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Memorable scenes from the
Mid-Term Board Meeting
in Abu Dhabi are now available
on the website



[http://www.portzayed.gov.ae/
iaph%20Memories/index.htm](http://www.portzayed.gov.ae/iaph%20Memories/index.htm)

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IAPH ANNOUNCEMENTS AND NEWS

General Report on the Mid-term Board Meeting in Abu Dhabi

April 20-24, 2002 at the Beach Rotana Hotel
Abu Dhabi, UAE

Introduction

THE Mid-term Board Meeting of the IAPH was held in Abu Dhabi, UAE from April 20 to 24, 2002, the final day of which was devoted to a technical visit to Port Mina Zayed. It was hosted by Abu Dhabi Seaport Authority, Mina Zayed (Chairman H.H. Sheikh Saeed Bin Zayed Al Nahyan, Under Secretary H.E. Hasan Mousa Al Qamji), and 95 delegates from 37 different countries and economies assembled to participate as in the attached list. The meeting consisted of three half-day sessions, agendas of which are shown in the attached "Agenda and Working Program of the Mid-term Board Meeting."

Taking advantage of this occasion, members from the Asia/Oceania region assembled on April 20, and four technical committees/groups held their respective meetings on April 21. In addition, the members of each Regional Board held separate meetings on the morning of April 22 prior to the full board meeting.

I very much appreciate the warm hospitality and excellent arrangements offered by the hosts and their able and friendly staff throughout the period. I am sure it could have never been such a successful meeting without their contributions.

Session 1: April 22, 14:00-17:00

1. Opening

Following welcome remarks by the host, H.E. Hassan Mousa Al Qamji of Abu Dhabi Seaport Authority, and confirmation of the quorum by Mr. J. Mongeau, Vice Chair of Legal Counselors, President Someya, after his inaugural address, declared the meeting was in order and henceforth presided over the meeting.

2. Secretary General's Report

Secretary General reported summaries of IAPH activities since the last



Conference in Montreal. He stressed that the Association's financial status had been sound and stable for the year 2001, and particularly thanked all members for

their cooperation in undelayed settlement of membership dues.

3. Membership Report

Following brief remarks by Datin Paduka O. C. Phang, Chair of Membership Committee, Secretary General reported to the Board on the movement of members for the year 2001 and 2002 to date. President Someya followed him by announcing to the Board that Datin Paduka O.C. Phang would retire from the Chair in view of the business pressures surrounding her, and he expressed his thanks for her outstanding dedication during the term since 1999.



He then went on to announce that Mr. J.L. Estrada from Puertos del Estado, Spain would take over her office, which the Board welcomed.

4. Finance Report

In the absence of Mr. Cowie, Chair of Finance Committee, Secretary General read the Finance Committee Report on his behalf concerning Statement of Account for 2001, which was approved by the Board. The details of the Statement of Account can be seen in the Secretary General's Report to be dispatched to you all. As to the special transfer from General Account to the Special Port Development Technical Assistance Fund, proposed by Secretary General following the suggestion of EXCO held last October, he said that the matter would need to be further discussed among the Officers before presenting it to the Board for final approval, despite Finance Committee having supported the proposal from Secretary General.

5. Regional Activities Reports by Vice Presidents and Board Confirmation of Newly Elected Exco Members from Respective Regions

1) Africa/Europe Region

- a. New EXCO members
 - Mr. D. Dunn from UK and Mr. A. Diallo from Guinea had left the Executive Committee and since then, there had been two vacancies for the region. To fill in the vacancies, Mr. A. S. Siwe from Port Authority of Douala, Cameroon and Mr. B. Lerenius from Associated British Ports, UK, both of whom had won the region's election, were duly confirmed by the Board.
- b. Mr. Struijs announced that the Africa/Europe region had given an indication to Mr. Gama that he be a candidate for the next Vice President representing the region who was due to be elected in the Durban Conference next year.
- c. Next regional meeting

Dr. Maua Daftari, Deputy Minister for Communications & Transport, Tanzania, made her special address, inviting the Africa/Europe regional meeting to her country next December. The venue will be Ngorongoro.

2) Asia/Oceania Region

- a. New EXCO members
 - To fill in the vacancies caused by the departure of Mr. O. Yu from Kaohsiung, China and Mr. Sumardi from Indonesia, Mr. Ching-Tern Huang from Kaohsiung Harbour Bureau, China and H.E. H. M. Al-Qamzi from Abu Dhabi Seaport Authority who had won the region's election, were confirmed by the Board to take over the vacant seats.

3) Americas Region

- a. It was reported that two nominees to fill the current vacancies after the departure of Mr. D. Bellefontaine from Canada and Mr. E. Bush from Cayman Islands, were to be decided soon.

The updated list reflecting the above, titled "Executive Committee of IAPH for 2002/2003", is attached. Taking this opportunity, I join the Board members in expressing my and our sincere thanks and appreciation for the dedication and cooperation given by those gentlemen who left the office of EXCO.

6. Technical Committees Reports

Following committees' reports were presented by the respective Chairs or their deputies, the details of which handed out to the Board members are as attached.

- 1) Trade Facilitation
- 2) Dredging Task Force
- 3) Legal Protection
- 4) Human Resources Development
- 5) Ship Trends

In those presentations, schedules of IAPH IT Award and IAPH Award Scheme (Akiyama Prize) for the year

2003 were also introduced by the respective committees.

Session 2: April 23, 09:00-12:00

7. Liaison Reports and Position Papers

- 1) UNEP liaison report was presented by Mr. M. B. Ondego, the details of which are as attached.
- 2) Mr. P. van der Kluit gave an up-to-date report on his liaison activities with IMO.
- 3) Port Security

To begin with, Mr. P. Mollema made a slide presentation to introduce the outlines of debates over the security issues related to ports. Chairperson Mr. F. van de Laar also reported the outcome of Port Safety, Environment and Marine Operations Committee (PSEMO) meeting held the day before. After some debates among the Board members, the attached paper entitled "Port and Maritime Security-IAPH Policy and Guidance Paper" was confirmed and approved by the Board to be submitted to IMO as the IAPH position paper. This position paper has intended to provide general guidance to member ports who consider and develop specific measures for security taking into full account their local conditions. Another position paper entitled "Prevention and Suppression of Acts of Terrorism against Shipping-Port and Maritime Security-Guidance for the Development of Ship and Port Security Plans" had been previously submitted to IMO jointly with International Chamber of Shipping (ICS), and is attached for your reference.

4) Places of Refuge

Mr. B. Vergobbi made an explanation on the attached position paper entitled "Places Of Refuge" submitted to the IMO Legal Committee on March 19, 2002, which was reaffirmed and endorsed by the Board.



8. Revision of Constitution and By-Laws

Mr. J. Mongeau, Vice Chair of Legal Counselors, reported to the Board that the redrafting of the Constitution and By-Laws was under way, incorporating the recommendations of the IAPH 2000 Special Task Force approved at the Kuala Lumpur Conference in 1999. He suggested that a fully modernized revision would be presented to the Board members for review by the year end, and the final version reflecting comments from the members be submitted in the Durban Conference for resolution. The Board unanimously agreed to this suggestion.

9. IAPH Website Presentation

Mr. J. Perrot, Chair of Communication & Networking Committee made a presentation on the latest status of IAPH Website and how to make better use of it. CD-ROM versions of the Website were disseminated among the attendees. A request was presented from the floor about the possibility of posting members' individual email addresses on the Members Area of the Website, to enable members to access to each other more efficiently. After several opinions given, it was decided that Head Office would take up the matter in cooperation with the Committee.

10. Framework of Future Conferences

Secretary General explained about the subject by using his draft proposal. He particularly stressed the insertion of a session called "IAPH Open Forum" to further highlight the Technical Committees' activities. He also referred to the level of registration fees. He, however, introduced an advice from some of the Officers that registration fees be not necessarily specified in figures whereas his draft proposal suggested a range of US\$ 1,200 to 1,500. Secretary General finally welcomed the Board members to give their opinions and advice to the

Head Office in due time for the furtherance of such guidelines for future Conferences.

Session 3: April 23, 14:00-15:30

11. Durban Conference

Mr. S. Gama, the Conference Vice President and the host of the 23rd Conference in Durban, made a presentation to the Board members by using slides to give an overview of the Durban Conference. His proposal on the Conference program as well as registration fees received approval from the Board. He suggested the second announcement for the Conference would soon be released to members based on this approval.

12. Future Events

Various future events for the IAPH were made known to the members as attached "Calendar of Major Events of IAPH".

13. Others

Secretary General informed the members of an invitation from Organization for Economic Co-operation and Development (OECD) to attend their

Maritime Transport Committee meeting on 16th July to make a presentation on behalf of IAPH. He added that issues to be covered by the presentation were yet to be decided. The Board agreed that Secretary General and Mr. van der Kluit of the European Office should attend the meeting.

14. Resolution of Thanks and Closing of the Meeting

A resolution of thanks as attached was unanimously adopted with applause to the host, and the meeting adjourned following closing notes by President Someya.

To conclude this General Report, I once again express my heartfelt thanks to the host, H.H. Sheikh Saeed Bin Zayed Al Nahyan, Chairman of Abu Dhabi Seaport Authority, and his excellent colleagues for their superb job in making the meeting a success. I further offer my sincere appreciation to all the Officers, Directors and members for their most active participation in debates and kind cooperation for the successful conclusion of the Mid-term Board Meeting in Abu Dhabi.

Satoshi Inoue
Secretary General



IAPH Mid-Term Board Meeting

Report on the Regional Meeting of The IAPH Africa/Europe Region

Beach Rotana Hotel, Abu Dhabi, April 22, 2002

the issue of replacement of Mr. Diallo on the EXCO.

The Africa group resubmitted the name of Mr. Alphonse Siyam Siwe of Cameroon as the only candidate for replacement of Mr. Diallo on the EXCO. The name was unanimously approved for submission and approval by the IAPH Board.

It was also proposed and agreed that the Africa Group submit a proposal, for adoption at the Africa/Europe Region Meeting in Ngorongoro in December 2002, a procedure for filling of vacancies arising on the EXCO during mid-term."

The third Full Board Session unanimously approved this proposal for the appointment of Mr. Siwe as successor of Mr. Diallo as EXCO member of the Africa/Europe Region.

3. Minutes of meeting in Piraeus, January 30, 2002 (published in the March 2002 issue of Ports and Harbors)

The minutes were endorsed without comments.

4. Matters arising from the minutes

• **Regional meeting and PAPC meetings and conference in Tanzania, December 9-11, 2002**

Mr. Luhigo provided information on the forthcoming event in Ngorongoro and introduced Dr. Maua Daftari, Deputy Minister for Communications and Transport of Tanzania. Dr. Daftari presented a word of welcome to IAPH members to the Tanzania conference and underlined the warm feelings of the people of Tanzania, as well as the commitment of the government and port community of Tanzania to the goals and aspirations

1. Opening, welcome

Chairman and 1st Vice President Pieter Struijs opened the meeting and welcomed the many participants to the meeting (a list is attached to these minutes). A draft agenda was circulated and approved.

2. Membership matters:
vacancies for Mr. Diallo and Mr. Dunn

The Chairman advised the meeting that ABP has put forward a candidate for the vacancy of Mr. Dennis Dunn: Mr. Bo Lerenius, Chairman and Group Chief Executive of ABP. The EXCO members present endorsed the appointment of Mr. Lerenius.

Mr. Aniele, President of the Port Management Association of West and Central Africa (PMAWCA), in a written statement, had forwarded the candidacy of Mr. Siyam Siwe, Managing Director of Douale Ports Authority of Cameroon, for the vacancy left by Mr. Diallo of the Port of Conakry in Guinea.

Mr. Adama Deen of the Port of Conakry then put forward the candidacy of Mr. Almamy Camara (successor to

Mr. Diallo).

Chairman Struijs advised the meeting that the European members would not take part in the discussion among the African members about the question who should be put forward as the EXCO candidate for the African continent and adjourned the meeting to provide time for the African members to come to a decision.

When the meeting was reconvened, Mr. Luhigo advised the meeting that the African members had decided to take more time for their decision and to postpone such until the Durban conference in May 2003. In the meantime an internal procedure would be drawn up for situations in which EXCO members that leave their position half way through their turn must be replaced.

At the request of the African members, a special meeting of the Regional Africa/Europe Board was convened immediately after the second Full Board Session on Tuesday, April 23. Mr. Luhigo reported the outcome of that meeting in the third Full Board Session as follows:

"The Regional Board meeting of Europe/Africa was reconvened at the request of the Africa members to review



of IAPH.

Note: The full text of Dr. Daftari's speech is reproduced on page 8.

Following the speech of Mrs. Daftari, Mr. Mziray made a Power-Point presentation on the venue for the Africa/Europe and PAPC meeting and conference and the draft programme for the event. The main theme for the conference is "Partnership for Ports and Trade Development". In 6 Working Sessions this main theme will be worked out with the help of Focus Themes.

Full details on the conference, travel arrangements, fees etc. can be obtained from the following website:

<http://tanzaniaports.com/iaphpapc/home.htm>

Chairman Pieter Struijs thanked the Deputy Minister for her kind words and asked her to make a similar presentation in the plenary meeting of the full board. He then received a commemorative gift from the Deputy Minister, Dr. Daftari.

• **Regional meeting in Amsterdam, February 2003 (date to be fixed)**

The Chairman asked Mr. van de Laar to inform the meeting on the preparations for the Regional meeting in Amsterdam. The dates have now been fixed for February 20-22, 2003.

Mr. van de Laar stated that Amsterdam can hardly compete with Ngorongoro as conference venue. For starters, Amsterdam is at or even below sea level, whereas Ngorongoro is situated at more than 2000 m above sea level. However, the Port of Amsterdam will do its very best to match the quality level of the event in Tanzania.

• **Biennial conference in Durban, May 24 – 30, 2003**

Mr. Gama gave a brief presentation about the state of affairs regarding the preparations for the 2003 IAPH conference in Durban. A more detailed presentation would be made in the plenary Board meeting.

• **Candidate for regional Vice President to be elected at Durban conference**

Mr. Aniele announced that the African Region unanimously had nominated Mr. Siyabonga Gama as candidate for the position of 3rd Vice President, to be elected at the Durban conference. He thanked the European members for providing an opportuni-



ty for an African candidate to be put forward.

5. **Inter-Industry Shipping and Ports Contact Group, update**

Mr. van der Kluit provided information on the recent meeting of the Inter-Industry Shipping and Ports Contact Group on February 28. The main topic was Port and Maritime Security. IAPH had submitted the Policy and Guidance document and it was decided at the meeting that IAPH and ICS would prepare a joint submission to IMO's Maritime Safety Committee in May 2002. This joint paper has been submitted on April 10, 2002, two days before the official deadline.

6. **Port and Maritime Security, update**

Mr. Mollema gave an update on the course of events regarding maritime and port security, starting with the tragic events on September 11, 2001 in New York and Washington. Although security for long had been an important issue, after September 11 it became issue number 1 on many agendas including that of IMO.

He stressed that the matter was directly linked to the reliability of a port.

A reliable port is a competitive port and safety and security are an integral part of reliability. The importance of awareness was stressed, as well as the prevention of criminal activities such as smuggling, fraud, etc.

He then provided a rundown of the proceedings in IMO since September 11, 2001, that should culminate in a diplomatic conference in November or December 2002, at which a global instrument against terrorism should be established.

After providing some background information about the approach in the

Port of Rotterdam, he introduced Mr. van de Laar, who gave details about IAPH's position at the next meeting of IMO's Maritime Safety Committee in May. In particular he explained IAPH's views on ports' vulnerability assessments. These should preferably be carried out by the ports themselves on the basis of guidance developed by IMO. International audit teams, appointed by IMO, could carry out checks to ascertain the correct application of the guidelines of IMO. He made a comparison with the approach regarding the STCW convention. Ports that have carried out their vulnerability assessment in a correct manner would appear on a 'White List'.

7. **Places of Refuge, update**

8. **Ship/Port Interface, update**

9. **European developments**

Due to lack of available time, these 3 agenda items were not discussed.

10. **African developments**

Mr. Gauze gave an interesting presentation on the developments on the African continent with the title "The unreserved struggle to move forward".

The way forward is slow but steady in spite of the complicating factor that unlike the USA and the European Union, the African continent comprises 54 completely independent states.

Unfortunately, due to time constraints, Mr. Gauze had to cut short his presentation.

11. **Any other business**

There were no issues under this agenda item.

Chairman Pieter Struijs then thanked the participants for their contributions and closed the meeting.

Statement

to the IAPH Africa-Europe Board Meeting
in Abu Dhabi, April 22, 2002

Deputy Minister for
Communications and Transport, Tanzania

Hon. Dr. Maua Daftari

Mr. Peter Struijs
First Vice President of the IAPH
Board Members of the Africa-
Europe Region
Officials
Ladies and Gentlemen



It gives me and my delegation much pleasure to be able to address you this morning, just before you embark on discussing the all important agendas of your Africa-Europe Region of the International Association of Ports and Harbours.

I take this opportunity to express our most profound thanks to you, Mr. First Vice President for the availability of this opportunity, and to appreciate very fondly the warmth of the people of Abu Dhabi, and in particular the Sea Port Authority under the patronage of their chairman, H.H. Sheikh Saed Bin Zayed Al Nahyan since our arrival in this Emirate until this very exciting moment. To reiterate our overwhelming satisfaction, may I request you to kindly convey these compliments to the hosts when the opportunity arises.

Mr. President

I have just two primary interventions to make to this meeting before I take much of your very valuable time. Firstly is to reinforce our support to the commitment to IAPH by our national representative, the Tanzanian Harbours Authority, represented here today by the Chairman of the Board of directors Mr. Said Kassim and his Chief Executive Mr. Samson Luhigo.

Through Tanzania Harbours Authority, my country has benefited immensely from the exchange of technical information, and the experiences of the members from the developed countries.

Needless to over-emphasize, world trade relies heavily if not entirely on world ports, as you yourselves put it. As a developing country, efficient logistics and seamless transportation is the lifeline of its economy.

But the prototypes in economies have been changing at too fast a pace for our ports in the developing countries to cope

with. If it were not for the IAPH's contiguous effort in bringing to the forefront the exchange of information on changes in technology in the sector, we would have only been left to watch the tide stem itself away.

We in Tanzania are now in the early stages of privatisation of our commercial parastatal organizations, the Tanzania Harbours

Authority being one of them and one where very exemplary results have been achieved at the container terminal.

The approach to the process for privatisation has been through a government agency which I am happy to say has followed the right path of advice from the Harbours Authority. Much as this management has been creative and innovative, I am certain they must have gathered capacity and broad insights from networking with the other members of the Association.

A further aspect of the privatisation process is the two railway lines in my country, the Tanzania Zambia Railway and Tanzania Railways Corporation, both of which terminate at the port of Dar Es Salaam, and will enhance the capability of the port serving Uganda, Rwanda, Burundi, Congo, Zambia and Malawi. This process will also touch the roads, using the Build-Operate-Transfer methodology.

Along this privatisation process my Government enacted a law regulating surface and maritime economic activities. Further enactment is being pursued to cover safety aspects in the sector.

Ship agency in my country was a business confined to a single parastatal organization. In order to enhance efficiency this was liberalized. Because of immense pressure from shipping lines the liberalization was done on a fast track. Consequently some problems have surfaced and the government is now putting in another act to regulate ship agency activities.

I am aware that you are very closely interfacing with the International Maritime Organization. In this respect I am pleased to let you know that we are now ratifying several international maritime conventions

and protocols in our joint pursuit to make the maritime environment and trade a virtual safe haven. I am informed too that this was a matter of serious concern as expressed in the last Africa Europe Seminar in Piraeus for which we have to appeal to all the African countries to move with vigour and haste.

Mr. Vice President

Let me also at this particular point express similar gratitude for the support which you have provided to the African Ports Management Associations, the PMAE-SA, PMAWCA, PMANA and their recent confederation of the Pan African Ports Cooperation. Without your endless support, it would have been much more difficult for these to grow to where and what they are,

This then brings me to the second intervention, Mr. Vice President: the forthcoming Africa-Europe meeting which will be held for the second time in Africa. Tanzania has been given the great honour to host you in December. The hosting organization, Tanzania Harbours Authority, will upon my conclusion make a short presentation on the initial arrangements for you to discuss, but let me state how pleased my government is to be a host to this regional event.

However, I would like to warn you right at the onset to not expect the glamour you seen in Auckland, Cork, Athens or Abu Dhabi. It will be a totally different environment for a change.

As you will learn in a few moments, this event is to be held at a world heritage park, considered too to be one of the greatest wonders of the world, The Ngorongoro Crater.

Ngorongoro Crater, standing at slightly over 2,300 metres above sea level, incredibly sinks too to close to sea level at its base, and is protected and full of all the flora and fauna.

This is an arrangement of a lifetime which none of you should not miss and again I wish to re-assure all of you that my Government will patronize this event to ascertain that the participants achieve the bet experience of the commitment of their valuable time to travel to Tanzania. Please be ready to bring along your families as well to experience the hospitality of Tanzanians.

Mr. Chairman

In order to make this a success I am sure we shall need the Association's cooperation which I have no doubt of obtaining. Finally I shall be looking forward to seeing all of you in Ngorongoro. Welcome one and welcome all.

Thank you.

Meeting of the IAPH Africa/Europe Region

Rotana Beach Hotel, Abu Dhabi, April 22, 2002

List of Attendants

- Mrs. Hon. Dr. Maua Daftari (MP)
Dpty. Minister Communications and Transport, Tanzania
- Mr. E. Bruynickx
Port of Antwerp, Belgium
- Mr. J.L. Estrada
Puertos del Estado, Spain
- Mr. J. Perrot
Port of Le Havre, France
- Mr. B. Coloby
Port of Le Havre, France
- Mr. Siyam Siwe
Port Auth. of Douala, Cameroon
- Mr. Francesco Ghio
Livorno Port Authority, Italy
- Mr. P. Mollema
Port of Rotterdam, Netherlands
- Mr. J. Braems
Port of Dunkirk, France
- Mr. F. van de Laar
Port of Amsterdam, Netherlands
- Mr. Nouhoum Diop
Port of Dakar, Senegal
- Mr. M. Almamy Kabele Camara
Port of Conakry, Guinea
- Mr. Momo Camara
Port of Conakry, Guinea
- Mr. Binta Sow
Port of Conakry, Guinea
- Capt. A.R. Bah
Gambia Ports Authority, Gambia
- Mr. Riho Rasman
Port of Tallinn, Estonia
- Mr. S. Luhigo
Tanzania Harbours Authority, Tanzania
- Mr. B. Vergobbi
Port of Dunkirk, France
- Mr. A. Toumazis
Cyprus Port Authority, Cyprus
- Mr. Hamza M. Osman
Sudan Sea Ports Corporation, Sudan
- Mr. Franklin Mziray
Tanzania Harbours Authority, Tanzania
- Mr. Brown M.M. Ondego
Kenya Ports Authority, Kenya
- Mr. Twalib A. Khamis
Kenya Ports Authority, Kenya
- Mr. Ben. O. Mensah
Ghana Ports and Harbours Authority, Ghana
- Mr. Adama M. Deen
Gambia Ports Authority, Gambia
- Mr. Jean P. Billat
Port of Marseilles, France
- Mr. James A. O. Nganga
Kenya Ports Authority, Kenya
- Mr. Saidi Kassim
Tanzania Harbours Authority, Tanzania
- Mr. A. Kablankan
Port of Abidjan, Ivory Coast
- Mr. F.J. Gauze
PAPC, Nigeria
- Mr. J.J. Aniele
PAPC, Congo
- Mr. P. Struijs (Chairman and 1st VP)
Port of Rotterdam, Netherlands
- Mr. P.C. van der Kluit (minutes)
IAPH Europe, Netherlands

Note: The above list is based on the list of attendance filled out by the participants.

IAPH Mid-Term Board Meeting

Report on the Regional Meeting of The IAPH Asia/Oceania Region

Beach Rotana Hotel, Abu Dhabi, April 22-23, 2002

1. Opening

Chairman and 3rd Vice President John Hayes opened the meeting by welcoming the delegates from various corners of the Region.

2. Agenda

He recited the major items carried over from the previous meeting in Bangkok, among others, the nominations of EXCO members to fill the vacancies and the formulation of procedures for the nominations and mentioned that these would be further dealt with in the ensuing meetings.

3. Chairman's presentation and discussions

The chairman presented his speech entitled "An Asia/Oceania Perspective on Changes in the Port Industry" utilizing PowerPoint. Highly lively exchange of views and comments followed. No conclusive recommendation for action was taken. The meeting felt that such exchange of views and comments were of relevance and value for any port directors and further that IAPH should continue to monitor the markets and properly reflect such news in the journal or other media.



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4. Presentation on Environment and Safety Issues

Mr. John Hirst and Mr. Peter van der Kluit addressed the meeting on port security issues arising from the events of September 11, 2001. Mr. van der Kluit outlined the IMO agenda on security measures and referred to a proposed IAPH response – to be discussed during the Board Meeting in Abu Dhabi. Mr. Hirst explained the Australian position in relation to the IMO agenda.

The Meeting, with thanks to the Host, adjourned at 1715 until 0900 Monday, April 22, 2002.

5. Capt. Kishore's and Mr. Goon's presentation

On the morning of Monday 22nd April, the Regional meeting reconvened at 9:00 a.m. Captain Kishore of Indian Ports Association, India, made a slide presentation entitled "Restructuring of Port Administration in India", the details of which are available in Open Forum (page 25) of this issue. Mr. Goon Kok Loon from PSA, Singapore followed Captain Kishore by giving a PowerPoint presentation that covered PSA's experiences in its terminal management business being offered in various countries internationally.



6. Membership matters: Vacancies for Mr. Oliver Yu and Mr. Sumardi

Immediately after the closing of the meeting, the session went on to the Regional Board Meeting where the vote for two candidacies, to fill in the vacancies of EXCO Members from the region, took place at the witness of Mr. Morrison, a member of Legal Counselors, and Secretary General Dr. Inoue. Of the previously nominated 7 nominees, Mr. Ching-Tern Huang from Kaohsiung Harbour Bureau, China and H.E. H.M. Al-Qamji from Abu Dhabi Seaport Authority, UAE won the election. Both of them were duly endorsed by the full Board Meeting held on the afternoon of

the same day. Taking this occasion, we express my sincere thanks to both Mr. O. Yu from Kaohsiung, China and Mr. Sumardi from Indonesia, who had left the EXCO, for their long-time dedication as EXCO members.



Excerpts of Mr. Hayes' Presentation

(The Head Office in view of the significance of information as presented by Mr. Hayes, hereby reproduces some indicative portions of the presentation. Bulk of such reproduction is from ESCAP sources.)

THE ESCAP MPPM – FORECASTING MODEL – ASSUMPTIONS

- How fast will economies grow? About 3.8%
- How big will ships be? Up to 8,000 TEU until 2006. By 2011, up to 12,000 TEU on major routes. Up to 4,000 TEU on North-South routes
- What will shipping cost? US\$10 per day per TEU for 3,000 TEU ship, US\$6 per day per TEU for 12,000 TEU ship
- What handling rates will we see? 15-160 moves per hour
- What determines shipper choice? Cost of service, transit time, frequency, transshipment
- What will the network look like? Future will be shaped by past and present

Port Container Throughputs (TEU), excluding domestic cargo

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

Of the selected ports above, if and when their economies grow at the rate of 5% per annum, the forecast will be:

Port	1999	2006	2011
Shanghai	4,200,000	17,402,000	35,517,300
Hong Kong	16,211,000	22,385,000	27,285,200
Busan	6,310,000	12,442,700	156,877,100
Singapore	15,900,000	30,266,600	41,994,900

As to the Additional Port Needs

Region	2006	2011
SW Asia	26	54
SE Asia	156	307
China (Including Hong Kong and Taiwan)	173	375
N Asia	64	135
Other Asia/Oceania	18	33
Total	437	904

Additional Port Investment

Region	US\$ (billion)
SW Asia	2
SE Asia	12
China (Including Hong Kong and Taiwan)	15
N Asia	5
Other Asia/Oceania	1
Total	35

Based on estimated cost of US\$40 million per berth fully equipped.

Note: ESCAP has subsequently revised (downwards) the figures in the above tables

INDICATIVE PREDICTIONS

Drewry: Post-Panamax Containerships – The Next Generation

Given that there is no technical reason preventing containerships from getting larger, it will be economic and operational considerations that will act as the ultimate barrier on post-Panamax vessel sizes and designs of the future.

What are the Limitations, Mr. Hayes Assumes:

- Water depth in existing ports
- Outreach of cranes
- Strength of quays
- Extra productivity required for acceptable ship turnaround
- Twist lock design for lashing containers higher on deck
- Terminal space
- Warehouse operating hours
- Capacity of land transport systems
- Air draft restrictions at bridges

IAPH Mid-Term Board Meeting Committee Report

IAPH/IMO Interface Group

The Beach Rotana Hotel, Abu Dhabi, April 21, 2002

1. Opening, welcome and establishing of agenda

Chairman Pieter Struijs opens the meeting and welcomes the members of the Interface Group as well as those who attend the meeting as observers. Apologies for absence have been received from Mr. Tom Kornegay, Mr. Gordon Houston (who has indicated that due to a heavy workload he is unable to continue as member of the Group), Capt. Abdul Rahim, Mr. Kurt Nagle, Capt. Mark Heah and Mr. Patrick Verhoeven. Late arrival of Mr. Lu Haihu prevents him from participating in the meeting.

2. Minutes of Meeting in Auckland, October 24, 2001

The minutes of the meeting in Auckland, that were already published in "Ports and Harbors" are accepted without any amendments.

3. IMO matters:

Van der Kluit reports briefly on the following IMO events and refers to the reports that were previously circulated or published.

- 3.1. Report on FAL/SPI, January 7-11, 2002 (circulated with the agenda)
- 3.2. Report on Inter-sessional meeting of MSC on Port Security, February 11-15, 2002 (published in "Ports and Harbors" and on IAPH web site)
- 3.3. Report on MEPC, March 4-8, 2002

Due to conflicting commitments IAPH was not represented at this meeting for which the IAPH Resolution on Places of Refuge had been submitted. On behalf of IAPH a representative of IHMA has introduced the Resolution at the meeting.

4. Information on intensified co-operation with other organizations: report of the third meeting of the Inter-Industry Shipping and Ports Contact Group, London, February 28, 2002

The Interface Group is advised of the

last meeting of the Inter-Industry Shipping and Ports Contact Group in London on February 28, 2002. The meeting was dominated by port and maritime security issues.

IAPH had submitted its basic policy and guidance document and it was agreed that ICS and IAPH would draft a joint submission to MSC 75. The joint paper should clearly underline the necessity of dovetailing respective ship and port (facility) security plans.

The deadline for submission to IMO was April 12, 2002, just prior to this meeting, and due to time pressure only a limited number of IAPH members could be consulted. The joint submission was circulated as part of the set of documents prepared by IAPH Head Office for the Mid-Term Board meeting (MSC 75/17/*).

For a detailed discussion on the IAPH position on the issue of port and maritime security and the brief of the IAPH delegation at MSC 75 reference is made to agenda item 8, "Reports of Committees".

5. Report on the "1st Pan-African Ports Conference" in Abidjan, December 10-12, 2001

Chairman Pieter Struijs recalled the successful Pan-African Ports Conference in Abidjan at which he had the honour to represent the IAPH President. The conference was well attended and offered an interesting programme for the participants. Mr. van de Laar who also attended the conference made reference to the nice and friendly atmosphere in which the event was conducted. Special mention was made of the launching of the Pan-African Ports Organization and the official celebrations of the 50th anniversary of the Port of Abidjan.

6. Development of guidance on the development of a Port Safety and Environment Management System (PSEMS)

Mr. van de Laar sketches the history of this issue. He recalls the meeting of the Committee on Port safety,

Environment and Marine Operations (PSEMO) in Long Beach in January 2001. At that meeting it was concluded that discussions with some consultants to assist in drafting an IAPH Guidance document on the issue had not been successful. It rather proved effective to join an IMO/GEF/UNEP project in Manila and Port Klang. This approach was further discussed at the PSEMO meeting in Saint-Germain-en-Laye (France) in November 2001, where it was concluded that joining the IMO/GEF/UNEP project was possible, taking into account two important conditions:

- 1. the development of a management system should be a voluntary activity by the ports concerned
- 2. certification should not be part of the exercise, unless this was the wish of the individual port

Following the information supplied by Mr. Van de Laar, PSEMO was given the go ahead on exploring further details of co-operation with IMO/GEF/UNEP, so that a final decision could be taken at the meeting in Kobe in October 2002.

7. Request of Mrs. Geraldine Knatz for approval of a submission to the London Convention (circulated with the agenda)

Mr. Mollema introduced the paper submitted by Mrs. Geraldine Knatz, Chair of the IAPH Dredging Task Force. It concerns a draft submission to the November 2002 meeting of the London Convention and contains IAPH views on dredging and dredge material disposal methods.

After a brief discussion the Interface Group endorses the contents on the paper. Van der Kluit will advise Mrs. Knatz accordingly.

8. Report of Committees

8.1 Committee on Legal Protection (CLP), Chairman Mr. Bruno Vergobbi

Mr. Vergobbi reports that his Committee has discussed, inter alia, the subject of places of refuge and has prepared a submission to IMO's Legal Committee that is meeting in London in the week of April 22, 2002. Mr. Van Zoelen will represent IAPH and introduce the IAPH submission that contains an overview of the legal aspects of places of refuge. A similar document has been prepared by the Secretariat of

IMO and according to Mr. Vergobbi, the two documents show no principal differences. Mr. Vergobbi then explained the principle right of ships to seek a place of refuge and the principal right of ports to refuse entry in case this would involve unacceptable risks.

The CLP also discussed the problems of landlocked countries. According to international law these countries should have freedom of access to the sea, but problems may arise if this freedom would infringe on the rights of the countries that have to be crossed to obtain access to the sea.

For a full report of the CLP please refer to the minutes of the CLP meeting.

8.2. Committee on Port Safety, Environment and Marine Operations (PSEMO), Chairman Mr. Fer van de Laar

Mr. van de Laar reported on the discussions in his Committee, and especially on those on the issue of port and maritime security. IAPH has submitted its own Policy and Guidance document for information purposes to IMO. Considering the fact that there is a joint ICS/IAPH submission at IMO, the Committee has been discussing the elements of a brief for the IAPH representatives at the meeting of IMO's Maritime Safety Committee (MSC) in May 2002. It will be necessary to follow up on the contents of the submission and to develop more detailed guidance, at the same time maintaining the generic character of the guidance provided.

It was agreed that items 8 and 9 of the submission ("Essential elements of a security plan" and "Preventive measures") should be addressed in more detail. The contents of IMO's circular A443 would probably provide valuable input material.

It was further agreed that the IAPH delegation at MSC 75, apart from upholding the contents of the joint ICS/IAPH submission and providing information on the IAPH Policy and Guidance document, will introduce specific IAPH views on three issues: Automatic Identification Systems (AIS), the interface between ship/shore as far as ship security is concerned, and port vulnerability. Elements of the contents of such views were discussed and agreed upon. They formed the basis

for a discussion paper that was later approved by the Board at its meeting on Tuesday, April 23d. It is annexed to these minutes.

For a full report of the PSEMO please refer to the minutes of the PSEMO meeting.

9. Any other business

The next meeting of the IAPH/IMO Interface Group is scheduled to take

place in Kobe during the Officers meeting that is scheduled for the week commencing October 14, 2002.

10. Closing of meeting

Chairman Pieter Struijs closed the meeting and thanked the participants for their constructive contributions to the conclusions and decisions of the meeting.

IAPH/IMO Interface Group

Meeting in Abu Dhabi, Sunday 21 April 2002, 14.00 hrs.
The Rotana Beach Hotel

List of Participants

Members:

- Mr. Pieter Struijs
Port of Rotterdam
Chairman
- Mr. John Hirst
AAPMA, Australia
- Mr. Peter Mollema
Port of Rotterdam
- Mr. Fer van de Laar
Amsterdam Port Authority
- Mr. Bernard Coloby
Port of Le Havre Authority
- Mr. John Hayes
Sydney Ports Corporation
- Mr. Peter van der Kluit
IAPH Europe Office
Vice Chairman, minutes

Observers:

- Mr. Bruno Vergobbi
Port of Dunkirk Authority
- Mr. Jaques Braems
Port of Dunkirk Authority
- Capt. Hans-Juergen Roos
IHMA
- Capt. Michel Pouliot
IMPA
- Capt. Takehiko Nakayama
Nagoya Port Authority
- Ms. Shanti Gunaratnam
Port Klang Authority
- Mr. Hamid A. Al-Kadi
Oman Port Services Corporation
- Capt. Slim S.S. Al-Mabsly
Oman Port Services Corporation

ATTACHMENT

Port and Maritime Security

by Fer van de Laar
Chair, PSEMO Committee

DISCUSSIONS in the PSEMO Committee resulted in a brief for the representatives of our organization to the 75th session of MSC May 15 - 24 in London.

First of all, the essence of the combined IAPH/ICS submission contained in document MSC 75 should be upheld and IMO Members informed on the contents of our own Policy Paper on this matter.

These subjects should be highlighted.

- AIS (Automatic Identification System)
- Interface between ship/shore as far as ship security is concerned
- Port vulnerability

AIS

With regard to the first item AIS, it is

emphasized that when considering the objective of the measures we are talking about - prevention of terrorist attacks - that the sole knowledge of navigation information on a vessel is not sufficient. Additionally to the position, information is required on the ship's crew, passengers and cargo. It should be remembered that AIS is first and foremost a Search and Rescue tool.

It is the view of the committee that the information is required to be able to get the complete picture of the ship before its arrival in port. However, no requirements for the exchange of such data, other than those on dangerous goods, exists today, and have to be produced. Furthermore data exchange protocols, like the Protect protocol for dangerous goods, should be developed.

The committee with regard to the primary function of AIS wishes to draw the attention of the Board to the following:

AIS signals sent out by vessels must be received by shore stations in order to serve their functions. Shore receiving stations, however, do not exist in many parts of the world, other than in VTM systems.

It is proposed that requirements for such stations should be introduced at the national level or the port state; the port state should take this responsibility and also pay the cost for providing these facilities. It is proposed that IAPH supports, within the IMO, initiatives aimed at this primary objective and consequently opposes requirements by IMO for ports, although consideration should be given to the use of AIS signals for the safety of navigation as in VTM systems.

Ship/shore interface as far as ship security is concerned.

It was agreed that security plans should be drawn up whereby the focus should be on the unauthorized access to a vessel and its perimeters. The security plan should address the following essential items:

- Security awareness
- Vulnerability assessment
- Knowledge/experience in security measures
- Cooperation
- Information management
- Communication
- Preventive measures

A point of special interest: the vulnerability assessment.

First of all, we should distinguish between two types of vulnerability.

With respect to the objectives of these discussions – the prevention of terrorist attacks – one should look at the preventive measures a port has taken to prevent it from becoming an instrument for subversive and terrorist activities in the way that perpetrators use ships for their purposes; in other words: measures in essence directed at access control to ships and facilities.

If such security systems were in place in all ports of the world, no port would have to fear “imported” terrorist activities.

The second type of vulnerability is the intrinsic risk in a port area resulting from commercial and industrial activities. This should not form part of any

IMO initiative.

Returning to assessment itself: assessment should be carried out against a set of agreed and standardized procedures. These should be coming from the government level and taken from IMO developed guidelines. Execution of the assessment can be carried out by a government authority or a body authorized by the government.

In order to ensure the uniform application of the IMO guidelines worldwide, it is proposed that – similar to the STCW 1995 procedures – international IMO appointed audit teams should be established and carry out regular audits in the ports of the world. Results should be published in the form of a so-called “White List”.

A final word on scrutiny of cargoes

If one looks at the flow of cargo worldwide, it goes without saying that – and now I limit myself to containers – the sole responsibility for declaring the

contents of a container rests at the point of origin with its packer. In other more academic words: the shipper’s integrity is the cornerstone of container security.

However, it is not always possible to rely only on this concept and furthermore it is still possible that the container on its trip to its final destination may be the subject of “unfriendly intrusion”.

To counter this, checks on the container to ensure conformity with its declared contents remain unavoidable. Places where such checks may be carried out are those where containers are held for a certain period of time, such as transfer points between truck and rail, truck and barge or, broadly speaking, change of modality. One of these places of holding could be in the port area and ports are willing to play their role in the concerted efforts to secure a safe chain of custody.

In this respect it is stressed that such “friendly” intrusions should be targeted on the basis of trading patterns, risk assessment, history, etc., etc. – in short, based on intelligence.

Committee Report

The Joint PIANC-EnviCom/
IAPH Dredging Task Force

PIANC Headquarters, Brussels, February 7 & 8, 2002

THIS report reflects the IAPH discussions from the joint meeting with the PIANC Environmental Commission. These are not the full meeting of the PIANC Environmental Commission meeting.

IAPH Members Present:

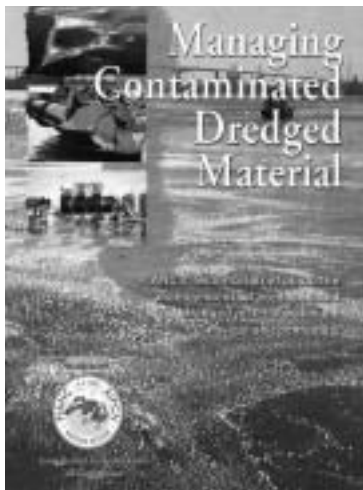
- **Geraldine Knatz**
Chair IAPH Dredging Task Force
- **Naomi Kogon-Steinberg**
- **Antonio Navarro**
- **Takeshi Suzuki**
representing Hiroaki Ozasa
- **Peter Hanburger**
- **Robert Engler**
Chair of the PIANC EnvCom & PIANC liaison to IAPH Dredging Task Force
- **Neville Burt**
representing CEDA
- **Anna Csiti**
representing CEDA
- **Tiedo Vellinga**
Vice-Chair of PIANC EnvCom & also representing Peter Mollema
- **Peter van der Kluit**
IAHP/IMO Liaison

1. Opening and Introductions

Bob Engler, Chair of the PIANC Environmental Commission opened the meeting and welcomed the IAPH Task Force members. There was some general discussion regarding how the two organizations can coordinate including having IAPH members with expertise participate on PIANC working groups, sharing information, networking and assisting the IAPH Dredging Task Force in providing technical information to its members.

2. PIANC Publications

Bob Engler distributed copies of PIANC publications on dredging that were of interest to IAPH members. A

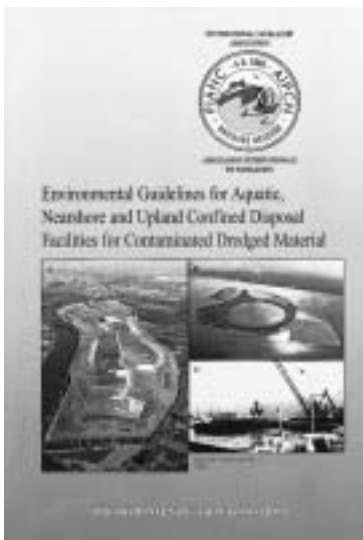


new technical brief "Managing Contaminated Dredged Material" has just been released and was well received by the attendees.

3. Report on Existing Working Groups

PIANC members reported on their various working groups. Several working groups were of great interest to IAPH as summarized below:

WG5 - Guidelines for Confined Disposal Facilities: This working group report is ready for printing and will be



released in May. Copies should be available at the May 2002 Scientific Group Meeting of the London Convention in Jamaica. This publication should be of great interest to IAPH members.

WG7 - Ecological and Engineering Guidelines for Wetland Restoration in Relation to the Development, Operation

and Maintenance of Navigation Infrastructure: This work is in process and should be finished in 2002

WG8 - Generic Biological Assessment Guidance: Bob Engler suggested that this document will be the focus of the London Convention Scientific Group Meeting in May 2002 in Jamaica. This is of great interest to IAPH member ports. Knatz expressed the point ports can not attend this meeting unless their country allows them to be part of their official delegation.

WG13 - Dredging of Marinas: This work is also in process. Most of the PIANC publications deal with commercial ports but this document will be of interest to IAPH ports with marinas also.

4. IAPH and PIANC Networking

IAPH and PIANC members discussed various ways that the two groups can coordinate. Throughout the two-day meeting, IAPH representatives indicated a willingness to provide information to PIANC working group chairpersons. Knatz discussed an effort to provide additional resource information to member ports through the IAPH Ports and Harbors Journal. Peter van der Kluit suggested that instead of a regular column that a periodic insert could be prepared. There was general consensus this was a good idea. Neville Burt offered to contribute an article once a year on behalf of CEDA. Bob Engler said he would be able to provide information from the U.S. Army Corps that would be relevant to IAPH members. Tiedo Vellinga said that he could be contacted by e-mail to provide information from SEDNET. Sediments.org was another website that could be mined for information.

5. Development of an Environmental Awareness Training Program for Developing Countries

PIANC reported on the status of this effort. It was considered by all in attendance to be a major undertaking that could involve the use of consultants. Potential sources of funding were discussed. Naomi Kogon-Steinberg volunteered to check with her contact at the World Bank.

6. Stakeholder Consultation Task Group

PIANC member Jan Brooke reported on this potential project. There was a

lot of discussion about the need for such a project and some concern expressed by members that PIANC was being too "prescriptive." Brooke thought the goal should be to provide options for stakeholder input and some examples of how others have done it. Knatz agreed to follow-up with some information for Brooke on similar efforts undertaken by the AAPA.

7. London Convention, Scientific Group Meeting in May 2002, Jamaica

Engler reported that in a departure from tradition, the next Scientific Group meeting of the London Convention would actually cover science. There will be one day devoted exclusively to science, i.e., technical presentations. Neville Burt reported that CEDA has taken on the task of organizing a dredging day during the Technical workshop that will occur in conjunction with the Scientific Group Meeting.

8. London Convention

Engler reported that the topic of "dredging" being covered by the London Convention was not discussed at the November 2001 Consultative Meeting as anticipated. South Africa is planning on a written submission in time for the 2002 Consultative meeting likely in support of the position that the LC cover the act of dredging itself. Engler commented that this may be because South Africa was seeking a way to get dredging of their inland waterways regulated since their country currently has no regulations.

9. IADC Training Course

Peter Hamburger mentioned the IADC training course which is held twice a year and which is advertised in the IAPH Journal.

The next meetings of the PIANC EnviCom are Sept. 22 in Sydney, Australia and Feb 6 & 7, 2003 in Brussels. The next meeting of the IAPH Dredging Task Force has not been set. However, Knatz commented that at this time IAPH Dredging Task Force meetings would likely continue to be held in conjunction with other IAPH committee meetings or other organizations.

Chair's Report

on the Activities of the
IAPH Trade Facilitation
Committee

Emili Arbós, Chairman, Trade Facilitation Committee

Introduction

Since the latest report in October 2001, the Trade Facilitation Committee (TFC) met in London last February. This meeting was expected to be held in December 2001 but due to the illness of the representative of the hosting port, it was decided to hold it at the beginning of 2002. The next TFC meeting is taking place in Barcelona on 7 June. As there is a Logistics exhibition during that week, it is expected a visit to the exhibition would be made on 6 June.



- Improved safety
- Protected the environment
- 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.

A new brochure has been prepared by TFC explaining the conditions of the entry, how the project description should be, the selection committee, deadline and other important issues of the Award. It has already been sent to the IAPH Secretariat for its publication in the Ports and Harbors magazine and the IAPH online Newsletter.

The deadline for submission of entries is February 28, 2003, and they should be sent to the Tokyo Secretariat.

Regional and Information
Technology Developments

At the last TFC meeting, an updating of Bolero.net was presented by Mr Steve Kirby, who focussed his presentation on the Bolero standards development. Mr Kirby explained that standards are developed by Bolero independently of syntax, based on information modelling and there are 4 releases per year.

If there is a potential new customer in a sector where Bolero has standards, a gap analysis will be conducted to determine if changes are needed. If this is the case, this is achieved by use of a standards development plan. Requirements are analysed and agreed and any proposals for change are sent to the Panel of Experts. New standards can be built but the old ones can still be used. 78 documents are now defined with moves now outside the Banks and Logistics arena.

Moreover, the TFC is following up very closely the Distance Learning Initiative promoted by the World Bank. Mr Marc Juhel informs regularly about this project to TFC since its members offered to take

part in it as IT and transport experts. At the moment, the first pilot is being completed in Macedonia and Bosnia and Herzegovina. It started on the 1st March 2002 and it is expected to finish in July 2002.

The TFC members are prepared to participate actively as soon as they would be required. The Committee will go on following this project closely as it can be very interesting for developing countries.

Customs Procedures
/Involvement with Other
Organisations

Regarding the involvement of the TFC in the UNCEFACT (United Nations Center for Trade Facilitation and Electronic Business), it should be highlighted that the UNEDIFACT Working Group met in Barcelona from the 18th to the 22nd March, hosted by the IAPH TFC and the Port of Barcelona.

The EDIFACT Working Group, formed by more than a hundred first level specialists in the fields of banking, software, transport, users and institutions, is the organization in charge of developing and maintaining the standard UN/EDIFACT, which has become the universal language of electronic data interchange used world-wide.

In the meeting that took place in Barcelona, this United Nations organization advanced in the development of a new version of this language which is to be used on the Internet, that is to say, not just from one computer to another but through a system which is supported on a 100% basis by the Internet.

This process will receive new impetus at the meeting that will take place in Barcelona next May, hosted again by the IAPH TFC and the Port of Barcelona.

Furthermore, the TFC is involved in the World Customs Organisation. Mr Alan Long, TFC member who attends regularly WCO meetings representing the IAPH and the TFC, attended the 42nd meeting of the World Customs Organisation Information Management Subcommittee last February. A report is expected.

Regarding the WCO Unique Consignment reference number (UCR), Mr A. Long presented the IAPH/TFC position on this subject at the meeting that took place in February, where the UCR guidelines were approved. At this moment, a process of consultation among international associations related to international trade has been opened by WCO. The TFC Secretariat is preparing an IAPH opinion, through the TFC, on the global project.

Work Programme

The main issues currently being covered by the TFC work programme include:

- IAPH Information Technology Award
- Regional and Information Technology developments
- Customs procedures
- Involvement with other Organisations
- Electronic Commerce developments

IAPH IT Award

The Trade Facilitation Committee is preparing the 6th edition of this Award that will be delivered at the 23rd IAPH World Ports Conference in Durban in May 2003. In previous editions two categories were presented but the Committee decided to concentrate on just one category from this edition. That is, 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 according to the following criteria :

- Reduced costs
- Increased revenue

Another process of consultation has been opened by WCO regarding the WCO Data Model. The Data Model has as its main objective the standardisation and reduction of data requested at borders in order to improve the flow of goods across international borders and reduce costs and complexities associated with meeting government requirements. This Initiative, developed initially by the Group of seven (G7), was moved to the WCO in January 2002 to broaden the scope of the G7 Data sets to all WCO members and international organizations involved in international trade and development. The TFC Secretariat is elaborating an IAPH/TFC position regarding this subject.

As far as the participation of TFC at WCO meetings, the Committee decided to accept the proposition of Mr Raven to attend some WCO meetings. As TFC Secretary General was already attending regularly UNCEFACT meetings, and Mr A. Long was attending the WCO Permanent Technical Committee meetings, the Committee emphasised in its last meeting that it could be a good input if Mr Raven provided the committee with reports and other useful information regarding WCO meetings.

The Committee agreed that the attendance of Mr Raven should be on behalf of TFC and co-ordinated with the TFC Chairman and the other TFC members attending WCO meetings.

Another item to underline is the joint meeting between the TFC and the Committee on Legal Protection that took place on 1st February. It was agreed that TFC would give its opinion on technical subjects related to e-commerce, on which the Committee on Legal protection was working. The fields of co-operation would be: electronic signature; codes of conduct and best practices.

Finally, the participation at the SMDG (User Group for shipping lines and Container Terminals) was discussed at the last TFC meeting. The members attending decided to not be an active member of the SMDG for the following reasons:

- the "core-business" was not port authorities
- it might be really difficult, regarding members, schedules, to attend every meeting
- the minutes of the meeting were available on SMDG website

It was decided that a TFC representative would be in charge of regularly following the Minutes and reporting any important information to all TFC members as well as making a short report of these minutes at the TFC meetings.

Electronic Commerce Developments

Regarding the progress of the ebXML, the Committee has undertaken several steps: active participation of a TFC-Port of Barcelona representative at all the ebXML meetings held; joint meeting with the EDIFACT Working Group Chairman, Pierre Georget (January 2002); EDIFACT working Group meeting in Barcelona in March 2002; agreement of co-operation with the Committee on communication and networking (from November 99); space at the web-site for TFC work on standards (from January 2002) and agreement of co-operation

with the Committee on legal protection (February 2002).

As next steps to be undertaken by the Committee in this area, and since the field of the maritime standards is so wide and the IAPH is a ports association, the TFC position is to focus its work on the port standards. Moreover, on the new UNCEFACT structure the TFC believes that it is a good opportunity to be more active on the standards work of this organisation.

As a consequence of the support of IAPH to IT, the TFC Secretariat asked the IAPH Secretariat for funds in order to undertake TFC projects on standardisation.

Call for the IAPH EXCO Meeting

October 14-19, 2002

At the Portopia Hotel, Kobe, Japan

As previously announced, the EXCO Meeting for this year will take place from October 14 through 19 at the Portopia Hotel in Kobe, Japan, which will be kindly hosted by the Port of Kobe (City of Kobe). As of June end, Port Safety, Environment and Marine Operations Committee and IAPH/IMO Interface Group have decided to assemble on October 15, and other committees are also encouraged to hold their meetings.

Taking this occasion, and for this year particularly, the Japan Port and Harbor Association (JPHA) offers a symposium on the afternoon of October 18, as one of their 80th anniversary functions, that commemorates the 50th anniversary of the first International Ports and Harbors

Conference, held in Kobe in 1952. The conference was organized 50 years ago by the JPHA inviting world port experts, where the idea of launching today's IAPH was unanimously resolved by those experts. For the symposium under the theme of "Emerging Trends and Challenges of Port in 21st Century", Mr. Pieter Struijs, IAPH's 1st Vice President and Executive Director of Rotterdam Municipal Port Management, is invited to make a keynote speech, "A port strategy as logistic hubs". Also, Ms. Datin Paduka O.C. Phang, IAPH's Executive Committee member and General Manager of Port Klang Authority, is also invited as a panelist for the panel discussion on "New trends and challenges of port-related activities".



Activities Report

IMO Maritime Safety Committee 75th session

May 15-24, 2002

by **Fer van de Laar**,
Chair, IAPH Port Safety,
Environment and Marine Operations Committee

IMO's Maritime Safety Committee (MSC 75) meeting in London from 15 to 24 May 2002, has continued the detailed preparatory work for the Diplomatic Conference on maritime security that is to be held at IMO's in December 2002 (in combination with MSC 76). Given the high complexity of the issues being tackled, MSC has agreed to the convening of a further meeting of the intersessional working group (ISWG) on the subject, to be held from 9th to 13th September 2002, which will finalise the work before MSC 76 and the Conference.

MSC discussed draft amendments to Chapter V and agreed on draft amendments to Chapter XI of the International Convention for the Safety of Life At Sea (SOLAS). It also approved several draft Resolutions for circulation to the Diplomatic Conference with a view to adoption, which notably call for cooperation with ILO and WCO on, respectively, port security and security of containers.

1. Amendments to Chapter V of SOLAS

MSC is considering an accelerated implementation of Automatic Identification Systems and has developed 4 alternative texts amending Chapter V of SOLAS, which will be discussed during the September ISWG.

2. Amendments to Chapter XI of SOLAS

MSC agreed on some draft amendments to Chapter XI of SOLAS, the title of which has been changed to "Special measures to enhance maritime safety and security". Chapter XI was divided into two parts, one dealing with safety matters (XI-1) and the other with security issues (XI-2).



2.1. Specific items of Chapter XI-2

Chapter XI-2 contains the following main provisions :

- The master must be free to take any decision related to the security of the ship
- Ships must be fitted with a security alarm system (dates have not yet been agreed upon)
- Contracting Governments may allow alternative security measures to those specified in Chapter XI-2 or in the International Ship & Port Facility Security Code, if the international voyages are exclusively between port facilities within their territory.
- Contracting government must communicate to IMO a list showing the approved Port Facility Security Plans
- Ships are subject to controls and may be inspected – they must have an international ship security certificate
- Ships must be provided with a continuous synopsis record (i.e. broad record of the history of the ship)
- Companies must ensure that the master has information about the employment of the ship

Specific requirements concerning ships and port facilities are also included in amendments to Chapter XI-2 (Cf. regulations 3 and 6: security levels; ship and port facility security assessment and plan) and are further developed in a proposed International Ship and Port Facility Security Code (ISPS Code).

2.2. International Ship and Port Facility Security Code

The draft Code takes the approach that ensuring the security of ships and port facilities is basically a risk management activity and that to determine what security measures are appropriate, an assessment of the risks must be made in each particular case. The

Code indicates how to evaluate the risks for ships and port facilities.

Contracting Governments must set appropriate security levels in order to determine the threat at a port facility or for a ship. Security levels 1, 2, and 3 correspond to low, medium, and high threat situations, respectively. The security level triggers the implementation of appropriate security measures for the ship and for the port facility.

The Code introduces minimum requirements, aimed to manage the risks. Main aspect is the security plan, for ships and for port facilities.

The Code consists of two parts, one mandatory (A) and the other recommendatory (B). Part B of the ISPS Code has not yet been developed and will be discussed at the intersessional working group meeting in September 2002. It will provide guidance on the application of the requirements of part A.

The objectives of the Code are:

- to establish an international cooperation framework, between Contracting Governments, local administrations, the shipping and port industries, to detect security threats and take preventive measures against security incidents affecting ships and port facilities
- to establish the respective roles and responsibilities of the various actors at national and international levels for ensuring maritime security
- to ensure the exchange of security-related information
- to provide a methodology for security assessments so as to have in place plans & procedures to react to changing security levels
- to ensure confidence that adequate and proportionate maritime security measures are in place.

Concerning the scope of application of the Code, it must be stressed that the requirements concerning port facilities cover only the ship/shore interface. "Ship-shore interface" means the interactions that occur when a ship is directly and immediately affected by actions involving the movements of people, goods or the provisions of port services to or from the ship. Moreover, the Code applies to port facilities serving ships engaged in international voyages.

The mandatory provisions of the Code (i.e. part A) have been agreed as follows:

- In certain cases a declaration of security may be required to assess the risk a ship/port interface poses to people, property, environment. The declaration shall state the security requirements and responsibility of the port facility and the ship.
- The company shall ensure the master's overriding authority and responsibility to make decisions concerning the ship's security.
- Ships must take appropriate measures, depending on the security level : e.g. control access to the ship, supervise the handling of the cargo etc.
- A ship security assessment must be carried out (it is an essential part of the ship security plan). A list of minimum elements to be included is given.
- Each ship must carry on board a ship security plan approved by the administration. It must make provisions for the 3 security levels. 13 measures are required to be included in the plan. Further details are given in part B of the code.
- The ship must carry on board records of certain activities (training, security incidents, changes of security levels etc.)
- The company must designate a Company Security Officer (he/she can act for one or several ships, depending on the number of ships this company operates). A non-exhaustive list of his/her duties/responsibilities is given.
- A Ship Security Officer shall be designated on each ship. A non-exhaustive list of his/her duties/responsibilities is given.
- The Company Security Officer, the Ship Security Officer, the shore-based and ship-board personnel must have knowledge and receive training concerning ship security.
- **Port facilities must take appropriate preventive measures against security incidents, depending on the security level:** e.g. control access to the port facility, supervise the handling of the cargo etc. Further guidance is given in part B of the Code.

Security measures and procedures must cause a minimum of interference with/delay to passengers, ships, goods and services.

Port facility and ship security officers must coordinate actions when necessary.

- A port facility security assessment (PFSA) must be carried out (it is an essential part of the port facility security plan) and must be updated regu-

larly. The evaluation must include the following elements (minimum requirements):

- identification and evaluation of important assets and infrastructure it is important to protect;
- identification of possible threats to the assets and infrastructure and the likelihood of their occurrence, in order to establish and prioritise security measures;
- identification, selection and prioritisation of countermeasures and procedural changes and their level of effectiveness in reducing vulnerability; and
- identification of weaknesses, including human factors in the infrastructure, policies and procedures.

Further guidance will be provided in part B of the Code.

- **Each port must develop and maintain, on the basis of a PFSA, an appropriate Port Facility Security Plan (PFSP) adequate for the ship/port interface. The plan must make provisions for the 3 security levels.** The plan must include the following elements (minimum requirements):

- measures designed to deter weapons or any dangerous devices from being introduced by any means on to the facility
- measures designed to prevent unauthorised access to the facility, to ships moored at the facility, and to restricted areas of the facility
- procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations for the port facility or ship/port interface
- procedures for evacuation in case of security threats or breaches of security
- duties of port facility personnel assigned securities responsibilities
- procedures for interfacing with ship security activities
- procedures for the periodic review of the plan
- procedures for reporting security incidents
- identification of the Port Facility Security Officer
- measures to ensure the security of the information contained in the plan
- measures designed to ensure effective security of cargo and the cargo handling equipment at the port facility.

The PFSP may be combined with/be part of the port security

plan or any other port emergency plan(s).

The PFSP must be approved by the government in whose territory the port facility is located or by the designated authority.

The PFSP and PFSA may cover more than one port facility if the operator, location, operation, equipment, and design of these port facilities are similar.

- A Port Facility Security Officer must be designated for each port facility. A person may be designated as PFSP for one or more port facilities. A non-exhaustive list of his/her duties and responsibilities is given (e.g. implement the PFSP, undertake security inspections, coordinate with the Ship and Port facility Security Officers etc.).
- The PFSP and appropriate port facility security personnel must have knowledge and receive training concerning ship security.
- Every ship must be subject to inspections of its security system (the details of this amendment have not yet been agreed upon).
- An international ship security certificate must be issued after the survey mentioned in section 19.
- Section 21 contains provisions about the duration and validity of the certificate. A standard form for the international ship security certificate is attached, as an appendix.

3. Draft Conference Resolutions

MSC 75 also approved a number of draft Conference resolutions, which will be submitted to the Maritime Security Conference for formal adoption. These resolutions cover the following issues: ship security alarm installations, system of long-range tracking and identification of ships, technical co-operation and assistance etc.

Two resolutions are of specific interest for the port sector, as they cover areas which are outside the scope of competence of the IMO. These Draft Resolutions therefore call on other international organisations, the World Customs Organisation (WCO) and the International Labour Organisation (ILO), to carry out some work in relation to maritime security.

• Cooperation with WCO

MSC considered the US proposals relating to container sealing, responsibility for rejecting non-

sealed containers, non-intrusive container inspections, integrity of closed cargo transport units in multimodal transport etc. It decided that work should be undertaken within the World Customs Organisation to ensure a "total chain" approach. Any amendment to IMO Convention should be made after agreement is reached in WCO.

The Resolution requests the WCO to consider measures to enhance security throughout international closed CTU's movements. A draft letter is annexed to the resolution, inviting the organisation to provide an update at the IMO Diplomatic Conference in December.

• **Cooperation with ILO**

The IMO invites the ILO to continue the development of a Seafarers Identity Document.

The organisation also calls for the establishment of a joint IMO/ILO

Working Group to undertake more detailed work on comprehensive port security requirements. The working group would address the issue of security in port areas and notably the question of verifiable identification of those working in these areas or having access to such areas.

4. Conclusion

In his concluding remarks to the Marine Safety Committee, IMO Secretary-General William O'Neil said, "This had indeed been an historical session, not so much from the viewpoint of the volume of work the Committee was able to accomplish and the thousands of pages of documents it dealt with but, more importantly, in respect of the substance of the decisions made".

MSC was confident that it had reached a basis for a successful Diplomatic Conference on maritime security in December 2002.

Dredged Material Quality. Dr. Peddicord is participating in development of both these documents. Several other issues potentially important to IAPH were discussed. This report summarizes the actions of LC/SG 25 relevant to IAPH and their implications.

Re-elected to serve the Scientific Group for the intercessional period and the 26th meeting were:

Chair – **Dr. Lynette Jackson**, South Africa
Vice-Chair – **Mr. Craig Vogt**, United States

1. ISSUES RELEVANT TO IAPH

1.1 Development of Sampling Guidelines for Dredged Material Characterization

During SG 23 drafting groups were formed to develop non-binding advice on sampling of dredged material and on physical, chemical and biological analysis of dredged material. Canada and the United States led development of the document, with IAPH participation. LC/SG 24 considered the draft and suggested revisions, which were considered by LC/SG 25. A Working Group revised the document during the meeting, and LC/SG 25 forwarded the revised document to the Consultative Meeting with a view toward their consideration and adoption.

Guidance on Selection and Analysis of Physical, Chemical and Biological Parameters for the Assessment of Dredged Material Quality

Germany leads development of the document. A Working Group including Dr. Peddicord met during LC/SG 25 to consider suggestions from the delegates. The guidance will be completed intersessionally with IAPH participation, and considered by LC/SG 26 for forwarding to the Consultative Meeting for adoption.

Technical Cooperation and Assistance Workshop

The week preceding the LC/SG 25 meeting, Jamaica hosted a Workshop on Marine Pollution Prevention and Environmental Management of Ports in the Wider Caribbean Region. Forty-eight representatives from 22 countries and territories of the Wider Caribbean Region, as well as 39 other persons attended the Workshop. The report of the Workshop was considered by

Activities Report

London Convention Scientific Group
25th Meeting

May 27-31, 2002, Ocho Rios, Jamaica

Report of
Richard Peddicord,
Scientific Advisor
IAPH Dredging Task Force

THE twenty-fifth meeting of the London Convention 1972 Scientific Group (LC/SG 25) was held in Ocho Rios, Jamaica on 27 - 31 May 2002. Participants consisted of 52 representatives and alternates from 17 Contracting Parties, 2 representatives from an Associate Member of IMO, 3 observers from 3 non-Contracting Parties, and 5 observers from 5 non-governmental organizations (NGOs). The NGO representatives included Dr. Richard Peddicord (Scientific Advisor) of the International Association of Ports and Harbors (IAPH) Dredging Task Force.

The agenda items of greatest interest



Geraldine Knatz



Richard Peddicord

to IAPH were consideration of the Sampling Guidelines for Dredged Material Characterization and the Guidance on Selection and Analysis of Physical, Chemical and Biological Parameters for the Assessment of

LC/SG 25.

“Science Day”

One day was set aside during the LC/SG 25 meeting as “Science Day” devoted to a free exchange of information and ideas related to design and application of bioassays. Several delegations made presentations followed by active discussion. The meeting agreed that the day was beneficial, and that a “Science Day” on monitoring should be included in the agenda of LC/SG 26. Dr. Peddicord participated in the discussions as the IAPH representative. Science Day provides an opportunity for IAPH to continue to share its expertise with the LC/SG and maintain its status as an important contributor to the activities of the SG.

1.5 Acknowledgement of IAPH

IAPH participation and support of LC and LC/SG activities were acknowledged in several documents. Paper LC/SG 25/3/1 on Development of the Long-Term Strategy for Technical Cooperation and Assistance expressed the importance of “non-governmental international organizations – such as IAPH, PIANC and WODA – whose work contributes significantly to the overall objectives of the London Convention.” IAPH sponsorship of the Workshop on Marine Pollution Prevention and Environmental Management in Ports in the Wider Caribbean Region was acknowledged in the Report of the Workshop and the Status Report of Current Technical Cooperation and Assistance Projects. In the Draft Report of the 25th Meeting of the Scientific Group, IAPH was acknowledged for participation in development of both the Specific Guidelines for Assessment of Dredged Material and the Guidance on Selection and Analysis of Variables for Assessment of Dredged Material.

Future SG Meetings

LC/SG 26 in 2003 will be held at IMO headquarters in London. The dates are not clear at present, but (in order of likelihood) will be either:

- April 14-18 (April 18 is Good Friday)
- April 21-25 (requiring travel on April 20, Easter Sunday)
- May 5-9

Both Japan and Kenya have

expressed interest in hosting LC/SG 27 in 2004. A decision is expected by the Consultative Meeting in late 2002.

2. LC/SG FUTURE WORK PROGRAM

Activities on the Future Work Program for LC/SG 26 through LC/SG 28 of particular interest to IAPH include:

Guidance on Selection and Analysis of Physical, Chemical and Biological Parameters for the Assessment of Dredged Material Quality. This is a high priority item for completion in 2003. Dr. Peddicord will continue to participate via correspondence on behalf of IAPH in completion of this document for consideration by LC/SG 26.

Guidance on Development of Action Levels. This is a medium priority item for completion in 2005. Dr. Peddicord will participate via correspondence on behalf of IAPH in development of the Terms of Reference for the drafting group and in preparation of the draft of this guidance. This may be the most important document since the Waste Assessment Guidelines in maintaining the appropriate flexibility in setting action levels.

Habitat Modification/Enhancement and Coastal Management. The Chair noted that there was no submissions on either of these agenda topics, pointed out their importance, and encouraged submissions on these topics at LC/SG 26. These topics on the Future Work Program include beneficial uses of dredged material, and may provide an opportunity for IAPH to showcase the environmental enhancement activities of ports.

3. FUTURE IAPH ACTIVITIES

3.1 Waste-Specific Guidelines

Because the waste-specific guidelines for the various materials are viewed as “living documents” to be reviewed periodically, IAPH should remain vigilant that the Guidelines for Assessment of Dredged Material are not altered contrary to port interests, and to avoid language or concepts in guidelines on other materials that could later be leveraged into the dredged material guidelines to their detriment.

3.2 Waste Assessment Guidance (WAG)

The Waste Assessment Guidance was adopted five years ago, and

will be reviewed over the next several years to insure it is still compatible with refinements incorporated into the various specific assessment guidances. This is a high priority item for the next three years. It should involve only minor revisions, but presents the opportunity to reopen all the issues raised during the development of the WAG. Therefore, IAPH should be alert to any revisions that might be adverse to its interests, or that might provide a basis for future revisions to the Guidance for Assessment of Dredged Material that might not be in IAPH interests.

3.3 IAPH Scientific Papers

IAPH should identify opportunities to maintain its status as a respected contributor to the SG, and to enhance the image of the ports as leaders in environmental protection. The future work program provides potential opportunities to submit papers demonstrating port leadership in various areas, perhaps including:

Monitoring - Description of dredged material disposal site selection and monitoring. Monitoring will be the topic of “Science Day” at LC/SG 26.

Waste management guidance - description of theory and practice of evaluating dredged material placement options, especially including beneficial uses, to identify the environmentally preferable alternative consistent with the dredged material assessment guidance

Application of quantitative risk assessment in dredged material management

Habitat modification/enhancement involving beneficial uses of dredged material

4. CONCLUSION

IAPH is respected as a valuable contributor to the work of the SG. This status should be carefully maintained because dredged material is by far the largest class of material covered by the LC, and thus will always be a subject of SG interest. For that reason, IAPH member ports should continue to seek active participation on their national delegations to the LC and SG.

Activities Report

ILO Annual Conference

June 6-7, 2002, ILO HQ, Geneva

Report of
Mike Compton, IAPH Liaison Officer with ILO

Debate on Convention 137

In my capacity of Liaison Officer to ILO, I attended part of its Annual Conference held last week in Geneva. The purpose was to hear the debate on an annual survey conducted into ILO Convention 137 Social repercussions of new methods of cargo handling.

I traveled to Geneva on Wednesday afternoon June 5 with the intention of being present throughout the next two days when it was expected that the debate would be held. On arrival I was told that the debate would be on Friday but eventually it was held on Thursday afternoon. I returned on Friday evening.

The Convention was adopted in 1973 but has only been ratified by 22 nations. As a result, the Governing Body of ILO authorised a general survey to be conducted with a view to determining whether the Convention remained applicable or whether it could be withdrawn. This is normal ILO procedure. The Convention itself is very short with only 5 substantive articles. They cover the provision of permanent or regular employment, the establishment and regular review of registers, the encouragement of co-operation between employers and workers' organisations and the provision of appropriate safety, health, welfare and vocational training provisions to dockworkers. The countries who have ratified ILO 137 are - Afghanistan, Australia, Brazil, Costa Rica, Cuba, Egypt, Finland, France, Guyana, Iraq, Italy, Kenya, Netherlands, Nicaragua, Norway, Poland, Portugal, Romania, Spain, Sweden, United Republic of Tanzania and Uruguay.

The report on the survey is available from ILO (ISBN 92-2-112420-7 price 17.50 CHF). I have a copy if you wish to have the publication in your library. The report summarises the changes that have taken place since 1973 in the industry and the various responses received from the social partners to the survey. The ILO is a tripartite body with



government, employers and employees all being equally represented.

The debate showed clear differences of opinion. The employers' representative was of the opinion that the employment of dockworkers should now be treated the same as all

other workers. Accordingly, he called for the Convention to be withdrawn in favour of the ILO's general Conventions on employment.

The employees' spokesman on the other hand felt that the principles in the Convention were sound and were still applicable to today. He was supported by a number of individuals from the employees' group who spoke to the same theme.

A number of Government delegations spoke about their national initiatives. The result is likely to be the collation of further information by the Committee of Experts (who conducted the survey) but must also be expected that the Convention will remain as a active ILO instrument.

Discussions with ILO on
Maritime Security

Whilst at ILO I met, by prior arrangement, with Deputy Director Cleopatra Doumbia-Henry. She is the head of the Sectoral Services Section which includes the maritime industries unit. We spoke about the situation regarding international initiatives concerning maritime security. As you know, the IMO is to seek approval from its forthcoming Diplomatic Conference in December for a new IMO instrument on the subject. This is expected to cover the ship and the immediate ship/port interface. Furthermore, it is also seeking authority to establish a new joint ILO/IMO working group to look at security beyond that interface. This may lead to an international instrument in due course.

In the meantime, ILO is anxious to develop practical generic guidance on port security and it proposing to link

this work with the revision of its Code of Practice and Guide on Safety and Health in Dockwork. The latter has already started with assistance from an ILO Advisory Group attached to ICHCA's International Safety Panel. A time limit has now been established of September next year when a Committee of Experts will be convened by ILO to review both the texts. This is the normal procedure. Once approved by that Committee, the Governing Body of ILO will authorise publication.

I have been asked by ILO to act on its behalf as the coordinator for both the safety and health as well as the security guidance elements. I am prepared to carry out this task as I believe that it assists the interests of both IAPH and ICHCA - the two organisations with which I have close involvement. It was suggested that two groups should be established which would be representative of the various parties concerned in order to develop the necessary guidance. The present ISP ILO Advisory Group may be suitable for the safety and health element (Peter van der Kluit is a member of that) and I explained the work that the IAPH Safety, Environmental and Marine Operations Committee was engaged on in regard to security. It was clear that the two initiatives on port security are closely linked.

I had a brief telephone discussion with Peter van der Kluit whilst still in Geneva and he supports the concept and, as they were together at the time, he has briefed Fer van der Laar. The intention is to set up a joint IAPH/ICHCA working group with the International Association of Airport and Seaport Police also invited to take part. The current thinking is that a meeting could be convened in London on 12 September during the time that the IMO's special working group on maritime security is meeting at the IMO headquarters in London. These tentative plans have been welcomed by ILO and Ms Doumbia-Henry, who will be attending the IMO meeting, will also attend our special meeting on 12 September if we go ahead with it.

Before taking this initiative further forward, I should like to be certain that it has the support of IAPH. I am also writing to the ICHCA Council to seek their support.

It will be appreciated that a certain amount of work will be needed in order to establish the working group and I look forward to an early indication of IAPH's views.

Visits

President Someya visits China

DR. Akio Someya, President of the IAPH, visited Shanghai on June 13 to discuss matters concerning the IAPH Conference in 2005 with Mr. Lu Haihu, Port Director of Shanghai Port Authority. They also took advantage of this opportunity to talk about a training program between the Ports of Nagoya and Shanghai, as well as the upcoming event "Marine Port China" organized by the China Ports and Harbours Association. Dr. Satoshi Inoue, Secretary General of the IAPH, has been invited to attend this event as

a speaker.

During his visit to China, Dr. Someya also visited Chongqing, Yichang and Wuhan, inviting them to join the IAPH in the near future.



Someya (left) and Lu Haihu

John Hayes Third Vice President

Canaveral Port Authority

MR Scott Ruggieri, Assistant Director of Construction, Canaveral Port Authority and Mr. Hayes during an inspection of Canaveral Port's cruise shipping facilities on April 13, 2002. His purpose in visiting the port was to progress the work of the Port Planning and Construction Committee on its project to examine the planning,

construction and management of passenger shipping facilities. Mr Joe Lapolla of Canaveral Port Authority is a member of the Committee.



ESCAP

MR Dong-woo Ha of the UN ESCAP in Bangkok and Mr. Hayes when he visited the ESCAP office in Bangkok on April 26, 2002. He was there to discuss the ESCAP proposal for a tripartite ESCAP/IAPH/Industry meeting to be held in the A/O region some time in the next year.



Yokkaichi

On May 20, Mr. Kiyoshi Sato, Executive Vice President of Yokkaichi Port Authority, visited IAPH Head Office for his new appointment respects and exchanged views on various issues of common interest with Dr. Satoshi Inoue, Secretary General.



Yokohama

Mr. Keiki Yasutake, Director General of Port & Harbor Bureau, City of Yokohama, and Mr. Tadashi Nakane, Director of Port Management, Port & Harbor Bureau, City of Yokohama, paid their visit to IAPH Head Office on May 15 for Mr. Yasutake's new appointment. It was their busiest time just before official opening of the Osanbashi International Cruise Terminal on June 1. Dr. Satoshi Inoue and Rinnosuke Kondoh hailed their courtesy call.



ESCAP

Mr. Dong-Woo Ha, Economic Affairs Officer, and Mr. Jae-Wan Lee, Senior Maritime Expert of the Transport, Communication, Tourism and Infrastructure Development Division, United Nation ESCAP (Economic and Social Commission for Asia and the



Pacific, visited Japan to collect information and have discussions with relevant officers for their new project "Development of an integrated shipping and port system in the Northeast Asia subregion". On June 4, Dr. Satoshi Inoue welcomed them and had a meeting with R. Kondoh and T. Hioka on possible areas for collaboration among countries of the region.

PSA

On June 12, Mr. Goon Kok Loon, Deputy Group President (International) /President of International Business Division, and Mr. Goh Oon Tong, Vice President (Asia-Pacific), International Business Division, PSA Corporation

Limited visited IAPH Head Office during their trip in Japan and exchanged views on general port affairs, especially on new challenges in information technologies with R. Kondoh, Deputy Secretary General.



Join us in celebrating Kondoh-san's honors !

ON May 21, the night before the general meeting, The Japan Port & Harbor Association celebrated its 80th anniversary with about 1,500 participants in Kure Port, Hiroshima Pref. Mr. Rinosuke Kondoh, IAPH Deputy Secretary General, was honored with a testimonial commending him as a Special Contributor to Japanese ports. Please join us in congratulating Mr. Kondoh on his honor, evidence of his years of efforts for the Port Industry through IAPH activities. It is also our pleasure that the late Ms. Kimiko Takeda was given memorial honors for her long-standing contribution.

Mr. Kondoh said, "This is the least expected honor as I have been totally working for the IAPH during the last 30 odd years. I feel truly gratified that the late Miss Kimiko Takeda, my colleague with whom I had worked for more than 30 years till she left us forever in March 2001, was also recognized. I am immensely grateful for the most generous consideration given by The Japan Port and Harbor Association."



New Apointments

Four EXCO members newly elected in Abu Dhabi, UAE

In the Executive Committee (EXCO) there had been vacancies created by departure of several members. In Abu Dhabi, the following new EXCO members were elected to fill the vacancies by the respective regions and confirmed by the Board. We would like to wholeheartedly congratulate the new EXCO members.

1) Africa/Europe

Mr. Alphonse Siyam Siwé
Managing Director
Port Authority of Douala,
Cameroon



Mr. Bo Lerenius
Chairman & Group Chief
Executive
Associated British Ports, UK



2) Asia/Oceania

Mr. Ching-Tern Huang
Director
Kaohsiung Harbor Bureau,
China



H.E. Hasan Mousa Al-Qamzi
Under Secretary
Abu Dhabi Seaport Authority,
UAE



Taking this opportunity, we would like to express our sincere thanks to the former EXCO Members as listed below for their dedicated services and assistance to IAPH, furthermore wishing them still move success and happiness in the years to come.

- Mr. Aliou Diallo**,
Conakry Port Authority, Guinea
- Mr. Dennis Dunn**,
Associated British Ports, UK
- Mr. Oliver Yu**,
Kaohsiung Harbor Bureau, China
- Mr. Sumardi**,
Indonesia Port Corporation III, Indonesia

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World Ports Association

Membership Notes

New Members

Regular Members

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 Phone: +225-34-71-23-68
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Port of Durres Authority (Albania)

Address: Lagja NR. 1, Rruga "Tregtare, Durres, ALBANIA
 Phone: +355-52-23425
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 Mailing Addressee: Mr. Partizan Osmani, Director of APD

Associate Member

HR Wallingford Ltd. (U.K.) [Class D]

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 E-mail: s.cork@hrwallingford.co.uk
 Website: <http://www.hrwallingford.co.uk>
 Mailing Addressee: Mr. Stephen Cork, Technical Advisor

Changes (Changes involved are underlined>)

Member's Matters

Port of Lisbon Authority (Portugal) [Regular]

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Port of Cork Company (Ireland) [Regular]

Chairman: [Mr. Dermot O'Mahoney](mailto:Mr.Dermot.O'Mahoney)

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Contributors to the Special Port Development Technical Assistance Fund (2001-2003)

(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
Port Authority of Trinidad & Tobago	Trinidad & Tobago	250
Abu Dhabi Seaport Authority	UAE	1,000
City of Osaka	Japan	1,000
Total		15,330

Correction

In the June 2002 (Vol. 47 No. 5) Page 4 article entitled "Associate Members, African/European Region (5 Members)," "Port Training Academy (South Africa)," which should have been included in the list of members, was inadvertently left out in the production process. We regret the error.

OPEN FORUM

Restructuring of Port Administration in India

Presented at
Asia/Oceania Regional Meeting
April 20-22, Abu Dhabi



Capt. A.N.M. Kishore
Managing Director,
Indian Ports Association



Port of Mumbai

Important Ports of India



Tuticorin Port Trust-PSA-SICAL

INTRODUCTION

1. Liberalisation of trade has resulted in the globalization of the manufacturing process which has in turn resulted in a massive increase in trade with the majority of these manufactured goods moving in containers. As competition increases, manufacturers and shippers strive to minimize transport times and costs. At the same time they want guaranteed delivery times and the ability to know the location of their goods on a real time basis. Port users have been putting enormous pressure on authorities to improve handling efficiency, reduce port users costs, and expand facilities to accommodate larger cargo flows and ships. Further, an efficient transport sector is a critical factor to multinational firms seeking manufacturing sites that will give them a competitive advantage which in turn will result in major investments and job creation.
2. To stay competitive, port authorities have had to modernize and upgrade port facilities to meet the needs of the shipping lines. However, the

investment required has often gone beyond the financial and managerial capabilities of public port authorities in both developed and developing countries.

3. Another factor that could influence institutional reform would be the resumption of WTO negotiations on commitments in services auxiliary to maritime transport which include port transport services. Negotiations could lead to an agreement where foreign firms would be able to compete for port services such as pilotage, towage, stevedoring services, etc. This would likely be

through open and fair selection procedures in the form of public tenders to grant authorization for technical services and cargo handling services. If this were to occur there would be increased pressure for operating port authorities to divest some of their services.

4. This has resulted in a rethinking of national port development strategies and has propelled major reforms in the legislative, regulatory and management environment. As a result of these pressures, a large number of countries have undertaken institutional reform in the port sector as a

means to improve performance and to reduce the government's financial and administrative responsibility. Institutional reform offers the potential to improve the competitiveness of port services and thus strengthen trade capacities. Reforms are not always successful unless a number of preliminary conditions are satisfied, and proper strategies and procedures implemented. Above all, governments want safeguards to ensure that the facilities operate well, labour and social problems are minimized, charges are fair, regulatory control is maintained and an efficient, integrated transport system is developed.

5. Most ports are controlled through a public body that has been given the responsibility for the port's development and operations by a Ports Act. Ports could be managed and operated by an operating port authority, where earlier the work aboard ship was carried out by private or public stevedoring companies. The port authority was responsible for operations from the time the goods landed on the quay and till they left the port. Thus the port authority provided all cargo handling equipment. Another alternative was to transfer all the cargo handling on shore to the private/public stevedoring companies which would become responsible for providing cargo-handling equipment. However, the ship-to-shore cranes would often continue to be owned and controlled by the authority that became a tool port authority. The final alternative was the landlord port authority that develops facilities and leases them out to operators for long periods of time. They divest themselves of the managerial and financial responsibilities for commercial facilities such as terminals and equipment. These terminal operators are responsible for developing the superstructure and the provision of all handling equipment. In most cases the terminal operator is from the private sector.

INDIA & LIBERALISATION PROCESS

6. India, unfortunately, has been slow to foresee the accelerated pace of growth in international trade. In fact, in postwar years, the proportion of world trade to world output has progressively increased. But, somehow, in our economic planning we failed to take note of this significant reality.

We planned on the assumption that world trade of the type of goods in which we had a comparative advantage had reached its optimum and did not have much of a future. Our policies were inward-looking and the ultimate test of efficiency, viz., to compete effectively in the international markets, was not available to us. The result is that we today have an industrial infrastructure which is technologically less efficient than that of most newly industrialised countries of the world.

7. We have recognised that Indian industry has come of age and Indian entrepreneurship needs to operate in a competitive market to find its feet in adulthood. Large sectors of industry have been thrown open for foreign investment and tariff restrictions have been lessened. These steps have been taken to make India's industry internationally competitive.
8. The process of liberalisation, which was initiated by the Government of India during 1991, has given a definite impact and shape to the services sector in general and the infrastructure in particular. The culture of the management and related environment has undergone a complete change over the period.
9. As far as Port and Maritime Sector is concerned world-wide, there is little evidence to suggest that competitiveness has helped to maintain efficiency. One of the examples of port efficiency commonly cited is that of the Port of Singapore Authority. Certainly, the PSA has been able to maintain a high degree of efficiency in port operation and management. Since the port was facing intense competition from Malaysian and Chinese ports and with a view to achieving a higher level of efficiency and superior performance, the PSA was corporatised in 1997 and disinvestment plans of Government-owned shares are underway to make it function as a true business enterprise. Even though profit maximization has not been an objective associated with public sector ports, they have not been able to keep the sea ports technically superior in view of the low generation of income from port related activities. The National Governments have also not been able to make investments in the port sectors adequately due to budgetary constraints and hence technically superior and modern facilities could not be provided either by the public

sector port authority or the Government.

Maritime India - Legislative Framework

10. Nearly 6000 km. long coastline of India is studded with 160-odd ports. Twelve are Major Ports under the regulatory authority of the Central Government, of which the twelfth at Ennore became operational in 2001. The remaining are other ports, commonly known as intermediate and minor ports and come under the administrative control of the respective State Government. In addition, 32 ports cater to the needs of the islands of Andaman and Lakshadweep.
11. The principal legislations governing Indian Ports are "Indian Ports Act (1908)" and the "Major Port Trusts Act (1963)". Other Acts currently applicable include the "Industrial Disputes Act (1947), Merchant Shipping Act (1958), Customs Act (1962), Dock Workers (Safety, Health & Welfare) Act (1986), Minimum Wages Act (1948), Payment of Wages Act (1936), Workmen Compensation Act (1923), Factories Act (1948), Inland Vessels Act, Environment (Protection) Act (1986), etc.
12. The Indian Ports Act (1908) extends automatically to all the ports in India and channels leading to the port. It defines the jurisdiction of Central and State Governments over ports. The Act lays down rules for safety of shipping and conservation of ports. It regulates matters pertaining to the administration of port dues, pilotage fees and other charges. Primary objectives of Indian Ports Act, apart from the recovery of Port Dues, were "Safety of Vessels" and "Convenience of Traffic" in course of entry, stay and egress of a vessel and all matters related thereto.
13. The Major Port Trusts Act (1963) applies only to ports which are declared as "Major Ports" by the Central Government under Indian Ports Act (1908). It makes provision for the constitution of port authorities for major ports in India and vests the administration, control and management of such ports in such authorities and for matters connected therewith. This Act also deals with all aspects of the functioning of the statutory body created under said Act in regard to operation, control and management of such ports. The

Act made provision for transfer of assets and liabilities of the Central Government to the Board. Legal provisions were made in the statute itself for the powers and responsibilities and the manner of exercise of powers giving very little flexibility to the Government to improvise with the changing scenario.

14. According to the General Clauses Act (1897), Major Ports are not mere Governmental agencies but are constituted by statute as independent "Local Authority" functioning in a defined area. The ports have separate legal existence as corporate bodies. The Act provides a certain degree of autonomy, giving freedom to decide about questions of policy affecting the area administered by them. Ports are legally entitled to or entrusted by the Government with the control and management of local fund for performance of civil duties and functions, which would otherwise be Governmental duties and functions. Ports have the power to raise funds for the furtherance of their activities and fulfilment of their projects by levying charges, fees, and so on. This may be in addition to monetary support provided by the Government in the form of loan, borrowings and so on.
15. The states of Gujarat, Maharashtra, Tamilnadu and Andhra have constituted statutory authorities called "State Maritime Board," while at other maritime states, one of the departments oversees the functioning of the state ports in accordance with the Indian Ports Act (1908).
16. Present management systems, organisational structure and labour practices have been inherited from labour intensive conventional cargo handling methods. This has led to a sizeable workforce at the ports, which is far above compared to what they are elsewhere. Over the years, numerous labour restrictive practices have developed, which affect the productivity and enhance the port cost. An energetic stance of port management with full backup support of the Government is imperative to improve discipline, increase productivity and bring about a reduction in workforce. It is essential that labour and management reforms must progress abreast with modernisation and development schemes in the major ports to enable Indian ports to compete in the international market.
17. Adopting the strategies used by the



Port of Mumbai

- ports worldwide to address problems under similar circumstances, the Government envisages commercialisation, liberalisation, privatisation and modernisation of existing major ports. The policy to encourage private participation in the core sectors, including development of ports, is perceived as an instrument of change to usher in technological upgradation, higher productivity and a means of resource generation. It is an invitation to both Indian and foreign organisations to invest in various port developmental activities. The liberalisation policy of the Government is irreversible and the Government is committed to support private enterprises in this regard.
18. Each board of the major ports is constituted as a separate legal entity under the Major Port Trusts Act. Corporatisation is transformation of individual port trusts from its statutory role subject to the Act, to a fully commercial but Government-owned company under the Companies Act to bring the enterprise within the discipline of market forces through liberalisation and deregulation. That is giving a Government-regulated organisation the legal status of a private corporation or company, whilst the Government holds the share. All the land and assets are then legally transferred to the newly established company or corporation.
19. Provisions of Major Port Trust Act (1963) do not allow operation of services by the Port Trusts on commercial lines, as approval of the Central Government is required in a majority of decisions. Instruction/order of the Ministry of Finance applicable to autonomous bodies as well as the instruction/order of the Department of Public Enterprises applicable to PSEs are extended to the ports.

Under the restrictive ambit of the Major Port Trust Act (1963), the ports are unable to operate in a market-oriented economy, due to lack of flexibility of commercial operations. The existing legal framework is being amended to facilitate changes consistent with structural reorganisation of major port trusts as envisaged, to provide the necessary independence of authority and decision-making, facilitate corporatisation of ports, private ownership, development of ports in joint sector, and so on.

20. Maritime States have also formulated their port development plans through private investment as well as by user agencies. Integrated port development strategy envisaged comprises creation of port facilities, industrialisation and development of infrastructure facilities like roads and railways linking the hinterland. Suitable sites have been identified, techno-economic pre-feasibility studies have been carried out and guidelines formulated.

PRIVATISATION PROCESS IN INDIAN PORTS

21. Major privatisation initiatives started after adoption of economic liberalisation policies in the year 1991.

Both Central and several Maritime State Governments took steps towards privatisation of their ports in view of large requirement of port facilities anticipated to sustain large investments on business and industries. Due to ports being under the control of different governments, different approaches for port privatisation have been used. The Central Government has developed its own privatisation policy during 1996 in accordance with the existing Major

Port Trust Act and can offer individual terminals or other specific activities in the existing major ports. One of the important objectives set forth in the preamble of guidelines for private sector participation was to mobilise substantial resources required for the purpose. Other objectives were to improve productivity, efficiency and quality of services as well as being in competitiveness in the port services, reducing gestation period for setting up new facilities and to bring in new technology & improved management techniques. In fact, the policy is perceived as an instrument of change to usher in technological upgradation, higher productivity and a means of resource generation. It is an invitation to both Indian and foreign institutions to invest in various port development activities.

22. Broadly, the following areas have been identified for private sector participation in major ports of India:

Leasing out existing assets.

- Construction & operation of liquid bulk, break bulk, multipurpose and specialised cargo berths.
- Construction and operation of container terminals
- Construction and operation of warehouses, CFS's, storage facilities, tank farms, etc.
- Supply, maintenance & operation of cranes and handling equipment.
- Dry docking and ship repairing facilities
- Dredging
- Captive power plant
- Captive facilities for port-based industries
- Leasing of floating craft, etc.

23. To make the private sector participation more attractive, a model concession agreement prepared by the Ministry of Shipping, Government of India provides an equitable balance of responsibilities and risks and also aims at providing a bankable document, uniformity as well as reduction in time taken for finalising bid documents. Greater emphasis has been given to multilateral cooperation. Fiscal incentive includes automatic approval to foreign equity investment up to 100%. Clear-cut, transparent bidding procedures have been laid down along with qualification criteria, contents of technical proposals, evaluation criteria, financial bid format selection criteria, etc. The

salient features of the model document include the following:-

- (a) The concept of royalty sharing has been changed to percentage of income as against NPV and minimum guarantee throughput.
- (b) Compensation has been allowed in the event of default.
- (c) Licensee has been permitted to give charge on assets in favour of lenders for securing financial closure.

24. Government has also announced the guidelines for joint sector participation between the major ports and others, which are presented below:

- A Major Port and Foreign Port(s);
- A Major Port and Minor Port(s);
- A Major Port and Company(ies);
- To enter into bilateral arrangements with foreign Governments.

25. Since the formulation of the private sector participation guidelines by the Government of India, response from the private sector has been encouraging. A statement indicating the projects identified, approved, under bidding process and the projects for which bids are yet to be invited for private sector participation is presented below:

STATUS OF PRIVATE SECTOR PROJECTS

Particulars	No. of Projects	Capacity (To be created)	Amount (million US\$)
Already approved	17	60.05MT	900.00
Under bidding process	4	27.40MT	580.00
Bids yet to be invited	3	5.00MT	90.00
Total: Identified projects	24	92.45MT	1570.00

PORTS VISION - CHALLENGES AHEAD

26. Regarding future scenario in terms of meeting the challenges of the development in maritime trade, the Government of India is firmly decided to develop two-hub ports for container handling i.e., one on the east coast at Chennai and others on the west coast at Jawaharlal Nehru port. Meanwhile, an exercise has been done on formulation of Xth Plan (2002-07) for the port sector by the Ministry of Shipping. The overall picture that would emerge by the end of Xth Plan period seems to be quite encouraging. The broad recommendations made by the Working Group for Xth Plan for Port Sector are as follows:

- Traffic Projections (@ 6.5 %/7.0 % GDP): 415MT/428 MT
- [A] Capacity by end of IXth Plan (as on 31-03-02): 344 MT
- [B] Capacity expected during Xth Plan (as on 31-03-07): 470 MT
- Proposed outlay for Xth Plan:
 - by Port and Govt. Support: US \$1.10 billion
 - by Private Sector: US \$2.25 billion

27. To facilitate joint venture/private participation, Sections 42 & 88 of the Major Ports Act, 1963 have already

been amended in May, 2000. In addition, Section 29 of said Act is also proposed to be amended. In addition, Indian Ports Act 1908 and Major Ports Act 1963 have already been redrafted as Indian Ports Act, 1999 to bring a single comprehensive Act in order to meet the requirement of liberalised regime and to provide flexibility. The Major Ports Trust Act 1963 was also amended in 1995 to provide for an independent Tariff Authority for Major Ports (TAMP) to fix and revise ceiling tariff. It is now proposed to convert TAMP into appellate tribunal under which service providers will be able to fix and revise tariff on their own.

ADMINISTRATIVE REFORMS TO MEET THE CHALLENGES

28. As a part of administrative reforms, the Government has delegated certain powers to facilitate speedy investment decisions, with a result ports can approve new scheme costing US\$11 million and for replacement schemes costing up to US\$22 million. On the labour and industrial relations side, a National Tribunal has been set up by the Ministry of Labour to adjudicate on issues relating to rationalisation and reduction in manpower deployment at the major ports in order to bring

down the port cost. Age of retirement was rolled back from 60 years to 58 years, resulting in a reduction in the workforce by about 5000. In addition, about 11,000 employees availed Voluntary Retirement benefits. The present size of manpower at Major Ports and Dock Labour Boards after the above two measures is approximately 82,000 as against 99,000 in the previous year. Industrial relations have been very cordial and the mandays lost due to industrial unrest in the ports were almost negligible.

CORPORATISATION OF INDIAN PORTS - ROADMAP

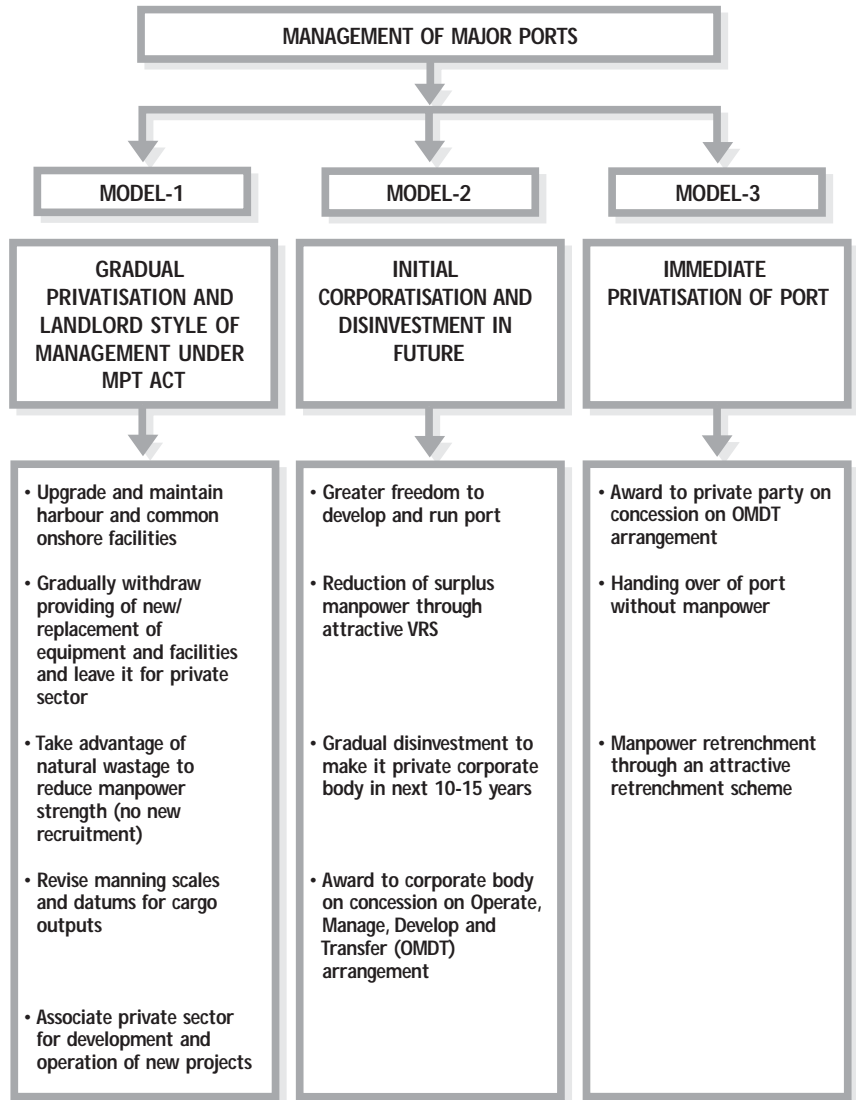
- 29. In the area of corporatisation, a report has already been submitted by a consultant appointed by the Government which broadly recommends the phased corporatisation of the Indian major ports. The beginning has been with Ennore Port as a corporatised port company called 'Ennore Port Limited'. The Jawaharlal Nehru Port near Mumbai has taken steps towards corporatisation. Some of the other major ports are in the pipeline.
- 30. Under the existing circumstances, a port in totality cannot be privatised but only the various terminals and services provided by it. However, in the long term, under ideal conditions, when this type of privatisation continues and in the event of existing facilities being privatised, ports can ultimately become landlords. However, this process is expected to be slow and may take a long time due to problems of manpower dispensation and other related matters. Thus the process of privatisation would have to be gradual. The objective of giving greater autonomy and total privatisation of major ports in the long term can be achieved through their corporatisation.
- 31. The land and water frontage in all the major ports would be owned by Central Government and these would be leased to new corporate bodies considering their operational requirements on payment of lease charges as fixed by the Government. The valuation of port assets should be made at the time of transfer and its assessed value should be made as cash, debentures and equity in agreed proportion. The new corporate body should engage International Port Management

Advisers to help in the structuring of this body and assist in management of port for a period of 3 years to achieve international standards. The success of the proposed change would depend greatly on structure, performance of new corporate body

and how quickly it is able to solve the problem of surplus manpower taken over by them.

- 32. For management of major ports in future three models have been conceptualised. The features of each model are given as under:

PROPOSED MANAGEMENT MODELS FOR MAJOR PORTS



- 33. The main purpose behind corporatisation of ports is to secure autonomy for ports and their total privatisation over a period of time. For each port a new company should be established by an administrative decision of the Government under Indian Companies Act 1956. Initially, it would be a wholly-owned Government of India company. All the assets (land excluded) and liability of a Port Trust shall get transferred to this new company.

CONCLUSION

- 34. Competitiveness is the key to success. Our mind-set should be to develop the competitive advantage of India, as a nation. Striving for and maintaining a competitive position in the world market is the major challenge facing us now that we are part of WTO. The Indian maritime industry should respond to the challenge with a new commitment to compete successfully in the rapidly evolving global environment.

WORLD PORT NEWS



26th ICHCA International Conference

April 15-17, 2002, Yokohama

ICHCA's Biennial Conferences have been a feature of the cargo handling calendar since the Association was established in 1952. The 26th Conference, which was in Yokohama, for the first time in Asia, was organised by the Japan National Committee of ICHCA and the Japan Cargo Handling Mechanisation Association, with the cooperation of the city of Yokohama and the support of the Ministry of Land, Infrastructure and Transport.

Mr. Fumio Okuyama, as Chairman of ICHCA Japan, welcomed 365 delegates from 17 countries and Mr. Chikage Ogi, Minister for Land, Infrastructure and Transport, Mr. James Hartung, ICHCA Chairman, Hiroshi Nakada, Mayor of the city of Yokohama, and Mr. Akio Someya, President of IAPH, all took part in the opening ceremony. ICHCA and IAPH have been working ever closer together on a range of issues.

There were three technical sessions, each preceded by a special address and devoted to different aspects of Information Technology in Transportation, a panel discussion on the overall theme and two ICHCA sessions. This was all tied together by a special keynote address on the main theme; 21st Century Cargo Transportation and Information Technology. Speakers came from eleven different countries and from all five continents including Mr. Mike Compton, IAPH Liaison Officer with ILO, Proprietor of Circlechief AP, UK. In ICHCA's session 1, Mr. Compton gave a presentation on "Health and Safety in Cargo Handling in Ports".

The three technical sessions concentrated on improving user service with IT, bringing IT into terminal operations around the world and a 21st century outlook and it was remarkable how far IT



has become an integral part of just about every aspect of cargo operations in the transportation chain. The two ICHCA sessions ranged across a variety of cargo related issues from safety to logistics,

taking in seismic isolation systems for cranes, investment strategies, a forest product transport system, learning from each other and a particular port development along the way.



BIMCO Spring Meetings

May 22-24, 2002, Limassol

MORE than 80 BIMCO officials from 21 countries met in Limassol for the BIMCO Spring Meetings from May 22-24, 2002. The officers constitute the Board of Directors, the BIMCO Executive Committee and the Documentary Committee.

One of the most important topics covered during the meetings was a detailed discussion of maritime security. After the meetings, the President of BIMCO, Mr. Michael Everard said:

"The security issues which have emerged within the last six months in many cases involve the maritime sector. Keep in mind that BIMCO has for many years been actively involved in maritime safety. Over the years, we have therefore



developed a close cooperation with a wide range of customs services worldwide and not least the US Coast Guard. Today, those contacts are of tremendous benefit to our members.

The authorities appreciate the fact that BIMCO represents nearly 2,700 companies in 122 countries, controlling 65 percent of the world fleet. We are therefore in a unique position to provide the authorities, as well as our members, with practical input and solutions. After all, it is very important that the flow of free trade is maintained. If not, the terrorists will have achieved one of their aims."

The BIMCO officials were delighted to visit Cyprus, with its important role as one of the top locations for third party ship management companies. The BIMCO membership in Cyprus has steadily expanded over the years and today includes 19 owner-members operating 289 vessels of 9.3 million tons deadweight and a further 4 broker-members, 2 club members and one associate member.

At a gala dinner hosted by the Cyprus Shipping Council, the President of Cyprus Shipping Council Mr. Andreas Droussiotis said:

"International Shipping is currently undergoing a difficult and decisive phase. It is only with sincere and close co-operation between the governmental regulators and their social partners that progress can be achieved, by adopting

and implementing comprehensive international shipping standards.

BIMCO is a major contributor to this on-going effort. We take this opportunity to congratulate you for the excellent work done by BIMCO for the benefit of the whole shipowning fraternity and to wish you, every success in the future."

Transport of Fireworks by Seagoing Vessels: Following ups of the disaster in Enschede in 2000

On Saturday May 13, 2000, exploding fireworks destroyed a substantial part of the town of Enschede, in the east of the Netherlands. A number of people died in the explosions or went missing. Numerous houses and other buildings were blown to bits or severely damaged by the explosion. Apart from the loss of life, the financial damage was enormous.

The feeling of safety amongst the populace was severely compromised by the accident.

Thorough investigations by police and international experts were carried out. Numerous tests were conducted in accordance with the manual of testing and criteria of the UN. The series of tests was carried out by TNO-PML and BAM together. Both organisations were appointed as competent authorities in the sense of the international regulations governing the transport of hazardous goods (e.g. the IMDG-code)

These tests revealed that the classification of fireworks that caused the explosions at Enschede, was by no means correct. A large part of the fireworks should have been classified as 1.3G or even 1.1G (mass explosive).

As far as could be traced from transport documents after the explosion, no fireworks of compatibility group 1.1G were ever transported in the Netherlands. Consequently, international wheels were put in motion to adjust international transport legislation to these new insights into the classification of fireworks.

Also the enforcement department of the Ministry of Transport now devotes part of its inspection capacity entirely to fireworks inspections. The import of fireworks through Dutch ports was monitored throughout the year 2001. All findings were compared to the test results reported by TNO-PML.

The conclusions for the year 2001 are basically the following:

The fireworks imported into northwest



Area of the accident

Europe are mainly produced in China. Roughly two import seasons could be defined for the import of fireworks into northwest Europe. The import season for professional (display) fireworks runs from the early spring into the summer and the season for consumer fireworks, from the end of August until the first half of December.

Eighty percent of all import containers that arrived in the port of Rotterdam, were inspected by means of packing lists obtained through importers. The packing lists were then compared to the Dangerous Goods Declarations (DGDs). Thirty-seven percent of this total has been opened and investigated extensively (physically). When possible, containers were not opened but completely X-rayed instead. When feasible, this procedure was used to minimise delay in the logistic process.

After the first six-month period, we came to the conclusion that 56% of the inspected containers from this period had been incorrectly classified (too light). Nearly half of them contained mass-explosive fireworks. After the second six-month period, we came to the conclusion that nine percent of the inspected containers from this period had been incorrectly classified (too light). Only a few of these containers contained mass-explosive fireworks.

In our opinion, the decrease in the percentage of violations resulted from several factors: shippers and consignees improved their classification due to the strict enforcement policy. For the national market, alternative packaging was designed and tested to enable the carriage of some articles in a lower subclass (e.g. rockets from 1.3G down to 1.4G).

Consumer fireworks form the larger part of the fireworks trade in the latter



A test at the TNO laboratory of the fireworks that were involved in the explosion

Photos by TNO Prins Maurits Laboratory

part of the year. On average, consumer fireworks are "lighter" than professional fireworks. Forty-five percent were intended for Dutch importers, 55 % were transit containers that were either transhipped by short-sea, rail or truck transport for further carriage to their final destination.

The Net Explosive Quantity (the total weight of all pyrotechnic substances in the article) was also found to be an item of concern. For a considerable number of containers NEQs were noted that did not exceed 100 kg. This is for a 40-foot DV container that carries roughly 18,500 kilos gross weight of fireworks. From further investigations we learned that the NEQ varies substantially according to the fireworks articles packed in the container. The NEQ for a container loaded with consumer fireworks can vary from a minimum of about two percent (by weight) to 45 % (by weight).

In the case of professional display fire-

INTERNATIONAL MARITIME INFORMATION

works, we learned that this figure could be considerably higher. Our findings were discussed with experts in this field and were confirmed by them.

A considerable number of DGDs were found to be signed and/or stamped by transport-related companies, while they should be signed instead by shippers, who are responsible for correct classification and the risks involved.

Whenever possible the contents of the containers were verified against packing lists obtained through importers.

Conclusions:

- The classification of fireworks inside seagoing containers, as inspected by our inspec-

tors in Rotterdam, proved to be extremely problematic.

- The same goes for the Net Explosive Quantity of the aforementioned containers.
- Only DGD's should be used in transport that have been signed and stamped by the original shipper.
- The IVW is of the opinion that this problem is by no means a national problem restricted to the authorities in the Netherlands and we hope our findings can be of use to similar inspection organisations involved in this particular trade.
- Considering the above, the IVW appeals to the competent authorities and those in charge to comply with the regulations in force in the interests of safety.

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Port of Casablanca

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Registration fee: 773.50 euros

For further information:

http://www.mareforum.com/flag_state_welcome.htm



Central Dredging Association

CEDA: DREDGING DAYS Conference and Exhibition

"Dredging Without Boundaries"

October 22-24, 2002

Hotel Hyatt Regency Casablanca
Casablanca, Morocco

To celebrate the creation of African Section, for the first time the CEDA Dredging Days will be held outside Europe, in Casablanca, Morocco, welcoming participants to the home base of this new section.

The conception of a dredging project is founded upon three essential aspects:

- The environmental aspect related to respect for the neighboring ecosystem:
- The technical aspect related to the definition of the needs and the optimum response
- The economic aspects related to the cost-effectiveness and benefit of the operation

It is obvious that these three aspects remain true and important whether we are in Europe, in Africa or elsewhere although, depending on the local conditions, their relative importance will vary. Nevertheless, they remain the main concerns for all the participants.

Registration fee: 550 euros

For further information:

CEDA Secretariat, Anna Csiti
P.O. Box 488, 2600 Al Delft,
The Netherlands

Tel: +31(0)15 278 3145

Fax: +31(0)15 278 7104

E-mail: ceda@dredging.org

OR

TOC2002 Americas

November 19-21, 2002

Hyatt Regency, Miami, U.S.A.

THE conference will cover market, economic and policy trends, strategic business development and technology investment, latest advances and best practise in terminal management and operations. There will also be a number of technical workshops focusing on terminal operating processes, equipment and systems.

TOC2002 Americas will bring together senior speakers from steamship lines, port authorities, terminal operating groups, intermodal providers, government, financing and system/technology providers to discuss current and future market demands in the Americas and debate international best practise in terminal operations.

For further information:

Informa Maritime & Transport
69-77 Paul Street, London
EC2A 4LQ, U.K.

Tel: +44 20 7553 1439

Fax: +44 20 7553 1820

URL: www.toc-events.com



Port of Miami

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For further information:

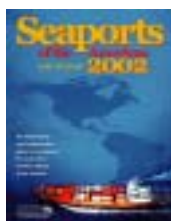
Lloyd's List events, Matt Gilbert
Tel: +44 (0) 20 7553 1646
E-mail: matt.gilbert@informa.com

New Publications

AAPA:

**"Seaports of the Americas
2002"**

THE authoritative and comprehensive guide to the seaports, port authorities & port services industry of the Americas ... and the official annual publication of the American Association of Port Authorities (AAPA)



For further information:

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Gables, FL 33134
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Email: webmaster@seaportsinfo.com

BIMCO:

"Freight Taxes 2002"

AN expected profit can be turned into a loss by a freight tax of 5-10%.

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"Port Costs 2002"

A comprehensive handbook for those involved in chartering, voyage planning, operations and post-fixture work.

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**"Shipping Finance Annual
2002/2003"**

THE Shipping Finance Annual presents a global picture of the major issues at the forefront of the ship finance industry and is essential reading for all industry players with an interest in ship financing and registration. This yearbook features articles on international maritime issues such as Basel II, insurance, LNG shipping, and shipping finance in the new decade. It also includes 18 country reviews and 5 flag register guides, an extensive appendix giving industry league tables, fleet statistics, and market indicators. The accompanying directory of over 1,100 industry players completes this definitive guide to the international ship finance market. 10th Edition. 192 pages. £145/US\$235

For further information:

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E-mail: Yearbooks@euromoneyplc.com

**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.

ISL:

“ISL Shipping Statistics Yearbook 2001”

Editors: **Prof. Dr. Manfred Zachcial, Christel Heideloff**

THE SHIPPING STATISTICS YEARBOOK 2001 published by the INSTITUTE OF SHIPPING ECONOMICS AND LOGISTICS (ISL) is now available. The new edition is thoroughly revised and updated by experts of the institute’s Transport Department. The yearbook is also available on CD-ROM. The insider information of the ISL Shipping Statistics Yearbook has become indispensable for shipowners, shipbuilders and the port and transport-related industry. The market data and analytical information are relevant for banks, consultants and researchers as well as to any organisation involved in international transport.

The publication in English language can be ordered at ISL as paperback copy (480 pages) for €225 or including additional CD-ROM (pdf format) for €270 - plus packaging, shipping and VAT. An order form is also available via the Internet.

For further information:

Universitätsallee GW 1, Block A, D-28359 Bremen

Tel: +49-421-22096-38
 Fax: +49-421-22096-55
 E-mail: subscription@isl.org
 Internet: <http://www.isl.org>



Long Beach: Port honored as environmental steward

THE Port of Long Beach has been named by the California Environmental Protection Agency’s local water board as the “Most Improved Permittee” for 2002.

The state EPA’s Regional Water Quality Control Board in Los Angeles recognized the port for embracing a philosophy of environmental stewardship. The board said this was exemplified by the port’s cleanup and reuse of brown-fields, including the former Long Beach Naval Complex and former oilfields. The board also cited the port’s comprehensive storm water management program.

“It is gratifying that the state has recognized the significant positive effects our storm water program has had on improving water quality,” said port Planning Director Robert Kanter, who developed the program. Kanter said that by drawing support from port management, tenants and the Board of Harbor Commissioners, the program continues to be improved, resulting in even better water quality.

The water board lauded the port’s Master Storm Water Program as a “unique model,” praising the “port’s commitment to environmental restoration and acceptance of responsibility for storm water management.”

Presenting the agency’s 2002 Water Quality Awards on April 18, Regional Board Chair Francine Diamond said, “This year’s recipients are distinguished by having moved beyond clean water regulatory requirements to help achieve even greater levels of protection and awareness for the residents of the Los Angeles Watershed Basin.”



PIANC:

“Bulletin” No. 110-2002



“Environmental Guidelines for Aquatic, Nearshore and Upland Confined Disposal Facilities for Material”

“Guidelines for the Design of Fenders Systems: 2002”

For further information:

PIANC General Secretariat
 Graaf de Ferraris-gebouw
 11th floor Boulevard du Roi Albert 11 20,
 B.3, B-1000 Brussels, Belgium
 E-mail: info@pianc-aipcn.org
 URL: www.pianc-aipcn.org

The Americas



AAPA: Port Authorities Education Tool Kit

THE American Association of Port Authorities Education Tool Kit is designed for ports throughout North America. Ports have shared their case studies and works in progress so that other ports may use their success to reach K-12 audiences in bigger and better ways. We will continue to add to the tool kit as ports provide information. Click on any of the top three links on the side bar to find case studies and samples.

The AAPA Tool Kit seeks to help ports to do the following:

- Mount a local educator awareness plan that will inform teachers and families about ports and their activities;
- Establish or enhance local educational initiatives that will help teachers and families to teach about each local port and why it is important to the surrounding community; and
- Encourage public support and funding, and thus ensure the life of ports in all regions.

For further information:

<http://www.aapa-ports.org/toolkit/>

Panama Canal: New Market-Oriented Pricing Structure

ON June 7, the Panama Canal Authority released a formal proposal to change its pricing structure to move toward a market-oriented business model that allows for greater customer service and continual improvements to the Canal.

As global trade continues to expand, the shipping industry has evolved significantly and the Canal's 90-year-old pricing structure needs to be changed to meet the increasing demands of a dynamic market place.

"This historic shift in our business model is the first step toward changing the long-standing, one-size-fits-all pricing structure and replace it with a system that is more tailored to individual customer needs," said Alberto Alemán Zubieta, the Canal Administrator. "The new system provides a strong foundation for continual improvements to the Canal, ensuring fast, safe and efficient transit."

Mr. Alemán Zubieta said the total Canal transit time has been reduced from 32.9 hours in 1999 to 23.9 hours in 2001. He added that there has been a 54% reduction in the vessel accident rate index, declining from 37 in fiscal year 1996 to 17 for fiscal year 2001.

"To continue the type of efficiency and safety improvements our customers deserve, we must maintain a permanent modernization program and we must change our pricing structure," Mr. Alemán Zubieta said.

Under the new pricing structure, average Canal toll rates will increase by 13 percent, and an additional \$200-per-wire fee will be charged for ancillary locomotive services.

"The Panama Canal is still the best Canal deal in the world by far," said Mr. Alemán Zubieta. "This price change is reasonable and fair for all and will have minimal impact on trade and consumers. It amounts to less than two percent of total transportation costs for goods transported through the Canal."

All interested parties have the option to comment in the next 30 days on the ACP's proposal - in writing or by attending a public hearing in Panama City on July 19. Once the public comment period has ended, the ACP will review all submissions and make its recommendations for final approval by the Canal's Board of Directors for a new pricing structure.

Under the proposal:

- Prices will continue to use the same

Panama Canal measurement system, which is based on the volumetric capacity of each ship.

- The locomotive services will be rated as an additional ancillary service. All ships pay for ancillary services they require such as use of tugboats, line handlers and extra pilots.
- The pricing structure will continue to be the same for all Canal transiting vessels, regardless of the type of cargo or its point of origin.
- The proposal segments vessels by recognized industry standards: container ships,

passenger ships, general cargo ships, dry bulk carriers, liquid bulk carriers, reefers and car carriers. Market studies are underway for each segment.

- The new pricing structure is consistent with the principles of international law and the practices of other international canals such as Suez.

"The ACP is committed to permanent modernization and safety enhancements," Mr. Alemán Zubieta said. "Today's move will help us continue to improve our service to Canal customers."

San Diego: New services facility to be built in National City

ON May 29, the Port of San Diego held a groundbreaking ceremony to mark the beginning of construction on a new building for its general services department. The current location at 825 East Harbor Drive has been the headquarters for this department for almost 40 years.

The general services department has grown in recent years, and the many services it performs has also increased. There are currently 166 employees in this department including gardeners, electricians, equipment operators, plumbers, painters, mechanics and custodians. Some of these employees maintain the Port's sixteen parks and others perform a wide variety of duties at various port facilities such as the airport, the marine terminals and the San Diego Harbor Police headquarters.

The new facility, which will be located at 1400 Tidelands Avenue in National City, will consist of a two-story, 45,243-square foot concrete structure with plenty of windows to filter in the natural light. Maintenance shops and administrative offices will be located here, as well as a wash bay, fueling station and storage.

"The new facility will allow our general services staff to continue providing excellent service," said Stephen P. Cushman, Chairman, Board of Port Commissioners. "The move will also provide much-needed space for developments near the Convention Center."

The construction contract for this project was awarded to C.S. Wylie Construction, a San Diego company. A notice to proceed was issued on May 21 and the project is set to be completed by May 16, 2003. The cost for construction of the building, including shop equipment and a fuel system, is \$8,403,350.





Tacoma: North Intermodal Yard Upgrade

THE Port of Tacoma has completed a \$4 million upgrade of its North Intermodal Yard (NIM) two weeks ahead of the scheduled completion date. The upgrade is designed to improve movement of intermodal containers and other rail-dependent cargoes through the Port.

Evergreen Line and "K" Line are the two major users of NIM, which in 1981 opened as the first dockside rail facility on the West Coast. The intermodal facility boasts eight 3,200-foot and two 575-foot tracks with a capacity of approximately 88 doublestack container railcars or 264 conventional railcars. The yard is serviced by 34 straddle carriers.

According to Frank Davidson, Engineering Project Manager for the Port, the facility improvements are consistent with the Port's goal of being "the most efficient and reliable intermodal gateway in North America." Upgrades to the area surrounding tracks 6,7 and 8 – which began in



Workers complete upgrades to the Port of Tacoma's North Intermodal Yard

February 2002 – include:

- Replacement of approximately 9,000 track feet of rail;
- Repair of deteriorated pavement adjacent to rail;
- Replacement of five rail crossings; and
- Installation of a subgrade drainage system.

According to Davidson, this project was the second phase of NIM upgrades. "Paving and rail improvements to tracks 1 through 5 were completed last September," he noted. "Completion of this phase creates a safer, more functional work environment that will result in much lower ongoing maintenance costs."



APBA set up a large marquee next to the quay, where Prince Felipe entertained more than 400 guests who attended the ceremony.

This royal visit to the number one port in the Spanish port network comes only two years after HM King Juan Carlos presided over the opening ceremony of the expansion project, which, from June 26, 2000, was called Juan Carlos I Quay. That very same year the Port of Algeciras Bay returned throughput figures of more than two million TEUs (twenty-foot equivalent unit containers), a record for any Spanish port at that time. The following year, the Port of Algeciras Bay recorded its greatest growth figures of all time, handling more than 50 million tonnes of cargo and more than one million vehicles in transit across the Strait of Gibraltar. It is right now, in 2002, that a very special witness, HRH Prince Felipe de Borbón has seen the foundations of the Port of Algeciras Bay's immediate future being laid.

The Quay Adjacent the Breakwater

The Quay Adjacent the Breakwater is an APBA investment of more than €18.07 million and the work is to be executed by UTE Dragados/SATO. This work will add another 16 hectares to the surface area already completed and will take the next step forward for a global Outer Isla Verde project budgeted at €600 million invested by APBA. Once the first stone of the Quay Adjacent the Breakwater had been laid, execution work has an 18-month deadline and consists of the building of a 531-metre long quay with 16.5 metre draughts, able to take future generations of super post-Panamax cranes. This will allow the largest container ships to berth on this part of the Port of Algeciras' breakwater.

Outer Isla Verde

First phase work of the global Outer Isla Verde project will give a 50-hectare landfill area with a 675-metre berth line and 17.5-metre draughts on its northern enclosure. The second phase will see a landfill area occupying 59 hectares to the South. All of the second phase eastern

Africa/Europe



Algeciras: Prince of Asturias lays first stone of Outer Isla Verde Expansion

HRH Felipe de Borbón, Prince of Asturias, presided over the placement of the first stone of the Quay Adjacent the Breakwater and the Outer Isla Verde extension projects, on April 11, 2002. Together, these projects will lay the foundations of a Twenty First Century Port of Algeciras Bay. Before laying the first stone, HRH Prince of Asturias visited the Port Authority of Algeciras Bay (APBA) administrative headquarters where he was welcomed by the APBA Board of Administration, the Chairmen of APBA and Sestibalsa Workers' Committees and other authorities. Manuel Morón, Chairman of the

Port Authority, gave the Prince a commemorative plaque and explained the expansion projects APBA is set to begin in the near future to be able to support the growing demand for infrastructure in what is now the leading Spanish port. After this ceremony, the HRH Prince of Asturias walked to the Port of Algeciras Bay Control Tower, from where he was able to witness the Strait of Gibraltar's intense sea traffic in situ. Finally, Prince Felipe laid the first stone of the Port of Algeciras' Quay Adjacent the Breakwater and Outer Isla Verde expansion projects, both of which will be executed by UTE Dragados/SATO. The



enclosure is to be used as a 2,824-metre berth line with draughts of between 16.5 and 18.5 metres, sheltered by an outer breakwater. Commissioning of Isla Verde's first phase is forecast for 2005 and, while the second phase is under construction, the Quay Adjacent the Breakwater will act as the expansion project's shelter line.

Campamento

The other major project under the Port of Algeciras Bay's Infrastructure Master

Plan for the turn of the century is the development of Campamento. The work, budgeted at €6.5 million, began at the end of 2001, with execution of the Enclosure Moat for Esplanade work in the Campamento facility being executed by ACS Proyectos, Obras y Construcciones SA. This work has an execution deadline of one year and is the beginning of the first phase work. The APBA is set to invest over €180 million globally over four phases to develop the Campamento facility.

Association of Certified Accountants and an Associate of the Chartered Institute of Secretaries. He has a UCC Diploma in Arts (Functional Irish). Mr. O'Mahoney is a member of the Governing Body of UCC and is Honorary Treasurer of the College.

The four new directors are Mr. Alan Coleman, MCC; Mr. Dominic Daly (former Chairman, Cork Harbour Commissioners); Ms. Noelle Canton; and Mr. Finbarr Buckley. The new directors join current board members Cllr. Colm Burke, Mr. Dave Doolan, Mr. Joe Dowling, Cllr. Tim Falvey, Mr. Louis Kenneally and Cllr. John Mulvihill.



Livorno: Traffic and Statistics 2001

In 2001 the port of Livorno handled globally 24,664,953 tonnes of goods with an increase of 0.33%. The growth is moderate but it witnesses the solidity of the port of Livorno during a difficult year for maritime traffic.

Last year's activity shows the excellent result of breakbulk cargo: 2,705,853 t (+ 11.47%): within this sector new cars and forest products are the most important traffic and Livorno is the leading Italian port for both the above mentioned traffic.

After five years of uninterrupted growth, in 2001 the RO RO traffic amounted to 6,143,084 t. showing a decrease of 7% mostly due to the reorganization of some services. Liquid and dry bulk increase steadily: the first ones amounted to 9,499,913 (+1.21%) and are directed to AGIP oil refinery located just behind the port. As far as dry bulk is concerned, it amounted to 1,314,121 t. with an impressive increase of 16.1% : this traffic has been growing since 1995 (yearly average growth 11.6%) and makes the port of Livorno the pivotal



Cork: Appointment of new chairman and directors

On May 17 The Port of Cork Co. announced the appointment by the Minister for the Marine and Natural Resources, Mr. Frank Fahey, TD of a Chairman and four directors to its board. Mr. Dermot O'Mahoney has been appointed Chairman for the next five years in succession to Mr. Frank Boland whose term of office expired recently.

Mr. O'Mahoney was a board member of Cork Harbour Commissioners from 1980 to 1991 representing the Confederation of Irish Industry and was

Chairman from 1984 to 1986. He brings a wealth of knowledge and experience to the position, not alone as a former harbour commissioner but also from a period of 20 years in a senior management position with the now defunct Verolme Cork Dockyard.

Mr. O'Mahoney is a director of City Life and City Life Management. He is a Qualified Financial Advisor and Fellow of the Life Assurance Association. He is also a Fellow of the Chartered



center for its industrial hinterland.

Containerised cargo experienced a slight decrease in 2001 (-0.62%), amounting globally to 5,001,982 t. As usual, this traffic shows its vocation for export mostly to North America. Indeed, this area takes in the biggest share (39%) of the global containerised cargo generated by the port of Livorno: the East Coast of the USA and Canada are the most important areas where containerised cargo is directed. In 2001 Livorno Port handled 531,814 teu (+ 2.4%); the proportion of general cargo shipped in containers has now reached 20%.

Thanks to its location in one of the most beautiful Italian regions, the Tuscany, the port of Livorno plays a key role for cruise traffic. In 2001, 321 cruise ships called at Livorno with 263,657 passengers globally.

Also good results were showed by ferries with 1,630,985 passengers mostly directed to Sardinia and Corisca islands. Last year 8,231 ships called at Livorno. Despite difficulties for maritime traffic in 2001 (some economic fallout from September 11 still lingers), the port of Livorno showed good results thanks to its multipurpose nature which makes it able to balance all traffic.

Moreover, the port of Livorno strengthened its position as key port for one of the most important Italian industrial areas. The ongoing modernisation of the existing port area and the development of new ones play a vital role in keeping Livorno Port lean and efficient.



Nigeria: Emerges as Best in West Africa

THE superiority of the Nigerian Shippers' Council (NSC) amongst the Shippers' Councils in the West and Central African sub-region has been confirmed at the just concluded 2nd African Shippers' Day held in Dakar, Senegal. The council was adjudged the most innovative of the National Shippers' Councils in the West and Central Africa subregion for the year 2002" and won the first prize trophy.

The criteria taken into consideration in conferring the award to NSC, according to the organizers of the occasion, included the various innovative services and programmes the council has

designed for the benefits of shippers since 1999. They include:

- decentralization of the council's administration and the establishment of offices nationwide;
- the establishment of Cargo Defence Fund (CDF);
- the institution of computer-based information centres;
- the promotion of Inland Container Depots (ICDs) to ease delivery of cargo to and

from the hinterland destinations;

- the annual Maritime Seminar for judges;
- the packaging of various enlightenment seminars for shippers; and
- the facilitation of the formation of shippers associations throughout the country.

Nigeria's presentation was acclaimed as the best and was aptly described as a reference for both the Union of African Shippers Councils and its members in the subregion.



Port of Rotterdam

Rotterdam: NIKE Football Tournament in the Port

FOOTBALL in the holds of a ship - Nike propagates this rather unusual combination in its worldwide advertising campaign during the Worldchampionship football in South Korea and Japan. In addition Nike orga-

nizes tournaments for street football players under the device 'No refs, no coaches, no crying'. The matches take place in thirteen world cities and only one port: Rotterdam. Next to the World Port Centre - head office of the Rotterdam Municipal Port Management - and in the holds of the Seatrade reefer vessel Spring Tiger. During the past ten days some 50,000 players enjoyed the tournament. The Dutch did not manage to play on the Worldchampionship, but still football is a very popular sport in the Netherlands.



Photo: De Jong & Van Es

Asia/Oceania



Brisbane: New CEO appointed

JEFF Coleman has been appointed as the new Chief Executive Officer of the Port of Brisbane Corporation. He has been acting in the position since the departure of former CEO, Graham Mulligan, at the end of January.



Since joining the Corporation in 1997, Jeff has held the position of General Manager Financial and Information Services, during which time he has been responsible for the development and implementation of commercially focused strategies to add shareholder value, as well as the introduction of measurement and public reporting of Key Performance Indicators to drive efficiencies across the port's various transport operations.

Prior to joining the Corporation, Jeff held senior management positions with such high-profile financial institutions as the Heritage Building Society and the NZI Banking Group (taken over by CGU Insurance).



Iran: Sister-Port Agreement with Dubai

UPON the invitation of the Port and Shipping Organization of the Ministry of Road and Transportation of the Islamic Republic of Iran, a delegation composed of the high-ranking officials of the Dubai Port Authority led by Mr. Sultan Ahmed Bin Sulayem, the Executive Chairman of Dubai's Ports, Customs and Free Zone Corporation, paid an official visit to Iran-Tehran from April 29-30, 2002, and met with the port and maritime officials of the Port and Shipping Organization



(P.S.O) headed by Mr. Behzad(M) Seifollahi, P.S.O's Vice-President for Port and Special Economic Zone Affairs.

Both sides, at their first joint session, discussed and exchanged views on the way of expanding the port and maritime relations and co-operation, facilitating the traffic of vessels and seafarers and increasing the vessel's traffic as well as the volume of marine transportation of cargo.

The two sides, after the completion of negotiations and discussions, which have been conducted in a very cordial atmosphere, reached an agreement on the establishment of Sister-Port relationship between the Abbas ports of Iran and the ports of Dubai focusing on the following principal items and finally signed and exchanged the related MOU:

- 1 establishment of regional co-operation in order to utilize the potential capacities of the ports of the two countries in the fields of transit and transshipment of cargo and container, promote the qualitative level of the port activities and services, continue the direct liner services of the East and the West in the region, prevent the outbreak of unsound competition and increase the maritime trade volume; between the ports of the two countries;
- 2 optimum utilization of potentials, capacities and possibilities of the North-South Transport Corridor (NOSTRAC) and rendering facilities required for the attraction of the DPA's investment at the port of Shahid Rajaee emphasizing the establishment of the Cargo Distribution Centres;
- 3 providing and rendering the necessary facilities to facilitate the traffic of vessels, crew and passengers at the ports of the two countries;
- 4 effective co-operation and exchange of information as regards the information and EDI systems at the ports of the two countries;
- 5 the Iranian side, with regard to the interest and tendency expressed by the Dubai's side, agreed to render the necessary port and maritime facilities to the

Iranian companies to be active and engaged in providing the construction materials (rocks) for the Palm Island Project in Dubai.



MPA: Sets up S\$80 million Maritime Cluster Fund

THE Maritime and Port Authority of Singapore (MPA) will be establishing a Maritime Cluster Fund (MCF) with S\$80 million set aside over five years to promote and strengthen the maritime sector in Singapore. The fund will be used to help companies in the maritime cluster to acquire specialist knowledge and skills and develop their manpower. This will boost Singapore's cluster of high value-added and knowledge-based maritime activities, lower operating costs and improve efficiency of the maritime sector. The fund will also be used to provide incentives and concessions to container shipping lines to strengthen our transshipment hub.

Transport Minister, Mr Yeo Cheow Tong, had announced the setting up of the S\$80 million MCF in Parliament on May 13. He had said that a key focus of the fund would be the development of specialist knowledge and expertise needed by the maritime sector.

Of the S\$80 million, S\$50 million of the MCF will be used to provide funding to the maritime sector to upgrade the expertise of local employees. Such funding could take the form of training grants and relevant local and foreign scholarships. The MCF will also be used to develop local training infrastructure and capabilities. New maritime-related courses at tertiary institutions and executive programs will be developed in consultation with the industry and the academia.

S\$30 million will be set aside to help shipping lines reduce operating costs in Singapore. Part of this amount will be used for the further extension of the 20 per cent port dues concessions to container ships for another two years from July 2002. Incentives for shipping lines that bring in new business for the Singapore port will also be provided.

The MCF underscores the MPA's commitment to developing Singapore as an International Maritime Centre (IMC). It will contribute towards making the Singapore maritime and port business competitive and attractive to the world.



Nagoya: Strengthens friendship ties with Antwerp

PORTS and harbors worldwide are currently facing various problems in terms of distribution, port development and the environment. Thus, exchange of information and experience between ports is greatly needed to assist each port in taking the most appropriate and effective actions to tackle these issues.

Since their declaration of a friendship ports affiliation in 1988, the ports of Nagoya and Antwerp have fostered friendly relations through various activities. In order to meet the demands in today's maritime business, the two ports decided to make a renewed start for a better partnership by expanding the present relationship, which has served diplomatic purposes, to include a business-oriented agreement with the aim to create more business opportunities for the hinterlands of each port.

Taking advantage of the felicitous occasion of the visit of a top-level Belgian delegation to Japan for the 2002 FIFA World Cup, led by His Royal Highness Prince Philippe, Antwerp Port Authority executive Baron Delwaide, President; Mr. Eddy Bruyninckx, CEO and Mr. Jim Poon, Senior Advisor, together with Nagoya Port Authority representatives Dr. Akio Someya, Executive Vice President and President of the IAPH, and Mr. Kenji Miyamoto, Director of the General Affairs Department, on June 3 signed a renewed friendship agreement between the two ports, which will lead to a new stage of strengthened business relations.

The three main focuses of the renewed agreement are cooperation in the following fields: 1) an analysis of the cargo flows to/from the respective hinterlands, 2) exchange of information on logistics, distribution systems and transport modes, as well as task forces including representatives of the private port community and 3) exchange of concrete experiences on port development and on



the renovation of older port areas. Through the new agreement, business

relations between the two ports are expected to flourish.



Sydney: New Pilotage Service

SYDNEY Ports Corporation announced on May 29 the establishment of a subsidiary company, which will deliver pilotage services to the ports of Sydney.

Following extensive and co-operative negotiations with the current pilotage supplier, Sydney Sea Pilots, the Board of the Sydney Ports Corporation has decided, subject to Treasury approval, to establish a new wholly-owned subsidiary company, staffed by the existing pilots and cutter crew, to provide pilotage services in Port Botany and Sydney Harbour.

The new company to be named Sydney Pilot Service Pty Ltd, will buy assets from Sydney Sea Pilots to ensure effective delivery of pilotage services on an ongoing basis, operating under a company structure with the security of tenure necessary to make the large capital investment in pilot vessels.

Sydney Ports Chief Executive Officer, Greg Martin, said the tender process for pilotage services at Sydney's ports over the past 12 months, confirmed the service was not truly contestable due to the period required for pilots to become fully licensed to operate in the ports of Sydney.

"One of the primary objectives of the tender was to enable the adoption of pricing and service strategies to maintain the competitive advantage of Sydney's ports, and this will be best achieved through the new service," he said.

"The delivery of the service by the new company will remain on a commer-

cial basis with the safety of personnel, vessels, port facilities and the surrounding environment being the priority."

Mr Martin said the benefit of acquiring assets from Sydney Sea Pilots and forming a new company was for the long-term benefit of the shipping industry as it will assist in ensuring high levels of integrity and safety of the pilot services are maintained.

"The reasons supporting the formation of the new company owned by Sydney Ports providing pilot services on an ongoing basis rather than going to the market at three to five yearly intervals are:

- to overcome the non-contestable pilot market (due to the rigorous and lengthy licensing requirements);
- to better support long-term capital investment requirements (new pilot boats, equipment);
- to maintain Sydney's competitive edge on pilotage fees compared to Brisbane and Melbourne;
- to ensure Sydney maintains the continuity of experienced well trained pilots that are not subjected to short term contract arrangements."

Mr Martin said another key benefit from this new arrangement is that pilots will be able to continue to focus on their key role of delivering a first class pilot service to the shipping industry.

Mr Martin said the Sydney Sea Pilots have done a good job over the past seven years and improved services to the shipping industry.

Sydney Ports will have a direct role in the affairs of the new subsidiary company through its control of the Board. Details on company arrangements are still being developed.

It is anticipated that the new company will become operational during July 2002.