also have its effects ashore. In such cases, the port operator might be faced with a strict liability.  
<sup>5)</sup> A himalaya protection means that the port operator is entitled to the benefit of the defences and limitations of liability available to the carrier, provided the port operator acts within the scope of its contract with such carrier.

## ATTACHMENT 2

### Results of the Survey of the Legal Protection Committee on the Legal Needs of IAPH Member Ports

#### METHODOLOGY

To build the questionnaire, some legal officer member of the CLP presents the issues they have to deal with and from those, a questionnaire was built by the secretary of the CLP, approved by members attending the meeting in Rotterdam (December 2000) and disseminated to all CLP members to collect their remarks.

After this experimental phase, Mr Satoshi Inoue, Secretary General of IAPH sent by e-mail to all regular members of IAPH the final questionnaire asking that replies be sent directly to J. Braems the assistant of the Chairman, Bruno Vergobbi, in the Port of Dunkirk.

As of April 27, 2001 we had received 31 replies.

During the Montreal Biennium, CLP examined the results of the survey on the basis of the provisional report (31 questionnaires received).

Members estimated that the panel was not sufficient to present the overall opinion of IAPH members and it was asked of Mr Satoshi Inoue, IAPH General Secretary to send a mail to members asking them to

answer the CLP questionnaire if they have not yet done so.

This mailing was sent on June 4, 2001 and since that date we have received 34 additional questionnaires, so that gives an overall survey based on the following answers.

	Asia-Oceania	America	Europe/Africa	Total
1st result (27 04 01)	14	6	11	31
2nd result (08 11 01)	15	6	13	34
Total	29	12	24	65

Some questionnaires such as the authority of Canada Transports and ABP in UK represent a great number of ports, that is why we can consider that the results are widely representative of the opinion of IAPH ports.

From the first analysis to this one, the first seven topics remain the same with small changes in the ranking. For the ten other topics the ranking changes are more important.

#### Targets

The aim of this survey was to identify the legal topics considered as the most important by IAPH members so that the CLP



# IAPH ANNOUNCEMENTS & NEWS

## FINAL RESULTS OF THE IAPH-CLP SURVEY

On November 8, 2001

Rank	TOPICS	RANK IN EACH REGION			
		TOTAL points	Europe-Africa	America	Asia-Oceania
1	Port development vs. environmental protection	1700	1	1	1
2	Legal regime of harbour activities and liberalisation of port services	1155	2	5 ex	3
3	Harmonised rules for collecting waste in port	1070	4	3	2
4	Legal relations with terminal operators	940	5	5	5
5	Security	925	3	7	8
6	Port activities and competition law	875	6	2	6
7	Model law for electronic signature and electronic commerce	730	10	3 ex	7
8	The situation of the port authorities in the context of ship's arrests	645	7	13	10
9	The limits on the port authority's sovereignty right	625	15	8	4
10	Quality - certification	570	9	10	11
11	Monitoring standing conventions	520	8	11	14
12	Legal questions in multimodal transport	500	13	12	8
13	Financing port activities and competition according to Marrakech agreement 1994	470	11	9	14 ex
14	Maritime conventions	435	12	16 ex	12
15	International convention (1923) on international regime of port	290	16	15	13
16	Wreck removal international convention 2002-2003	250	14	16	17
17	Waste spill in harbour water	50	17	14	-

may focus its works on them and offer well suited information.

To evaluate the importance of the topics we distinguished 5 criteria :

- 1 - Frequency of problem.
- 2 - Difficulty in solving the problem.
- 3 - Financial impact for port.
- 4 - Interest in having an IAPH global position regarding the topic.
- 5 - Strategic question.

Each one was graded, high, middle and low, and to rank the topics globally, we assigned them values of 10, 5 and 0 points, respectively.

The results of the counting give the following list of topics classified according to their importance.

### The relative importance of concerns

- Port development vs. environmental protection is becoming a question of very high concern for all ports and countries. There is really a unanimity, and CLP should draw particular attention to this problem.
- Legal regime of harbour activities and liberalisation of services is of course, for European ports a current event with the port package under preparation in the EU. But it is also very important for Asia-Oceania Ports.
- The third topic is related to collection of waste in port and a need to fix harmonised rules appears clearly in this field.
- All countries give special attention to legal relations with terminal operators, probably because the relationships between port authorities and operators are changing a lot and ports at the

same time need information and perhaps a guide (for example a kind of Term of Reference).

- Security, at the 5th rank, is an important concern for Europe-Africa but less important for other countries.
- "Port activities and competition law" & "Model law for Electronic Commerce" are generally considered to be very important questions.
- The questions of "Ship Arrests" and "Port Authority's sovereignty right" are an important concern globally but their importance is rather different according to countries.
- The monitoring of standing conventions has the 11th rank and justifies the special attention of the CLP.

The following ranking lists the conventions considered to be the most important in respect to monitoring :

- Multimodal Transport
- Competition according to Marrakech agreement 1994
- International convention (1923) on international regime of port
- Wreck Removal convention 2002-2003

Moreover this ranking indicates IAPH port members considered that it was of a high interest to have an IAPH global position on some topics. That is why it seems useful to know in detail the topics involved.

The list on the following page presents this result : 5 topics that in particular deserve our attention.

### CONCLUSION

CLP has to examine how it can answer correctly the wishes of IAPH members in the field of legal protection.

Several means can be used and particularly the following :

- Position papers on some questions of common interest (non only on maritime conventions) which can be approved by an "ad hoc" body of IAPH. Such papers would be a guideline, and a lobbying document for IAPH members.
- Easy access to legal information concerning questions considered as very important.
- Legal advice to solve problems within IAPH organisation.
- Forum, symposium or working day concerning some topics.
- All other means.....

CLP has to adapt its work according to IAPH member's wishes.

In any case, this survey may also interest other technical committees and it would be probably useful to disseminate the results to other committees and to publish the results in IAPH Journal.



## Visitors

**M**R. Ramprakash Maunthrooa, Chairman of Mauritius Ports Authority accompanied by Mr. Gaetan Pillay, Chairman of Cargo Handling Corporation Limited and Mr. Takashi Tomoda, Assistant Manager of Mitsui O.S.K. Lines, Ltd. paid his first visit to the Head Office on April 18. He was invited to The 26th ICHCA International Conference in Yokohama as a speaker in the session giving a presentation on "Development of Port Louis Harbour as a maritime and business hub".



**M**R. Mike Compton, Proprietor of Circle Chief AP and Mr. John Nichols, TT Club visited and renewed their old friendship with Dr. Satoshi Inoue and Rinnosuke Kondoh at the Head Office on April 18. Mr. Compton, Chairman of ICHCA International Safety Panel was invited to The 26th ICHCA International Conference in Yokohama as a speaker in the session. He gave a presentation on "Health and Safety in Cargo Handling in Ports".



## Membership Notes

### New Members

#### Associate Members

**Panama Canal Authority** (Panama) [Class B]  
Address: ACP-PMMR P.O. Box 025513 Miami, Florida  
33102-5513 U.S.A.  
Phone: 011-507-272-1747/272-3169  
Fax: 011-507-272-5916  
E-mail: cpxc@pancanal.com  
Website: http://www.pancanal.com

**XYZ Solutions, Inc.** (U.S.A.) [Class A-2-3]  
Address: 2500 Northwinds Parkway, Suite 625, Alpharetta, Georgia  
30004, U.S.A.  
Phone: 1-770-772-3575  
E-mail: ddarby@xyzsolutions.com  
Website: http://www.xyzsolutions.com  
Mailing Addressee: Mr. Derrick Darby, CEO

**AMECO S.A.** (France) [Class A-2-3]  
Address: 21, Rue du 21 NOVEMBRE, 68120 PFASTATT, FRANCE  
Phone: 33-389-25-59-69  
Fax: 33-389-25-59-68  
E-mail: r.minet@ameco-fr.com / r.minet@evhr.net  
Website: http://www.ameco-fr.com  
Mailing Addressee: Mr. Robert Minet, Chairman of the Board

**National Technical University of Athens, Department of Naval Architecture and Marine Engineering Maritime Transport** (Greece) [Class D]  
Address: Iroon Polytechniou 9, Zografou 15773, GREECE  
Phone: 30-7721383  
Fax: 30-7721388  
E-mail: hnpsar@deslab.ntua.gr  
Website: http://maritime.deslab.naval.ntua.gr  
Mailing Addressee: Prof. Harilaos N. Psarftis, Professor, Maritime Transport

**Dr. Mariner WANG** [Associate Dean, International Affairs, College of Asia Pacific Management, Ritsumeikan Asia Pacific University] (Japan) [Class D]  
Address: 1-1, Jumonjibaru, Beppu-shi, Oita Pref. 874-8577, JAPAN  
Phone: 81-977-781122/781013  
Fax: 81-977-781123  
E-mail: sot07762@apu.ac.jp  
Website: http://www.apu.ac.jp/~sot07762

### Changes (Changes involved are underlined>

**Mirai Construction Co., Ltd.** (Japan) [Class A-2-1]  
(Formerly Niittodaito Construction Co., Ltd.)  
Address: 6F MF building, Monzen nakamachi, 1-3-4 Eitai,  
Koutou-ku, Tokyo 135-0034, JAPAN  
Phone: 81-3-3630-1581  
Fax: 81-3-3630-1593  
Website: http://www.mirai-group.com/doboku/index.html

**Israel Ports & Railways Authority** (Israel) [Regular]  
Director General: Mr. Amos Ron

**International Infrastructure Management Pty Limited** (IIM) (Australia) [Class D]  
Postal Address: GPO Box 1585, Brisbane, Queensland 4001, Australia  
Phone: 61-7-3221-1066

**National Ports Council** (Netherlands) [Class B]  
Address: P.O. Box 90653 2500 LR The Hague, NETHERLANDS

**PACECO® CORP.** (U.S.A.) [Class A-2-1]  
President & CEO: Dr. Toru Takehara

**The Japan Academic Society for Port Affairs** (Japan) [Class B]  
President: Dr. Susumu Maeda  
E-mail: masaaki\_ichimura@jport.co.jp

**Port of Lisbon Authority** (Portugal) [Regular]  
E-mail: admin.junqueira@porto-de-lisboa.pt

**Kawasaki Kisen Kaisha, Ltd. ("K" LINE)** (Japan) [Class A-1-1]  
Mailing Addressee: Mr. Hideki Nakamura, General Manager, Port Business Group  
E-mail: nakamura.hideki@jp.kline.com

**Port Academy of Southern Africa** (South Africa) [Class D]  
(Formerly Port Training Academy)  
Mailing Addressee: Mrs. T.Y. Fritchley, Manager Business Skills Training

**Indonesia Port Corporation I** (Indonesia) [Regular]  
Managing Director: Mr. Prayitno

**Indonesia Port Corporation III** (Indonesia) [Regular]  
President Director: Mr. Bambang Darwoto

**Puertos del Estado** (Spain) [Regular]  
Phone: +34-91-5245510  
Fax: +34-91-524-5501  
E-mail: presidencia.puertos@puertos.es

**City of Osaka** (Japan) [Regular]  
Phone: +81-6-6615-7700  
Fax: +81-6-6615-7719

**Kenya Ports Authority** (Kenya) [Regular]  
Fax: +254-11-230906

**Jurong Port Pte Ltd** (Singapore) [Regular]  
Phone: +65-66609500  
Fax: +65-66609550  
E-mail: yuekwong@jp.com.sg

**Bintulu Port SDN.BHD.** (Malaysia) [Regular]  
Chief Executive Officer/Managing Director:  
Mr. Awangku Malyx Penglan Mahran  
E-mail: captawgkumalyx@bpsb.com.my

## Memory of Fernand Suykens

by Mr. John A. Raven  
Former IAPH Reporting Officer with WCO

**T**HE March issue of Ports and Harbors paid well-deserved tribute to the late Fernand Suykens and his contributions to IAPH and the world port community.



It did not, however, mention a particular IAPH activity, which he had very close to his heart and to which he and his distinguished predecessor Robert Vleugels, brought the full, powerful support of Port of Antwerp.

He and Mr. Vleugels served as Chairmen of the IAPH Trade Facilitation Committee for a number of formative and fruitful years.

He appreciated the subtle but significant difference between a Committee devoted to serving and assisting global trade and transport developments and the narrower concept of a body concerned only with facilitating

port operations.

He brought all the resources of his port and staff expertise to bear on developing a close relationship with the Customs Co-operation Council (CCC) now the World Customs Organisation, conveniently nearby in Brussels.

He invited successive Secretaries General and senior colleagues to Antwerp where they received every hospitality and had ample opportunities of deepening their appreciation of the intimate working relationship between Customs and port communities.

The impression that they took back to the CCC and were able to pass on to their influential and extensive membership was coloured and heightened by the patent authority and personal charm of their host and mentor.



Emili Albos

# IAPH Invites IAPH IT Award 2003

**T**HE Trade Facilitation Committee of the IAPH organises this award to demonstrate their commitment to promoting the use of information technology in ports and maritime transportation and the award is made to outstanding projects in this arena.

### Conditions of entry.

The 6th award, to be presented in Durban in 2003, is open to entries from any Regular or Associate Member of IAPH.

Any application of information technology within a port may be submitted, whether purely internal to the port authority or involving outside organisations.

The winner will be the project or application, implemented in the previous 2 years, that resulted in the greatest benefit to the port as assessed by the Selection Committee on the following criteria :

- Reduced costs
- Increased revenue
- Improved safety
- Environmental protection
- Enhanced efficiency

*It is specifically intended that these criteria will enable ports in less developed countries, perhaps with limited resources and their own particular circumstances, to compete for the award alongside those who already use available technology extensively. Relative improvement for a port will be the key factor for comparison.*

### Project Description.

Submissions for the award should follow these guidelines :

- Project Summary - Briefly describe (up to 400 words) the project. Include the business problem, the technical solution, the date of implementation and the time taken to achieve results.
- Results achieved - ( up to 400 words) - Provide specific performance measurements to show the improvement resulting from implementation of the project. Examples would be cost savings, increased revenue,

time savings and increased operational capability.

- Technology used - (up to 200 words) - Detail hardware, software and services that were used in the project.
- Obstacles overcome - (up to 300 words) - Explain the primary problems (technological, organisational, human etc) overcome or avoided in the progress of the project, and how these were countered.
- Technology Base - (up to 300 words) - Provide an indication of the level and extent of technology in use within the organisation before implementation of the submitted project.

**Gold, silver and bronze plaques will be presented for the best entries.**

### Selection Committee.

The Selection Committee will review and judge the merits of all the projects submitted. The four members of the Committee will be :

- Emili Arbos, Port of Barcelona, Chairman of the IAPH Trade Facilitation Committee ;
- Nominated representative of the port of Durban (Hosts for 2003 Conference);
- A member to be nominated by the Chairman of the Trade Facilitation Committee from a region not represented by the other two members ; and
- Satoshi Inoue, Secretary General of the IAPH.

### Language.

Submissions should be in English.

### Deadline for Entries.

The deadline for submission of entries, which should be provided in quadruplicate (4

copies) is 4 p.m., Japan time, February 28, 2003.

### Notification of Results.

The winners of the three awards will be notified in good time to allow the presentations to be made during the 23rd IAPH World Ports Conference in Durban, South Africa, May 24 - 30, 2003.

### Publicity.

The award-winning entries will be published in the IAPH magazine "Ports and Harbors".

### Entry submission.

(by mail, e-mail or fax) to :  
IT Award 2003, IAPH,  
5th Floor, North Tower, New Pier, Takeshiba,  
1-11-1 Kaigan,  
Minato-ku, Tokyo 105-0022, Japan.  
fax: 81- 3 - 5403 - 7651  
e-mail: info@iaphworldports.org  
URL: www.iaphworldports.org

**The previous (5th in a series) IAPH IT Awards were held in 2001 and the winners were as follows:**

### The Recipients/Winners

#### Category One

- **Gold Plaque**  
"Reporting on a project research into the application of information Technology in Ports and Maritime Transport" (Administracao dos Portos de Paranaguá Antonina, Brazil)
- **Silver Plaque**  
"Port Information System" (Port of Brisbane Corporation, Australia)
- **Bronze Plaque**  
"Container and booking inquiry using the web" (Port of Houston Authority, Texas, USA)

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<b>Provide</b>	its management expertise and resources to assist you to add value to your infrastructure investments, and outperform your competitors in quality, efficiency and innovation
<b>Add</b>	value through investments in quality transport infrastructure around the world

For further information please contact: Mr Graham D. Mulligan - Managing Director  
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[www.iiml.com.au](http://www.iiml.com.au)

# Your Entry

## Essay Contest IAPH Award Scheme 2002/2003



Goon Kok Loon

### How to Improve Your Port Efficiency

What is the IAPH Award Scheme?

First established in 1978, it aims to encourage research and study works in port efficiency and productivity by holding a biennial essay contest as part of IAPH's thrust to promote human resource development in developing member ports. The top prize winner is invited to a biennial IAPH Conference where the Award presentation is made.

Who can participate in the contest?

Those working at IAPH member port organizations in developing countries

What is the theme of the contest?

You can work on the theme of "My suggestions for changes (maximum of three suggestions) to improve the quality of service in my port". Your suggestions should focus on:

- Cargo Operations Procedures;
- Maintenance of Cargo Handling Equipment; or
- Computerisation of Operations or Management System.

It is important that the cost and benefits of each suggestion be quantified, even though roughly, with an implementation schedule drawn and solutions to overcome implementation problems identified.

How should an essay be written and submitted?

Essays should be the original work of the entrants. Those which were previously published elsewhere or the product of officially or likewise sponsored projects will not be eligible. They should be written in accordance with the following specifications:

- Language to be used: English, French or Spanish
- Entries should be typed on paper, size A4 (21.0 x 29.7 cm). Hand-written submissions will not be accepted
- Entry texts should not exceed 20 pages, excluding a reasonable number of appendices containing tables, graphs or drawings.

- Regardless of language used (English, French or Spanish), the entry paper should be accompanied by a brief summary in English.
- Three (3) copies of the entry paper should be submitted to the Secretary General, IAPH, 5F, North Tower New Pier Takeshiba, 1-11-1 Kaigan, Minato-ku, Tokyo 105-0022, Japan. You may submit your entry by email at [info@iaphworldports.org](mailto:info@iaphworldports.org) or fax at +81-3-5403-7651.

How are the entries judged?

All the entries will be judged by a panel of experts to be appointed by Mr. Goon Kok Loon, PSA Corporation Ltd., Singapore, the Chairman of the IAPH Committee on Human Resource Development. The panel will give greater merit to entry papers identifying and evaluating specific improvements than to entries covering a wide

range of improvements in general terms.

What are the prizes?

1st Prize: Also known as "Akiyama Prize", it consists of a cash gift of US\$2,000 and a medal of silver, plus an invitation to attend the 23rd World Ports Conference of IAPH, 24-30 May 2003, Durban, South Africa, including traveling costs and hotel accommodation.

2nd Prize: A cash gift of US\$500

3rd Prize: A cash gift of US\$400

4th Prize: A cash gift of US\$300

A consolation or merit prize of US\$100 may also be awarded, subject to a decision to be made by the panel of judges.

When is the deadline?

**September 30, 2002**

### Contributors to the Special Port Development Technical Assistance Fund (2001-3)

(in order of receipt)

Organization	Country	US\$
Port Autonome d'Abidjan	Cote d'Ivoire	980
Port of Brisbane Corporation	Australia	1,000
Maldives Ports Authority	Maldives	250
Rotterdam Municipal Port Management	Netherlands	1,000
Sydney Ports Corporation	Australia	1,000
Dr. Susumu Maeda	Japan	200
Marine Department, Hong Kong	China	500
Vancouver Port Authority	Canada	500
Johor Port Authority	Malaysia	1,000
Montreal Port Authority	Canada	500
Ghana Ports and Harbours Authority	Ghana	500
World Cargo News	UK	150
Amsterdam Port Authority	Netherlands	1,500
Nagoya Port Authority	Japan	1,000
Port of Houston Authority	USA	1,500
Sea Ports Corporation	Sudan	500
City of Kobe	Japan	1,000
<b>Port Authority of Trinidad &amp; Tobago</b>	<b>Trinidad&amp;Tobago</b>	<b>250</b>
<b>Total</b>		<b>13,330</b>



# OPEN FORUM

## PORT DEVELOPMENT IN CHINA

### AT PRESENT AND IN THE FUTURE



Cai Changsi  
Vice Chairman & Secretary General  
China Water Transportation Construction  
Association

This paper was presented at the 26th ICHCA International Conference held in Yokohama from April 15-17, 2002, and is reproduced here by courtesy of ICHCA Secretariat and Prof. Cai Changsi.

#### Abstract

SINCE the implementation of the policy of reform and opening to the outside world by the government, the national economy has been growing with sustained high speed, and ports in China have also got a rapid development at the same time.

This paper introduces the fast development of ports in China, especially the container terminals; the construction achievements of deep water channel and large deep water berths; the status quo of application of scientific research results in port construction, technical codes for port engineering and information technology in water transport sector. This paper also briefs the targets of short-term development of ports in China; the second and third phase works of deep water channel regulation project at the Yangtze Estuary; the Dayangshan Port Area and Xiaoyangshan Port Area of Shanghai Port; the construction program of Shenzhen Port as well as the prospect of information technology development in Chinese ports.

#### 1. THE STATUS QUO OF PORT DEVELOPMENT IN CHINA

##### 1.1 General

China is a country of broad territory with developed river systems (the total navigational mileage of inland rivers is

about 120,000 kilometers), the nation has more than 6,000 islands, 18,000 kilometers of shore lines by the continent and 14,000 kilometers of shore lines by the islands. Since the implementation of the policy of reform and opening to the outside world by the government, China's economy has been growing rapidly, and at the same time, ports of China also got a fast development. Up to the present time, China owns 32,000 production berths (hereinafter not including those in Taiwan region and SAR of Hong Kong and Macao), of which 3,700 berths are in coastal ports, while 29,000 berths ac-

commodating over 100 DWT vessels are in inland river ports. The number of coastal and inland river berths for over 10,000 DWT vessels is about 1,000. In 2001, the total port throughput of the whole country is 2.4 billion tons up 8.8% as compared with the previous year, of which the throughput of international containers reaches 27 million TEU. The container throughput of Shanghai Port and Shenzhen Port has broken to the records 6.33 million TEU and 5 million TEU respectively, both ports are listed in the top 10 of the world largest container ports. By the end of last year, the all year cargo throughput of Shanghai Port has made a break to 220 million tons, and the cargo throughput of Tianjin Port, Qingdao Port, Qinhuangdao port and Dalian Port has exceeded 100 million tons separately in 2001 following Shanghai Port, Guangzhou Port and Ningbo Port (as shown in Fig.1). Following the continuous enlargement of the total throughput, the structure of Chinese ports has been greatly changed. A pattern of development in different levels with the major hub ports as the core, local important ports as the backbone and the other medium and small ports develop in a proper scale is primarily formed. Groups of ports have been preliminarily created in the regions encircling the Bohai Sea, in the Yangtze River Delta and in the Pearl River Delta. The establishment of specialized large bulk cargo terminals and container terminals has promoted the development of transportation systems of coal, crude oil and iron ores as well as the trunk and feeder transport network of containers. In the



Fig.1 The Location of Major Ports in China

meantime, the State has strengthened the infrastructure construction for inland river navigation, so the inland navigation channels and inland river ports have also got a great development.

**1.2 The Rapid Development of Container Terminals**

By the end of the sixties last century, sea-going container traffic of developed countries and regions over the world has boomed and formed in a certain scale. In 1973, when Port of New York created a throughput of 1.6 million TEU and was listed on the first of the world container traffic ports, an Australian general cargo vessel arrived in Shanghai Port with several containers, thus the first container was unloaded at the mainland port of China, showing that the sea-going container transport in China started quite late. In 1977, the first container berth, concurrently a heavy cargo berth, was built in Shanghai. A container vessel "Ping Xiang City" of COSCO firstly opened a China-Australia fixed shipping line in 1978. In December of 1981, a whole container terminal was completed in Tianjin. After then, the development of container terminals in China has progressed rapidly and got obvious results. By the end of 1990, the total container throughput of major ports in China reached 1.43 million TEU. In 1994, China was listed in the top 10 countries (or regions) of world container stevedoring, as shown in Table 1.

**Table 1. Top 10 World Container Countries (Regions) in 1994**

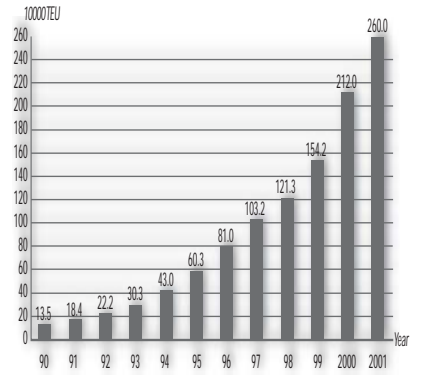
Number	Country or Region	TEU
1	USA	18,442,156
2	Hong Kong Region	11,050,030
3	Japan	10,417,235
4	Singapore	10,399,400
5	Taiwan Region	7,310,414
6	England	4,666,757
7	Holland	4,538,470
8	Germany	4,259,581
9	China	4,063,805
10	Korea	3,825

In 1996, there were more than 40 ports engaged in container stevedoring operations in China, and 16 ports possess specialized container berths for over 10,000 DWT vessel, there were totally more than 50 specialized container berths, and the throughput of international containers of China in that year reached 7.722 million TEU. In 1998, China became the largest container traffic country in the world, and Shanghai Port was listed in the top 10 large world container ports, as shown in Table 2.

**Table 2 Top 10 World Container Ports in 1998**

Number	Port	TEU
1	Singapore	15,100,000
2	Hong Kong	14,582,000
3	Gaoxiong	6,271,000
4	Rotterdam	6,010,502
5	Busan	5,945,614
6	Long Beach	4,097,689
7	Hamburg	3,547,000
8	Los Angeles	3,377,998
9	Antwerp	3,265,750
10	Shanghai	3,066,000

The sustaining booming of our country's foreign trade requires increased needs of container traffic and speeds up the development of container terminals. Up to date, more than 80 specialized container berths have been constructed in China. Chinese ports handling international containers over 1 million TEU in 2001 are: Shanghai, Shenzhen, Qingdao, Tianjin, Guangzhou, Ningbo, Dalian, Xiamen; while the first three were listed in the top 20 of the world container ports. In recent years, the container traffic volume in these ports has been growing with a rate of 30% or even double. Last year, the Port of Shanghai jumped to the fifth position of the world container ports. Since 2001, the density of container shipping lines of Shanghai port has reached to 1032 per month, the maximum monthly output reached 585,000 TEU. In Shenzhen Port, the container throughput increased from 1 million TEU to 2 million TEU by 8 years, yet it increased from 2 million TEU to 5 million TEU only by 3 years, it was really another wonder in the development of world container ports. The port of Qingdao has a history of 110 years, but she has entered into a rapid developed period in recent 20 years, especially for container traffic. In 1990, the container throughput of Qingdao Port is 135,000 TEU, and it is 603,000 TEU in 1995, 2.6 million TEU in 2001, as shown in Fig. 2.



**Fig.2 Diagram of Container Throughput Growth of Qingdao Port**

**1.3 Construction of Deep Water Navigation Channels and Large Deep Water Berths**

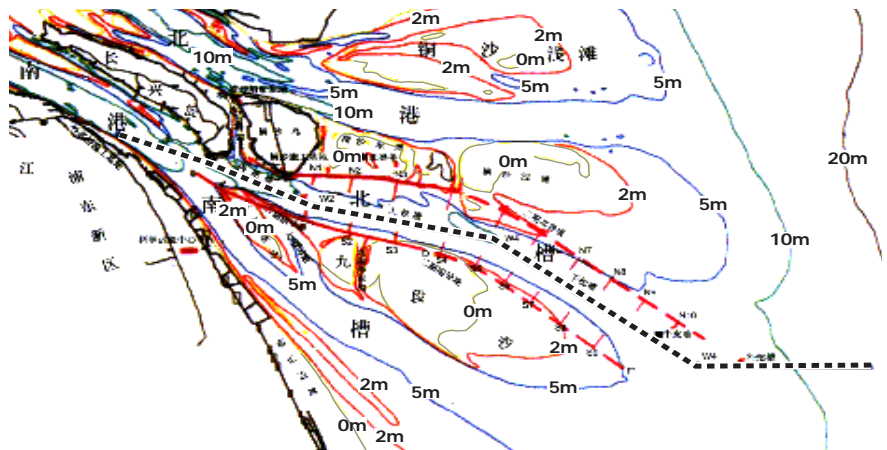
**1.3.1 Construction of Deep Water Navigation Channels**

Following the development of giantism of vessels, the enlargement of port scale and the raising of port position, improvement of channel conditions in port, lifting of channel grade and speedup of deep water channel construction are of vital importance. The main achievements in these fields in recent years are as follows:

The regulation work of the deep water navigation channel at Lingdingyang Sea of the Pearl River Estuary was completed in 2000, the dredged channel length was more than 80 kilometers with a dredged quantity of 40 million cubic meters, and navigation channel was deepened from 9 m to 11.5 m.

The navigation channels for 100,000 DWT vessels in Tianjin Port, Qinhuangdao Port and Zhanjiang Port are opened consecutively.

The regulation work of deep water navigation channel at the Yangtze River Estuary is a cross-century project, it is divided into three phases of construction. The first phase works was completed in



**Fig.3 The Regulation Project of Deep Water Navigation Channel at Yangtze River Estuary**

July of 2000 with a total investment of 3 billion yuan, a south training dike and a north training dike with a total length of 46 kilometers and 6 groynes 5.96 km in total length were built, dredged channel length was 51.77 km and dredged quantity was 31.82 million cubic meters. The water depth of the channel was deepened from 7 m to 8.5 m. The second phase works will be completed within 3 years hereafter, the water depth of channel will be increased to 10 m. After completion of the third phase works, the navigation channel will be dredged further to 12.5 m in depth, as shown in Fig. 3.

### 1.3.2 Completion of Large Deep Water Berths

In recent 20 years, a number of large deep water berths have been constructed consecutively. Oil terminals for 100,000 DWT vessel in Nianyuwan of Dalian, at the Refinery Factory in Fujian and at the Refinery Factory in Ningbo, oil terminals for 200,000 DWT vessel in Huangdao of Shandong and in Zhoushan of Zhejiang as well as an oil terminal of Single Point Mooring for 250,000 DWT vessel have been already constructed, while the early stage work of an oil terminal for 300,000 DWT vessel in Dalian is underway. Ore terminals for 200,000 DWT vessel in Qianwan of Qingdao and in Beilun of Ningbo and an ore terminal for 250,000 DWT vessel in Majishan of Zhejiang are built, besides, a number of deep water container berths in Dalian, Tianjin, Ningbo, Xiamen and Shenzhen are completed.

### 1.4 Scientific and Technical Study Results in Port Construction

Following the development of port construction, the research, design and construction institutions and firms in China have engaged in research and key tasks, and have obtained a batch of scientific and technical results.

For instance: regulation technology of river estuary bar and navigation channel; construction of off-shore terminal; techniques of port construction on muddy seashore and silty seashore; technology of soft ground treatment; studies on new types of breakwater and structures of berth; research results of the impact of deep water channel on the wave propagation regime; research on loading and unloading technology at large berth; technical improvement in design and construction; research on extending the life time of marine structures in port; and research and manufacture of shore-side crane as well as advanced port equipment.

### 1.5 Study and Preparation of Technical Codes for Port Engineering

Standards for construction of water transport engineering is a part of the Sector Standards of the People's Republic of China and they cover mainly: Standards, Codes, Specifications and Regulations for survey and investigation, design, construction, inspection and maintenance of port, dredging, inland river channel regulation, navigation structure and ship-repairing and ship-building structures and their supporting works.

During the sixties of last century, the Ministry of Communications of PRC began to organize experts, scholars and engineering personnel in relevant design, construction and research institutions as well as in colleges and universities for preparing the country's Codes for water transport engineering. They are based on the summing up of construction experiences in water transport projects through a large number of investigations and studies, data analyses and scientific experiments and by referring to new technical achievements, construction technologies and existing standards at home and abroad. By the end of 1999, 77 volumes of Sector Standard for water transport engineering were officially promulgated. Of these issued Standards, some main codes have been revised many times and gradually improved, especially in recent 10 years, the theory of reliability design has been introduced in the design of port engineering structures by using the design method of probability ultimate status expressed by functional coefficients, then an overall and systematic revision of the standard has been carried out once again, and the Codes are re-promulgated.

In 1997, the Ministry of Communications organized more than 60 experts to translate 19 volumes of the main technical codes involving port and dredge engineering into English (contents shown in Annex). They are titled "Technical Codes for Port Engineering" of the Sector Standards of the People's Republic of China, published and issued in three volumes at home and abroad in July of 2001. We believe that the publishing of these Codes will be beneficial to promote international technical exchange and enhance the technical level of port engineering construction.

### 1.6 Present Application of IT in China's Water Transport Sector

In recent 10 years, IT has been applying and gradually spreading in the water transport sector in China.

- The department of communications of each Province, Municipality and Autonomous Region has established office local area networks. In some units, office automation system and various management application systems have been put in use, and Web sites are consecutively established that government function and relevant information can be issued on the network in general.
- The first phase of information system for marine safety superintendence is under implementation.
- In order to enhance operational control and the efficiency and the benefit of management of internal affairs, large and medium port authorities and large shipping enterprises (group) are active at the development of enterprise information system. For purpose of operation management, dispatching command, control of transport procedure and processing of internal affairs in the enterprise, networking production dispatching, supervision of production operation, container management and information system in the field of internal management in the enterprise are developed on the basis of the establishment of local area network in the enterprise, and the Internet is used to serve the users. EDI technique has been introduced to China's coastal ports in the early of the nineties, and now it is an important measure for those departments of port, transport enterprises and custom houses to enhance efficiency and to optimize service. "The Electronic Information Transmission and Operation System for International Container Traffic and the Demonstration Project" was commenced in 1995, and by the end of 1997, EDI Centers with the function of internetworking and divisional management were established in ports of Shanghai, Tianjin, Qingdao, Ningbo and COSCO Group. Thus, electronic exchange of inland traffic certificate for international containers between correlative ports and shipping companies has been realized, and information transmission among correlative departments by use of EDI technique has been generally implemented in the field of international containers in major coastal ports. At some place such as Yantian container port district of Shenzhen, the utilization of EDI technique has been reached to the current level of the same trade that is effectively in line with the international. Some enterprises are ready to enter into operation of electronic commerce operations.
- In the fields of survey, design, construction, navigation safety and rescue and salvage, advanced IT such as remote sensing (RS), global positioning system (GPS), geographic information system (GIS), computer aided design (CAD) and vessel traffic management system (VTS) have been popularly used.
- IT has been applied in passenger ticketing



system for regional water transport in a part of coastal regions.

- IT has been developed at different degrees in Standard, Code, Law and Regulation works, relevant IT standards and codes are prepared in coordination with the development of application systems.

### 1.7 Existing Problems in Port Development in China

Although port development and water transport in China have been booming rapidly, we are aware of the existing problems as follows:

- Incomplete function and irrational layout and structure of ports, limited environment and conditions of infrastructures, not very free information network, management level and operation efficiency not high, and lagging of enlargement of port function behind the need of economic development, and so on, these are main problems facing the port development in China. The establishment of logistics center in port has a history of 30 years abroad, but it is situated at the initial stage in China. At present, a batch of influential transshipment hub ports for international containers have not been built yet. Not a few coastal ports in China are mostly feeder ports, they are small scaled with insufficient water depth. In order to adapt to the trend of giantism of international containers and the development of national economy, it is necessary to emphasize the overall planning and to build a batch of international container hub ports with rational layout and advanced function. Besides, the construction of cross-sea train ferry terminal, marina port, single point and multiple points mooring facilities is quite few. LNG unloading ports have a history of more than 40 years abroad, and about 30 LNG berths have been built in Japan up to 1999, but in China there is no project example. The early stage work for the first unloading LNG terminal is underway, and it will be completed and put into production after 2005.
- With exception of a few large ports, the computer management and stevedoring efficiency are generally not high. Now, the EDI system for container traffic has been applied only in a few coastal ports, but has not been popularized and standardized despite of enhancement and improvement in recent years. Owing to lack of data transmission format of unified technical standards and codes in the information system of ports and their correlative sectors and departments, the information systems are not compatible and information among departments can hardly be shared. There are quite many problems existing in port IT equipment and connections with outside networks, so the application and service of IT in coastal ports lag a lot that it is not appro-

priate to the development trend of three-in-one of computer application, communication network and data standardization, and is unable to meet the requirement of port development, moreover, it is far away to the need of modern logistics industry.

The stevedoring rate of container crane in China is 15-25 TEU per crane hour, the yearly throughput of a berth is around 100,000-200,000 TEU in a long time. Recently, it reaches to 400,000-500,000 at a few berths, yet there is quite a large gap as compared with the best international level 500,000-700,000 TEU.

- The modern logistics has developed rapidly in USA and Japan, of which the cost occupies about 10% of GDP of each country, but in China, it is estimated about 20%, so the gap is very large. The development of port enterprise (in which port is the center) towards logistics enterprise in China is still situated at the initial stage.
- The gross capacity of infrastructure facilities is insufficient, the port management system is to be improved and comprehensive coordination and service of units in port are to be established.

## 2. THE FUTURE OF PORT DEVELOPMENT IN CHINA

### 2.1 Target of Short-term Development

In recent years, China's economy has been booming with a rapid growth rate of 7%. In the economic development, the traffic volume and port throughput will be increased simultaneously. In the meantime, we notice highway construction is accelerated with investment of 200 billion yuan per year. The total mileage of highways in China reached to 1.435 million kilometers by the end of last year, in which expressway 19,000 kilometers. The development of highway will definitely promote the development of port.

The target of port development in China in the 21st century is: adapting to the development trend of economy globalization, meeting the requirement of national modernization and led by international shipping market, to construct safe, high efficient, reliable modernized ports with rational structure, clearly arranged layout, complete function and free-flow information.

Within a few years hereafter, the successive works of the regulation of deep water navigation channel at the Yangtze River Estuary and the first phase works of Yangshan Port Area of Shanghai are to be completed, while the construction progress of Shanghai International Shipping Center is to be accelerated.

By 2010, the overall capacity of ports in

China will be basically adaptable to the requirement of national economic development, that is, in principle, the layout of large specialized crude oil, iron ore terminals and container ports of trunk line, branch line and feeder line will be formed, the modernized information network at major ports will be established, and modernization of key ports will be realized. At that time, the gross throughput capacity of coastal ports will reach to 2.2 billion tons, the number of deep water berths will be 900 (of which those for over 30,000 DWT vessel occupy 35%), and the coastal container throughput will reach to 75 million TEU. The throughput of five major container ports will be listed in the top 20 in the world. The rate of direct shipment of ocean-going containers in container hub ports will exceed 80%, and Shanghai International Shipping Center will be principally established.

From 2011 to 2020, the layout of large specialized deep water terminals will be continuously improved, port functions will be emphatically enlarged and strengthened, highly efficient management and operation mechanism will be realized to provide excellent service to users. The international competitive capability of port will be increased, and the coastal ports will be modernized in principle.

Up to 2020, the overall capacity of coastal ports will properly exceed the requirement of national economic development. Large specialized deep water terminals and navigation channels will meet the requirement of main cargo transport. Waterfront industry and trade activities will become the most important function of coastal ports. The function of logistics center in key ports will be apparent. Major coastal ports will reach to the advanced international level in the fields of infrastructure capacity, technical equipment level, management system and market operation mechanism, enlargement of function as well as service quality. The competitive superiority of port will be reflected in the arrangement of global resources, and the coastal ports will be modernized in principle.

### 2.2 Regulation Works for Deep Water Navigation Channel at the Yangtze River Estuary

The regulation works for deep water navigation channel at the Yangtze River Estuary is a direct key to sea-going navigation for large vessels to and from Shanghai Port and the lower reach of the Yangtze River.

As mentioned above, the first phase of this project has been completed. After examination of practice and study of pro-

ject risk analysis, the risk probability during construction period and operation period is very low, so this project should be speed up. The second phase works include continuous construction of the south and north dikes 60 km in total length, dredging of channel 55.9 million cubic meters in volume and the channel depth will be deepened to 10.00 m; the third phase works include dredging of channel 85.66 km in length, 150 million cubic meters in volume and the channel will be deepened to 12.5 m. At that time, full loaded 100,000 DWT cargo vessels and the fifth generation container vessels may pass the Yangtze River Estuary by riding the tide.

### 2.3 Construction of Shanghai International Shipping Center and the First Phase Works of Yangshan Port Area of Shanghai Port

Shanghai Port is situated at the Yangtze River Estuary and is located at the middle of the 20 major hub ports, the economic hinterland and the regional superiority of Shanghai Port cannot be replaced by any other major hub ports. In recent two years, the throughput of Shanghai Port exceeds 220 million tons. Exactly for these reasons, our government decided to develop Shanghai as an International Shipping Center.

In order to speed up the construction of Shanghai International Shipping Center, the first phase of Yangshan Port Area of Shanghai has been approved and identified by the State and will be constructed simultaneously with the implementation of the construction of the deep water channel at the Yangtze River Estuary and the construction of the third and fourth phases works of Waigaoqiao Port Area. The Yangshan Port Area is located at the south of Shanghai Municipality and is a part of Dayangshan and Xiaoyangshan Region of the Qiqu Islands at the Hangzhou Bay Estuary. It is proposed to utilize local islands and reefs where a land area of 1.4 million square meters will be reclaimed as port area which will be linked up with the continent by a cross-sea bridge 28 km in length (as shown in Fig. 4).

The construction scale of the 1st phase works of Yangshan Port Area covers: design yearly throughput capacity 2.2 million TEU; 5 berths with frontage 1600 m in length and 16 m in water depth; design vessel is 6th generation container vessel; construction period is about 4 years. Up to 2005, the throughput of international container of Shanghai Port will exceed 10 million

TEU. As the water depth in Yangshan Port Area is sufficient, large-scaled super-Panama container vessel may have an all-weather entry and exit. According to the long-term planning, 20-30 large container specialized berths may be extended in Yangshan Port Area, it means at least a design throughput capacity of 10 million TEU may be provided.

### 2.4 Prospect of the Development of Shenzhen Port

Shenzhen Port is one of the major hub ports developed the fastest along the coast and in the lower reach of the Yangtze River, the development progress and extension plan of Shenzhen Port indicate the representativeness of rapid development in group of ports in China.

Before China's reform and opening to the outside, Shenzhen was a fishing village. After establishment of Shenzhen Special Region in 1979, several berths for 3,000 DWT vessels were built. During recent 20 years, Shenzhen has been greatly changed. At present, Shenzhen Port covers 9 big port areas including Shekou, Yantian, Chiwan, Mawan, Dongjiaotou, Fuyong, Xiadong, Shayujiao and Neihe. There are totally 128 berths for over 500 DWT vessels and 10 deep water container specialized berths with a yearly throughput capacity of about 58.6 million tons. Container traffic in Shenzhen Port started in 1991 when the first international container shipping line was opened. Now, 34 well-known container shipping companies at home and abroad are settled in Shenzhen after 10 years of development. There are 69 regular shipping lines of

international containers sailing to America, Europe, etc., the container stevedoring level in Shenzhen Port is close to the international large ports, the port operation is under a benign cycle. Totally-closed electronic supervision systems have been established in each port area, that obviously enhances the efficiency of clearance of custom house for cargoes to and from Shenzhen Port and vigorously promotes the rapid development of container traffic. The container throughput of Shenzhen Port last year exceeded 5 million TEU and Shenzhen Port becomes the major hub port in south China in reality as well as in name. In the next year, it is planned to construct the third phase works of container terminal in Yantian Port Area, Tonggu Navigation Channel and container terminal in Shekou so that the cargo throughput will be striven to reach 71 million tons.

In the future 5 years, it is planned to invest 15 billion yuan for Shenzhen Port, 32 berths of various kinds are to be built (including 10 container berths), and the newly added throughput capacity will be 38.6 million tons. By 2005, the cargo throughput capacity of Shenzhen Port will reach to 85 million tons, in which the container throughput will be 7 million TEU. It is obvious that Shenzhen will become the 8th top port of China in the near future. During 2005-2010, Shenzhen Port will invest 20 billion yuan to construct 12 container berths with an additional container throughput capacity of 4.5 million TEU. Up to 2010, the yearly container throughput of Shenzhen Port is predicted to exceed 10 million TEU. It may not only further strengthen the position of the major hub port in



Fig.4 Sketch of the 1st Phase Works of Yangshan Port Area of Shanghai International Shipping Center

south China, but also complement by superiority with Hong Kong and neighboring ports and compose the International Shipping Center of Asia-Pacific Region hand in hand.

**2.5 Development and Application of New Techniques in Port Construction**

Following the change of outside environment and the occurrence of inter-modal transportation and comprehensive logistics, a modernized port shows the following development trend: deepening of berth and channel and shifting outwards of terminals; specialization of terminal and giantism of handling equipment; information networking of port; multiplicity of port function and developing toward logistics distribution center.

If ports in China intend to be future international shipping centers, international hub ports and modernized ports, they should first be information centers and information ports. Therefore, the application of IT should be the key point of spreading new techniques in port construction and operation management. Besides, in order to adapt to the need of modernized port development, off-shore port construction, port construction in deep water, new materials, new structures, advanced construction technology as well as study and application of durability of port structures for 50-70 years or even more should not be ignored.

**2.6 Prospect of Informatization Development for Ports in China**

On the basis of the establishment and implementation of China Transport Information network in recent years, the Ministry of Communications of China will further improve the development of CTInet through highlights including electronic administration, logistics and electronic commerce, intelligent transportation, etc., so as to lay a foundation for establishing a free, safe, express modern comprehensive transport system.

**2.6.1 Management System of Office Operation for Departments in Charge of Communications Administration**

According to the characteristics of the management work of communications sector, "3 N and 1 B", i.e., inter-institutional office operation net for departments in charge of communications administration at different levels (Inet); office affairs resources network connect-

ed among departments in charge of communications administration at ministerial, provincial and prefectural levels (Snet); public information service network based on INTERNET (Onet); electronic information resources database co-established and shared by departments in charge of communications administration at different levels (1B) will be established step by step within 3 to 5 years.

**2.6.2 Works to be Continued for Information System of Marine Safety Superintendence**

Marine INTERNET network system covering institutions at different levels under the Marine Bureau of the Ministry of Communications and their main work is to be established with advanced level at home. Internal office operation network (Inet) for marine institutions at different levels, business information network (Snet) for marine institutions at different levels and information service network (Onet) for marine administration based on INTERNET network, and information database of marine business unified and shared by all China are to be established. All these will enhance the capability and efficiency of the management function of marine institutions, and help to implement marine safety superintendence, prevent ship pollution, enhance the examination of vessels and marine facilities, governing of navigation security and administrative execution as well as implementing traffic safety production.

**2.6.3 Information System for Waterway Traffic**

**(1) Information System for Waterway Cargo Flow**

Waterway cargo flow information system will be piloted in key port cities along the coast and the Yangtze River step by step and place by place, and then to be spread to all China when experience is gained. In the following years hereafter, the cities, regions or institutions, where port throughput and cargo flow are large, bulk cargo is concentrated, conditions for establishing network are good, and informatization quality of technical management personnel is high, will be selected as the main body of the model, so as to lead the development of domestic cargo information system by taking the international cargo information system as a key. Then, the regional waterway cargo and material flow system and the bidding system for foreign trade import and export cargo transport system will be established, moreover, the EDI system will be further spread, and the embryonic

form of all China waterway cargo transport information network will be formed in line with the international shipping electronic commerce step by step.

**(2) Waterway Information Service System**

In recent years, EDI service system has been established in a dozen ports and a group of users including the cargo owner, shipping companies, cargo transport agents, shipping agents, container terminals, superintendent departments, inland container yards, tallies, custom houses, departments of commodity inspection, sanitary quarantine, quarantine of animals and plants, port operation dispatching, etc. are formed up, and electronic business contact has been realized. Hereafter, the potential superiority of EDI technique in strengthening trade partner relationship will be continuously utilized, so as to further enlarge the user group for each EDI service system and expand the longitudinal and transverse application scope for EDI technique, to strengthen the development of internal management information system in port and to develop the public information service system under the INTERNET environment, and to provide overall and accurate information service for users.

**Annex:  
Sector Standards of the People's Republic of China Technical Codes for Port Engineering**

1	Code for Design of General Layout of Sea Ports	JTJ211-99
2	Code for Design of River Ports	GB50192-93
3	Code for Sea port Hydrology	JTJ213-98
4	Code for Loads in Engineering	JTJ215-98
5	Code for Geologic Investigation in Port Engineer	JTJ240-97
6	Code for Foundations in Port Engineering	JTJ250-98
7	Code for Pile Foundations in Port Engineering	J T J 2 5 4 - 9 8
8	Code for Design of Concrete Structures in port Engineering	TJ267-98
9	Code for Construction of Concrete in Water Transport Engineering	JTJ268-96
10	Criteria for Quality Control of Concrete in Water Transport Engineering	JTJ269-96
11	Code for Design and Construction of Gravity Quays	JTJ290-98
12	Code for Design and Construction of Piled Wharves	JTJ291-98
13	Code for Design and Construction of Sheet Pile Quays	JTJ292-98
14	Specification for Design and Construction of Cellular Steel Sheet-Piled Quays	JTJ293-98
15	Code for Design and Construction of Construction	JTJ298-98
16	Code for Design and Construction of Pavements of Roads and Stackwards in Ports	JTJ296-96
17	Code for Dredging and Land Reclamation	JTJ319-99
18	Code for Aseismic Design in Water Transport Engineering	JTJ225-98
19	Criteria for Quality Inspection and Assessment in Port Engineering	JTJ221-98



# WORLD PORT NEWS



## United Nations Electronic Trade Documents

EVERY year goods in the value of more than 5500 billion USD are sold on international markets. In today's open and global economies the exchange of these goods is managed through increasingly specialized supply chain processes, relying on sophisticated logistic and information and communication technologies. However, when analysing the information exchange that takes place between the supply chain operators one will find a rather surprising situation: the core information exchange that steers and controls the acquisition, transport and payment processes is still relying on traditional, paper based documents. The collision between the digitalized in-house information processing technology and a historic, analogous document system introduces enormous costs in the supply chain: paper based trade documentation usually is estimated to cost between 5% to 10% of the value of the traded goods. Improving standards and technologies for trade documentation is therefore of high importance for the integration and development of the global economy.

### Standards and Technologies for Trade Documents

The UNECE recognized already in the early 1960's the crucial role of trade documents in international trade and set up a working party to develop the United Nations Layout Key (UNLK), an internationally accepted standard for trade documents. The UNLK made a significant contribution to trade efficiency by allowing the design of aligned series of trade documents such as the single administrative document (SAD), the IATA airway bills, FIATA standard freight forwarders documents or ICC standard documentary credit forms.

The work on standardization of international trade documents was later fol-

lowed by the development of a standard for Electronic Data Interchange (EDI) reflecting the computerization of international trade and the increased need for electronic data exchange. The United Nations Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT) is today the most widely used international EDI standard. However, due to the high investments required for UN/EDIFACT implementations the technology did not provide a general solution for electronic trade documents. In recent years the creation of affordable, global networks such as the Internet and related document description standards such as XML have created new opportunities to transmit and process electronic trade documents. It is assumed that the use of electronic trade documents will lead to a stronger integration of supply chain processes, significantly reduce transaction costs and risks and contribute to combat fraud. Furthermore the UNECE believes that by combining electronic documents with coding technologies such as two-dimensional barcodes, a co-existence between paper and electronic document processing can be established. This would facilitate the adoption of electronic documents for SMEs and developing economies and would open a migration path into electronic business environments.

### United Nations Electronic Trade Documents: Objective, Phases and Outputs

The UNECE has therefore initiated the United Nations electronic Trade Documents project (UNeDocs). In the framework of this project the UNECE studies the feasibility of an international standard for aligned electronic trade documents. The project does not target to eliminate paper documents but rather to open a migration path from paper to electronic documents by defining electronic document layouts that are equivalent to their paper based peers. The project consists of a research and development phase that will be conducted in co-operation with research institutes and the private sector. The results will be made available

on the Internet in the form of standard layouts and data definitions both for paper and electronic documents. They can be used by traders and software vendors to interface between their proprietary systems.

### UNeDocs for SMEs, Transition Economies and Developing Countries

In developing the electronic forms the United Nations will ensure that the solution is compatible with the Internet and affordable standard software systems typically found in small office environments. UNeDocs is based on international trade standards and best practice. The adoption of UN electronic trade documents will thus promote and enforce the application of existing trade facilitation standards and increase the capacity of the country to participate in international trade. As UNeDocs links paper and electronic documents, traders can choose the technology they can support best. The transition from paper to electronic documents is an important step towards electronic business and a knowledge based economy. To provide access to electronic trade documents in transition economies and developing countries the UNECE plans to develop a simple software solution that can be used on the Internet.

### UNeDocs: Cooperation and Status

The international nature of trade requires solutions that are accepted and used by traders from all nations. In developing the concept of UNeDocs the UNECE has therefore liaised with its working group for International Trade Procedures (ITPWG), with the regional social and economic commissions of Westerns Asia (ESCWA) and Asia and the Pacific (ESCAP), the United Nations Conference on Trade and Development (UNCTAD) and with private sector enterprises. For the further development of UNeDocs, the UNECE welcomes the participation of all interested organizations in the project. Funding and contributions have so far been received from the Swiss and United Kingdom governments and the first project phase is scheduled to start in the fourth quarter of this year.



## UNCTAD: Launches New E-Customs System

UNCTAD is launching a new Web-based version of its customs automation system, ASYCUDA, which will allow customs administrators and traders to handle most of their transactions - from customs declarations to cargo manifests and transit documents - via the Internet.

The new e-customs platform, dubbed AsycudaWorld, will be particularly useful to developing countries, where poor fixed-line telecommunications are a major problem for e-government applications. But it is powerful enough to accommodate the operational and managerial needs of customs operations in any developed country as well. AsycudaWorld will mean even greater tax revenue collection and lower transaction costs than are already provided by the current version of the system, ASYCUDA++, making it a showcase for e-government. A secondary benefit is its effectiveness in combating fraud, corruption and illicit trafficking, as it gives customs authorities in different countries their first-ever tool for working together online.

The platform is based on a sophisticated technical architecture that does away with the need to maintain permanent connections with a national server - something that is especially important for countries with unreliable telecommunications. Where telecommunications are more reliable, the traditional Web approach can be used.

AsycudaWorld can work with all major database management systems (including Oracle, Sybase, DB2, Informix, SQLServer, etc.) and most operating systems, such as Linux, Windows and Solaris. The choices of software and hardware suppliers are left entirely to user countries. The platform's use of XML (extensible mark-up language) will allow for the exchange of any document inside and outside the system, between customs administrations and traders and between customs administrations in different countries. It is "Java-native", meaning that it was designed as an open standard to be used with Java and that countries can thus modify or extend the application

without requesting assistance from UNCTAD. And it will be fully compatible with ASYCUDA++, ensuring a smooth transition to e-customs for user countries. AsycudaWorld will continue to use all relevant international standards, both present and future.

ASYCUDA handles every step in the customs process, from pinpointing high-risk consignments for inspection to processing payments. The system is currently used to process an average of 15 million customs declarations in about half the world's developing and transition economies each year, saving their customs administrations and traders some 50 million work hours annually, according to UNCTAD estimates. Increases in customs revenue of between 20% and 30% are not uncommon following implementation of an ASYCUDA project, one reason being that it makes it easier for agents to keep abreast of, and thus enforce, frequently changing customs tariffs and regulations. Other savings are generated by the reduced investment required to develop an automated customs administration system: ASYCUDA typically costs less than \$2 million, while countries developing their own systems have sometimes paid up to \$20 million before finally turning to ASYCUDA for a solution that worked.

AsycudaWorld is the latest result of a process that began when UNCTAD identified the first signs of the commercial potential of the World Wide Web. UNCTAD's Trade Efficiency Summit (Columbus, Ohio, 1994) looked at how to reduce transaction costs by applying information technologies to every link of the trade transaction chain. At the time, the potential annual cost savings were estimated at up to \$100 billion.

The \$100 billion target remains elusive, but an initiative launched by the G-7 was based on the belief that it was nonetheless achievable, as long as customs data requirements can be harmonized and simplified. That objective is now being pursued by the Brussels-based World Customs Organization, which is developing a global, harmonized standard data set that uses uniform electronic messages. The WCO Customs Data Model, as it is called, is likely to have a dramatic effect on the processing of business-to-business, business-to-government and government-to-government transactions. These developments, combined with the fact that 85 countries around the world are already using the same customs IT system, ASYCUDA, represent a formidable opportunity for using the

Internet to make international trade simpler and cheaper while also making international markets more accessible to enterprises from developing countries.

AsycudaWorld builds on the successful experiences of ASYCUDA++, which was designed to bypass difficult telecommunications environments by operating through GSM networks that are already widespread in developing countries. Traders uploading their documents through direct connections to servers or through the Internet get good response time using a plain GSM mobile phone modem working at 9600 baud. AsycudaWorld will also exploit the potential of mobile Internet access devices.

The ASYCUDA programme was created 20 years ago to automate the customs administrations of small developing countries. It has become the leading customs reform programme and is among the world's most powerful customs automation systems.

ASYCUDA, a purely demand-driven programme, is financed entirely by beneficiary countries, either from their own national budgets or through loans or grants, and does not require any subsidy from the UN regular budget.



IMO

## IMO: Move on Ship Recycling Issue

IMO's Marine Environment Protection Committee agreed on a way forward on the ship recycling issue with the development of a draft Resolution and Guidelines for ship recycling, both of which it is hoped will be approved at the 2003 IMO Assembly meeting.

A rough outline was given of the draft Guidelines including, amongst other topics, the possibility of green passports from the ship builder, incentive schemes for ship owners, the application of the Guidelines to new and existing ships, the role of both the flag and port state, and also the relations of the various stakeholders, e.g. the recycling yard, the ship builder and the ship owner. In addition, the Industry Code of Practice was well received by the IMO and will be used extensively in the development of the Guidelines as they apply to ships and the ship owner.



Further to this, the working group that was established at the meeting to focus on ship recycling also drafted a response regarding the application of the Basel Convention to ships. The Basel Convention prohibits the export of waste from developed to developing countries. There has been some debate recently regarding the applicability of ships under this Convention. However, both the legal and technical working groups of the Basel Convention, which met in January this year, were unable to reach a conclusion as to whether a ship being sent for demolition is waste under the definitions of the Convention.

Following these meetings in January, the Basel working groups requested IMO to clarify the definition of a ship. The recycling working group at IMO produced answers on the basis that a ship was not waste if it continued to comply with IMO legislation. It is INTERTANKO's understanding that the Basel Convention does not then apply to ships.

Amongst the member states, industry representatives and other NGOs working on this issue at IMO this week, it is interesting to note that Greenpeace International also contributed to the working group and worked constructively to help develop the Resolution and Guidelines through the relevant international body, namely the IMO. It appears, therefore, that Greenpeace International sees that the most appropriate way forward on this issue is through the development of Guidelines which cover not only the ship owning aspect but all the stakeholders in the recycling chain, from the builder to the breaker.

propeller immersion, limitations brought about by insufficient strength in various parts of the ship when the tanks are sequentially emptied and appropriate strengthening incorporated to allow this operation to be conducted safely.

A draft international convention for the control and management of ships' ballast water and sediments as well as associated guidelines for its implementation is being developed for consideration and adoption by a diplomatic conference scheduled for 2003. However, until this convention is adopted and enters into force, IMO Member Governments should apply the Guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens, adopted by resolution A.868(20) in 1997 and also the guidance contained in the Circular mentioned above. Governments are invited to bring the guidance to the attention of ship-builders, ship-owners, shipmasters and other parties concerned.

A Working Group at MEPC 47 further developed a draft text of the proposed convention. In particular, the Group developed a section on Special Requirements in Certain Areas and developed text for the criteria for establishing a ballast water discharge control area, and requirements for ships discharging ballast water within such areas. However, the text is very much provisional until decisions have been taken regarding the choice of one or more ballast water treatment standards. If these special requirements - so-called "Tier 2" requirements - are agreed, these would come on top of the general requirements - "Tier 1" - applicable to all ships carrying ballast water.

A key part of the convention will be to agree on standards, which should guide the development of ballast water treatment techniques. These techniques should be applied on board a vessel and should be: (1) safe for the ship and crew; (2) environmentally acceptable; (3) practical; (4) cost effective; and (5) biologically effective.

The Committee concurred with the Working Group that the ballast water exchange standard would be one of the tools within the legal instrument, alongside one or more treatment standards. There will be provision for the review of both ballast water exchange and treatment standards based upon submissions to the Organization in view of developing technology.

The Working Group agreed that only a 100% removal or inactivation standard can be guaranteed to be effective in eliminating the transfer of unwanted



## IMO: Approves New Measures on Ballast Water Management for Ships

**B**ALLAST water management is to become a major consideration in the design of new vessels following the approval by IMO of a series of measures aimed at reducing the harmful effects of marine organisms transported in ballast water and the risks involved in some ballast water management techniques.

The 47th session of the International Maritime Organization's Marine Environment Protection Committee (MEPC), which met from March 4 to 8 at IMO Headquarters in London, approved a Circular containing a raft of design suggestions for ballast water and sediment management options in new ships.

As a fundamental principle, the Circular states that ballast water management and the processes chosen to achieve it should be considered as a basic component of a ship's design and that ballast tank design should facilitate all aspects of ballast water management.

Installation of recording equipment should be considered for all ballast

water operations and treatment actions and it should be possible for these records to be readily available to appropriate authorities that may request copies.

The Circular goes on to state that ballast water system designs should take special account of the increased need for content sampling, with an aim to enhancing the quality and ease of sampling of ballast water and sediments, without the need to enter potentially dangerous spaces or to partially fill ballast tanks.

Where ballast water exchange at sea is the chosen method, the overall design, strength and stability of the ship should be sufficient to permit its execution on all ballast voyages and in all except severe weather conditions. For the guidance of the master, the maximum sea state and swell conditions identified by the builder, if any, in which ballast water exchange can safely be carried out should be recorded in a Ballast Water Management Plan, which should be created for every ship. This plan should give guidance on safe and effective operation of the various ballast water management and treatment options that are considered appropriate for the ship.

The design of the ship should include consideration of the consequences of ballast water exchange at sea including: stability, hull girder strength, shear forces, resonance, sloshing, stemming,





(Photograph by Steve Raaymakers)

organisms and pathogens, but that standards based on a lesser percentage have an unquantifiable benefit. A large proportion of the Group was of the opinion that a 95% reduction would achieve a worthwhile reduction of risk and would be a practicable and achievable solution in the medium term. Others were concerned that this was not a scientifically supportable conclusion.

The Committee agreed to re-establish the Correspondence Group on ballast water management to carry out a detailed comparative assessment of each of the proposed standards, taking into account the various technologies that might be used to achieve these standards and all other relevant factors and considerations, with particular attention to practicality, biological effectiveness, cost-benefit and the timeframes within which the standards could practically be implemented; and to prepare a report with recommendations that will enable the Committee to decide on the standards that should be included in the text of the Convention.

### GloBallast Programme update

The MEPC was updated on the GEF/UNDP/IMO GloBallast Programme (see <http://globallast.imo.org/>). The programme is partly aimed at helping Member States to prepare in advance so that they will be in a position to implement fully the provisions of the Convention when it enters into force.

The following activities under the GEF/UNDP/IMO GloBallast Programme have been carried out since MEPC 46 in

April 2001:

- 1 Port Baseline Surveys have been completed successfully in all the six demonstration sites (Sepetiba, Brazil; Dalian, China; Mumbai, India; Kharg Island, Iran; Saldanha, South Africa; Odessa, Ukraine).
- 2 The legislative review under the Programme has been completed and the final report, including the outcome of the 1st International Workshop on Legal Aspects of Ballast Water Management and Control, held in November 2001, and hosted by the World Maritime University (Malmö, Sweden), will be available shortly;
- 3 Substantial progress has been made in fostering regional co-operation at each demonstration site. The most significant achievement in regional cooperation has been the establishment of the Regional Project Task Force in the Black Sea region. During the Black Sea Conference on Ballast Water Management and Control, held in October 2001, the six

coastal states involved adopted a Resolution to approve the Regional Action Plan and to urge IMO, UNDP and GEF to secure continuation of the GloBallast Programme within the time-frame needed to ensure a seamless implementation of the forthcoming IMO Convention; and

- 4 In January 2002, at the Global Project Task Force Meeting in Goa (India), all the six pilot countries expressed strong support for the extension of the GloBallast Programme by one year.

The priorities of the GloBallast Programme during the coming months include initiation of risk assessment activities in all the pilot countries and continuing of regional co-operation focusing on the replication of the experience achieved through the Kharg Island demonstration site for the ROPME Sea Area in the other countries of the region.



### ISU: Reveals increases in salvage operations involving chemicals

**M**EMBERS of the International Salvage Union (ISU) recovered over half a million tonnes of pollutants during salvage operations last year. Emergency assistance in 2001, provided on a global basis, involved 247 vessels with cargoes and bunkers threatening pollution, as against 310 ships in the previous year.

New statistics, from the ISU's latest annual Pollution Prevention Survey, reveal that oils, chemicals, other pollutants and bunker fuel salvaged last year totaled 539,073 tonnes, as against 591,202 tonnes in 2000.

ISU President Jean Labescat says: "ISU salvors have recovered around 9.5 million tonnes of potential pollutants in the eight years to end-2001. The pattern in 2001 was similar to the preceding two years. The absence of large tanker casualties meant that total pollutants involved in these operations amounted to only around 25 per cent of the peak recoveries of the mid-1990s."

Forty-one of the 43 members responded to the ISU's latest annual

survey. In 2001, ISU salvors responsible for the 247 salvage assistances recovered the following:

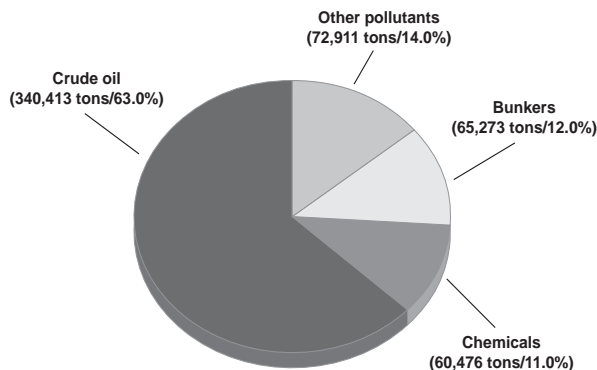
- 63%, crude oil  
340,413 tonnes (419,111 tonnes in 2000)
- 11%, chemicals  
60,476 tonnes (9,992 tonnes)
- 14%, other pollutants (e.g. gasoline, slops, dirty ballast, etc.)  
72,911 tonnes (79,166 tonnes)
- 12% bunkers  
65,273 tonnes (82,933 tonnes)

Jean Labescat adds: "Last year there was a near 25 per cent fall in the number of casualties, but only 9 per cent drop in the amount of potential pollutants salvaged. There was a dramatic, six-fold increase in the tonnage of chemicals salvaged. In contrast, the amount of bunkers salvaged declined by just over 25 per cent."

The chemicals dealt with during the year included: nitric acid slops; styrene (two incidents - one involving the recovery of cargo from a wreck); potassium nitrate, potassium sulphate and potassium chloride (all on board one casualty); aluminium phosphate; calcium fluoride; and sodium chlorate.

The ISU's annual Pollution Prevention Survey began in 1994. In the eight years to end-2001, ISU salvors recovered 9,445,125 tonnes of potential pollutants. This included 8,011,562 tonnes of crude oil, 554,861 tonnes of chemicals, 502,060 tonnes of bunkers and 376,642

**ISU: RECOVERY OF POLLUTANTS  
BY MARINE SALVORS - 2001**



**Exxon Valdez spill: 37,000 tons**



**Sea Empress spill: 70,000 tons**



**Braer spill: 85,000 tons**



**247 salvage operations  
Pollutants recovered: 539,073 tons**

tonnes of "other pollutants" (recorded as a separate category for the first time in 1997).

During 2001 there were 19 salvage operations involving tankers, as against 15 in 2000. The largest tanker involved was carrying 85,964 tonnes of crude oil. There was a substantial increase in the

number of casualties requiring ship-to-ship transfer services – up from six to 15 cases.

Once again, Lloyd's Form was the most regularly used form of contract, with one-third of the services involving LOF – a proportion little changed on 2000.

*Upcoming Conferences*



**FIATA World Congress  
2002**

**September 8-12, 2002  
Istanbul, Turkey**

• Registration Fees	TILL	AFTER
	30 June 2002 Early	30 June 2002 Late
Active Participants	\$ 915	\$ 1.050
Accompanying Persons	\$ 685	\$ 790
Third Persons *	\$ 732	\$ 838

\* A third person is the same company active participant, provided that the applications are received at the same time as the first applicant.

For further information:

VISTUR Travel & Tourism Inc.  
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Kat:3 TAKSIM 80090 Istanbul, Turkey  
Tel: ++ 90 212 254 32 30  
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**Launch of  
Tokyo News Service's Website**

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

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



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

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

**Tokyo News Service, Ltd.**

## London: 7th Annual Financing & Investing in Ports Conference

September 24 - 25, 2002

Crowne Plaza St. James, London

**T**HIS conference is an ideal setting for ports seeking to develop and gain investment and for financiers and shippers keen to invest. The risks and rewards of investing in this dynamic industry are hotly debated on each day of the event. Key case studies which are comprehensively researched and analyzed will without doubt present the many different alternatives for investment opportunities in ports.

**Chairman: Mr. Kenneth Gibbons, Director  
UK Ports & Terminals Group**

1. Case Study Europe – Company Development in port privatization initiatives
2. Case Study South America - Port privatization in Brazil
3. Port Projects – The legal issues from Asia Pacific
4. New Waves for port finance
5. Forecasting investment needs
6. Ports and information technology
7. Port valuation
8. Joint ventures – Port authorities and investors
9. Case Study - Port development projects
10. Assessing economic feasibility of new ports
11. Creating value-added ports to maximise profitability
12. Ports in the supply chain - the cost & benefits for ports to provide logistics services
13. Globalization of the port industry
14. Attracting the private Equity Investment for Ports in the emerging markets
15. Port Securitisation - Assessing attitudes towards investment
16. Project finance for bulk terminals: Success factors
17. Assessing port credit risk
18. Case Study - Insights into container port development – financial returns/picking a winner
19. Measuring project risk for banks, port companies and institutional investors
20. Taking care of Due Diligence  
Closing remarks from the Chair  
Mr. Kenneth Gibbons, Director, UK Ports & Terminals Group  
The Port Industry – Growth trends and projections

### Registration fee:

Full Registration Fee £995

Early Registration (by July 12) Fee £895

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URL: [www.euromoneyseminars.com](http://www.euromoneyseminars.com)

10% discount on full price registration fee to IAPH members



## MedCruise: Ships in the City Conference

Genoa-Barcelona

October 12-14, 2001

**N**EW passenger terminals (services, infrastructures, design) are very important and actual matter. Following the request of some member ports for discussing this issue, MedCruise decided to cooperate with the organisation of the international conference 'Ships in the City', focused on the role of the new passenger terminals as a crucial hinge in the port-city relationship and a decisive factor for the development of the cruise and ferry market, to be held during three days in mid-October 2001 between the ports of Genoa and Barcelona.

Further to the visit of the two ports' facilities, the conference program includes the round trip Genoa-Barcelona on board Grimaldi's Grandi Navi Veloci cruise-ferry Fantastic, during which the following sessions - in Italian, English, Spanish with simultaneous translation - will be held:

MedCruise members will enjoy 15% discount on the conference rates.

For further information:

Centro Internazionale Città d'Acqua,  
San Marco 4149 - 30124 Venice, ITALY

Tel. +39 041 5230428

Fax +39 041 5286103,

E-mail: [marav@iuav.it](mailto:marav@iuav.it),

URL: [www.iuav.it/citiesonwater/shipsinthecity](http://www.iuav.it/citiesonwater/shipsinthecity)

## 2002 Panpacific Conference

Building Bridges to the Future

October 15-16, 2002

Oakland, California

- Ensuring Long-term Sustainability of Our Ports: What Should We Be Doing Today? moderated by the Melbourne Port Corporation;
- Container Crane Technologies moderated by the Shanghai Port Authority;
- International Port Security Developments; moderated by the Vancouver Port Authority;
- Vision 2020 - the Future Port; moderated by the Port of Oakland and featuring the executive directors of the West Coast's major ports;
- World-renowned industry leaders to give

their perspectives of the present and the future of the containerized cargo market; and  
• The Grand Opening of the new SSA Terminal at an official ceremony held on-site the evening of October 15.

For further information:

Dan Westerlin

Port of Oakland, 530 Water Street

Oakland, California 94607

Tel: (510) 627-1353

Fax: (510) 839-5104

Cell: (510) 750-7912

E-mail: [dwesterl@portoakland.com](mailto:dwesterl@portoakland.com)

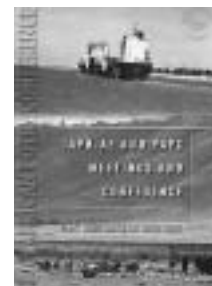
## IAPH-AE and PAPC Meeting and Conference

First Announcement

December 9-11

Ngorongoro, Tanzania

**A**FTER the successful premier Conference in Abidjan in December 2001, the Pan African Ports announced its second event in Tanzania in December, 2002, covering the extended scope of port industry issues. The IAPH-AE and PAPC meetings will be held at the rim of the Ngorongoro Crater in Arusha, Tanzania.



### Technical Presentations-Pan African Ports Conference

Main Theme

**Partnership for Ports and Trade  
Development**

Focus Theme:

- Globalization and Economic Changes in Africa
- Reforms and Developments in African ports
- Financing opportunities and customs
- Intelligent technologies
- Integrated cargo tracking applications and case presentation
- Electronic data exchange: The ASYCUDA models
- Environmental and safety alerts

For further information:

Tanzania Port Authority

E-mail: [iaphpapc@tanzaniaports.com](mailto:iaphpapc@tanzaniaports.com)

URL: [tanzaniaports.com/iaphpapc/](http://tanzaniaports.com/iaphpapc/)



## Upcoming Seminars



### **BIMCO: Total Quality Management in Shipping** September 9-11, 2002, Copenhagen

THE course covers both financial, technical and human aspects of quality management systems. A key issue of this course focuses on paving road towards the continuous improvement of the programme in order to build a total quality management system.

For further information:

BIMCO Publications A/S  
Bagsværdvej 161  
DK-2880 Bagsværd, Denmark  
Tel: +45 44 36 68 00  
Fax: +45 44 36 68 68  
E-mail: [courses@bimco.dk](mailto:courses@bimco.dk)  
URL: [www.bimco.dk](http://www.bimco.dk)

### **ICT in Ports**

September 18-19, 2002  
Le Meridien Waldorf Hotel, London

Explore the new challenges and opportunities in information and communication technology in ports and terminals

- An overview of ICT in Ports, Terminals and Waterways
- Technological Development in the Port of Singapore - Case Study
- The Panama Canal: ICT and Vessel Traffic Systems
- ICT in Jamaica: An integrated component in our International Maritime Centre
- Port of Barcelona: Advanced Systems for Information Technology
- ICT in the Ports of Amsterdam - where are we heading?
- Using ICT to track dangerous goods
- Port of Göteborg: Advanced IT solutions in Port and Terminal operation
- Electronic Network Information for the Ghent Maritime Area (Enigma) - a Port Information System
- Advanced ITS in the Finnish Port environment
- Health and Safety in the use of ICT for Container Handling
- Legal and Regulatory aspects of ICT in

Ports

- Information Technologies for Ports Safety and Security
- VTMS & VTS Implementation in Ports - the Hellenic Experience
- A summary of the latest Maritime Navigation and Information Tools, the biggest lift ever to Safety
- Preventing Casualties - the effective use of ICT in Ports
- ICT Solutions for Cargo Terminals
- E-procurement and Optimised Communications between Pilotage Organisations and Port Authorities
- Vessel OPS IT
- Tracking of vessels in narrow coastal waters
- IT Management for Ports
- Development in Port Information Systems
- Towards a global network of ICT in Ports: Co-operation between ports and safety for vessels and cargo

For further information:

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Informa House  
30-32 Mortimer Street  
London W1W 7RE, England  
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Fax: +44 (0)1932 893 893  
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URL: [www.lloydslistevents.com/lm1413](http://www.lloydslistevents.com/lm1413)

### **IADC: International Seminar on Dredging and Reclamation**

October 28 - November 1, 2002  
Hotel Grand Plaza Parkroyal  
Singapore

IN co-operation with the National University of Singapore (NUS), the International Association of Dredging Companies is pleased to announce an intensive, one-week seminar on dredging and reclamation in Singapore from October 28 through November 1, 2002.

The seminar, which was first offered in 1993 at the International Institute of Hydraulic Engineering in Delft, met with such success that in 1995 the IADC decided to bring it to the Far East. Since then it has been presented annually in Singapore.

- Aimed at young professionals, representatives of port authorities, and others who work in dredging-related fields, the seminar consists of workshops describing important aspects of dredging, e.g.,
  - the need for dredging and development

of new projects,

- state-of-the-art dredging equipment and environmentally sound techniques,
- pre-dredging investigations, designing and estimating for a project, and
- the preparation and cost-pricing of dredging contracts.
- The seminar concludes with a contest in which competing teams develop tender offers for a dredging project and a prize is awarded for the most viable plan.
- A trip by trailing suction hopper or cutter to an actual dredging site is one of the highlights of the week.
- Participants receive a specially developed, comprehensive course book which includes a reference list of relevant literature in the field.

For further information:

IADC Secretariat, Duinweg 21, 2585 JV  
The Hague, The Netherlands.  
Tel: +31 70 352 3334  
Fax: +31 70 351 2654  
E-mail: [info@iadc-dredging.com](mailto:info@iadc-dredging.com)



### **The National Sea Training Centre: Distance Learning Course Commences August 12, 2002** *Leading to Diploma in Port Management*

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- 4 Customer Focus
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- 7 Environmental Issues
- 8 Strategic Analysis
- 9 Port Security and Emergency Response
- 10 Buying a Port - Case Study

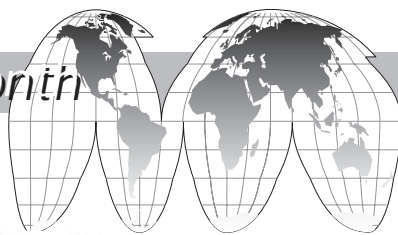
#### **SPECIALIST MODULES**

- A Marketing in the Ports Industry
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- C Managing Cargo Operations in Ports

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## Cover of the Month



深圳港

## Booming Port of Shenzhen

Zhang Binhan

Vice Director

Shenzhen Municipal Port Authority



SHENZHEN is located in the middle of the southern coast in Guangdong province of China, at 22° 23' -22° 43' N and 113° 17' -114° 18' E, facing Daya Bay in the east and the Pearl River mouth in the west and neighboring Dongguan and Huizhou in the north, and HongKong in the south. As the earliest special economic zone carrying out economic reform and opening up in China, the city covers an area of 2020 sq. Km, and its population is over 4.8 million now. Since the establishment of Shenzhen Special Economic Zone in 1980, this city has been developing a comprehensive transportation system of land, sea and air transport. It is now a unique city in China with railway, highway, seaport and airport checkpoints and the south China's main communication hub to inland China and the outside world.

Divided by HongKong Kowloon peninsula, Port of Shenzhen has two parts - the east and the west. The eastern port areas including Yantian, Xiadong and Shayuyong, feature with water depth 14-16 m, and it's an ideal port site for bulks and container transshipment. Likewise, the west port areas, including Shekou, Chiwan, Mawan etc, are also a well-placed deepwater port site offering direct connections with Pearl River waterway networks and the West River. Thereby it has the advantage of river and sea inter-

modal transportation. In addition, thanks to enjoying the same waters and international maritime routes vital junction with HongKong port, it is the top choice for fast, reliable shipping services to and from south China.

Port of Shenzhen is the first port in China with separation of government administration from enterprise's management. As port authority is only responsible for unified planning and macro administration over port development, port enterprises can autonomously construct terminals and facilities by utilizing themselves-raised funds and independently operate business by responsibility for their own profits and losses, thus a new development model has been created with enterprises investing in terminals construction and carrying out operations in Mainland China. As an administrative department, Shenzhen Municipal Port Authority is mainly responsible for legislation, operation safety of the entire port industries and macro administration of planning and construction.

Port of Shenzhen enjoys good customs clearance, swift EDI services. Pilots, tugboats, tallies and freight forwarding are committed to providing perfect and first-rate services for terminals, cargo-owners and vessels round the clock.

Due to the excellent geographical conditions, special preferential policy and

port management model, especially for backing on with Pearl River Delta region in which enjoys highly developed export-oriental economy, the fast economic growth in the region has brought changes for cargo flows of Shenzhen port during the past 22 years, particular in container transport.

Port of Shenzhen has undergone a rapid development and expansion since the first wharf started its operation in 1980. By now, it has nine port areas that come into operation at Shekou, Chiwan, Mawan, Dongjiaotou, Yantian, Fuyong, Xiadong, Shayuyong and Inland River. As one of the fastest developing ports in China and even in the world, it has hitherto turned itself from a small harbor with a few earth slope wharves into a large-scale port, supporting with complete function of container, bulk, petroleum, chemicals product and passenger transport. At present, in the case of capacity, Shenzhen Port possesses 128 wharf berths, among which includes 79 operational berths, 39 deep-water berths over 10,000dwt and 10 special container berths. The annual handling specification of the terminals is 58.61 million tons, with 3.2 million TEU annual handling capacity included. The total length of the wharves was 18,232m. Ten container berths with water depth of 14 -16 m at Yantian, Shekou and Chiwan can accommodate the sixth generation container vessels.

According to 'Master Layout Plan of Shenzhen Port' approved by the Chinese Ministry of Communications in 1998, Port of Shenzhen, as one of main hub ports in the national comprehensive transport network and the international container hub of southern China, serves for opening up and developing export-oriented economy in Shenzhen and the Pearl River Delta region, and it also supports the economic development of Guangdong province and the regions along the West River, Beijing/Guangzhou railway and Beijing/Kowloon railway.

Up to the mid-1990s, almost all of southern China's container traffic was routed via Hong Kong, and Shenzhen was still a minor container handling port. With the construction and development of the port, by 1999, however, Shenzhen Port was handling 2.98 million TEU, which was a 52.8% increase compared with the 1.95 million TEU throughput achieved in the previous year. By 2000, the rate of growth had eased off a little, but Shenzhen Port still represented another fairly impressive increase of 34%, with total throughput rising to 3.99 million TEU.

During the remarkable year 2001, the world experienced most unprecedented

## Annual Cargo Throughput and Container Throughput of Port of Shenzhen From 1980

(Cargo Throughput: ten thousand tons, Container: ten thousand TEU)

Year	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Cargo Throughput	29.6	51.7	84.3	124	213	344	306	501	739	956	1258
Container											
Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Cargo Throughput	1664	1956	2632	3163	3080	3021	3357	3444	4663	5697	6646
Container	5.1	10.9	12.8	17.8	28.4	58.9	114.7	195.2	298.6	399.3	507.4

## Annual International Shipping Lines via Port of Shenzhen from 1996

Year	America	Europe	Australia	Mediterranean	Asia	Mideast	Total
1996	5	5			2		12
1997	6	5	1		4		16
1998	9	7	3		8		27
1999	20	10	2		6		38
2000	25	13	2	4	7	2	53
2001	31	17	2	4	15	2	71

tragedy of "9.11", which the uncertain global situation has also adversely affected the world economy, suppressed confidence and thus delayed economic recovery. But, thanks to being fuelled by the continued economic dynamism of its hinterland, which is at China's import and export driver, Shenzhen Port still handled a total of 66.46 million tons cargo throughput including 5.07 million TEU, comparatively increased 16.6% and 25%, and it ranked eighth and second respectively among domestic coastal ports. Especially taking it as a great honor, Shenzhen port has successfully ranked 8th among the world's top ten container ports. In the year 2002, it is forecasted that Shenzhen Port will reach approximately 71.5 million tons cargo throughput including 5.6 million TEU.

This rapid container growth, coupled with large investments in container terminals, has encouraged a proliferation of direct calls at Port of Shenzhen. This trend has been prominent since the year 1999. By now, some 30 renowned shipping consortia in the world have launched approximately 75 ocean and short-sea international container regular liner routes in Shenzhen port, such as Maesk Sealand, Hyundai, APL, MOSK, P&O Nedlloyd, OCCL, COSCO, etc, and they connect with over 100 ports in different countries and regions around the world. Now the frequency of liner service per month for Shenzhen is about 300. The shipping liner

network of Shenzhen Port is basically formed with the shipping routes of Europe and America as a core and those of main China coastal regions and Southeast Asia as a foundation. For the time being, Shenzhen port has the most ocean routes and ocean shipping liners among domestic coastal ports.

Port of Shenzhen is almost certain to continue to benefit from the strong economic growth that is taking place in southern China. The 'cargo pie' generated by the Pearl River Delta area in particular, seems set to go on expanding, driven by a general increase in world trade and an upturn in foreign investment following China's accession to the World Trade Organization (WTO). It is estimated that the state GDP is anticipated to increase by approximate 1% with China's entrance to WTO before 2010, while trade volume will be growing by 3% from original growth rate, plus 8%-10% forecasted growth rate in marine shipping sector. For this reason, it will lead to increased volumes of both imports to and exports from China moving via Shenzhen. There is in fact likely to be more than enough business for all ports and terminals in the region to enjoy. Given that approximately 20 million TEU of traffic a year source from the economic hinterland, especially for Southern China, even relatively modest economic growth in the hinterland of around 10% per annum would translate roughly into 2 million more TEU a year

moving through these ports of the south China, particular in Shenzhen and HongKong.

In order to accommodate such an increase there will be a need for another three or four additional container berths every year in south China. To meet the demand and grasp the new opportunity, by the year 2005, 32 medium-size new berths including ten container berths will be constructed with expectation of 15.6 billion Yuan of accumulated investment in Shenzhen, adding 38.6 million tons of cargo handling capacity including 3.4 million TEU. Its investment scale accounts for one fourth of all the port investments in Mainland China during the five-year plan, and the investment reaches approximately its total of the past twenty years. All the projects to be constructed include Yantian Phase Three (4 container berths), Shekou Phase Two (2 container berths) and Phase Three (2 container berths), Chiwan No.12 and No.13 and Tonggu Channel, etc. During the year 2006-2010, we will focus on constructing 12 container berths, including Shekou Phase Three (2 berths to be continued), Yantian Phase Four (5 berths) and five berths in newly developing Dacha Bay port area, and the total investment of the projects is about 20 billion Yuans, adding 4.5 million TEU of container handling capacity.

However, Port of Shenzhen is now under mounting capacity pressure. In theory, its combined capacity of container berths is 3.2 million TEU at present, which has been surpassed already, and Shenzhen Port has handled 5.07 millions TEU in 2001. As a result, consideration has been given to converting existing multi-purpose berths into fully container facilities, purchasing more container-handling quay cranes, enhancing the development of computer systems, and improving staff performance. Based on the terminal IT management system, Shenzhen Port has further developed the applied operational systems to improve operational efficiency in the terminal, boost its effective capacity and upgrade customer service even before its new berths are ready. This is likely to necessary just to keep pace with demand.

Modern logistics is crucial to Shenzhen's economic development, and its focus must be shift from traditional trade to strengthening transportation and distribution logistics. In view of this background, logistics industry has been identified as one of four sectors that municipal government has singled out for high priority in its local version of economic development in its new five-year plan, which started last year. To boast a massive distribution hub, Shenzhen will invest and



construct six logistics industry parks, of which include two port-based parks in the eastern and the western port area. It has decreed that specific focus should be placed on the development of transportation and services. The plan signals a deep commitment to container transportation both on land and water. In this regard, it calls for the construction of major container terminals, improving links to secondary and river ports and the establishment of Shenzhen Port as a genuine international container hub port in southern China.

In pursuit of this goal, Shenzhen municipal government will stick to port development as primary principle, reform and openness as baseline, advanced science

and technology as driven force, fully exploit its existing advantages and search for all kinds of potentials to accelerate the port logistics sector with greater speed and higher standards. Accordingly, Port of Shenzhen will be built into a multi-functional and comprehensive port in next ten years, which mainly handles international container transport. It is expected that the total cargo handling volume will be 85 million tons, 125 million tons in the years 2005,2010 respectively, among which the container handling volume will be 7.5 million TEU, 10 million TEU respectively. On that day, the setup of a modern port will be established.

told ports that he was committed to increasing funding for Federal agencies and ports, that enhanced security should not be funded through new user fees on the industry, and that security measures should not impede the efficient movement of cargo. AAPA also embraces these goals.

Overall, H.R. 3983 takes a slightly different approach than the Senate bill, S. 1214, "The Port and Maritime Security Act of 2001." It is focused solely on terrorism and is not as detailed on planning requirements. The bill only covers areas that the Department of Transportation (DOT) determines are at risk of having a catastrophic emergency in the event of a terrorist attack. Also, because of jurisdictional limitations of the committee, the bill only focuses on DOT activities, not those of the U.S. Customs Service.

The bill is modeled on the Oil Pollution Act, in which Congress outlined broad planning requirements but left most of the details to the discretion of DOT. Like S. 1214, it requires a family of plans, including national, area and vessel/ facility plans. H.R. 3983 calls for grants over three years totaling \$225 million (less than S.1214, which over a five-year period, calls for \$390 million in grants).

Enhancing seaport security is a top priority for U.S. ports. Public port agencies want to maintain the safest, most secure facilities possible while moving goods efficiently to their destination. Increased Federal resources for public ports will be critical to enhance security in the areas of training for security personnel, controlling access, and physical security.

Ports work in partnership with government agencies like the U.S. Coast Guard and Customs, which protect water borders and inspect vessels and cargo. These agencies also need increased resources.

## The Americas



### AAPA: Passage of Security Bill H.R. 3983 includes \$225 million in grants

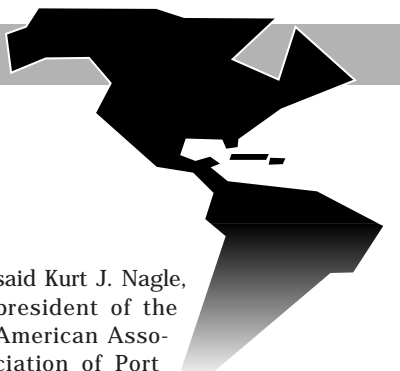
U.S. port authorities are pleased about the passage of H.R. 3983, the "Maritime Transportation Antiterrorism Act of 2002," by the House Transportation and Infrastructure (T & I) Committee on March 20.

"We thank Chairman Don Young (R-AK) and Ranking Member James Oberstar (D-MN) of the House T & I Committee, and Chairman Frank LoBiondo (R-NJ) and Ranking Member Corrine Brown (D-FL) of the Coast Guard and Maritime Transportation Subcommittee, for their leadership on moving to address maritime security,"

said Kurt J. Nagle, president of the American Association of Port Authorities (AAPA).

"We are encouraged about the \$225 million authorized for Federal grants to help ports enhance seaport security, and the local flexibility provided for vessels and facilities to address terrorism at American ports. AAPA strongly supports enactment of Federal legislation to address maritime security."

AAPA members met March 20 at their Annual Spring Conference in Washington, D.C., and heard from Chairman LoBiondo just prior to committee action on H.R. 3983. Rep. LoBiondo



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**AAPA: North American Port Container Traffic 2001**

**TWENTY-FOOT EQUIVALENT UNITS (TEUs)**

Port/State/Province	2001	2000	Change	Port/State	2001	2000	Change	Port/State	2001	2000	Change
<b>CANADA</b>				<b>UNITED STATES (Continued)</b>							
Fraser (BC)	50,565	66,842	-24.4%	Brunswick (GA)	580	5,958	-90.3%	Nawiliwili (HI) (fy)	37,203	24,015	54.9%
Halifax (NS)	541,640	548,404	-1.2%	Canaveral (FL) (fy)	915	917	-0.2%	New Orleans (LA)	247,106	278,932	-11.4%
Montreal (QU)	989,427	1,014,148	-2.4%	Charleston (SC)	1,528,034	1,632,747	-6.4%	New York/New Jersey	3,316,275	3,050,036	8.7%
Saint John (NB)	47,558	48,274	-1.5%	Everett (WA)	9,538	10,177	-6.3%	Oakland (CA)	1,643,577	1,776,922	-7.5%
St. John's (NF)	94,897	90,489	4.9%	Fernandina (FL)	26,068	28,709	-9.2%	Palm Beach (FL) (fy)	197,541	214,890	-8.1%
Toronto (ON)	19,724	18,970	4.0%	Freeport (TX)	70,000	71,464	-2.0%	Philadelphia/Camden(PA/NJ)	178,834	198,680	-10.0%
Vancouver (BC)	1,146,577	1,163,178	-1.4%	Galveston (TX)	83,796	82,943	1.0%	Ponce (PR)	59,184	34,592	71.1%
<b>MEXICO</b>				Gulfport (MS)	129,020	141,464	-8.8%	Port Everglades (FL) (fy)	621,421	676,760	-8.2%
Altamira (TAM)	206,864	182,545	13.3%	Hampton Roads (VA)	1,303,797	1,347,364	-3.2%	Portland (ME)	2,459	5,115	-51.9%
Ensenada (BCAL)	26,016	26,822	-3.0%	Hilo (HI) (fy)	55,759	37,945	46.9%	Portland (OR)	278,918	290,943	-4.1%
Manzanillo (COL)	457,946	426,717	7.3%	Honolulu (HI) (fy)	803,319	461,102	74.2%	Richmond (VA)	39,376	43,599	-9.7%
Mazatlán (SIN)	18,315	16,811	8.9%	Houston (TX)	1,071,601	1,074,102	-0.2%	San Francisco (CA)	34,618	50,147	-31.0%
Progreso (YUC)	65,353	59,199	10.4%	Hueneme (CA)	17,221	16,652	3.4%	San Juan (PR) (fy)	2,057,733	2,333,788	-11.8%
Puerto Morelos (QR)	7,250	7,207	0.6%	Jacksonville (FL)(fy)	698,903	708,028	-1.3%	Savannah (GA)	1,077,478	948,699	13.6%
Salina Cruz (OAX)	3,211	5,413	-40.7%	Kahului (HI) (fy)	103,629	59,417	74.4%	Seattle (WA)	1,315,109	1,488,020	-11.6%
Tampico (TAM)	29,552	49,462	-40.3%	Kaunakakai (HI) (fy)	1,552	1,535	1.1%	St. Bernard (LA)	3,249	3,236	0.4%
Tuxpan (VC)	341	96	255.2%	Kawaihae (HI) (fy)	42,016	23,233	80.8%	Tacoma (WA)	1,320,274	1,376,379	-4.1%
Veracruz (VC)	543,327	540,014	0.6%	Lake Charles (LA)	14,000	11,000	27.3%	Tampa (FL)	6,212	6,781	-8.4%
<b>UNITED STATES</b>				Long Beach (CA)	4,462,959	4,600,787	-3.0%	Vancouver (WA)	413	1,307	-68.4%
Anchorage (AK)	360,615	432,296	-16.6%	Los Angeles (CA)	5,183,511	4,879,429	6.2%	Wilmington(DE)	211,784	192,091	10.3%
Apra (GU) (fy) (a)	140,140	132,688	5.6%	Manatee (FL)	5,680	10,088	-43.7%	Wilmington (NC)	107,374	105,110	2.2%
Baltimore (MD)	493,135	498,016	-1.0%	Miami (FL) (FY)	955,671	868,178	10.1%				
Boston (MA)	132,650	138,904	-4.5%	Mobil (AL)	21,059	18,735	12.4%				

(AAPA Advisory, April 29, 2002)



**Buenos Aires: What will happen to cruise vessels in Buenos Aires?**

THE critical international war situation is affecting every activity worldwide. Within this framework, the presence of cruise vessels at the Port of Buenos Aires is expected to suffer a decrease that would represent approximately 30% of the figures announced for the 2001-2002 season. The extreme circumstances the world is going through today have only brought people together in order to overcome the difficulties. There are more than enough historical examples we could mention, and people are the reserve we must resort to when we are forced to chose between being immobilized or continu-

ing our projects, always bearing in mind the precautions that the international economic environment force upon us.

Although there is no definite information on the magnitude of the impact that the international crisis will have on cruise vessel arrivals in Buenos Aires, it is possible to say without doubt that the growth of the activity will experience a momentary pause which will by no means be final. It is important to mention that this situation does not exclusively affect the Port of Buenos Aires, as all the ports which are part of tourist itineraries are suffering the same consequences of the decision of some cruise lines to suspend their trips for this season.

In order to recover the growth rate of cruise vessel presence in the region, the region's leaders and businessmen must unite their efforts and implement actions that will offer more safety to tourists visiting Buenos Aires. To this end, we will



maintain the objective of having at the Port of Buenos Aires a Cruise Terminal that satisfies the demands of this particular public. We will continue participating in regional and international events for the promotion of cruise activity, as well as creating and modifying regulations that will make the Port of Buenos Aires even more competitive. Our presence in international forums and our permanent interaction with all those involved are highly effective means for attracting a greater number of tourists to Buenos Aires.



**Georgia: Colonel's Island Terminal Expansion Project Approved**

To further accommodate the growing volume of automobiles moving via the Port of Brunswick, the Georgia Ports Authority approved the expansion of auto processing facilities on Colonel's Island during its regular monthly meeting on April 22, 2002. The expansion includes the paving of approximately 50 acres of property and the construction of a new 23,700-square foot vehicle processing building. The projects represent a \$7 million investment in auto processing facilities by APS West Coast, Inc.

"The recent announcements by Volvo Cars of North America, LLC and Porsche Cars North America, Inc. will generate approximately 44,000 new automobiles through Colonel's Island Terminal annually representing a 19% increase over present volumes," stated GPA Executive Director Doug J. Marchand. "The further expansion of Colonel's Island storage and processing facilities will allow for the processing of additional automobiles through the terminal and will create additional jobs and payrolls for Georgia citizens."

APS West Coast, Inc., the auto processor selected by Volvo and Porsche to handle storage and processing services in Brunswick, currently occupies a total of 57 acres of property on the island. The expansion will increase the land under lease to approximately 107 acres.

Twelve automobile manufacturers currently utilize Colonel's Island Terminal for inbound or outbound services. For inbound services they include Audi, Hyundai Motor America, Jaguar Cars, Land Rover North America, Inc., Mitsubishi Motor Sales of America, Porsche Cars North America, Inc., Saab Cars U.S.A., Inc., Volkswagen of America Inc. and Volvo Cars of North America, LLC. For outbound services the auto shippers include: Ford Motor Company, General Motors Corporation and Mercedes Benz. In addition to the automobile manufacturers using the port, American Auto Logistics, Inc. imports and exports vehicles for the U.S. Government's Military Traffic Management Command via Brunswick.

Ocean carriers providing RoRo service to and from the Port of Brunswick to

destinations worldwide include: American Roll On Roll Off Carrier, LLC, Hual North America, Hyundai Merchant Marine, "K"-Line, Mitsui O.S.K. Lines, NYK Line, VW Transport and Wallenius Wilhelmsen Lines.

"The Colonel's Island Terminal offers international automakers three international auto processors, a spacious, uncongested, environmentally-friendly terminal, three berths and immediate access to interstates and rail service," stated Marchand. "We are anxiously awaiting the completion of the new Sidney Lanier Bridge and the deepening of the Brunswick Federal Navigation Channel to further bolster the growth and progress for the Port of Brunswick."

**Georgia: Savannah Sets Record for Containerized Cargo**

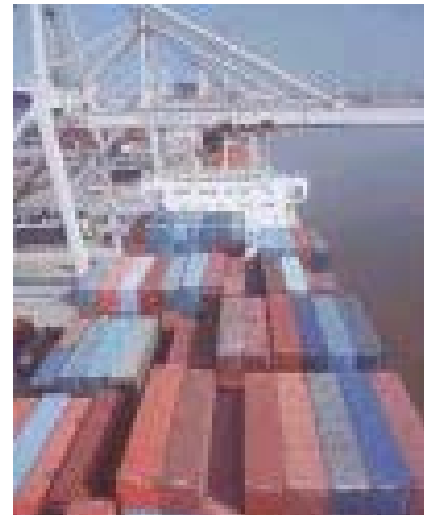
In March 2002, the Port of Savannah handled 96,751 TEUs representing nearly a 15% increase, or an additional 12,377 TEUs, as compared to March 2001 results. The number of twenty-foot equivalent units handled via Savannah for March was the second highest tally for the Authority for a single month. The highest volume of TEUs was set in October 2001 when GPA handled a record 103,296 TEUs.

March 2002 also represented the highest container tonnage in the history of the Authority with 743,979 tons recorded as compared to the previous record setting month October 2001, when 731,938 tons were handled.

"New and expanded carrier services, in addition to the increase in business generated from retail distribution centers, have positively impacted the growth of containerized cargo," stated GPA Executive Director Doug J. Marchand. "The Authority will continue to focus on expanding port facilities, implementing new technology and services so that Savannah will remain a major contender for containerized cargo destined for the southeast, Gulf and midwest regions."

Current projections indicate that Savannah will handle 1.12 million TEUs in Fiscal Year 2002 (July 1, 2001 - June 30, 2002), representing another year of double-digit growth and another record year for the Authority.

"A major drawing card for Savannah is the ability to expand to meet customer's needs," Marchand added. "Garden City Terminal's single-terminal



design, new 150-acre intermodal container facility and strategic location allow customers to call one container terminal complex rather than multiple terminal operations. Two super-post-Panamax cranes are on order and scheduled for delivery next February with an option on two more. In the near future, the Authority will break ground on Savannah's eighth container berth (CB8) which will feature 1,700 feet of berthing space and 83 acres for the handling and marshaling of containerized cargo."

Ranked as the fastest growing containerport in the nation in 2001, Savannah's Garden City Terminal offers more than 7,726 linear feet of berthing space at seven berths with immediate access to I-95 and I-16. Two Class I rail service providers, CSX Transportation and Norfolk Southern, are available to handle on-terminal rail service.



**Halifax Port Corporation**

**Halifax: Increases Security in preparation for cruise season**

**Perimeter Fencing and Controlled Access Part of Plan**

THE Halifax Port Authority (HPA) announced its new security plan for the coming cruise season. Security will be enhanced on many fronts to ensure that cruise passengers and crew are safe and secure during their stay in Halifax.

Security is a priority at the Port of Halifax and we have been quick to address the needs of the cruise lines, said HPA CEO Karen Oldfield. "Our Cruise Ship Facility Security Plan is thorough and balances the safety



requirements of the industry, the passengers and our stakeholders who service the ships while they are in port.”

The Security Plan includes dedicated on-site Halifax Regional Police providing 24-hour surveillance and mobile patrols of Port Facilities. For 2002, security has been improved through controlled access to cruise facilities, photo identification along with newly declared public restriction zones surrounding the ships’ berth, closed circuit television cameras and increased foot patrols. As well a dedicated Cruise Ship Coordinator monitors any concerns and liaises with the Halifax Regional Police during the visits.

“Cruise is an important economic contributor to Halifax and the region,” noted Oldfield. We want to ensure its longevity, which means balancing security with business needs. We feel we’ve accomplished that with the additional measures.”

The 2002 season will see 87 calls with over 160,000 passengers visiting the Port of Halifax from 16 cruise lines. The season runs from May 13th to October 25th. The economic spin-off generated from cruise ship activity is significant. Cruise passenger spending shore side was approximately \$17 million during the 2001 season, \$95 per person.

The bonds received an A1 rating from Moody’s Investors Service, AA- from Standard & Poor’s Corporation and AA- from Fitch Ratings, Inc. The notes received a MIG-1 rating from Moody’s, SP-1+ from Standard & Poor’s and a F-1+ from Fitch Ratings, Inc.

### San Diego: New Port Workboat keeps San Diego Bay Cleaner

THE Port of San Diego’s General Services department commissioned a new workboat that will assist with many maritime maintenance tasks. The 40-foot “Coral Reef” was officially christened today at 10:30 a.m. at the Shelter Island Harbor Police dock.

The heavy-duty aluminum workboat, built by South Bay Boatyards, will serve many purposes, such as assisting with the removal of derelict vessels, servicing navigational aids and performing bay cleanup tasks. The “Coral Reef” is equipped with dual clean-running marine diesel engines that will reduce nitrous oxide air emissions by 30%, as compared to the former 31-year old Port workboat. As a result of the clean air engines, the San Diego County Air Pollution Control District will award the Port of San Diego \$107,200 in grant funding which will be used to offset a portion of the vessel’s total cost of \$406,350.

A unique environmental advantage of the new boat is the special biocide-free coating used on the hull. This material meets current environmental standards by avoiding the use of copper-based paint. The material, commercially named Ceram-Kote, is comprised of a ceramic particle-loaded epoxy that has a strong adherence to aluminum. It is also abrasive-resistant so when the hull gets scoured down, the protective coating will remain unharmed.

“The new workboat is going to allow the Port to continue to achieve its goal of maintaining a cleaner and healthier Bay for its recreational users and habitat,” said Stephen P. Cushman, Chairman of the Board of Port Commissioners.

As an environmental steward of San Diego Bay, the Port of San Diego is responsible for a number of environmental initiatives. These include wildlife preserves, stormwater runoff programs, fisheries studies, alternative fuel initiatives and environmental partnerships.

### THE PORT AUTHORITY OF NEW YORK & NEW JERSEY



### NY/NJ: Selling \$300 million of consolidated bonds, \$200 million of consolidated notes

PORT Authority Chairman Jack G. Sinagra announced the sale of Consolidated Bonds, One Hundred Twenty-fifth Series in the aggregate principal amount of \$300,000,000 and Consolidated Notes, Series TT in the aggregate principal amount of \$200,000,000. Both the One Hundred Twenty-fifth Series bonds and the Series TT notes were awarded on the basis of the lowest true interest cost of the bids received for each of the respective series.

The One Hundred Twenty-fifth Series Bonds, awarded to Salomon Smith

Barney at a price of \$290,498,029, are composed of bonds due from October 15, 2018 to April 15, 2032, at an interest rate of 5.00 percent per annum for each maturity. The true interest cost to the Port Authority bid by Salomon Smith Barney was 5.234 percent, the lowest of the four bids received.

The Series TT Notes, also awarded to Salomon Smith Barney at a price of \$203,864,000, are composed of notes due on April 15, 2004, at an interest rate of 3.625 percent per annum. The true interest cost to the Port Authority bid by Salomon Smith Barney was 2.627 percent, the lowest of the six bids received.

The proceeds of both series of bonds and notes will be allocated, as appropriate to capital projects in connection with facilities of the Port Authority and may also be used for refunding obligations of the Port Authority.





**Seattle: SSA Terminals Open New Container Handling Complex**

**A**FTER more than two years of construction, officials of the Port of Seattle and SSA Terminals are celebrating the completion of the largest container handling complex in the Pacific Northwest. The grand opening of the \$300 million expansion of Terminal 18 is scheduled for Wednesday, April 3.

At 196 acres, the expanded Terminal 18 is nearly twice its previous size. The expansion of the facility's on-dock intermodal rail yard, which can now simultaneously handle four doublestack container trains, makes it one of the most efficient terminals on the West Coast for moving import and export containers between the ship and inland points of origin and destination.

"This expansion project will help the Port and its customers compete more effectively now and in the future," said Port of Seattle Commission Chair Bob Edwards. "Maintaining our competitive edge is critical to preserving and growing the jobs and other economic benefits international maritime trade brings to this region."

"Terminal 18 is the second so-called 'megaterminal' in the harbor," said Port of Seattle CEO M.R. Dinsmore. "Combined with Terminal 5 in West Seattle, our Port now has the capacity to handle 2 to 2.5 million containers per year." In 2001 the Port saw 1.3 million containers cross its docks. "Making sure our customers have ample opportunity to grow is key to ensuring that our Port and our community remain a center for global maritime commerce," Dinsmore added.

"One of the primary motives behind this for SSA was our view that Terminal 18 was the last opportunity for a megaterminal in Seattle," said Frank Clark, Project Manager and Vice President of Stevedoring Services of America, one of the partners in SSA Terminals.

In addition to more acreage and a larger intermodal yard, the expanded terminal features a new truck access route, a new container equipment maintenance building, and additional refrigerated container storage capacity.

Planning for the terminal expansion project began in 1995, and the Port completed land acquisitions in 1997. Several dozen businesses were relocated and more than 100 buildings, including the former offices of SSA, were demolished to make way for new terminal facilities.



Terminal 18  
(Courtesy of Mr. Don Wilson, Port of Seattle)

Some of those businesses left behind industrial contamination including refined oil products, metal working compounds, lead, zinc and PCBs. The expansion project included the removal of thousands of yards of contaminated soils, which were placed in an approved hazardous waste landfill.

"We take our stewardship of the environment very seriously," said Dinsmore. "Beyond the economic benefits this expansion brings to our region, it also gave us the means to clean up contaminants that might otherwise have remained in the environment for many years."

Some of the terminal improvements that enhance efficiency also have environmental benefits. The expanded intermodal rail yard, for instance, allows containers to be loaded on and off trains on the terminal, eliminating the need to truck them from the terminal to rail yards east of

Highway 99. That means there are fewer trucks on the road and lower diesel emissions as a result.

A new overpass allows road traffic to enter and leave Harbor Island regardless of rail activity, cutting down on emissions while vehicles idle waiting for trains to pass.

Other traffic improvements the Port made on Harbor Island include new sidewalks, repaved roads, a pedestrian rail overpass, and parking lots for employees of other Harbor Island businesses. The Port also helped the city with utility upgrades throughout Harbor Island.

The final touch was a 1.5-acre public shoreline access park on the southwestern edge of Harbor Island. It includes open grassy areas, trees and other landscaping, benches and picnic tables, a bike path, a kayak and canoe launch site and steps leading to the water. Paved parking is on the south end of the park and access is via Klickitat Avenue SW.

Terminal 18 is leased and operated by SSA Terminals (SSAT), a partnership of Stevedoring Services of America (SSA) and Matson Navigation Company. SSA is a Seattle-based transportation services company with over 150 operating locations worldwide. Matson Navigation Company is a leading U.S. domestic ocean carrier based in San Francisco.

Container lines calling at Terminal 18 include: China Ocean Shipping Company (COSCO), China Shipping Container Line (CSCL), SSAV/Norasia, Hapag Lloyd, Matson Line, NYK Line, Orient Overseas Container Line, P&O Nedlloyd, Yang Ming Line and Zim Israel Navigation

*Africa/Europe*



**ESPO: Addressing port authority's role as "Focal Point" for ship reporting**

**O**N April 17, ESPO organised, in co-operation with the Port of Le Havre, a one-day workshop on maritime communication, reporting and monitoring. This subject has gained considerable attention following a European Commission proposal for a Directive establishing a Community

monitoring, control and information system for maritime traffic, which was part of the so-called "Erika II" package.

The workshop organised in Le Havre focused on the technical aspects related to the implementation of this Directive. These have to be carefully looked at in order to make reporting, exchange of information and monitoring as efficient as possible in practice. Notably, consid-



eration was given on how to combine these new reporting requirements with other existing obligations of notification (such as EU requirements concerning port reception facilities, IMO FAL, etc.). The seminar consisted of three sessions :

- a general theme-setting session with speakers of the European Commission, ESPO and Port State Control;
- an overview of best practices developed by port authorities and port community systems;
- a panel discussion with the various stakeholders involved. This discussion was chaired by the European Parliament's Rapporteur on the Directive, the Belgian MEP Dirk Sterckx

In his concluding remarks, ESPO Chairman David Whitehead said that considerable time is needed to make the requirements of the Directive work in practice efficiently. Port authorities should have a fair amount of flexibility in this respect. Some ports see it as their natural role to act as focal points for collecting information and reporting, whereas others do not. He underlined the role of ESPO in this process to collect and advise on best practices and to find out where a realistic scope for further harmonisation could be established.



## Algeciras: Port Activity in the First Two Months 2002

**A**CTIVITY in the Port of Algeciras Bay continued to grow at the beginning of 2002. Total throughput for the Port of Algeciras Bay has risen to an 8.66% rhythm of growth in the first two months of the year, meaning that over 8.4 million tonnes have already been handled by our facilities. Another example of the good trend being set for early 2002 can be seen in Container Throughput, with a total of 337,568 TEUs (Twenty-Foot Equivalent Units) being handled, returning a 5.38% increase over figures for the same period last year.

Liquid Bulks for January and February have summed 2.9 million tonnes (+ 5.78%) and Solid Bulks have reached 527,940 tonnes (+ 31.85%), whereas General Cargo has risen to over 4 million tonnes (4,416,542 tonnes) – a 10.56% increase over the very good returns for

the first two months of 2001. As for traffic across the Strait is concerned, the trend at the beginning of the year seems to indicate passenger stability, with 480,267 (+ 0%) travellers; and slight increases in Vehicle Traffic, with a total of 115,399 vehicle units (+ 4.85%). The most noticeable results have been returned by the line to Tangiers (+ 17.66%). From Total Vehicle Throughput, 26,978 units were made up of lorries (+ 1.64%).

By months, January was a stable one for the vast majority of traffic types, whereas February was especially good for Liquid Bulks (+ 22.16%) and Vehicle Traffic (+ 14.72%).



## Antwerp: New Zoning Plans for Antwerp's oldest harbour area

**T**HE Antwerp Port Authority will commence with public tender for the sale of three buildings and one parcel of land: the Montevideo warehouses, the Red Star Line warehouses 1,2 and 3, the former recruitment centre for dock workers, the 'Shop', and a parcel of land at the Kattendijkdock Western quay.

The lots are located on the Montevideo area on the Eilandje (little isle), the oldest harbour area in the North of the city of Antwerp.

In addition, the public sector shall carry out a whole array of major works significantly developing infrastructure. With the sale, the Antwerp Port Authority intends to give the buildings a new purpose, which figures into the larger scheme for the development of the 'Eilandje'.

The Antwerp Port Authority shall invest the proceeds from the sale in the respective pension funds concerning the retirement and widows' pensions for (stationary) personnel of the Antwerp Port Authority and their eligible dependants.

### The sale of 4 lots in the Montevideo area.

The buildings and properties on offer are distributed in 4 lots situated in the Montevideo area, the residential section of the Eilandje. The Montevideo area is bordered by the Kattendijk dock in the East, and the River Scheldt in the West, the Kattendijk locks and Saskom in the

North and the Amsterdamstraat in the South.

The area is a designated residential neighbourhood encompassing a number of different renovation and development projects, which together serve to promote the area's reconstruction.

### New prospects for nostalgic port properties

Specifically, the sale of the Antwerp Port Authority encompasses the Montevideo warehouses, the Red Star Line warehouses 1,2 and 3, the Shop and the land at the Kattendijkdock Western quay. The three properties each has its own history, which is part of the rich heritage of the Eilandje and of the development of the port of Antwerp.

The Antwerp Port Authority will open tender for the three lots beginning March 28 2002. The bidding period will last 4 months ending August 1 2002. Each offer must contain a draft of the project and indicate the financial offer. The award of the real estate goes to the bidder, who is in first place determined according to several weigh-in factors. By employing the tender process, the Antwerp Port Authority also hopes to attract foreign investment to help develop the future of the Eilandje.

### City and Port invest in the Montevideo area

Basic improvements of the Montevideo area also figure into development of the Eilandje. Public infrastructure works in the Montevideo area, such as sewer systems, public furnishings, lighting, and so on, will be put in place by the Antwerp Port Authority and the city of Antwerp. First plans for these measures have been drawn up.

The Kattendijk bridge, located in close vicinity to the Montevideo area forms an encumbering barrier to the development of the neighbourhood. It will be torn down and replaced by a passage at ground level. The Rijnkaai highway shall follow the original historical alignment of the existing blocks in the Montevideo area, thus connecting the Montevideo area and the Scheldt Quays. This includes provisions for a public promenade. These plans for the new layout of the area, together with the redesignation of the buildings and properties on offer, shall secure the value of the entire area.

### A new centre of gravity between old city and new port

The Eilandje is the oldest harbour site of Antwerp. Since the development of the 'Nieuwstad' district around 1550, the Eilandje has served as a harbour quarter.



Especially in the 19th Century, the Eilandje was at the centre of Antwerp port activity. With the expansion of the harbour towards the North, it eventually vanished out of the city's sight. In the course of the 20th century, the Eilandje changed from a busy port to an abandoned neighbourhood. It remained, however, the potential link between city and harbour.

Already in the 90's, the city of Antwerp devised the first plans to infuse the Eilandje with new life. Since 1995, the city of Antwerp as well as the Antwerp Port Authority have invested into different projects on the Eilandje. Supplemented by various private initiatives the Eilandje is gearing up to meet generally high expectations. In the overall picture, the development plan for the Eilandje aims to achieve an all-encompassing and high-rated development of

the old harbour. The plan interweaves city and harbour with residential living, touristic-recreational functions, cultural facilities, retail trade, municipal facilities, public spaces, green areas and parks. Investors will have to pay special heed to the relationship between urban development and architecture, regional planning and the preservation of monuments and historic buildings, traffic and mobility and the public welfare.

After different projects around the area of the old Antwerp docks, as the installation of the Yacht harbour, for example, and various other projects in various locations on the Eilandje, the Montevideo area is the next in line for an all-encompassing reconstruction in the scheme for a new Eilandje! step by step, the Eilandje is growing into a new hot spot in the thriving and cosmopolitan city of Antwerp.

2. An additional facility would need to be provided in order to cater for City Quays traffic which would have to be transferred if and when the City Docklands area was redeveloped.

During the course of the study six sites were identified for detailed consideration:

- Dunkettle for port related logistical activities and industrial uses. No waterfront development was envisaged;
- Marino Point, for containers, or possibly dry bulks;
- ADM jetty area, probably for dry bulks and some liquid bulks, though it could be used for a range of cargoes;
- Quarter ramp berth at Ringaskiddy, to cater for the existing and future multi-purpose Ro Ro services;
- Oyster Bank, probably for containers;
- Curlane Bank for a deep sea container terminal.

## PROPOSED DEVELOPMENT STRATEGY

### Containers

Tivoli Container Terminal is forecast to reach capacity between 2008 and 2011. Because of vessel draught restrictions at Tivoli and a capacity limit, it is considered that a new container terminal will be required rather than further expansion at the existing terminal. Two options have been proposed, Oyster Bank and Curlane Bank.

It is considered that the Oyster Bank scheme meets all the necessary criteria and should be given priority although the more expansive Curlane Bank scheme should be retained as an option to provide the flexibility for possible future trends towards still larger vessels.

### City Quays Traffic

If port operations on the City Quays



## Cork: Launches Strategic Development Plan

THE Port of Cork launches its Strategic Development Plan, a framework for the development of the port to 2020. The plan has identified suitable locations within the harbour to accommodate projected growth in traffic throughput as well as the possible relocation of cargoes from the upper harbour to the lower harbour. The Port of Cork will seek to have this plan integrated into regional and national development plans.

In September 1999 the port commissioned Posford Duvivier (since re-named Posford Haskoning) and their sub-consultants Raymond Burke Consulting, Cunnane Stratton Reynolds, Parkman, Port Management Consulting and MDS Transmodal to prepare a Strategic Development Plan.

This Plan will assist the Port in developing facilities to the benefit of the customers and the local and regional businesses dependent on trade that passes through the Port.

The principal reasons for undertaking the Study were:

- The predicted growth in traffic;
- The predictions in National Studies of a capacity deficit in certain trades;

- Emerging proposals for City Docks Redevelopment and the potential loss of other facilities in the harbour
- Evolving vessel and trade trends
- Conflicting leisure, residential, amenity, commercial, industrial, environmental and planning demands within Cork Harbour;
- The constraints and limits in Cork Harbour on the siting of new facilities;
- Emerging study in relation to the Cork Area Strategic Plan.

The major findings were:

1. Tivoli container terminal would reach its annual capacity of 180,000 TEU between 2005 and 2010. A new container terminal was recommended which could accept larger vessels than at present;



Launch of Port of Cork Strategic Development Plan. Left to right: Denis Healy, Manager Engineering Services; Sean Geary, Deputy Chief Executive; Former Chairman, Frank Boland.

were to cease, then the relocated traffic should be accommodated at the ADM development area as an extension to the Ringaskiddy Deepwater Terminal. However, as the Port would receive no additional income by the move downstream, it would need to be compensated for the considerable capital expenditure it would outlay.

### **Quarter Ramp Berth, Ringaskiddy**

To help alleviate pressure on the existing Ringaskiddy deepwater berthage and as an interim measure prior to undertaking the ADM development, a specialist quarter ramp berth could be constructed at Ringaskiddy.

### **Dunkettle**

The financial evaluation shows that the proposed development at Dunkettle for logistical activities and industrial uses would be profitable. It is not recommended that Dunkettle be developed speculatively but rather when a specific need has been established and economic factors are positive.

### **Tivoli**

In the circumstances that a new container terminal is constructed, then the other existing cargoes will continue to be handled in Tivoli together with some relocated cargoes. That part of the container terminal land side area no longer required could be leased out for other industrial/port related uses.

### **Marino Point**

Following a technical review of the options, it was decided that Marino Point should not be investigated further at this stage. This is because of the perceived difficulty in overcoming the environmental designations in addition to other issues such as poor navigation and poor road access. However as the only rail connected site, it could become feasible in the future if there is sufficient political and economic pressure to move freight by rail.

## SHORT TERM ACTIONS

1. The Port should continue to ensure that the local, regional and national plans zone the identified sites for future port use, in order to provide the maximum flexibility for future development.
2. The Port should continue to remain in dialogue with all stakeholders and should promote its development plans in a consultative manner.
3. A further study on the effect of the closure of the City Quays is required to identify the detailed requirements and hence the cost implications for the Port. This needs to be done in conjunction

with the users and the planning authorities. The major part of such a study would be to identify what the existing users would do, in particular those with existing facilities. It is therefore essential that the existing users are seriously committed to any redevelopment and it is imperative that the means of funding the closure and redevelopment of the City Quays and the construction costs of new facilities be identified in principle.

4. The Port should continue to market the container terminal project to possible interested parties, including prospective investors. It should also monitor the plans and future requirements of existing and prospective users. This is to assist in identifying when a new container terminal will be required and the opportunities for private involvement.
5. The Port should continue to actively address how it could improve the income from the container business.
6. While the Study has not addressed stevedoring issues, it is essential that stevedoring rationalisation be achieved to ensure that the Port is efficiently run and makes maximum use of its facilities



## **Kenya: Stakeholders to start a CBS Project**

**T**HE Kenya Ports Authority has teamed up with key stakeholders to establish and own a community-based computerised system (CBS) project to speed exchange of information and cargo documentation seamlessly, securely and efficiently.

The proposed project named East African Cargo Information System (EACIS), will be a flexible information sharing resource linking the port community electronically to allow secure exchange of authorized data between partners.

The objectives of the EACIS are to reduce time taken to clear cargo from the port from four days to 24 hours; minimise the cost of doing business at the port of Mombasa; discourage the physical movement of people at the port; enhance security of cargo administration process and disable the potential for fraud and other forms of corruption.

Others include fastening communication of essential information to relevant parties; providing accurate data entry

and transfer systems within the community; enhancing easy and secure access to authorized cargo information including that on global logistics markets, among others.

Two levels of committees have been formed to ensure faster implementation of the project. The first executive level comprises chief executives of major stakeholders and is chaired by the Kenya Revenue Authority Commissioner General Mr. John Munge with KPA serving as the host and secretariat.

The other committee comprises representatives from key departments of involved organisations and is chaired by the KPA Manager Computer services.

The project name, objectives, system parameters, membership, structure and projected costs and benefits are among issues that have been so far raised and partly discussed in the meetings that have been held.

This new development is aimed at addressing general inefficiency, insecurity and slow speed of communication of cargo information amongst port stakeholders. EACIS will be a joint venture entity owned by the port users community with KPA and KRA serving as key or anchor shareholders.

Other members include Kenya Association of Shipping Agents (KSAA), Kenya International Freight and Warehousing Association (KIFWA), Kenya Police, Kenya Road Transporters Association, Kenya Tea Trade Association, Mombasa Chamber of Commerce.

Others to be approached are Kenya Bureau of Standards, Kenya Airports Authority, Uganda Revenue Authority, Rwanda Revenue Authority and Uganda Railways Corporation.

The proposed scope will include all cargo documents related to imports, exports, and transit as used by the KPA, KRA, clearing and forwarding agents, ships' agents, road and rail cargo transporters, warehouse operators, and regional customs authorities.

The system shall be publicly accessible for usage via the Internet. However, some parts of the system shall be catering for high volume/high security data traffic thus necessitating use of intranet. EACIS shall be user-friendly' easily operated even by someone with minimum computer and system knowledge.

EACIS availability shall be 24 hours all year round and easily interfaced with other systems. Modalities on project cost and sponsorship are being worked out and total implementation will be determined once details are established and interested solutions suppliers are identi-

fied.

The project is expected to take about 18 months to implement once the solution suppliers are identified.



## Le Havre: Extension of Ro-Ro Center



In order to meet the increase in demand from ro-ro traffic (standing at 443,000 vehicles in 2000, 596,000 vehicles in 2001, and figures constantly on the increase over the last several years) and provide a satisfactory level service quality, the PAH has decided to develop its present facilities. The corresponding investment amounts to 15 million euros (French Francs 100 million).

The construction work of the wharf 380 metres long and its area alongside started in April 2001 and is due to last about 11 months. The work for the back-up area of 13 hectares, intended for the parking of cars, started in November 2001.

The work was stopped in early December 2001, for several weeks, further to the discovery of polluted dredged materials. Consequently, the extension work for the ro-ro centre should be completed a bit later than planned within the course of the second half of the year 2002.

The importance of the river mode in the supply and distribution of ro-ro trades in Le Havre has to be noted, as it accounts for a modal share of 30 %.

The extension work of the ro-ro centre included the following re-developments:

- 13 hectares of back-up storage area for the parking of light vehicles,
- A quay 380 metres long (located to the east of the so-called "Ariane V" wharf), as well as a quayside (1.7 hectare),
- A new rail spur for the unloading of vehicles which will be created within the

boundaries of the planned storage area, so as to enable a better distribution of storage areas behind the berths and which will be connected to the rail sidings of the Ocean terminal.



## Namibia: Namport to implement ISO 14001

As the National Port Authority in Namibia, Namport has to operate in a global market with international competitors and clients, therefore we must be well aware of the longterm prospects of our business. As part of this, Namport has embarked upon a project to implement ISO 14001 for the Port of Walvis Bay, Port of Lüderitz, as well as the Syncrolift.

ISO 14001 is a voluntary environmental management system with appropriate goals whereby standards are being set to improve corporate performance. This will provide an objective basis for verification of Namport's claims about its performance, which is particularly important in relation to international trade, where at present almost anyone can make assertions about environmental performance. Consumers, governments and companies up and down the supply chain are all seeking ways to reduce their environmental impact and increase their long-run sustainability. For companies, the key goals are to become more efficient - to get more output per unit of input - while earning profits and maintaining the trust of their stakeholder. ISO 14001 identifies environmental aspects of products, activities and services that Namport delivers to its clients as well as other activities which takes place within the area of jurisdiction of Namport. The ISO 14001 standards do not themselves specify environmental performance goals. These must be set by the company itself, taking into account the effects operations

has on the environment, and the views of its stakeholders. Implementation of a management system-based approach will help Namport to focus attention on environmental issues, and bring it into the main stream of corporate decision-making.

Worldwide ports act as magnets for related industries and are generators of economic growth and prosperity. However, their activities have the potential for considerable impact on the environment. Namport has for a number of years been working actively on a number of environmental issues, both environmental issues on which the port has been able to have a direct influence and other issues like the environmental impact on shipping. The maritime transport sector, including the ports and associated industries, has a role to play in trying to achieve sustainable development while using transport that is efficient, safe and environmentally friendly. It is therefore that Namport has decided to implement this program with the assistance of a consultant, Mr Joe Leitz who will facilitate this project for the first three years.

The competitive position of our port is very much related to cost and efficiency. For the most part environmental expenditure is seen as only increasing operating costs while giving little improvement in efficiency. We therefore generally tend to minimise our environmental expenditure. This practice may work in the short term but is likely to cost more in the long term. It is generally cheaper to prevent environmental damage now than to clean up afterwards. Namport aims to provide a successful longterm development environmental plan to ensure that care is taken of the environment to prevent serious pollution at the Ports of Namibia.

Our information policy will also include several actions aimed at matching increasing environmental awareness of the community as well. This project will be run in alliance with the Walvis Bay Local Agenda 21 Project, which is an initiative concerning the environment and the development of Walvis Bay to





make sure that the citizens of Walvis Bay continue to benefit from their environment for generations to come.

The certification of ISO 14001 for Namport to be achieved after two years is proof that we care about the environment with all of our operations, planning and changes that we will have to ensure within the company according to the systems and procedures to be implemented in this project. After accreditation of ISO 14001 it will be reviewed on an annual basis to ensure that environmental standards are kept on the acceptable level.



## Oslo: Time of New Challenges

**P**ORT of Oslo, located in the 100 kilometres long Oslofjord, is now facing new challenges. The city council of Oslo has for years discussed rearrangements of the waterfront and the moving of the industrial port activities out of the city centre. The City council wants to use these valuable areas for city development purposes, and create a more commercial and leisure-oriented waterfront.

The Port has taken this challenge, and we are now in the beginning of the creation of the "Fjord City", where the waterfront opens up for the people of Oslo, while cargo operations temporarily until 2011 will be concentrated in a highly efficient terminal around a smaller area in the Southern part of the Port.

Concentrating cargo operations opens waterfront for the City

In year 2000 the City council decided as a long range objective to move the container terminal out of the city in order to create "Fjordbyen" - "The Fjord City", opening up the waterfront for city development purposes.

Making "Fjordbyen" is a major challenge for the Port Authority and for the users of the Port.

One of the existing terminals, which is of little use today, will be sold to city development to finance the building of a new highly efficient terminal in the south of the port. The new terminal will temporarily handle the cargo traffic until 2011. What will happen after 2011 is not clear yet, but a proposal for the future port structure in the Oslofjord is to be



(Mr. Fjellanger Widerre, Oslo Port Authority)

presented from the Ministry in near future.

Meanwhile plans for enhancing the capacity of the Port will be carried through.

One of the container terminal & will be equipped with Rubber Tyred Gantry Cranes to expand the capacity 80%. They will be electrical driven and reduce the noise level in the terminal. A new type of spreaders will be used reducing the noise of handling of containers.

In total the environmental impact to the surroundings will be reduced.

Environment high on the agenda

The making of Fjordbyen - the Fjord City is composed of a large number of part-projects, and the development will go on for several years. The close location between residential areas and the port motivates a strong focus on environmental issues.

National guidelines for the environment and the environmental sustainable policy of the city, guides our work. To ensure an equal handling of the projects, we will make an environmental follow-up program. Every project leader will be responsible for making the project develop accordingly to this environmental follow-up program. The program will take into account the environmental aspects during the construction period for the restructuring and building of the terminals, but also focus on the operating period of the terminals. Carrying out the construction work and in planning of the terminal layout, there will be much focus on the safety aspects.

Important environmental aspects concerning the cargo handling and the terminal development will be noise, waste, exhaust, lorry traffic, accidents and contaminated sites. Along these aspects we will focus on city-development, sustainability and security.

The environmental follow-up program for the project, along with an environmental impact analysis for the South port terminal, will be important remedies to succeed in our environmental plans.

Being certified by the ISO 9001 and 14001 standards, the follow-up program will be incorporated in the Port authority's management system.

For the environment and the surroundings it is of great importance that we take the necessary environmental measures, only the future can decide whether we succeed.

Click for a presentation of the port today and in 2005.

The "Fjord City" means concentrating the cargo operations in a highly efficient terminal around a smaller area in the Southern part of the Port.



## Riga: Credit of US\$500,000 for investment in ferry company

**T**HE Board of the Freeport during the meeting on Friday decided to announce international tender regarding US\$500,000, which will be invested in the ferry company "Rigas Juras Linijas" Ltd.

The new ferry company will look for possibilities to open another ferry line to Stockholm or to start new ferry lines to Helsinki, Saaremaa or Germany.

## Riga: Planning to restructure port dues

**D**URING the Board meeting on Friday, April 12, the first project regarding the new order of port dues determination was examined.

The current system of port dues is operating since 1995, therefore it needs to be restructured and adjusted to the requirements of the Western ports.

The current system holds different categories to pay for, therefore it is planned to simplify the system, but not enlarging the total amount of the dues to be paid.

The National Association of Shipbrokers and Shipping Agents is





developing the new amendments of the port dues.

The CEO of the Freeport invites companies to submit notifications in order to get the discounts of port dues, indicating that approximately 50% of companies, which do so, according to certain criteria, get the discounts.



### Cochin: Seizing Initiatives against All Odds

IN SPITE of the general slump witnessed in the international trade on account of global recession coupled with the regional unrest in the aftermath of the September 11 episode, which has had severe impact on the cargo volumes at all the ports in the country – Cochin Port, has fairly succeeded in consolidating its existing cargo profile. The Port handled 12.10 million tons of cargo as against 13.12 million tonnes during 2000-01, thus registering a fall of about a million tonnes. However, there has been an increase of about 6% in the overall import-export load of container throughput handled at the Port during 2001-02, which stood at 151,829 TEUs against 143,115 TEUs during 2000-01. The volume handled through containerized cargo was 1.9 million tons.

The fall in the overall volume of cargo is chiefly attributed to reduced intake of crude oil by Kochi Refineries (less by 6.29 lakh tons) due to fall in production and reduced demand for P.O.L & products (less by 4.52 lakh tons). Crude and P.O.L products, which constituted about 77% (9.89 million tons) in 1999-00 has fallen to 71% (8.59 million tons) in 2001-02. Further the duty hike resulted in fall in imports of palm oil by about 50,000 tons. The general recession in the construction industry coupled with a shortage of construction materials like sand resulted in depressed imports of cement and cement clinker (about 72,000 tons). There was fall by about 65,000 tons in the fertilizer raw material imports by FACT. Due to the closure of Philips Carbon Black Ltd on account of environmental pollution, there was fall of about 38,000 tons in imports of carbon black oil.

Barring the above, the other shortfalls have been made good by handling increased volume of cargo such as finished fertilizer, metal scrap, chemicals etc. The Port has also succeeded in regaining the imports of finished fertilizers such as Muriate of Potash, Urea, etc which were being handled at Tuticorin Port. The number of vessels handled at the port increased by 8% from 1104 during 2000-01 to 1190 in 2001-02, signifying increased sailings from the Port.

Despite a fall in the total volume of cargo, which is but a passing phase of the business cycle, the Business Development

## Asia/Oceania



### Auckland: Navy Bridge Simulator to Model Channel Deepening

THE Royal New Zealand Navy's Bridge Simulator Facility has been contracted by Ports of Auckland Limited for modelling and training work in preparation for deepening of the shipping lane and container terminal approaches.

Mr Will Harvey, General Manager Port Services and Finance of the Ports of Auckland and Captain Bruce Pepperell, Captain Fleet Support of the RNZN will sign the contract on April 30 at Devonport Naval Base.

The Bridge Simulator staff will model the commercial shipping lane in the Rangitoto Channel and the approaches to Axis Fergusson terminal to reflect the planned deepening.

A model of the biggest containership to visit New Zealand, the 4,100 TEU P&O Nedlloyd Remuera, will also be made. The P&O Nedlloyd Remuera called at Auckland on her inaugural voyage in February this year for a naming ceremony and container exchange. (A TEU is a 20-foot equivalent unit, or the size of a standard 20-foot container.)

Using the new ship and channel models, trials will then be run on the Bridge Simulator to ensure that the planned deepening of the shipping lane achieves the objectives of Ports of Auckland and to confirm the placement of navigation aids.

Training of Ports of Auckland pilots will also be conducted in the Simulator.

This is the first major commercial contract for the Navy's Bridge Simulator.

The Secretary of Defence, Mr Graham Fortune, officially opened the RNZN Bridge Simulator facility on the September 21, 2000. The facility cost



approximately \$6M and took eight months to build. Developed and installed by KONGS-BURG NORCONTROL, a Norwegian based company with many years experience in the Bridge Simulator business.

This new facility provides an excellent tool for training in the skills required by the whole ship bridge team ranging from the Helmsman and the Communicators to the Officer of the Watch, Navigators and the Commanding Officers. Training can be conducted on ship-handling and ship control, navigation, collision avoidance, and search & rescue to name just a few.

The simulator accurately reproduces the visual scene, radar picture, and all navigational instrument read-outs for the location of the ship. For added realism, the simulator will introduce varying weather, visibility, sky and sea conditions as entered by the instructor.

The full Mission Bridge has a full 240-degree visual scene, visible through the ships bridge windows. The visual scene is obtained with nine projectors and a curved screen.

Ports of Auckland received confirmation of resource consents for deepening the commercial shipping lane and the approaches to Axis Fergusson from the Minister of Conservation on April 22, 2002. Two shipping-line customers will bring 10 new-generation, 4,100 TEU containerships onto the New Zealand trade later this year. The new ships have a maximum draft of 12.5 metres and at the current channel depth in places they would be restricted to narrow tidal windows to enter and exit the port.

Cell (BDC) constituted two years back by Dr. Jacob Thomas, Chairman, Cochin Port Trust under the stewardship of Mr. A. Janardhana Rao, Dy. Chairman, has been persistent in adopting professional measures to build and retain the Port Users' confidence by addressing the issues that have larger ramification on the trade from the Port.

"Fluctuations on account of trade cycle are not an uncommon phenomenon. The test lies in weathering the storm and coming out victors. Being proactive and objective assessment of our strengths and weakness will help us in facing the dynamics of trade and we are confident that we will bring about a positive and remarkable turnaround," states Dr. Thomas with confidence.

"We recognise that the more mundane affairs at the grass root level has to be tackled first in order to consolidate the trade economics. It is therefore essential that we emphasize with the users' concern rather than pushing them through the procedural rigmaroles as is usual in the port sector" elaborates Mr. Rao. Towards this end, the port has taken several initiatives to reduce the users' woes.

To begin with the implementation of Electronic Data Interchange (EDI), in which the Cochin Port has been the forerunner among all Indian Ports, has been fairly streamlined. The Port has taken lead in tying up with the Customs, Banks and the Port Users to make an effective use of the EDI system. Barring minor technical hitch, which is being attended to at a war footing, the system has been implemented successfully.

The increased sailings from the Port suggests that there is surplus capacity to be utilised and calls for aggressive marketing. During 2000-01, 347 container vessels called at the port, whereas in 2001-02, it rose to 443 vessels, which translates roughly into 2 sailings per day.

In association with Maersk Shipping, the Port has promoted a new product "zero delay transit" - a novel concept in intermodal transport of cargo from the hinterland to the destination. The fixed-day Salalah feeder of M/s Maersk Sealand would be able to accept containers two days later than Tuticorin Port and can still connect to a waiting mother vessel at Salalah without any delay - much akin to a direct mother vessel service.

Assessing that this link was vital for the timely movement of cargo and in honouring the business commitments of the trade,

the BDC held discussion with the Container Corporation of India (CONCOR) for stabilizing the CONCOR train frequency from the hinterland at Coimbatore and Bangalore. Recognising the potentials and criticality of the linkage, CONCOR has now introduced fixed-day service from Coimbatore and Bangalore. There will be twice-a-week fixed-day trains from Coimbatore to Cochin on Wednesdays & Saturdays and 5 fixed-day trains on the Bangalore to Cochin route from Tuesday to Saturday. Further, 2 new links, viz., Cochin-Mangalore & Cochin-Tirupur are also being pursued by the BDC to tap the cargo from the hinterland of South Karnataka and interior Tamil Nadu. The BDC is also trying to rope in Konkan Railways in this venture.

These efforts would be precursor in making available the crucial intermodal connectivity with the establishment of Vallarpadam Container Transshipment Terminal. Preempting the future need, the BDC has already held high-level discussions with the senior Railway Board officials for conducting the feasibility study for providing rail-linkage to the Vallarpadam so that by the time the terminal operations are shifted to the Vallarpadam, the rail connectivity would be in place.

The BDC has also been persistent in pursuing shipping lines for introduction of new feeder linkages to the Port. M/s Delmas Shipping would be introducing fortnightly sailings from East African Ports to Cochin and M/s HRC Shipping Lines would be introducing 2 common carrier feeders to Colombo.

The members of the BDC will soon be pursuing the Shipping Corporation of India for introduction of a mainline vessel from Cochin. The introduction of a mainline vessel from Cochin will drastically reduce the freight cost and make the Indian produce more price-competitive in the international market. The "cut off time" for bringing in export cargo has also been brought down so as to accommodate maximum volumes and help the user meet with their commitment without compromising the vessels stability and turnaround time. This "cut off time" is

product specific to suit the shipment requirements of each product.

Thus with the establishment of increased sailings from the Port coupled with improved hinterland connectivity and improved port services, the port users would have a platter of options to ensure the timely shipment of the cargo. It is now upto the port users to make most of the available capacity and facility to further their trade interests.

Building up a strong foundation for future development is key to sustenance. Seizing business opportunities has therefore been the buzzword at the BDC. Two of the future projects mooted by the BDC are leveraged on the Ports proximity to the international maritime highway - International Bunkering Terminal and International Ship Repair Yard. In case of Bunkering Terminal, the bidders short-listing has been completed and project implementation proposal is being solicited from these bidders. The BDC has done the necessary groundwork for declaring the project as an EOU and for obtaining sales tax clearance from the State Government. This will be precursor to smooth and early implementation of the project. The members of the BDC are actively engaged in the preparation of tender document for the re-bid of Vallarpadam Transshipment Terminal. A sophisticated multi-media presentation was also developed by the BDC for the international road show at Singapore, Malaysia and Hong Kong.

Connectivity of National Highway to Vallarpadam and provision of budgetary support for dredging by the Planning Commission are among the other initiatives taken up by the BDC. The BDC has also pursued with the Ministry of Shipping (MoS) to take up the issue relating to the removal of flying funnel zone restriction that puts a restriction on the height of cranes within the Port area on account of Naval Airport, with the Ministry of Defence. The BDC is also actively pursuing the matter relating to the Single Buoy Mooring proposal of the Kochi Refineries that will not only affect the prospects of the Port, Cochin Shipyard and the Indian Navy but also have severe

cascading impact on the economy of the industrially backward state of Kerala.

The BDC has also approached leading corporate houses inviting them to invest in the Port and be partners in the future development of the Port. Besides this a host of business enterprises have been attracted to the Port





and the BDC are extending all professional help in building the investors' confidence in the Port.

"Our Chairman, Dr Jacob Thomas has given us a simple brief "let no user be aggrieved - the Port is, if they are", points out Mr. Rao. "This is the guiding principle on which the BDC works. We believe that the real sales promotion and marketing for the Port is done by the actual port users such as the Shipping Agents, Clearing Agents, Exporters-Importers and it is essential to make them feel comfortable with the system prevailing at the Port by streamlining and making it user-friendly. Such simple confidence building measures go a long way in retaining user affiliation to the Port," adds Mr. Rao.

The Business Development Cell is a mix of staff and executives at all levels and the multi-disciplinary composition of the BDC helps each member to contribute to the various projects at hand. The BDC derives its strength by the synergy of the intellect of staff and officers of the Port who are encouraged to put forth all positive proposition that will help in building the organisation. The BDC is thus acting as a sail that is all set to steer the Port and the Port Users to trade routes of prosperity against all adversity.



### Gladstone: \$30 million wharf expansion begins

CONSTRUCTION of a third shipping berth at one of Australia's premier coal export facilities - Gladstone Port Authority's RG Tanna Coal Terminal (RG TCT) - is now underway.

The extension of the existing two-berth wharf, from which 32.6 million tonnes of coal was exported in 2000/01, is a key feature of an \$80 million expansion project which commenced in November.

The project encompasses increased train unloading capacity; dredging of a berth pocket and departure channel; construction of a fifteenth coal stockpile area; and the building of a third berth.

Earlier this week, the first of the 166 permanent piles which will help support the \$30 million extension to the terminal's existing two-berth wharf, were moved into place.

The steel piles, each of which is approximately 40 metres long and 1.2 metres in diameter, will subsequently be driven into the sea bed using a 14-tonne piling ham-

mer.

After the piles are in place, local contractors Golding Contractors Pty Ltd and Walz Construction Pty Ltd will proceed to construct the new 396-metre berth. Beginning at the furthest mooring dolphin, work will proceed toward the existing wharf (berths one and two) before turning south-east to complete the third berth.

This innovative construction schedule ensures GPA's daily operations can continue as normal, with vessels able to operate effectively from berth two while the third berth is constructed.

Once the new berth is commissioned, which is expected in January 2003, it will help boost the throughput of the RGTCT from 30mtpa to 40mtpa.



### Kaohsiung: CEPD to carry out Free Port Development Plan

THE economic and finance committee of the Executive Yuan (Cabinet) has decided that Taiwan will develop free port zones. The zones will become the major focus of the next stage of the Global Logistics Development Plan. The program will be coordinated by the Council for Economic Planning and Development (CEPD) in consultation with the ministries and commissions of the Executive Yuan, and will be carried out in accordance with policy regarding relations across the Taiwan Strait.

According to the preliminary plan, the free port zones' primary objectives are:

- (1) To extend the achievements of the Global Logistics Development Plan, and continue to push for liberalization and internationalization;
- (2) To meet the challenge from free port zones established by neighboring Asia-Pacific countries;
- (3) To find ways to break the existing restriction on transshipped goods to high-value-added processing;
- (4) To enhance the operational efficiency in the area of harbors and airports.

The Taoyuan and Kaohsiung air cargo parks and other areas surrounding harbors and airports can adopt the mode of free port zones to advance their operational efficiency and competitiveness.

Berth three will also enable GPA to achieve a quicker vessel turnaround.

In keeping with GPA's policy of "buying local" whenever possible, the 166 piles required for the project are being supplied by Dalby-based firm, Major Metals. Other key fixtures are also being sourced from Australian manufacturers.

Meanwhile, dredging works associated with the project have been completed, approximately four weeks ahead of the original contract completion date.

More than one million cubic metres of material has been relocated ashore, with 100,000 cubic metres having already been used in the construction of Stockpile 15. Once completed, this stockpile will provide GPA with an additional 300,000 tonnes of coal storage capacity.

The CEPD plans initially to provide preferential treatment to companies and people doing business in the zones. The preferences will include allowing the free flow of goods with no customs administration or clearance, and to grant 72-hour landing visas to foreigners engaged in business activities within the zones.

The CEPD will gather relevant parties to form a task force and will draw up a detailed working plan with reference to operating modes from advanced countries. The whole plan is expected to be put to the Executive Yuan for review and approval four months hence.



### MPA: Launches Innovative Mobile Commerce Service "Vessel Movement Alerts" and "Vessel Mobile"

THE Maritime and Port Authority of Singapore (MPA) has launched two innovative Mobile Commerce (or m-Commerce) services called 'Vessel Movement Alerts' and 'Vessel Mobile' for the maritime industry. Both services allow subscribers of MARINET, an e-Commerce system of the MPA, to access vessel-related information from anywhere and at anytime through handphones and memo pagers.

There are over 2,100 MARINET users from 585 subscribers including shipping lines, shipping agencies, freight for-

warders, bunker suppliers, ferry operators and towage service providers.

Said Mr Yap Cheng Hua, Director, Information Technology (IT), MPA, "Handphones and wireless communications are very common in everyday life. The MPA has thus leveraged on these wireless communications technologies to develop two innovative mobile services for the shipping community. They are part of our efforts to tap the power of InfoComm Technology (ICT) to provide more value added services to port users."

Given Singapore's extensive shipping network and high-sailing frequencies from its port, shipping personnel increasingly require real-time and up-to-date ship information. The information will enable them to perform their day-to-day operations efficiently in order to provide prompt and reliable service to the ships. As these shipping personnel are always on the move, the ability to access shipping details such as where their vessels are located in port and their estimated date, time of arrival or departure through wireless means is an added advantage to their operations.

#### Vessel Movement Alerts

MARINET users indicate the names of their vessels and the nature of events that are of interest to them. They can also choose whether they want to be alerted through SMS or memo pagers. All alert requests made by the users are stored in MARINET.

The system provides four types of event alerts for users to select. They are as follows:

- when there is an update on vessel's ETA;
- when a vessel has arrived;
- when a vessel has berthed or anchored;
- when the vessel has departed Singapore.

Hard at work is the MPA's Port Traffic Management System (PTMS), a system which captures these vessel activities in real time through the use of vessel traffic radars or ship reporting. The PTMS matches the request of MARINET customers and sends them the relevant information through SMS or pager automatically. The information includes the vessel's status, i.e. whether it is due to arrive, in port or has departed, the latest ship's Estimated Time of Arrival (ETA) or Departure (ETD), actual reported arrival time, the ship's current location in port. To cater for different needs of the users, the service is customised to allow users to change their vessel profile as and when they require. They can even indicate

whether they want to be alerted only during working hours or at any time of the day.

#### Vessel Mobile

MARINET users need to register for this service. Whenever they need information on a specific vessel, they simply send an SMS message to the MPA's computer system with the vessel's full name. Within 20 seconds, the users will receive a SMS message giving them the latest information on the vessel. For example, if the vessel is arriving in Port of Singapore soon, the users will receive an SMS message informing them that the vessel is due to arrive with an up-to-date ETA.

On the launch of the 'Vessel Movement Alerts' and 'Vessel Mobile' services, MARINET user Mr David Lew of the Gulf Agency has this to say, "In the past, I need to make many calls to the Telephone Vessel Enquiry Service to get the information. The new services have dispensed with the need to call. The information reaches me automatically through the new services, bringing me greater convenience".

Also recently launched are 24 services housed under MARINET, bringing the total number of online services now available to the maritime community to

32. The new services cover a wide spectrum of business areas that the MPA has established with the shipping industry. They are grouped under 10 categories, namely, e-Declarations, e-Shipping, e-Approval, e-Permits, e-Licences, e-Marine Services, e-Bunkering Services, e-Enquiries, e-VesselInfo and M-Services.

Of the 32 e-services offered, 30 are transactional in nature, that is, users are able to complete the entire transaction online without the need to visit the MPA office. Among the services that fall under this category are e-Permits covering the application of temporary harbour craft permit and application of Cleaning and Disposal Slops/Sludge/Residue permit; and e-Approval, which allows port users to obtain electronic approval for application of ship-to-ship transfer of bunkers between licensed port limit tankers, and application for bunkering at shipyard. The e-Licences provide online booking of inspection dates by harbour/pleasure craft owners.

Also, in the pipeline is an e-Payment facility that the MPA is developing for MARINET. When implemented, port users will be able to make payments to MPA through credit cards, Internet banking and cash cards.



### PAT: One-Stop Cargo Center opens

**C**LEARING cargo through Bangkok Port should be quicker from today with the launch of a one-stop service centre.

The Port Authority of Thailand (PAT) has introduced the service after widespread criticism from traders about delays and complications including bribe demands when clearing cargo. Located on the ground floor of the authority's new head office on Na Ranong Road, Klong Toey, the centre would process clearance papers and collect tariffs and transport charges, said Prawit Saisakares, the centre's chief.

Cargo would be transported out of the port within an hour of completing customs formalities, he said. In the past, after completing documentation at the

Customs Department, traders had to contact six different units of the PAT to clear cargo and pay tariffs and other charges. As the units were located separately at the port, traders had to spend days traipsing from office to office. Under the new service, Mr Prawit said, customers would be allocated a number in an automated queue and take no more than 15 minutes each to complete their paperwork and payments after being served.

With 50 staff, the centre was expected to serve up to 3,000 customers a day, double the number processed daily under the previous system. The centre would provide four desktop computers for customers to check whether their goods had been stored in the warehouses. In the past, importers had to contact the warehouses directly. A trader who declined to be identified said the new service would save time and money. However, each export consignment still required the completion of up to 26 different documents.