

IAPH Officers (2003-2005)

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Mr. Pieter Struijs
Executive Director
Rotterdam Municipal Port Management
Netherlands

First Vice-President
Mr. H. Thomas Kornegay
Executive Director
Port of Houston Authority
USA

Second Vice-President
Datin Paduka O.C. Phang
General Manager
Port Klang Authority
Malaysia

Third Vice-President
Mr. Siyabonga Gama
Chief Executive Officer
National Ports Authority of South Africa
South Africa

Conference Vice President
Mr. Lu Haihu
President
Shanghai International Port (Group) Co., Ltd.
China

Immediate Past President
Dr. Akio Someya
Executive Vice President
Nagoya Port Authority
Japan

Secretary General
Dr. Satoshi Inoue
IAPH Head Office
Japan

Port of Taranaki – New Zealand



CONSTITUTED port authority in 1875. Port Taranaki on the North Island of New Zealand, is the only deep water international port on the country's western seaboard. Located in the energy province of Taranaki, the port lies adjacent to the city of New Plymouth and is backed by the spectacular cone of Mt. Egmont/Taranaki (2518m). Specialized petrochemical port since the discover of oil and gas in Taranaki in the 1970s. Port Taranaki has been owned and operated by Westgate Transport Ltd. since 1989. The port received over 500 ship visits each year and helps to sustain over \$NZ 1 billion in added value and 9,510 jobs in the Taranaki region.

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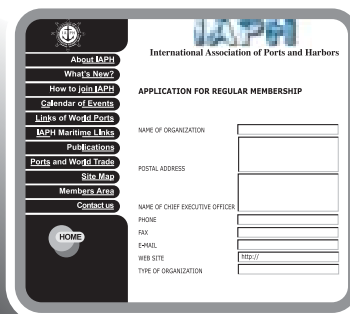
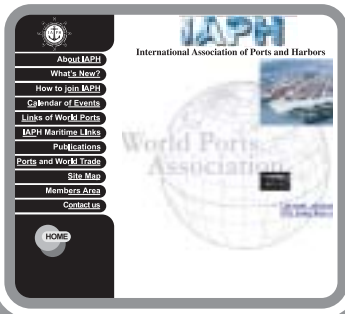
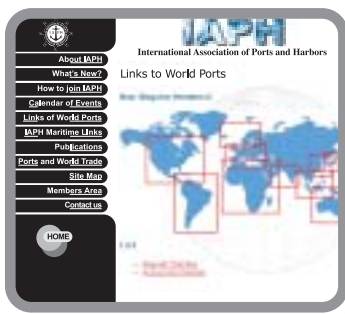
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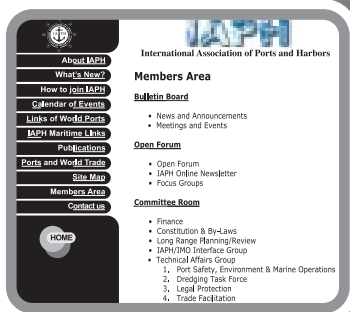
International Association of Ports and Harbors

<http://www.iaphworldports.org>

Did you access the IAPH website?



- Links to the ports in the world and other maritime organizations

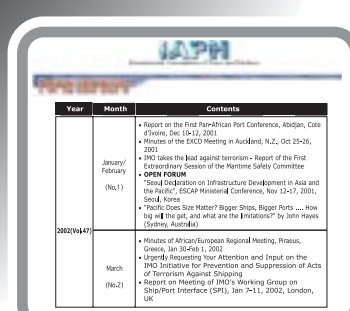
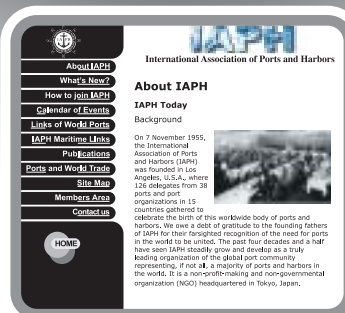
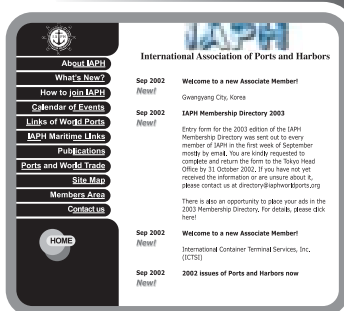


- Calendar of future IAPH meetings and other maritime events

- Minutes of and reports on IAPH Conferences and Technical Committees



- All about IAPH - history, mission and organization



- In "Open Forum" – "Members Area", you can express your opinions.
 - To enter the Members Area, you need User ID and Password.
- For assistance, please contact us at [<info@iaphworldports.org>](mailto:info@iaphworldports.org).

IAPH ANNOUNCEMENTS AND NEWS

Minutes of the IAPH Rotterdam Exco Meeting 2003

October 26 – 30, 2003

at Hilton International Rotterdam / Marine Simulation Rotterdam, Netherlands



THE IAPH Executive Committee (Exco) Meeting was convened from October 26 through 30 at Hilton International Rotterdam and Marine Simulation Rotterdam (MSR), in the Netherlands and hosted by Rotterdam Municipal Port Management (Port of Rotterdam). Some 50 delegates (inc. their accompanying persons) took part in the meeting.

The Exco comprised of three half-day sessions on the 29th and 30th, the agenda following various Committee meetings convened from the 26th.; viz. Communications & Networking, Port Safety Environment & Marine Operations/Dredging Task Force, Legal Protection, Port Planning & Construction, 50th Anniversary, and Membership, either on the 27th or 28th. Exco members of each region met separately as well on the morning of the 28th for one hour, prior to the full Exco meeting.

During the sessions, all the participants were given the opportunity to pay a visit to Harbour Coordination Centre and Simulation Centre. Also arranged was a very exciting and comprehensive technical tour to Port of Rotterdam on 28th.

In addition to the business programs, a welcoming reception, a dinner on board ship and accompanying person's programs were offered by the host, and such local hospitality culminated in a dinner by the Vice-Mayor of Rotterdam City at Town Hall on the evening of the 29th.

Thanks to the host and all the participants, we concluded the Rotterdam Exco Meeting successfully with various outcomes of significance.

Session 1

1. 50th Anniversary Project

Mr. Taddeo, as Chair of the 50th Anniversary Committee, reported the conclusion of the committee's discussion made the previous day, where an action plan proposed by a professional agency was taken up. What he suggested were:

- a. The proposed action plan made by the professional agency shall be scaled down and sent back to Secretariat for making up a detailed revised plan in consultation with the Committee.
- b. The final revised action plan shall be submitted to the next Mid-term Board meeting next April in Charleston for approval of the Board.
- c. Particular plans/events to be considered for the final plan are:
 - Holding official commemorative ceremonies - in Tokyo in conjunction with Exco meeting in Yokohama in January 2005 to start with, followed by one in Shanghai as part of the program of 24th World Ports Conference in May 2005, and lastly in Los Angeles, the birthplace of IAPH. Each region is encouraged to consider having similar regional ceremonies under the responsibility of each



regional Vice-President, sometime between the above three official ceremonies.

- Promoting members' contribution to setting up a fund for the whole project at the Secretariat's initiatives.
 - A special book (or booklet) to commemorate the 50th anniversary will be published, in addition to the revised Ports & Harbors magazine, which is slated to debut in January 2005.
 - An essay contest on a regional basis that may end up with the final award among the regional winners at the ceremony in Los Angeles. Human Resources Development Committee will be consulted to set an appropriate theme(s) for the contest and select winners among applicants.
 - Producing some commemorative goods (pins, table flags, etc.) for participants in ceremonies.
- d. No agency will be appointed to handle the project worldwide; it is up to each Region to make arrangements and assign a responsible agent.

In response to Mr. Taddeo's suggestions, the Vice-Presidents of each region commented positively by offering some possible ideas worth considering for his/her region.

In conclusion, Mr. Taddeo's suggestions were basically accepted, based on which a final proposal and action plan shall be submitted to the Mid-term Board meeting next April.

2. Enhancement of International Liaison Activities

(International Liaison Group and Enhancement of Europe Office)

The Secretary General explained

the progress made since this issue had been taken up at the Durban Conference. He put a particular proposal on the table for consideration as per "Reinforcement of international liaison activities" with relevant reference papers and "New framework of Enhanced Europe Office" for enhancement of Europe Office. He added that the cost increase caused by the enhancement of Europe Office in personnel had been consented by the Chair of Finance Committee in advance.

The proposal was unanimously accepted by the Exco members (*), and subsequently several opinions and advices were brought about from the floor, particularly for listing-up of specialists as Liaison Officers. Among them was a comment by Mr. Kornegay that the formal/official contact point to regional port associations, such as AAPA, should definitely be Tokyo Secretariat Office but not Europe Office, and this was endorsed by the President and other members.

In the end, President Struijs instructed Secretariat in cooperation with the new Europe Office to pick out suitable personnel as experts in due time to complete the list of Liaison Officers.

() On the afternoon of the 29th, the Secretary General signed the revised contract with MSR for the enhanced Europe Office operation.*

3. Report on Internal Committees

Because of the absence of Mr. Bruyninckx, Chair of Human Resources Development Committee,

the Secretary General made a short report that discussion had just got under way between Mr. Bruyninckx and the Secretariat about improvements /revisions for the Bursary Scheme, such as possibility to cooperate more with UNCTAD.

Also due to the absence of Mr. Cowie, the Secretary General gave a brief, on his behalf, about prospects for Settlement of General Account 2003 as well as budget and prospects for 2004 General Account.

As for Membership Committee, which met on 28th, it was reported that Mr. Estrada had stepped down from the position of Chair, and Ms. Kogon-Steinberg had been appointed new Chair. The President and other members attending appreciated the faithful and tireless efforts offered by Mr. Estrada during his chairmanship.

Session 2

1. Mid-term Board Meeting 2004

Mr. Groseclose presented a preliminary schedule for the Mid-term Board meeting in Charleston, which was approved unanimously.

He then tabled an enquiry for opinions, asking if it was possible to charge delegates \$250 each to reduce the burden on his port. He added that shorter-stay attendees, particularly like some Technical Committee members, could be exempted from this charge. There were pros and cons expressed by the attendees but the discussion ended up with the majority consen-



sus that \$ 250 would be acceptable to members attending.

Having endorsed this consensus, however, President Struijs commented that whether or not such nominal charges would be made permanent in the future must be discussed again after Charleston meeting.

2. Security

Mr. v. d. Laar, Chair of PSEMO, took a leading part by briefing on the progress made since Durban Conference, in particular, IMO/ILO joint working activity on "Code of Practice on Security, Safety and Health in Ports". Concerning this "Code of Practice on Security in Ports", he requested members to take note that once the Draft Code was endorsed at ILO, due shortly, it would be hardly possible to have it overturned by the Maritime Safety Committee in IMO at a later stage.

Mr. Mollema of Port Rotterdam gave a power-point presentation on actual procedures being made at his port to tackle the SOLAS & ISPS Code issue. In particular, he highlighted a software tool kit which the Port had developed jointly with a local consultancy and was designated by the government as a universally applicable tool-kit for all Dutch ports.

The Secretary General made a summary report on the survey that had been conducted among member ports in early October to follow the former survey done early last April. By explaining the attached "Summary of Responses to the follow-up survey on compliance with the revised SOLAS & ISPS Code",

the Secretary General invited comments from the floor, particularly as to how IAPH should react to various opinions/requests from responding members.

President Struijs indicated financial assistance to member ports was found difficult, but on the other hand, he requested PSEMO Committee to immediately make an action plan about what IAPH could offer to those ports that expressed a lack of expertise and know-how on technical aspects.

Vice-President Gama pointed out the situation in developing countries where governments themselves were likely to be less capable of putting the SOLAS requirements into their own legislative shape, which might be a big hindrance to meeting the deadline of July 1, 2004. He also requested serious consideration by IAPH to lobby IMO to make developing countries' access to Maritime Security Trust Fund easier.

President Struijs once again stressed it was imperative to figure out as soon as possible what particular solutions/assistance advanced ports could offer toward those developing ports. He instructed Secretary General to finalize a survey report, circulate it among members and submit it to IMO so that the IAPH representative could make a more effective presentation at the IMO Assembly due to be held late November 2003.

3. Improvement of Journal

Mr. Perrot, Chair of Communication & Networking Committee (CC & N), reported the discussion made

by his Committee (including Officers and other members concerned) the previous day, proposing that improvement to the Journal "Ports & Harbors" would be sought by way of hiring a professional editorial/publishing company. He also suggested the need to review IAPH's website and Online Newsletter at the same time.

The proposal received unanimous agreement by the Exco members and it was also confirmed that the Secretariat would prepare and execute a bid for selecting such a professional, and consequently submit a conclusion, in consultation with CC & N, to the next Mid-term Board meeting for approval.

Apart from that, President Struijs strongly suggested the need to examine another idea of publication, by such way of inserting a few IAPH pages in a maritime commercial magazine of suitable renown, for the purpose of promoting IAPH's profile, only if the cost for that could be contained within a reasonable amount. The Secretariat agreed to study such a possibility as well.

4. Shanghai Conference

Mr. Lu Haihu, Conference Vice-President, with assistance from his colleague Mr. Gu Hao on power-point, made a very precise presentation of the Conference program, including details of speakers nominated to date, by circulating a full-colored trial brochure.

The idea of planning an event on the "Free Night" as part of the 50th anniversary ceremony was offered for consideration between the host



and Secretariat. A few pieces of advice from the floor were also given to further refine the program. (4-star hotels option, 50th anniversary logo print, a map covering the route between hotels and the conference venue, etc.)

In addition, Mr. Lu reconfirmed that preparation work was being conducted as scheduled and an internal organizing committee established for the Conference had started functioning.

Session 3

1. Committee Report

Chairs of the following committees that held their meetings, prior to this Exco meeting, made summary reports of their meetings. (Detailed description of their reports shall be left to the minutes each Chair is supposed to submit shortly after the Exco meeting.)

a. Port Planning & Construction (by Mr. Naruse)

He briefed Exco on the case studies completed to date, including Rotterdam and Amsterdam Ports for this time, on their research of cruise terminals, and indicated future plans for further investigation, particularly those in the Americas region.

b. Legal Protection (by Mr. Vergobbi)

He briefed Exco on the topics discussed particularly on Places of Refuge, introducing relevant activities at Maritime Safety Committee of IMO, liability issues arising from possible environmental damage caused by this matter and upcoming meeting at CMI (Comité Maritime International) on this subject.

He also mentioned a project to publish a guidebook on international conventions, for the reference of IAPH members who needed any assistance /reference in respect of international legal frameworks in maritime aspects.

He added that liability issue likely to arise from non-fulfillment of ISPS Code requirements had been discussed as well at the committee meeting.

c. Port Safety, Environment and Marine Operations (Mr. v. d. Laar)

He briefed Exco on the discussion made at the meeting, which stressed Security issues in particular. He pointed out the necessity for IAPH to determine what actions the Association should/could take prior to the IMO Assembly in December.

He mentioned that identifying particular difficulties faced by members would enable the Committee to offer specific advice to this end.

Mr. Kornegay commented that this kind of service (advice) given exclusively to members, could be a good reason to lure potential members into IAPH.

Mr. v. d. Laar also referred to the subject of "Ballast Water Management", IANAC's recent activities and others of note.

2. Future IAPH meetings

Several future meetings were respectively introduced, viz.;

a. Africa/Europe Regional Meeting in Douala (Dec 9-11, 2003)

b. Africa/Europe Regional Meeting in Tallinn (February 2004)

c. Asia/Oceania Regional Meeting in Busan (March 16-19, 2004)

In addition, for 2006 Mid-term Board meeting in Dunkirk, France, Mr. Vergobbi from the port mentioned his readiness to host the

event, adding that a conference venue and hotel accommodation would be advised at the next Board meeting in Charleston.

Mr. Kornegay asked Exco members for provisional consent, with a view to advancing his negotiations with facility providers (conference center, hotels etc.), about the proposed dates of April 27- May 4, 2007 for the 2007 World Ports Conference in Houston. Exco agreed to the proposed dates, subject to official approval at the Mid-term Board meeting in Charleston.

Calendar of future IAPH meetings

2003	December 9-11 • Africa/Europe Regional Meeting <i>Douala, Cameroon</i>
2004	February 18-20 • Africa/Europe Regional Meeting <i>Tallinn, Estonia</i> March 16-19 • Asia/Oceania Regional Meeting <i>Busan, Korea</i> April 25-28 • IAPH Mid-term Board Meeting <i>Charleston, South Carolina, USA</i>
2005	January 10-13 • IAPH Exco Meeting <i>Yokohama, Japan</i> May 21-27 • 24th IAPH World Ports Conference <i>Shanghai, China</i> October (t.b.a.) • IAPH Exco Meeting <i>Presidential Choice</i>
2006	April or May (t.b.a.) • IAPH Mid-term Board Meeting <i>Dunkirk, France</i> October (t.b.a.) • IAPH Exco Meeting <i>In Japan?</i>
2007	April/May (t.b.a.) • 25th IAPH World Ports Conference <i>Houston, Texas, USA</i>

*Notes: t.b.a.: To be advised.





Overall Working Program of The IAPH Exco Meeting in Rotterdam

Sunday, October 26

08:00-17:00 Arrival of Delegates
19:00- Welcoming reception

Monday, October 27

07:30-09:00 Officers Meeting (with breakfast)
09:00-12:00 Committee Meeting at Hotel
12:00-14:00 Lunch at Hotel
14:00-17:00 Committee Meeting at Hotel
19:00- Port Tour with dinner on board 'Nieuwe Maze'

Tuesday, October 28

08:30-16:00 Departure from Hilton International for excursions (ETC, Customs scan, sluffer) to the Port of Rotterdam for both Exco and Committee members + partners (including Lunch)
16:30-18:00 Committee Meeting at Hotel (Membership Committee only)

Wednesday, October 29

08:00-09:00 Regional Exco Meeting at Hotel
10:00-12:00 Exco Meeting at Marine Safety Rotterdam
12:00-14:00 Lunch at Marine Safety Rotterdam (including visit to Harbour Coordination Centre and Simulation Centre)
14:00-17:00 Exco Meeting
19:00- Dinner with Vice-Mayor at Town Hall

Thursday, October 30

08:00-11:30 Exco Meeting at MSR

Closing

3. Others

The Secretary General made a brief explanation about the recent relocation of the Secretariat office, stressing no negative impacts would be made on IAPH financially.

The Secretary General drew attention of the attending Exco members to some fifteen members (both Regular and Associate) that as of today had been delinquent for more than two years in paying their membership dues. He added that IAPH By-Laws stipulated their Membership be terminated for such delinquency. In response to his remarks, it was agreed among attending Exco members that Vice-President and Exco members of each respective region would first take action by urging those delinquent members to advance their payment as soon as possible, while the Secretariat would at the same time remind them of the issue by letter.



more firmly encourage technical committees that had been absent to join future Exco meetings. He asked the attendees to be reminded that committees were basis for IAPH activities.

He also introduced a decision made at the Africa/Europe Regional Exco meeting on the 29th that the Region were organizing a "IT/Container Tour" for young management staff at member ports from all the regions (i.e. not limited to Europe/Africa region), the particulars of which would be proposed and prepared by Europe Office in due time.

Mr. Suijs adjourned the meeting, expressing his appreciation to all the participants.

4. Closing remarks by President Struijs

As his final remarks, President Struijs requested the Secretariat



Committee Report Port Planning & Construction Committee

October 27, 2003, Rotterdam



Susumu Naruse

Chair

Planning and Construction Committee

DRAFT MINUTES OF THE MEETING

Attendants

- **Susumu Naruse** (chair)
Tomakomai Port Authority, Japan
- **Mohd Rozali bin Mohd Ali**
Johor Port Authority, Malaysia
- **Paul Scherrer**
Port Autonome du Havre, France
- **Rani A Jadhav**
Mumbai Port Trust, India
- **Jacob Thomas**
Cochin Port Trust, India
- **Takuya Nakamura**
Hakata Port & Harbor Bureau, Japan
- **Takeshi Nakano**
Hakata Port & Harbor Bureau, Japan
- **Siyabonga Gama**
National Ports Authority of South Africa
IAPH Third Vice-President

Rotterdam Passenger Terminal and Amsterdam Passenger Terminal

- **Mai Elmar**
Director, Cruise Rotterdam
- **Arnold Bakelaar**
Commercial Division, Rotterdam
Municipal Port Management
- **Coen Smits**
Project Manager Engineering,
Amsterdam Port Authority

Membership of Committee

Member List of the Port Planning and Construction Committee (October 2003)

Chair

- **Susumu Naruse**
Executive Vice-President, Tomakomai
Port Authority, Japan

Africa/European Region

- **Paul Scherrer**
Technical Director, Port Autonome du
Havre, France
- **Nicholas Blell**
Director of Technical Services, The
Gambia Ports Authority, Gambia
- **Arie Sachish**
Deputy General Manager, Israel Ports
Authority, Israel
- **Arturo Monfort**
Head of Port Planning Department,
Autoridad Portuaria du Valencia, Spain
- **Jane Kitilya**
Director of Planning, Tanzania Harbours
Authority, Tanzania
- **Gheorghe Moldoveanu**
General Manager, Maritime Ports
Administration Constantza, Rumania
- **Gichiri Nduu**
Corporate Service Manager, Kenya
Ports Authority, Kenya

Americas Region

- **Richard B. Lombroia**
P.E., Director of Engineering, Canaveral
Port Authority, U.S.A.

Asian/Oceania Region

- **Tony Navaratne**
Senior Port Planner, Sydney Ports
Corporation, Australia
- **Koichi Daito**
Chief Executive, Port of Hakata, Japan
- **Vala Balakrishnan**
Assistant General Manager, Port Klang
Authority, Malaysia
- **Waq Bauleka**
General Manager Technical Services,
Maritime & Ports Authority of Fiji, Fiji

- **Graham D. Mulligan**
Managing Director, International
Infrastructure Management Pty Ltd,
Australia
- **Fumio Sakurai**
Director, Port Development
Department, Port of Yokohama, Japan
- **M.A. Rozali**
General Manager, Johor Port Authority,
Malaysia
- **Smt. Rani A. Jadhav**
Chairman, Mumbai Port Trust, India
- **Jacob Thomas**
Chairman, Cochin Port Trust, India

Field Tours

Field tours to the Rotterdam passenger terminal and the Amsterdam passenger terminal were made on the 26th and on the 30th October, respectively.

The Committee agreed:

- Port of Le Havre and Port of Hakata, which made presentations at the meeting, to prepare the papers along the lines of the case study format by the next meeting (April 2004).
- Port of Rotterdam and Port of Amsterdam to be involved in the case study.
- The Committee (the chair) to try to increase case study ports as well as the membership, in particular, from the Americas Region.
- The next meeting to be held at Charleston, U.S.A. in April 2004.

Other Discussions

The chair presented some data on the cruise industry, which was appreciated by the participants. The chair will try to enhance the scope and the contents of the data book.

Appreciating field tours to the passenger terminals in Port of Rotterdam and Port of Amsterdam, some participants requested other field tours to be organized sometime in future. The chair duly noted this request.

Discussing the future activities of the committee, Mr. Rozali commented that the committee should also tackle other issues such as container terminal planning. He will prepare a memo on some potential themes that could be studied in the committee in future (mainly in the next term) by the next meeting.

The chair thanked Port of Rotterdam, Cruise Rotterdam, and Port of Amsterdam for all the arrangements they made for the committee.

Follow-up Survey on Compliance with the Revised SOLAS Convention and ISPS Code

As a follow-up survey to the previous one conducted in April 2003 shortly before the IAPH Durban Conference, another online survey was conducted in early October 2003 to monitor and determine the progress made by IAPH members ports toward the implementation of the ISPS Code and the current status of national legislation of the revised SOLAS in their respective countries.

In this follow-up survey, 53 IAPH member ports in 29 countries participated to share their latest information and experience. As a whole, it was found that the current status of preparation toward the implementation was in good order, as so indicated by the respondents, and furthermore almost all of them expressed their willingness and confidence in meeting the implementation deadline of July 1, 2004.

As before, the "IAPH Port Security Bulletin" was revived, and at the time of writing, six bulletins had been issued during the survey period of October 16 and November 14. It was all the more significant that all exchanges of information were done via the Internet, email and website, proving again that this was a speedy, timely and efficient way of information exchange and sharing among the membership.

Summary of Responses to the follow-up survey on compliance with the revised SOLAS (Safety Of Life At Sea) Convention & ISPS (International Ship & Port Facility Security) Code conducted in October 2003

As of 14 November 2003, 53 responses had been received from IAPH member ports in 29 countries, as listed below.

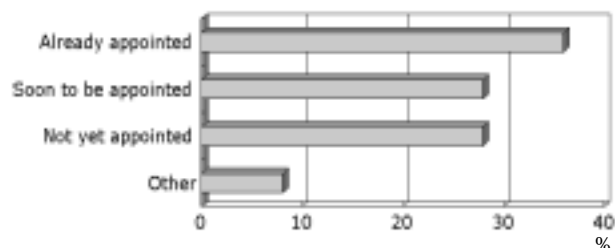
Country	Port
Australia (2)	• Sydney • Gladstone
Belgium (1)	• Antwerp
Cameroon (1)	• Douala
Canada (2)	• Montreal • Vancouver
Cape Verde (1)	• ENAPOR
China (4)	• Hong Kong • Kaoshiung • Keelung • Shanghai
Fiji (1)	• Maritime & Ports Authority of Fiji
France (3)	• Dunkirk • Le Havre • Marseille
Germany (1)	• Hamburg
Indonesia (1)	• Tanjung Perak
Iran (1)	• Ports and Shipping Organization
Ireland (1)	• Cork
Israel (1)	• Israel Ports Authority
Japan (3)	• Nagoya • Naha • Tomakomai
Kenya (1)	• Mombasa

Kuwait (1)	• Mina Al-Ahmadi (on behalf of Kuwait Oil Company)
Lithuania (1)	• Klaipeda
Malaysia (2)	• Johor • Klang
Netherlands (1)	• Rotterdam
New Zealand (2)	• Auckland • New Plymouth
Rumania (1)	• Constantza
South Africa (1)	• National Ports Authority of South Africa
Singapore (2)	• Maritime & Port Authority • PSA Corporation Ltd.
Spain (1)	• Bilbao
Sweden (1)	• Gothenburg
Trinidad & Tobago (1)	• Port Authority of Trinidad & Tobago
UAE (1)	• Abu Dhabi
UK (1)	• Associated British Ports
USA (7)	• Houston • Long Beach • Los Angeles • New York and New Jersey • Saipan • South Carolina State Ports Authority • Tacoma

6 anonymous respondents

I. Action by Port Authority to date

1. Port Facility Security Officer (PFSO)

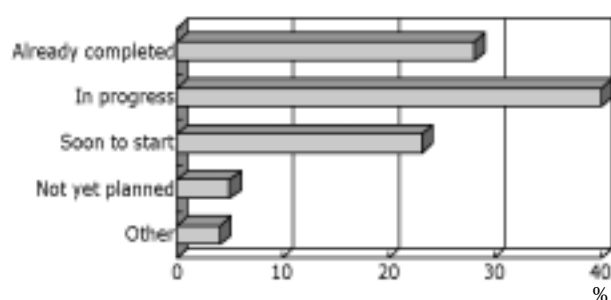


	Number of Responses	%
1) Already appointed	19	36%
2) Soon to be appointed	15 ^(a)	28%
3) Not yet appointed	15	28%
4) Other	4 ^(b)	8%

(a) Two respondents indicating "October 2003" and "December 2003"

(b) Three respondents indicating "Waiting for government guidance", "As a landlord port, we are not responsible", and "each facility responsible for appointing PFSO"

2. Port Facility Security Assessment (PFSA)



	Number of Responses	%
1) Already completed	15	28%
2) In progress (*specify when completed)	2 ^(c)	40%
3) Soon to start (*specify when)	12 ^(d)	23%
4) Not yet planned (*specify the reason)	3 ^(e)	5%
5) Other (* specify)	2 ^(f)	4%

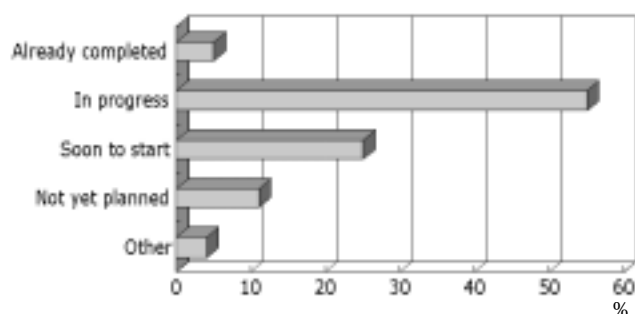
(c) Eight respondents indicating "within 2003" and three "Early 2004".

(d) Seven respondents indicating "within 2003" or "early 2004".

(e) "Awaiting government directive and guidelines"

(f) One indicating "It depends on each port terminal."

3. Port Facility Security Plan (PFSP)



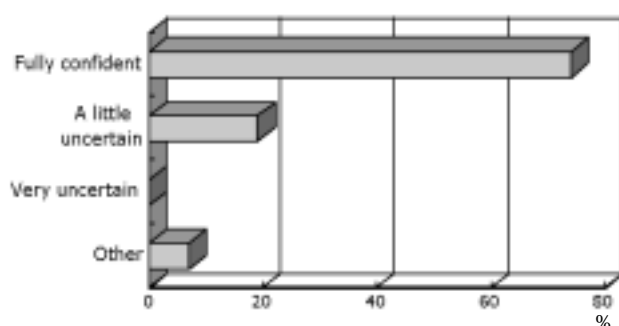
	Number of Responses	%
1) Already completed	3	5%
2) In progress (*specify when completed)	29 ^(a)	55%
3) Soon to start (*specify when)	13 ^(b)	25%
4) Not yet planned (*specify the reason)	6 ^(c)	11%
5) Other (* specify)	2	4%

(g) Seven respondents indicating "within 2003", four "early 2004" and three "July 2004"

(h) Seven indicating "within 2003" and two "early 2004".

(i) Four respondents indicating "After PFSA is complete".

4. Meeting the deadline of July 1, 2004



	Number of Responses	%
1) Confident to meet the deadline	39	74%
2) A little uncertain	10	19%
3) Very uncertain (* specify why)	0	-
4) Other (* specify why)	4 ^(d)	7%

(j) Two respondents indicated "Depending on legislation time frame" and "Do not know".

II. National legislation of the revised SOLAS Convention and the ISPS Code

1. National laws and regulations enacted to incorporate all the requirements of the revised SOLAS?

	Number of Responses	%
1) Already enacted (* specify when)	11	21%
2) Under discussion (* specify when enacted)	38 ^(k)	72%
3) Other (* specify)	4	7%

(k) Four respondents indicating "within 2003", six "early 2004" and five "by 1 July 2004".

2. Responsible agencies/ministries, and/or Recognized Security Organization (RSO) established?

	Number of Responses	%
1) Already established	37	70%
2) Soon to be established (* specify when)	9 ^(l)	17%
3) Other (* specify)	7 ^(m)	13%

(l) Two indicating "within 2003", one "early 2004" and two "by 1 July 2004".

(m) All indicated "under discussion" or "in progress".

3. Procedures to approve Port Facility Security Plan (PFSP) established by your government?

	Number of Responses	%
1) Already established	22	42%
2) Soon to be established (* specify when)	22 ⁽ⁿ⁾	42%
3) Other (* specify)	9 ^(o)	16%

(n) Four indicating "within 2003", seven "early 2004" and two "by 1 July 2004".

(o) Four indicated "not defined", "not covered by law", "unknown as the matter belongs to other authorities", and "in progress".

III. Assistance to ports from central/local government

1. Availability of financial assistance such as setting up a special funding scheme

	Number of Responses	%
1) Already available	8	15%
2) Under discussion: 1) high, 2) medium, 3) low	22 ^(p)	42%
3) Other (* specify)	23 ^(q)	43%

(p) "High" - 4, "Medium" - 5 and "Low" - 5.

(q) Thirteen indicated "not available" or "not considered".

2. Availability of staff training via seminars and workshops

	Number of Responses	%
1) Already available	21	40%
2) Under discussion: 1) high, 2) medium, 3) low	21 ^(r)	40%
3) Other (* specify)	11 ^(s)	20%

(r) "High" - 9, "Medium" - 4 and "Low" - 2.

(s) Two respondents indicated "awaiting legislative requirements" and "to be provided by government".

3. In your opinion, does coordination among concerned agencies exist with relevant information provided satisfactorily?

	Number of Responses	%
1) Satisfactory	19	36%
2) Fairly good	24	45%
3) Poor	5	4.5%
4) No indication	5	4.5%

III. Others

1. In your opinion, what are major constraints toward implementation? (multiple-choice)

	Number of Responses	%
1) Financial	21	40%
2) Delay of legislative enactment	13	25%
3) Lack of staff/expertise	14	26%
4) Insufficient information	6	11%
5) Insufficient coordination among concerned agencies	9	17%
6) Other (*specify)	7 ^(t)	13%
7) None	12	23%

(t) All indicated "lack of time", except for one respondent saying "organization of sensitization seminars nationwide and adoption of relevant legislation".

2. Do you have any proposal on IAPH action to be taken further?

1) More information required

- IAPH Surveys followed by IAPH correspondence to IMO Secretariat proved very valuable in highlighting ports' constraints and concerns. It should be continued as and when deemed necessary. Maybe it is worthwhile to consider arranging IAPH/IMO Regional Workshops on ISPS Code and SOLAS 74, 2002 Amendments, during 2004, as a contribution to assist ports, especially in Developing Countries, in proper and efficient implementation.
- Sharing of information with respect to preparedness and implementation.
- We would like IAPH to inform us on any further information related to security of ports that can be of a benefit to us.
- It would be of great help to the members if the IAPH collected and disclosed relevant information on security measures being taken at ports around the world. It would be especially critical to provide smaller ports with such information.
- IAPH should, to some extent, differently define the security protection trend and its key work on the basis of the various countries with different development levels. Meanwhile, we may have some suggestions for IMO on the assessment standards in the bid to avoid the waste of money and resources.

2) More funding required

- An IAPH-level funding plan should be put in place for developing nations who are willing to comply to lobby for public financing and to propose the deadline of 1 July to the end of 2004.

- With the world economic situation today, it is very difficult to proceed and be in compliance with these requirements without financial assistance from the federal government. Proposed that federal grants assistance be given to the Port Operators to be used in implementing these requirements.

3) Guidelines, templates, samples required

- Establish technical guidelines based on best practice and security plan template to foster standardization and harmonization.
- It would be appreciated if IAPH would be able to have for those ports who wish to obtain models for the Port Security Plan and Legislation.
- IAPH shall establish detailed template for technical guideline of ISPS implementation.
- The providing of PFSA and PFSP samples would be of great help for reference in developing such kinds of stipulated documents.

4) Concern for unnecessary competition among ports

- To avoid unfair competition due to security matters.
- There is a danger that security will become an element of competition with some countries imposing stricter requirements than others. The IAPH is recommended to fully facilitate the exchange in best practices between countries and ports.

5) Others

- IAPH should take an active role in educating and lobbying National governments on the need for Port Security enhancements and encourage funding such security measures from National government funds.
- Not knowing the exact boundaries of implementation at an operational level. Clarify the links between the ISPS Code and US requirements. e.g. every container that comes in via rail, what checks are to be carried out before it enters the port area? What if it is exchanged before arrival at the port? Most ports do not guard rail entry points.
- Government agencies and RSOs must be made aware that their input is only the start of the process. If we continue to see delays in assessment and if plans are not approved very quickly, the ports will face an impossible task in implementing revised measures by 1 July 2004. This is further complicated by potential EU Regulation which is unlikely to be enacted until next year, when time is of the essence. Cost of implementation will be significant, and it is essential, to avoid market distortion, that a common approach to meeting maritime security costs is established.
- There is currently a legislative requirement (draft) for the port operator to be responsible for water-side security. This should fall within the jurisdiction of response agencies such as water police and not the port authority. What is the practice in other ports/countries. (We do not have a coastguard).
- Government is slow and not very well coordinated to implement this, therefore the major port authorities have undertaken the task without the regulations to support them with the implementation.

Port Security – Appeal to IMO

Follow-up Survey on compliance with the revised SOLAS and ISPS Code

THIS summary report of the survey was compiled for submission to Mr. William A. O'Neil, Secretary general of IMO to present IAPH's collective view at the 23rd session of the IMO Assembly, held November 24 to December 5, which is due to discuss the subject extensively. Mr. Fer van de Laar, Chair of Port Safety, Environment and Marine Operations Committee, attended the Assembly representing IAPH.



INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH)

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Mr. W. A. O'Neil
Secretary General,
International Maritime Organization
4 Albert Embankment London, SE1 7SR,
United Kingdom

17th November 2003

Dear Mr. O'Neil,

As you kindly suggested to us in your last letter of 10th July, we International Association of Ports and Harbors (IAPH) have recently conducted a "Follow-up" survey among our member ports and subsequently made a summary report on the latest progress of compliance with the revised SOLAS Convention and ISPS Code implementation.

Attached herewith, I am pleased to submit, on behalf of all the IAPH membership, the report for your perusal, and to further seek for your re-confirmation on our representation to appeal our stances and opinions at the coming IMO Assembly scheduled to be held from 24th November.

As you will find in the report, while we could be proud to say that the majority of our responding ports have been making good progress in general terms, we still see some points on which respective contracting governments are strongly requested to take prompt

actions to the success of the required implementations by the deadline date. Among others, timely enactment of relevant legislation and related procedures should be one of the critical factors for all the ports to meet the requirements to full extent.

Apart from that, we would appreciate it if you would further encourage contracting governments to consider significant assistance, both in financial and technical terms, to ports under their jurisdiction.

In addition to these requests toward contracting governments, by making full use of its advantage as being an international association, IAPH itself has also been determined to launch an internal scheme to share information and know-how among our membership world-wide, with the aim to assisting those developing ports who may have difficulty to obtain such information/know-how locally. Your consideration on support to such an attempt would be highly appreciated.

Thank you once again for your warm attention and encouragement to our activities, and we look forward to your full support to our request mentioned above as well as your kind confirmation on our presentation at the upcoming Assembly.

With best regards,

Satoshi Inoue
Secretary General, IAPH

Enclosed: Follow-up Report on compliance with the revised SOLAS Convention & ISPS Code

"World Peace Through World Trade" - "World Trade Through World Ports"
NGO Consultative Status: ECOSOC, ILO, IMO, UNCTAD, UNEP & WCO

Visits

A study mission of Port of Tianjin visited Japan to learn advanced technologies and practices related to offshore artificial islands. Led by Mr. Zhang Feng Zhan, Chief of Planning & Construction Department/Land Administration Deptment, Port of Tianjin Authority, 6 delegates dropped in the IAPH Secretariat Office. Secretary General Dr. Satoshi Inoue and Tatsuki

Hioka, Deputy Secretary General, welcomed them and exchanged comments on port development in the region and various issues of common interest.

ON October 23, Mr. Tadashi Itoh, Director, Comprehensive Planning Division, Port and

Harbor Bureau, City of Osaka, dropped in the Secretariat in celebration of the move to new offices. Mr. Itoh, Mr. Keiichi Matusi, Deputy Manager of Port Promotion Department, and Mr. Kazuyuki Nishiguchi, Port Promotion Department, were welcomed by Secretary General Dr. Inoue, and exchanged comments and information on current issues in the region.



from L to R: Mr. Kazuyuki Nishiguchi, Inoue, Mr. Tadashi Itoh, Mr. Keiichi Matsui and Kondoh

Membership Notes

Change

IADC-International Association of Dredging Companies [Netherlands]
Representative: Mr. Constantijn P.I.M. Dolmans, Secretary General

OPEN FORUM

MARPOL Waste Reception Facility: Mombasa



Capt. T. A. Khamis
Chief Operations Manager
Kenya Ports Authority

Introduction

It has always been recognized that the best way of improving safety at sea and to protect the marine environment is by developing international regulations that should be followed by all shipping nations.¹

The International Convention for the Prevention of Pollution of Ships (MARPOL) is the main international treaty covering the prevention of the marine environment by ships from operational or accidental causes. MARPOL is a combination of two treaties that were adopted in 1973 and 1978 and updated by amendments through the years. The convention currently includes six technical annexes² As of September 2002, 111 countries have ratified various annexes of MARPOL.³

Ports bear significant responsibilities to take steps in the form of developing corresponding national legislation if MARPOL is to be effective within the country. In addition, port states have to make extensive investments to provide the necessary port reception facilities. These facilities need to be large and efficient to handle the waste volumes from the normal traffic handled at the port. The Kenya Ports Authority has not

established such a facility yet. All the ship-generated waste is managed in various means at the Mombasa Port.

WASTE MANAGEMENT IN MOMBASA PORT

It is significant to be aware of the amounts of waste on board ships that may cause direct pollution into the sea. Since June 2002, a consultant has been boarding a greater percentage of the ships calling at the port, to gather information on their waste. The findings below are:

To overcome adverse environmental effects, ports are expected to design and implement procedures in waste management both for ship-generated and port based wastes. Waste management is a serious environmental problem for the port, more significant than for land locked areas. It is not limited to the disposal of litter but sewage, hazardous and oily wastes too.

Protection of the environment from pollution is extremely important since not only tourism and fisheries, depend on a pristine environment, but the port functions as well. It was absolutely necessary for groundwork to be done by the consulting firm researchers to establish the precise situation of waste management. The research was categorized as solid waste, oily waste and sewage for better understanding in implementation requirement.

Solid Waste

The port has contracted private companies to handle the garbage generated from the ships during their voyage. These ship contractors collect the garbage (normally sorted) by boat and either send it to the local landfill as stipulated or dump it into the sea on the opposite side of the port to save on transportation costs. All types of solid waste including metals, glass, plastics and in some instances oily waste and engine parts end up on the shore of the sea. These wastes are received by scavengers to pick out items of importance to them and leave the rest to be

Item	June	July	August	September	October	November	December
BILGE WATER	167.74	288.10	58.30	16.00	-	-	-
SLUDGE	388.18	853.71	722.43	703.23	954.70	667.76	560.00
OILY WASTES	429.66	-	7.20	32.00	14.30	5.99	26.75
SEWAGE	41.50	15.40	19.00	22.50	9.50	13.00	11.50
GARBAGE	156.73	149.56	176.93	128.94	124.44	140.09	95.91
NO. OF SHIPS SEEN	106.00	116.00	107.00	110.00	110.00	113.00	98.00
Item	02-Totals	January	February	March	April	May	Sub-Totals
BILGE WATER	530.14	-	48.00	9.00	41.30	14.90	643.34
SLUDGE	4,850.01	817.10	521.54	461.46	609.50	226.50	7,487.71
OILY WASTES	515.90	4.40	4.62	7.20	5.70	5.80	543.62
SEWAGE	132.40	12.94	2.10	9.50	3.00	1.00	160.94
GARBAGE	972.60	115.22	83.46	132.45	75.75	39.63	1,420.36
NO. OF SHIPS SEEN	760.00	116.00	95.00	112.00	106.00	59.00	1,254.00

Table 1: Monthly ship waste at port of Mombasa

(ton)

1: www.imo.org

2: Source: http://imo.org/Conventions/contets.asp?doc_id=678&topic_id258

3: Source: IMO Interview, June 27, 2002

washed into the sea during high tides.

All types of waste including glass, metal, paper, oil sludge, plastics and chemicals are disposed off at this location. This causes depletion of the mangrove, a crucial ecosystem for fish breeding. The plastic on the other hand take very long to degrade. When in the sea, it becomes a cause for increased fish deaths when ingested. Unchecked, this trend is a dead end for any species.⁴



Plastic and glass bottles on sea shore in mangrove ecosystem



Oily waste and engine parts at the shore



Plastic waste and chemical drums on sea shore

Oily Waste

Waste oil is normally generated from filtration of fuel oil generating sludge and drained engine lube oil. Currently the estimated discharge of oily waste at the port can be estimated as tabulated below:

Month	No. of Ships	Qty.Disch M3
August	8	168.8
September	7	185.5
October	10	369.8
November	7	199.2
December	5	222.3
January	9	417.8
February	11	346.5
March	7	234.0
April	4	102.0

Table 2: Monthly discharge of oil sludge at Mombasa Port

Most of the sludge discharged is collected and sold to people who mix it up with higher-grade fuel and sell it off into the market. Engine lube oil maybe used to treat wood against pest attack. Others just dispose the sludge as it is together with garbage on seashore or at the local landfill.

Such disposal may be a relatively minor source of ocean oil pollution but can be devastating. Coral reefs and mangroves are more sensitive to oil than

sandy beaches or sea-grass beds; intertidal zones are the most sensitive. In case of oil spills it take the mangroves up to fifty years to recover fully. Bottom-dwelling fish exposed to compounds released after oil spills may develop liver disease and reproductive and growth problems.⁵ Besides the immediate marine life, wildlife dependant on the sea is also affected by oil pollution. Oil-covered fur or feathers can't insulate marine mammals and diving birds from cold water. When an animal cleans itself, it also swallows oil. This consequently causes immense deaths and unbalanced ecosystem. MARPOL is largely credited for reducing oil pollution from shipping by about 60 percent worldwide during the 1980s.

Sewage

Most of ships calling at Mombasa port have on board treatment plants that discharge biologically treated and chlorinated waster into the sea. When these ships have berthed, they normally store the generated sewage in a retention tank. A small percentage of ships have no treatment when in open sea and send their waste direct into the sea.

This poses a great risk to the marine environment around the port and beyond. The effects of individual domestic wastewater discharges are usually localised, but they are a major source of coastal and marine contamination in all regions and therefore a global issue. This is bound to change since this annex will enter into force on September 27th 2003, making it a requirement for ships to be provided with a standard discharge connection, and a holding tank, an approved sewage treatment plant or an approved sewage disinfecting system.

There was need to improve the current waste management system to prevent increasing pollution into the environment. The Kenya Ports Authority therefore advertised for tendering of waste management at the Mombasa Port. A consulting firm, EAM Environmental Management won the tender competitively by offering effective use of best available technology in reception, treatment and final disposal.

ENVIRONMENTAL MANAGEMENT

The Kenya Ports Authority (KPA) has begun to implement MARPOL, as evi-

4: <http://www.mindfully.org/Plastic/Ocean/Ocean-Plastic-Landfill-Algalita%20nov02.htm>

5: http://seawifs.gsfc.nasa.gov/OCEAN_PLANET/HTML/peril_oil_pollution.html

Year	2003	2004	2005	2006	2007	2012	2017
Total oily waste received at reception facility	10,716	11,252	11,815	12,405	13,026	14,559	16,272
Fuel oil	5,358	7,314	7,680	8,064	8,467	9,463	10,557

Table 3: Projected Oily Waste and Fuel Oil

denced by their agreement with the consulting firm to handle ship-generated waste at the port. Other initiatives at work by KPA include seeking strategic partners for privatisation and increasing the port's capacity over the next 5 years. Planned port improvements include improvements in rail service, the addition of a second container terminal, dredging to allow for post-Panamax ships, and expansion of the port's capacity to 20 million tonnes of cargo and 1,000,000 TEUs. Due to the influence of the United Nations Environment Programme (UNEP), the KPA also aims to improve marine life preservation. All these efforts should help to increase traffic at the port and attract bigger ships to the port.

The consulting firm has considered the collection and disposal of different waste streams besides oily waste. It has proposed a project that will provide the Port of Mombasa with the most efficient waste reception and treatment facilities. The goal is to make the Port of Mombasa one of the most environmentally friendly Ports in the World, while meeting certain regulatory and environmental standards, and providing world-class service.

A survey was done by an IMO official suggesting that the recommended treatment be done in phases due to the uncertainty of the outcome of such huge investments. These investments are geared at handling the management of oily waste, garbage and sewage in consecutive phases.

Oily Waste Management

Oil waste (petroleum products) in any form is potentially harmful to the environment. Post studies of oil spills indicate that it takes up to 20 years for an aquatic environment to return to a healthy environment. Improper disposal of waste oil is a source of significant pollution to the water quality affecting fish, breeding grounds, mangroves, birds and other life forms in the sea.

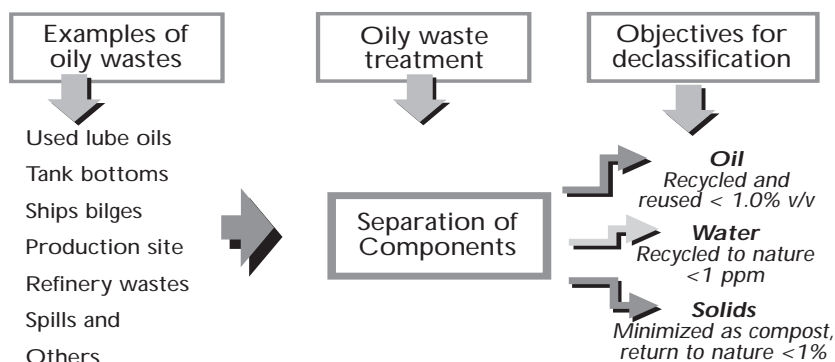
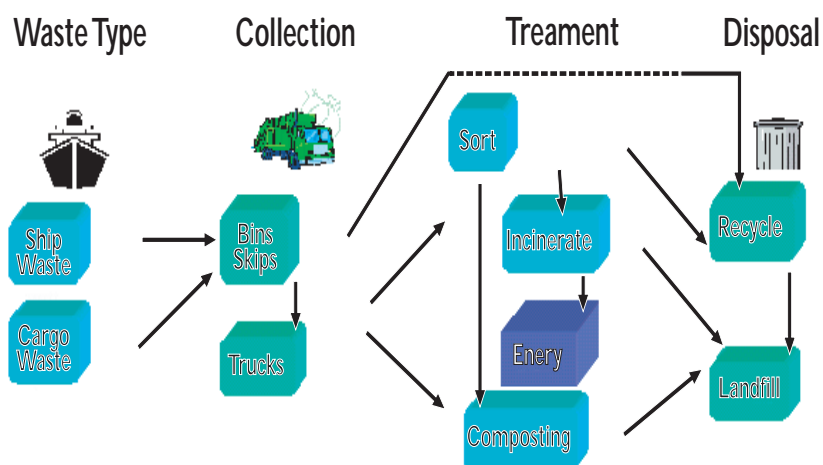
Reclaiming and recycling oily waste is environmentally sound as it vastly reduces the potential damage this oil could have on the environment. In the long run, it is economically advantageous as there's energy saved by collecting and recycling oil to be used as fuel in indus-

tries hence reducing our dependence to foreign oil imports.

The consulting firm will collect all the waste oil from the ships and other port activities, and recycles it into useful resource. The concept of treatment involves mobilisation of oily waste to the plant where separators (screens, decanters and centrifuges) work to remove all solid sediments. The process ends by splitting the oil and water into recyclable products where the oil is returned to the market, the solids are returned to nature as compost and the water for irrigation.

Garbage Management

Solid waste is an inevitable by-product of human activities, industrial, agriculture, transportation and communication. It is directly proportional to the consumption of resources. The types of waste vary from bio-degradable organic wastes to paper, wood, chemicals, plastics and metals. All these types of waste require specialised treatment to ensure minimal adverse impacts to the environment. Garbage from the ships and shore is currently being collected and disposed off at the local landfills, buried or in un-known



Declassification of oily waste into their safe components

ways with no monitoring mechanisms. In addition to foul odors, vermin and diseases, such disposal mechanisms pose risk to contamination of ground water through leachate infiltration. Such threats may tend to cause damage to the marine eco-system that will consequently affect the health of all the residents.

The consulting firm has taken the initiative to collect this type of waste, sort it, and segregate it into recyclable goods while disposing off the remaining portion in ways that is of least harm to the environment.

Bio-degradable waste can be composted into manure for agricultural use.



Non biodegradable waste of no commercial value can then be incinerated.



Hazardous wastes can be taken care of with extreme caution of flue gas standards and the resultant ash content.

Recycling, composting and incinerating reduces the amounts of waste that end up in the landfill, while provided resources and employment in small-scale industries. The consulting firm has assessed the waste streams in totality and provided optimal solutions for them.

Sewage Management

The consulting firm's concern in treating sewage will ensure environmental consideration and emanate socio-economic benefits from such a venture. These include the improve-

ment of the aesthetic value of the ocean waters and the protection of potable ground water; improved human health and ecological integrity of the ocean system in supporting fisheries production and enhanced bio-diversity for tourism.

The consulting firm invested in a pre-fabricated package sewage treatment plant manufactured to ISO 9002 standards. It has minimal impact to the aesthetic value of the landscape and covered hence preventing noise and fly nuisance while lending itself to future expansion and re-location.

The plant is comprised of 4 sections to accommodate primary settlement, aerobic biological treatment, and final settlement and sludge storage. If need be an extra membrane can be added to further reduce BOD, COD and TSS for sensitive areas. All effluent passes through a chlorination chamber for disinfection before being discharge into the environment.

Sewage will be collected from ships or any other source within the port to be delivered to such a plant for processing. With regular testing and monitoring, the consulting firm ensures meeting local and regional standards for wastewater effluents into water bodies.

Problems Experienced

Most of the problems experienced in setting up and running this facility has been brought about by the lack of experience in such plants since it was new of its kind in Africa. These include:

- Extensive research was required in conducting the feasibility studies and sourcing out of the most efficient equipment. The

methodology adopted included the use of book research, questionnaires, direct observation, field visits plus sample collection and analysis. A lot of time was consumed in this process with issues of uncooperative officials during data collection.

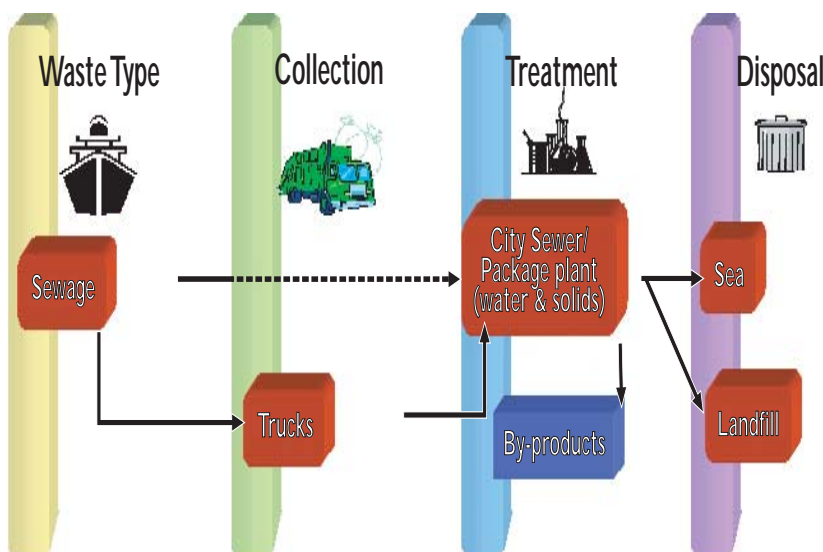
- The equipment was not available locally and had to be imported from abroad. Any short-coming or spare parts have therefore to be outsourced inconveniencing time management and cost
- A lot of training was necessary as we moved along in preparation of upcoming eventualities
- Legislative backup: the local authority was having difficulty in categorising this facility. It was essential for the National Environmental Management Authority (NEMA) to tabulate the legislative requirements to the Ministry of Environment and Natural Resources. This Ministry had to update the Environment Management & Co-rodination Act, 1999 and forward gazetted notices to the Ministry of Transport (which the port falls under) in support for the smooth operation of such a waste reception facility.
- Opposition from smaller shipping contractors who suffer a risk of being put out of business by this establishment. The company is forced to come up with an amicable solution to cater for the existing players.
- Location of the facility: a site had been chosen as close to the port as it could be but access to it became a problem. A compromise was reached on another site that proved to be a little further hence requiring a change of logistics in operational procedures.
- Ports are gateways for international trade. It is therefore absolutely necessary to enhance security within it. This becomes an operational problem due to cumbersome documentation and logistical procedures in discharging waste from the ships.

Recommendations

- Conditions under which optimal plant performance can be achieved should be enumerated and guarantee offered.
- All the stakeholders must be sensitised
- Personnel to manage such a facility need exposure during its development in order to handle any upcoming eventualities.

CONCLUSION

The MARPOL Waste Reception facility in Mombasa has played a major role in assisting the government to implement the MARPOL 73/78 convention. Greater efforts are being made to keep up with upcoming developments in order to be able to take better care of our environment.





IMO: European Union Regulations on Single-hull Oil Tankers

THE Secretary-General of IMO, Mr. William A. O'Neil, expressed serious concern about the European Union Regulations on single-hull oil tankers, which reportedly entered into force on October 21, 2003.

While being aware of the considerations which led to the regional measures being adopted by the European Union, Mr. O'Neil was particularly disturbed at their unilateral character and the negative repercussions the measures would have on the shipping industry, which, due to its international nature, makes it imperative that safety, security and environmental standards must be established on the basis that they would be applied globally.

He was particularly disappointed at this turn of events mainly for two reasons:

1. the decision not to choose IMO as the international forum for consideration and adoption of such measures as those brought into force by the European Union flew in the face of IMO's successful response to challenges which followed the 1999 incident involving the tanker *Erika* - a response which had been received with satisfaction by all parties concerned, including the European Union members; and
2. because the Organization had already agreed to adopt a "fast-track" approach to accommodate European Union environmental concerns arising from the *Prestige* accident, particularly to consider the accelerated phasing-out of single-hull tankers. To this effect, the Membership of IMO has agreed to convene a special meeting of the Marine Environment Protection Committee (MEPC) in December to consider amendments to the MARPOL Convention, as proposed by the European Union members, with the aim of securing agreement to new global standards.

Calling on all IMO members and MARPOL parties to work together to

ensure the success of the December session of the MEPC, Mr. O'Neil stressed that they should also act in accordance with all of their obligations under the MARPOL Convention. The role of IMO as the prime forum for technical matters affecting international shipping should also be fully recognized. Shipping is an international industry serving the overwhelming percentage of global trade and the world economy and it is therefore vital that any safety, security and pollution prevention and control standards affecting the industry be developed and adopted by the international community through the International Maritime Organization.

(October 23, 2003, IMO)



BIMCO: Debates IMO's decision to mandate Double-hulls for new bulkers

AT BIMCO's General Meeting in Barcelona (October 29 - 31), the Executive Committee debated IMO's recent decision to mandate double-hulls for new bulk carriers over 150 meters in length due for formal adoption in May 2004 and to take effect by 2006/2007.

The Committee was concerned that unless this double-hull solution was carried out on the basis of genuine 'designed-for-purpose' construction, shipowners would be ordering and yards would be building ships which would, by and large, only constitute modified single-hull designs and thereby fail to achieve the objectives which triggered this IMO action in the first place. Accordingly BIMCO is strongly supporting IACS on the development of the necessary design criteria to produce common rules, which should be in place by the end of 2004. Thus shipowners will have a robust double-hull solution within this timeframe.

(October 29, 2003, BIMCO)



IMO: New compensation limits for oil pollution disasters enter into force

AMENDMENTS which raise by 50 percent the limits of compensation payable to victims of pollution by oil from oil tankers enter into force on November 1, 2003.

The amendments to the 1992 Protocol of the International Convention on Civil Liability for Oil Pollution Damage (CLC Convention) and to the 1992 Protocol of the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (IOPC Fund) were adopted in October 2000.

The CLC Convention makes the shipowner strictly liable for damage suffered as a result of a pollution incident and the amendments raise the limits payable to 89.77 million Special Drawing Rights (SDR) (approximately US\$127 million) for a ship over 140,000 gross tonnage, up from 59.7 million SDR (US\$85 million) established in the 1992 Protocol.

The IOPC Fund amendments raise the maximum amount of compensation payable from the IOPC Fund for a single incident, including the limit established under the CLC amendments, to 203 million SDR (US\$289 million), up from 135 million SDR (US\$192 million). However, if three states contributing to the Fund receive more than 600 million tonnes of oil per annum, the maximum amount is raised to 300,740,000 SDR (US\$428 million), up from 200 million SDR (US\$285million).

While the Civil Liability Convention regulates the shipowner's liability, the Fund is made up of contributions from oil importers. The principle is that if an accident at sea results in pollution damage which exceeds the compensation available under the Civil Liability Convention, the Fund will be available to pay an additional amount. In this way, the regime established by the two treaties ensures that the burden of compensation is spread more evenly between shipowner and cargo interests.

(October 30, 2003,
IMO Briefing 24/2003)



EC: The MARCO POLO Program (2003-2010)

THE first call under the Marco Polo Program was published in the Official Journal Series C of the Communities on October 11, 2003. For the call and model contract please visit: http://europa.eu.int/comm/transport/marcopolo/index_en.htm.

Executive Summary

The Commission proposal for a Parliament and Council Regulation setting up the Marco Polo program was announced in the Commission White Paper "European Transport Policy for 2010: time to decide" of September 12, 2001.

Taking into account the positive experiences with the PACT program, the Community should dispose of a practical and market-oriented instrument, which supports its fight against congestion in the road freight sector and its ambitious goals to improve the environmental performance of the transport system as a whole. The Commission proposal of January 30, 2002 intends to set up such an instrument.

The main goal of the Marco Polo Program is to reduce road congestion and improve the environmental performance of the whole transport system by shifting freight from road transport to short sea, rail and inland waterway transport. The program thus aims to support one essential transport policy direction outlined in the Commission White Paper "European Transport Policy for 2010: time to decide."

The Marco Polo Program intends to support commercial actions in the market for freight transport services. It is therefore different from the support given through research and development programs and the Trans-European Network program. The Marco Polo Program will foster modal shift projects in all segments of the freight market, not only in combined transport. The program will also be able to fund actions involving countries, which are candidates to accession to the European Union. However, taking into account the principle of subsidiarity, it will focus on international, rather than national, projects.

Commercial enterprises in accession states, which are scheduled to be joining the EU in 2004, such as Poland, are

welcome to participate in the Marco Polo program. However, according to financial arrangements during 2003 it is unlikely that project costs occurring on the territory of an accession state will be eligible for funding under Marco Polo in the 2003 selection round. Once being inside the EU standard EU Member States rules will apply.

Commercial enterprises in accession states, which are not joining the EU in 2004 and those from EFTA and EEA may also participate in Marco Polo, however costs arising on their territory can only be supported if Memoranda of Understanding between those countries and the EC are concluded for Marco Polo, which most likely will not be in time for the first selection round in 2003. Future selection rounds, e.g., in 2004 will depend mainly on the political will and the initiative of each of those countries.

Three main orientations are foreseen:

- Start-up support for new non-road freight

transport services, which should be viable in the mid-term ("modal shift actions");

- Support for launching freight services or facilities of strategic European interest ("catalyst actions");
- Stimulating co-operative behaviour in the freight logistics market ("common learning actions").

The main objective of Marco Polo is to help shift an amount of cargo corresponding to the anticipated growth of international road haulage, to other modes. The program will support the major policy initiatives in the freight sector foreseen for the horizon 2010, and should therefore be in place until that date. Mechanisms for flexibility will be introduced, which should allow reaction to changing market trends not foreseen today.

(October 28, 2003
The European Union)



WCO: Smart IT - Key to economic development and protected community

THE World Customs Organization held from October 8 to 10, 2003, the second IT Conference and Knowledge Fair in Johannesburg, South Africa. The event provided the opportunity to the business industry and Customs to discuss the challenges and opportunities for development and protection, offered by Information and Communication Technologies (ICT) to Customs.

The Conference brought together decision makers of Customs administrations and solution providers to discuss how to benefit from the use of IT for economic and social development in general and for more effective and efficient border management in particular. It was also the opportunity to establish regional Customs co-operation in the area of IT, taking into account the valuable work underway in New Partnership for Africa's Development (NEPAD).

The WCO, the NEPAD as well as all major international organizations and lending institutions have identified ICT to be a catalyst offering the potential for better control, security and trade facilitation and reducing opportunities for

corrupt practices. Customs however needs to review its procedures and processes, implement the organizational infrastructure for risk management and establish a professional cooperation with business before the application of IT can generate the expected benefits.

The more Customs will apply these modern practices and demonstrate a culture of service, the more Customs will be able to contribute to the economic and social development in addition to fulfilling its mandate for protecting the community, the economy and revenue.

The WCO has declared itself committed to bridging the "digital divide" existing among its members as well as encouraging Customs to take the most of the "digital opportunities" provided by the Internet and e-commerce technologies. A wide range of industry partners had come to show their solutions and ideas through the presentation of practical steps for the implementation and application of IT best practices thereby enabling a transfer of experiences and knowledge.

The Exhibition, organized alongside the Conference, offered participants networking opportunities to obtain first-hand information from suppliers and users on solutions, technologies and trends.

(October 10, 2003, WCO)



TT Club: ISPS-Whatroute to compliance?

Peregrine Storrs-Fox

Risk Management Director for the TT Club

THE International Ship and Port Facility Security (ISPS) Code has to be one of the most important international developments for the ports industry at present. Adopted by IMO in December 2002 and included in Chapter XI-2 of the Safety of Life at Sea Convention (SOLAS), ISPS is a comprehensive mandatory security regime for international shipping and port operations, which will take effect on July 1, 2004. Achieving ISPS compliance in a timely fashion is business critical for every port and terminal operator involved in international trade. There can be little doubt that ships and ports that are unable to demonstrate compliance (on a continuing basis) are likely to incur delays and other trading disadvantages.

ISPS is, of course, only part of the developing matrix of mandatory and voluntary regimes in relation to security. As an initial response, the TT Club launched a security regulatory database for the indus-

try on the Club's website at www.ttclub.com to provide a single information source that was easily searchable. Together with this central database, the Club developed a web-based security gap-analysis tool to assist operators in identifying areas of non-compliance within their own operations, measured against ISPS and other regimes. This assessment questionnaire generates a report on the gaps identified in systems that will enable the operator to progress with individual plans as necessary.

But is this sufficient to reach compliance? The TT Club believes that ISPS is clear on the process and the self-assessment can only give an initial indication of gaps. ISPS sets out in some detail not only the security requirements in relation to ports and ships but also the process by which operators can reach compliance by security risk assessment, preparation of a security plan and implementation.

Part A, paragraph 15 of ISPS provides that the Contracting Government of the territory in which the port facility is located should carry out the Port Facility Security Assessment. The Contracting Government may delegate this task to a 'Recognised Security Organisation' (RSO). It should also be noted that ISPS imposes an obligation to review and update the

risk assessment to take account of changing threats or changes in the port facility itself.

Paragraph 16 of ISPS Part A requires that, based on the physical assessment, a Port Facility Security Plan is developed and maintained, making provisions for the three security levels ('normal', 'heightened' and 'exceptional') as provided for in paragraph 14. Under these security levels there are various activities to be carried out at the port, including monitoring and supervision.

Thus, the Club believes that, in order to satisfy the requirements of ISPS, ports and terminals must conduct a thorough physical risk assessment as the prerequisite for producing a security plan. These elements prepare the operation for initial and subsequent security plan approval by national government security audit.

There are many programmes available to assist the industry in complying with ISPS. In addition to ensuring that the process is premised on a physical risk assessment, the Club would urge every operator, where consultants or outsourced suppliers are to be used, to select only those with a proven track record. The importance of ISPS necessitates a solid combination of industry knowledge and security experience.

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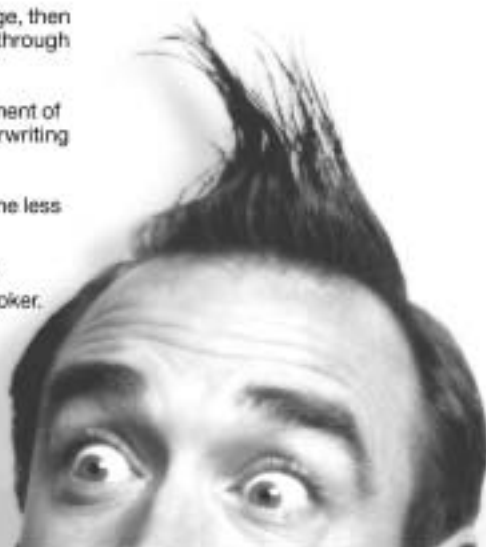
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Upcoming Conferences

2nd Intermodal Africa 2004

February 5 – 6, 2004
Cape Town, South Africa

THE two-day Pan-African and International Exhibition and Conference on February 5 and 6, 2004, called the 2nd Intermodal Africa 2004 Cape Town Exhibition and Conference, will take place at the Holiday Inn Cape Town, South Africa to be hosted by the National Ports Authority of South Africa.

The Conference will be a gathering of 33 speakers in global transport and logistics attended by 350 senior executive delegates from the world's leading shippers, cargo owners, shipping lines, freight forwarders, logistics companies, ports, terminal operating companies, railway operators, port equipment and services suppliers.

There will be the opportunity for 35 companies and sponsors to exhibit their products and services to the more than 500 Pan African, international and regional participants at this annual African international Exhibition and Conference event.

Conference Program

Thursday, February 5, 2004

Session 1: Special Focus on Trade Development Trends

- Global Initiatives Towards Trade Facilitation and Incorporation – Progress and Future in the Growing Markets of South Africa
- Can Trade Provide The Impetus For Sustainable Growth and Development in Africa?
- Financing Port Developments in Africa

Session 2: The Driving Force in Shipping Growth - The Way Forward

- Impact and Implication of Trade Growth in South Africa
- The Driving Force in Shipping Growth
- Hub-And-Spoke Transshipment As An Effective and Economical Alternative To Direct Calls
- Hub and Short Sea Shipping vs. Direct Calls – What is an Effective Solution Targeting Aggressive Expansion and Increased Market Share? A Single Operator's Perspective
- Combining Volumes Through Hinterland Connections and Reduce Cost Through the Need of MT Positioning – Finding Strategic Alliance and Logistic Partners – The Options Available

Session 3: Globalisation - Impact and Expectation in The Different Logistics Sectors

- Avoiding Congestions In The Port – Ensuring Effective Cargo Flow and Vessel Turnaround – A Case Study
- Dynamics of Supply Chain Management Techniques in a Transshipment Hub
- Trends in innovative Port development. Case study: Intermodal Port of Amsterdam

Session 4: Integration of Logistics and Intermodal - A Paradigm Shift - The Need For A Holistic Approach

- Logistics and Supply Chains – A 3PL's View
- IT to Support The Integration of The Total Logistic Mode - Linking It Through The Various Modes of Transportation
- Intermodalism In South East Asia - (The Landbridge Experience)

Friday, February 6, 2004

Session 5: Part I Maintaining and Expanding Future Volume Growth - The Catalyst to Remain Competitive

- Identifying Critical Areas As The Drivers of Growth – Providing a Robust Positioning to Create The Competitive Edge
- Keeping Ahead of Competition in a Competitive Operational Environment with Close Competitors
- Supporting The Role Of Free Zones As 'Catalysts' In Expanding Regional Logistics and Manufacturing Sectors
- Sustaining and Improving Port Performance
- Increasing Marketability Through Branding Strategies

Session 5: Part II Maintaining and Expanding Future Volume Growth -The Catalyst to Remain Competitive

- Port Sector Reform and Beyond: The Mauritius Experience
- Customer-Oriented Service Initiatives – To Increase Customer Satisfaction and Ultimately Aim For Customer Loyalty

Session 6: Infusing The Development and Strategies of Ports to Cope With Current and Future Trends

- Port Modernisation and Infrastructure Expansion – Coping with the Demands of a Destination Port While Catering to Transshipments
- Port Privatisation – Models and Expectations
- Port Restructuring in Eastern and Southern Africa
- Role of Ports in the Current World

Globalisation – An International Terminal Operator Perspective

Session 7: IT - The Enabler and Value Add to Business

- Making Processes Smarter and More Effective Through IT
- IT – Its Role As The Catalyst In Progress And Cost Cutting For The Shipping Lines
- Intermodalism & Asset Management Need Not Be Mutually Exclusive

Fee:

- 2-Day International Delegate Rate **US\$1095**
- 1-Day International Delegate Rate **US\$945**
- 2-Day African National Delegate Rate (ID required) **US\$595 /R4100**

If 2 or more delegates register from the same company, a 3rd delegate from the same company is entitled to Free of Charge registration.

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10th International Symposium on Vessel Traffic Services

**Safety & Efficiency:
Man-Machine Integration**

**February 10-13, 2004
Hong Kong**

Preliminary Program

The VTS 2004 Symposium is jointly organised by Hong Kong Marine Department and IALA who will put together an attractive program and exhibition for all involved in the planning, provision, operation, maintenance or use of VTS systems. An International Committee comprising illustrious personnel will provide guidance and support to the event.

The Symposium and the related exhibition will be held over four days from February 10 to February 13, 2004 at the Hong Kong Convention and Exhibition Centre. The Centre occupies a prime site on the waterfront of Hong Kong Island and is equipped with advanced facilities, making it a suitable venue for the event.

Program Highlights

• Opening Address

Mr. Stephen Shu-kwan Ip, Secretary for Economic Development and Labour, Government of the Hong Kong Special Administrative Region

• Keynote Speaker

Mr. William A. O'Neil, Secretary-General, International Maritime Organization

• Session Topics

1. VTS Operation – Traffic/Risk Management and Quality Assurance
2. Special Applications of VTS – Meeting Unique Requirements
3. Enhancing VTS – Technical Advances and Research
4. VTS Personnel – Competence and Standards
5. VTS of the Future – Global and Regional Developments

• Technical Tour

A technical tour will be arranged on the afternoon of February 12, 2004 for delegates to see the operations of the Marine Department's Vessel Traffic Centre, Training Centre and Ma Wan Traffic Control Station.

Registration fees:

• HK\$6,500

Normal Rate (after 10 November 2003)

• HK\$1,000

Charge per accompanying spouse for attending Welcome Reception and Farewell Dinner

For further information:

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Fax: (852) 2547 9528
E-mail: info@VTS2004.info
URL: <http://www.VTS2004.info>

International Exhibition & Conference serving The Cruise Industry

March 15 – 18, 2004

Miami, Florida, U.S.A.

THE Seatrade Cruise Shipping Convention is an annual gathering of cruise line owners, operators and suppliers in the world. When it officially opens at the "2004 State of the Industry Debate" on Tuesday, March 16, the Seatrade Cruise Shipping Convention will celebrate its 20th edition.

From the first meeting in New York in 1985, which drew fewer than 150 participants to its current size, hosting more than

9,000 people from over 100 countries to the three-day exhibition and four-day conference, the convention's growth has mirrored that of the cruise industry itself. In 1985, approximately 1.86 million people took a cruise with a North American line. By 2004, that figure is expected to exceed 8 million.

As the industry has gained critical mass, it has become newsworthy, and the show now attracts more than 200 media professionals from across the United States, Europe, the United Kingdom and Asia. And every medium is represented, from television and radio to magazines, newspapers and the Internet. The 2003 convention drew correspondents from CNN, Reuters, the Associated Press and Agence France Presse, to name just a few.

Over the course of its two decades, the Seatrade Convention has been the showcase of the latest innovations in marine technology and has seen the introduction of ship-

board amenities that have forever changed the cruise experience.

By changing with the times, keeping ahead of the curve and providing a venue for the exchange of ideas, the Seatrade Cruise Shipping Convention has continued to grow annually for the past 20 years. Despite wars and recessions, the cruise industry and its premier annual gathering have weathered difficult times, and will continue to be resilient, vibrant and pertinent for decades to come.

For further information:

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E-mail: info@cruiseshipping.net
URL: <http://www.cruiseshipping.net/about.html>

Upcoming Seminars



APEC Seminar on Port & Freight Railway Management

March 8 – 19, 2004

Antwerp, Belgium

THE new seminar on Port & Freight Railway Management is developed in close cooperation with the Belgian Railways. It focuses on European rail policy in general, and the rail strategy for the freight sector in particular. Special attention is paid to infrastructure projects (planning and new technologies, high-speed lines). Aspects of train management and operations, rail and environment are covered as well.

The course includes visits to the marshalling yard (B-cargo) in Antwerp, a rolling stock workplace, several rail terminals and stations in the ports of Antwerp and Zeebrugge.

Registration fee: €2,478,94

Fee includes lodging, breakfast, lunch and dinner for 13 nights/13 days, papers, lecturers, transport related to the seminar, etc

Number of Participants: 20 – 25

Closing Date for Registration: January 19

It is recommended to all participants to be fluent in English.

For further information:

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Italielei 2
B-2000 Antwerp, Belgium
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fax: +32 3 205 23 27
E-mail: apec@haven.antwerpen.be
URL: http://www.portofantwerp.be/apec/NL_html/en_mainset.htm

New Publications



PIANC Report of ENVICOM 7:

"Ecological and Engineering Guidelines for Wetlands Restoration in Relation to the Development and Maintenance of Navigation"



WETLANDS are being lost throughout the world at an alarming rate. For

example, the rate of loss of wetlands in the United States alone is estimated to be 80,000 to 160,000 hectares per year. Other nations are experiencing similar losses due to reclamation, drainage, water pollution, and water resources and infrastructure development projects. Many estimates suggest that about 50 percent of the world's wetlands have disappeared in the last few decades.

Human-induced impacts on wetlands have included both wetland alteration and wetland destruction. Significant wetland alteration still continues, due to regulated and non-regulated activities, pushed by the need for dry land for industry, housing, and infrastructure. Impacts are caused particularly by hydrologic and morphologic modification, sedimentation and hydrodynamic process alteration, peat mining, mineral extraction, water pollution, global climate change, and by shipping and waterways policies that are not in balance with ecosystem considerations.

One way to address the detrimental trend of wetland loss is through the restoration of wetlands using sound ecological engineering that incorporates the restoration and protection concept as an element of local and national planning.

This report outlines the ecological engineering aspects of restoring wetlands functions within the ecosystem, including: evaluation, goals, communication, design, environment, social use, public use, economy, regulations, engineering, implementation, monitoring, and landscape consideration.

The EnviCom 7 report consists of nine main text chapters, a glossary, several appendixes, and a wide collection of case studies. Chapter 2 provides introduction and background information on wetlands. Chapter 3 provides the conceptual framework and outlines the elements necessary for a strategic restoration planning approach. Chapters 4 and 5 offer general information on wetland types and the functions that can be restored, with a brief review of a physical and ecological modeling approach. Chapters 6 and 7 concern actual restoration work including design and planning, and construction of the new close-to-natural ecosystem. Chapter 8 provides the major principles necessary to assure the correct functioning and maintenance of newly created (or restored) aquatic ecosystems and how to evaluate the success of interventions. Chapter 9 presents some final remarks by means of conclusions and recommendations from different perspectives. Chapter 10 is a list of references cited in the text and Chapter 11 is a bibliography. A glossary of terms, several appendixes, and case studies are available on the PIANC website (<http://www.pianc-aipcn.org/envi-com7>). The appendixes include some indications on principles and guidelines for an environmental impact assessment and for the

application of the ISO14000 International standards.

Case studies are presented in terms of wetland type, problem identification, solutions and measures, and lessons learned. Some of the case studies deal specifically with modeling related to wetland restoration, with indications of models used and their advantages / disadvantages.

Price: € 45 (VAT included)

Working Group 41: "Guidelines for Managing Wake Wash from High-Speed Vessels"



THE intent of this report is to provide an overview of the hydrodynamic and physical aspects of high-speed vessel wake and to provide guidance for its effective management. This guidance does not prescribe a solution. Rather, it provides a process that waterway management authorities and vessel operators can use to develop an appropriate solution for managing high-speed vessel wake. This guidance is consistent with the International Maritime Organization's (IMO) High-Speed Craft Code (2000) and may be used to support the development of the route operational manual required by Regulation 18.2.2 of that Code.

The report does not address other issues associated with the operation of high-speed vessels that are within the purview of other organisations (e.g., IMO, the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)); nor does it address issues related to vessel design since they are beyond the expertise of PIANC.

Although these guidelines were developed in response to concern about the potential impacts of high-speed vessel wake, they can be used as the basis for managing potential impacts of wake generated by any vessel.

Price: € 30 (VAT included)

Online order:
<http://www.pianc-aipcn.org>
or by E-mail to:
sabine.vandeveldel@pianc-aipcn.org.



UNCTAD:

"Review of Maritime Transport 2003"



THE Review of Maritime Transport, an annual publication prepared by the UNCTAD secretariat, provides comprehensive and up-to-date statistics and information on maritime and ancillary services. The Review focuses on developments concerning maritime activities in developing countries as compared with other groups of countries. It provides a complete view of the development of world seaborne trade, world fleet size by principal types of vessel, ownership of the world fleet by countries of registration, fleet development, tonnage oversupply, the average age of the world fleet, productivity, and freight markets and rates. The Review also contains chapters on port development, including container port traffic and container terminal throughput, as well as developments in trade and transport efficiency. As the Review has been published annually since 1968, a significant historical time series has been built up, and the Review uses this to compare current statistics with those of the past few years and with the figures from 1970, 1980 and 1990. Developments in African trade and maritime transport are featured in this edition.

The 2003 edition indicates that world output grew by 1.9 per cent in 2002 and world seaborne trade (goods loaded) increased by 2.5 per cent. Indicators for world fleet productivity (calculated in tons carried per dwt and thousands of ton-miles per dwt) showed decreases of 1.4 and 1.8 per cent from the figures for 2001. World container port traffic expanded by 2.2 per cent over that of the previous year, reaching 236.7 million TEUs. The ports of developing countries handled 96.6 million TEUs, or 40.8 per cent of the total.

For complete details on how to order or download this publication please visit the UNCTAD website:

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"ESPO Environmental Code of Practice"

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- **Part II - Environmental Port Policy Background**

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2. Initiatives undertaken by the Port Sector in the field of Environment

Section II - The European Dimension

1. Transport Policy
2. Main Environmental Principles
3. Environmental Objectives set out in the Sixth Environment Action Programme

- **Part III - Handbook of Recommended Environmental Practices**

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Download available from ESPO website:
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E-mail: mail@espo.be -
URL: www.espo.be

OCEAN SHIPPING CONSULTANTS:

"CONTAINERISATION in the AMERICAS to 2015"

NORTH American container handling demand has more than doubled since 1990 and expanded even during the economic downturn of 2002. Particularly strong growth has been experienced in the Far East-North America trades, especially with regard to China.

Growth has been even more rapid in the developing markets of Latin America and the wider Caribbean. Ports privatization and increasing containerization, coupled with economic growth, have been the principal driving forces, with the Caribbean/Central American market additionally driven by the growth in transshipment business.

Demand has been boosted by both:

- Regionalisation-the integration of trading patterns within the Americas, and
- Globalisation-which is progressively integrating all markets with Asia by means of deep-sea links and transshipments.

This study analyses containerport demand and container shipping trends in the

Americas. Future demand is forecast to 2015 by region and port range, under various economic conditions.

Major issues for analysis include:

- The development of intermodalism and regional North American hinterlands.
- The renewed increase in all-water shipments (via Panama and Suez) between the Far East and North American east coast.
- The continuing dynamism of Caribbean transshipment and the relative roles of hub-and-spoke, cross-feeding and deep-sea relay traffic.
- Stalling privatization of ports in South America and resulting investment pressures.
- Regional port productivity trends.
- The increasing use of "grounded" systems of yard management to boost land utilization.

The major regions covered in this study are:

- North America-by port range
- Central America (east and west) and the Wider Caribbean
- South America-east and west

The position of current investment projects and plans is reviewed in detail. The resultant prospective development of port capacity is quantified to 2010. This provides the basis for comparing demand and supply in order to identify potential surplus capacity or shortfalls.

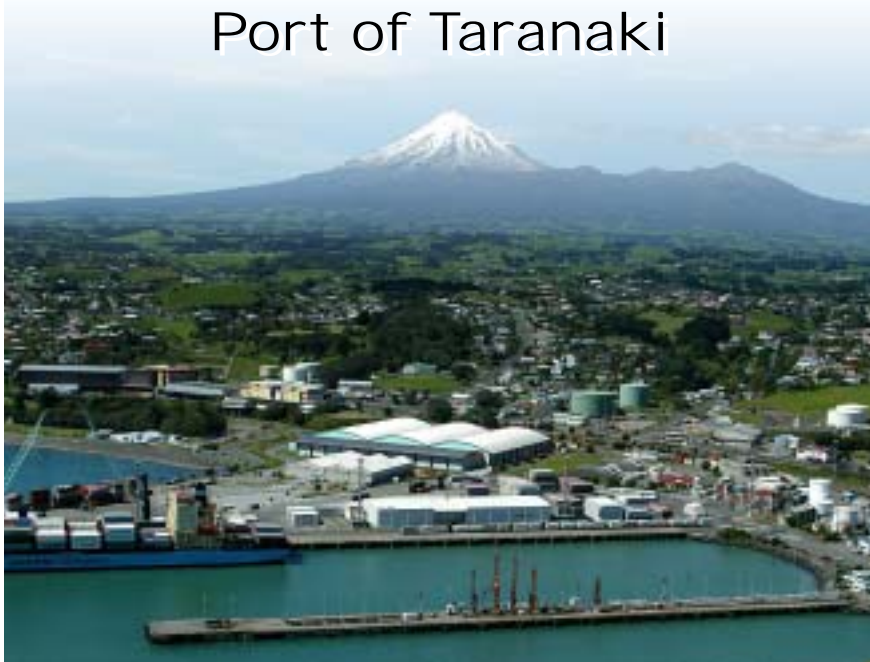
Container shipping markets in the Americas are reviewed in the light of the global trend to increasing ship sizes. The arterial trades and slot capacity (transpacific and transatlantic) are analysed, and forecasts are presented. The development of container freight rates is also examined in this context. The main services and operators on deep-sea trades are reviewed, along with trends in vessel size development.

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Cover of the Month

Port of Taranaki



THE Port of Taranaki is located in the city of New Plymouth (population: 55,000) on the western side of New Zealand's North Island, about halfway between Auckland in the north and Wellington in the south. The dominant physical landmark is majestic Mount Taranaki/Egmont.

A man-made port with a history dating back to the 1870s, Taranaki is the second largest export port in New Zealand and the country's only deep-water seaboard port.

Taranaki is operated as a private company by Westgate Transport Limited on

behalf of its shareholder, Taranaki Regional Council.

Taranaki receives a plentiful supply of rain and as a result it is one of the world's premier dairying regions. Port management is leveraging this advantage to gain a greater share of North Island container traffic. Container volumes moving through the port have surged by 650 percent over the past three years, with much of this growth attributed to increased dairy product/perishable exports.

The port became a major hub for the nation's oil and gas industry in the

1980s, benefiting from the discovery of commercially viable reserves off the Taranaki coast. The trade in energy resources – including methanol, liquefied petroleum gas (LPG), and oil – are the port's second most important cargo category.

The past year has witnessed a decline in these vital energy resource shipments, however, prompting port management to seek a more diverse trade base upon which it can build a stable future for the Port of Taranaki.

Other notable activities include the handling of logs (exports), fertilizers (imports), and providing offshore services related to resource exploration.

Two challenges now confront any player in the global transport industry who endeavors to remain competitive; these are to demonstrate top-class security capabilities and to offer cutting-edge information technology capabilities. The Port of Taranaki has responded to these challenges by fostering a security culture that brooks no compromises, and investing in IT assets that save port users time and money.

North Island's Transport Hub

Taranaki Port comprises three wharves whose 10 berths can accommodate a variety of specialized vessels. Shippers have a choice of rail or road transport to/from the quayside.

Blyde Terminal is the port's newest development and the center of container and heavy-lift operations at Taranaki Port. Two of the terminal's three berths can handle vessels of up to 225 meters in length with drafts of 10 meters, while the third berth mainly accommodates vessels servicing offshore operations.

The terminal features two mobile Liebherr LHM 400 cranes (outreach: 48





meters; rated load at 22 meters: 100 tons), one 70-ton crawler crane, and three Fantuzzi reachstackers able to stack containers five high. Recent additions include a six-high empty container stacker, new reefer power points and container storage area, and the introduction of a remote data terminal (RDT).

Storage facilities comprise a three-room, 19,000-cubic-meter cold store and a 24,000-ton-capacity dry store; both allow for all-weather loading/unloading from rail cars or trucks.

The port throughput 6,000 TEUs of containers during fiscal year 2000-01, a figure that had ballooned to 45,200 TEUs by fiscal 2002-03. Continued growth in container traffic is anticipated for the future.

Taranaki's petrochemical and liquid bulk trades are focused at Newton King Tanker Terminal, a 290-meter-long, 10-

meter-draft wharf with berths on either side able to accommodate vessels of up to 211 meters in length.

Motorua Wharf handles dry bulk and forest products for the port. The three-berth facility is supported by an 18,000-ton fertilizer store and 10,000 cubic meters of log storage area. Heavy-lift capability is available at each berth, and is provided by a synchrolift able to handle loads of a maximum 150 tons and 25 meters in overall length.

Technology Smooths Flow of Trade

Taranaki was the first port in New Zealand to invest in Dynamic Under Keel Clearance System (DUKCs) technology, which increases the port's maximum operating draft from 10 to 11 meters – from a vessel's standpoint, this means an extra 5,000 tons of cargo. Another benefit to shipowners of DUKCs technology is the dramatic increase in the operating window for vessels entering and leaving the port – less downtime for ships means more earning potential.

As for safety and security, Westgate has invested in modern technology to minimize risk of disaster and maximize protection against theft and other crime.

Taranaki's three tugs each boast NZ\$1

million worth of fire-fighting equipment, and are backed up by dedicated foam reservoirs, pump systems, and remote-controlled fire-fighting equipment at various sites throughout the port.

In addition, 35 infra-red sensors linked to a central control room monitor levels of toxicity and flammability around the port.

As for security, Westgate is currently working with New Zealand's Maritime Safety Authority and local interests to upgrade security in line with the pending enforcement of the International Ship and Port Facility Code (ISPS Code).

Already in place is a security culture that ensures every entry point is monitored by security personnel, video and voice surveillance, while photo IDs known as "Proximity Cards" are used to keep track of anyone entering or leaving the port.

Global Connections

The Port of Taranaki is currently served by Maersk Sealand, one of the largest liner shipping companies in the world, and Tasman Orient, a leading independent shipping service.

Maersk Sealand has two services calling at Port Taranaki – the New Zealand Service, a fixed-day weekly operation providing connections to North and South Asia, Europe, the Mediterranean, the Indian subcontinent, Middle East and Africa via Brisbane and Tanjung Pelepas, and the U.S. East Coast Oceania Service, a fixed-day fortnightly call with direct links to the U.S. East Coast and coverage of the Caribbean, Central and South America.

Meanwhile, Tasman Orient's fleet of multipurpose vessels connect Taranaki with Indonesia, Malaysia, the Philippines and Singapore on a South East Asia Service, and with Taiwan, Hong Kong, southern China, Vietnam, Thailand, Singapore, Malaysia, the Indian subcontinent, New Caledonia and Fiji via an East Asia Service.



The Americas



AAPA: New Port Security Regulations will require billions in investment

THE American Association of Port Authorities commends Homeland Security Secretary Tom Ridge and the U.S. Coast Guard (USCG) on the release of regulations to secure America's ports from terrorist acts. These final regulations call for port facilities to conduct vulnerability assessments, develop security plans and implement enhanced security measures.

Enhancing seaport security is a top priority for U.S. ports today. Public port agencies have invested millions of dollars to increase security and are committed to working closely with the Department of Homeland Security (DHS) which takes the lead on maritime security. These new regulations mark the first step toward implementation of the Maritime Transportation Security Act (MTSA) - landmark legislation enacted into law in 2002 aimed at fighting terrorism at our international sea borders. The next steps are further enhancing the cooperation and coordination and the funding to meet the law's intent. According to the USCG, implementing these regulations will cost \$1.125 billion in the first year and \$5.45 billion over ten years.

The MTSA also calls for a grant program to help implement this heightened security. While Congress has appropriated \$513.2 million since September 11, 2001, for port security grants, to continue to make progress, sustained funds are needed. For FY'05 AAPA urges a Federal funding level of \$400 million for the Transportation Security Administration's port security grant program to cost-share with local port authorities and facility operators to make the enhancements required under these new regulations.

According to Kurt Nagle, President of AAPA, "America's ports are critical to our nation's defense and economic vitality. To ensure implementation of security measures, it's vital that the Federal government continue and augment its financial help to ports, as it has done with airports. Sustained funding

for maritime security is essential to building a strong homeland defense.

AAPA urges the Administration and Congress to provide \$400 million in grant funding in FY'05.

"AAPA looks forward to continuing to partner with the Department of Homeland Security on the range of maritime security issues, including funding. To this end, the Association is actively seeking representation on the National Maritime Security Advisory Committee to give guidance to DHS from the public port industry perspective," noted Mr.

Transport Canada: New Marine Security Requirements

TRANSPORT Minister David Collenette today announced a new marine security-reporting requirement for a wide range of Canadian-flagged vessels and port facilities. The Canadian requirement will complement new security rules announced today by the U.S. Coast Guard.

"We have moved ahead with this action in response to input from stakeholders on the importance of a comprehensive security regime, our own assessment of the risks and threats in the marine sector, and our consultations with U.S. authorities," said Mr. Collenette. "Moreover, Transport Canada and the U.S. Coast Guard are working closely together to coordinate and harmonize the marine security regimes of the two countries, so that Canadian-flagged ships that meet our security standards can enter U.S. harbours."

With today's announcement, operators of certain classes of vessels operating on international voyages or on the Great Lakes/St. Lawrence Seaway will be required to identify themselves to Transport Canada for marine security purposes. These include:

- cargo vessels of 100 gross tonnage or

Nagle.

The Coast Guard regulations also call for facilities to provide access control systems as part of their port facility plans. The Department of Homeland Security (DHS) is in the process of developing a Transportation Worker Identification Card in accordance with the MTSA. AAPA encourages DHS to move quickly in implementing this program to support security programs at ports.

The regulations are a culmination of several years of hard work and collaboration with the port industry on the best way to secure ports while keeping cargo flowing efficiently. Protecting America's ports is critical to the nation's economic growth and vitality. Ports handle 95% of our nation's overseas trade by volume, support the mobilization and deployment of U.S. Armed Forces, and serve as transit points for millions of cruise and ferry passengers.

(AAPA, October 23, 2003)

greater;

- towing vessels greater than eight metres in length engaged in towing certain classes of barge; and
- passenger vessels carrying more than 12 passengers.

Port facilities that serve SOLAS-class vessels must also meet this requirement. SOLAS refers to the International Convention for the Safety of Life at Sea of the International Marine Organization and applies to vessels of 500 gross tonnage or more that operate internationally.

Fishing vessels and pleasure craft are exempt from this requirement.

Once vessel operators have reported, they will be requested to conduct a security assessment and develop a security plan for submission to Transport Canada. Following Transport Canada's approval of a vessel security plan, the department will issue the operator a security certificate that will allow them to enter U.S. and Canadian waters. A similar process applies to U.S. vessels under U.S. regulations.

This approach builds on Transport Canada's commitment to implement new marine security regulations for vessels and port facilities by July 1, 2004, as required by the International Ship and Port Facility Security (ISPS) Code.

The deadline for reporting is November 28, 2003. Vessel and port facility operators that have already

reported to Transport Canada and are developing security plans need not do so again.

(October 23, 2003, Transport Canada)



Canaveral: Florida House of Representatives Honors the Port



AS the Canaveral Port Authority celebrates the 50th anniversary of the dedication of the harbor, the Florida House of Representatives recently lauded the economic importance of Port Canaveral during a recent Special Session. The resolution was sponsored by Brevard Delegation Chairman Representative Bob Allen and nearly 100 members of the Florida House joined in co-sponsoring the legislation.

"It is an honor to have Port Canaveral in my district and it was appropriate that we recognize the Port during our Special Session on economic development issues," according to Allen. "Port Canaveral is a great economic engine for our region."

The Legislature recognized several of Port Canaveral's milestones, including its economic impact of more than \$800 million to the Central Florida region and the Port's status as the second busiest cruise port in the world.

"I am very happy that our legislators understand the importance of Port Canaveral and our economic vitality," says Commissioner Rodney Ketcham, chairman of the Canaveral Port Authority Board. "Our port has grown tremendously since 1953 and contributes not only to Brevard County and Central Florida, but the entire state of Florida."

Port Canaveral was dedicated on November 4, 1953.

(October 31, 2003, Canaveral Port Authority)



Charleston: New Cranes arrive



TWO new container cranes arrived in the Port of Charleston on Sunday afternoon, representing the crown jewels in a \$47-million, six-year terminal improvement project at the Columbus Street Terminal.

The new cranes cost \$6 million apiece and weigh more than 1,200 tons each. When boomed up, they rise 360 feet in the air and will reach out 197 feet from the edge of the dock.

Over the coming few months, the cranes will be tested and placed into service on a new container berth at Columbus Street, Charleston's smallest container terminal. The 1,000-foot berth was created by demolishing an old warehouse and improving the wharf area.

Other work in recent years at Columbus Street included improving storage, new container stacking cranes in the yard, dredging and revamped terminal infrastructure. Columbus Street is the Port's closest terminal to the open ocean, featuring unobstructed navigational access and 45-foot channels.

The new cranes are designed to lift containers to and from ships that are too wide for the Panama Canal, featuring an outreach of 22 containers across the deck of ships. Currently, the largest ships in the world have 17 containers abreast.

The Ports Authority ordered the cranes from Paceco Corp. 17 months ago. They were built in South Korea by Hyundai Heavy Industries and left the Port of Ulsan on August 22, sailing around the tip of South Africa. The ship is carrying two other cranes for the Port of Philadelphia.

The new cranes will run on electric power, as opposed to older generation diesel-electric cranes that generate additional air pollution. And Charleston's new cranes are the first container cranes in the United States to feature 100% AC power systems designed to minimize maintenance and operating costs. The Ports

Authority specified this requirement.

The two new container cranes are the Port's largest and fastest to date. While similar in size to the four newest cranes delivered to the Wando Welch Terminal in 2000, the new cranes have a much larger lifting capacity, hoisting up to 65 tons of cargo under the spreader bar, as opposed to 40 tons.

Key customers at Columbus Street are COSCO, K-Line, Yang-Ming and Hanjin. In addition, Atlanticargo recently moved from the North Charleston Terminal to Columbus Street.

(October 14, 2003, South Carolina State Ports Authority)

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



NY&NJ: 14.6% Growth in Container Volumes



CONTINUING growth in Asian trade boosted container volumes in the Port of New York and New Jersey by 14.6 percent during the first half of 2003, New York Governor George E. Pataki and New Jersey Governor James E. McGreevey announced today.

Imports from Far East Asia grew by 38 percent, while imports from Southeast Asia grew by 31 percent. Asian imports, which include furniture, clothing, linens, toys and lighting products, now account for 41 percent of all cargo handled by the New York-New Jersey port. This makes Asia the port's largest market, surpassing Europe for the first time.

New York Governor Pataki said, "As the national economy begins to recover, the port has clearly given the New York region a much needed boost. During the past year, 1,100 new longshoremen were hired, further increasing employment for an industry that already supports 228,000 jobs in the region. By making smart, targeted investments in our port, we will continue to create jobs and economic activity."

New Jersey Governor McGreevey said, "The prosperity of the port has provided

critical jobs and economic activity, and is central to the region's quality of life. During the first half of this year, the port handled \$42.9 billion in cargo, and with our billion-dollar investment over the next five years, we expect it to remain the premier East Coast destination for international shippers for many years to come."

Port Authority Chairman Anthony R. Coscia said, "Investing in our port is a top priority if we are to sustain the region's economic and job growth in both states. That is why the Board has committed \$1 billion over the next five years to upgrade rail access and increase terminal space at the New Jersey Marine Terminals to ensure that our port remains the leading East Coast destination for international shippers. Our plan includes deeper shipping channels to allow larger ships carrying more cargo to use our port. This summer, we signed the final construction contract that will result in 45-foot shipping channels in the New York harbor by the end of next year."

Port Authority Vice Chairman Charles A. Gargano said, "These numbers reflect the key role that the Howland Hook Marine Terminal in Staten Island plays in helping to bolster the region's and the city's economy. Howland Hook is being transformed into a state-of-the-art facility that soon will have rail access, longer berths, and deeper channels to accommodate larger, modern ships."

Port Authority Executive Director Joseph J. Seymour said, "The international manufacturers of products such as furniture, clothing and beverages have realized the tremendous benefits that the port provides. We will continue our unprecedented levels of investment in the port so that the region's 18 million consumers can have access to a plentiful supply of products."

Port Authority Port Commerce Director Richard M. Larrabee said that total general cargo rose from 10,195,000 metric tons in the first half of 2002 to 11,582,000 metric tons in 2003, a 13.6-percent increase, according to an analysis of data from the U.S. Census Bureau.

General cargo imports rose by 16.8 percent, from 7,195,000 metric tons in the first half of 2002 to 8,404,000 in 2003, Mr. Larrabee said. General cargo exports rose 5.9 percent, from 3,000,000 in the first half of 2002 to 3,178,000 in 2003, he said.

"We are continuing a pattern of steady, measured growth," Mr. Larrabee said. "We continue to project annual port growth of approximately 4 percent a year over the next 40 years that takes into account years when we might not experience the same levels of growth that are now occurring. In preparation for this

growth, we have inaugurated the first of our Port Inland Distribution Network projects with a barge service from the Port of New York and New Jersey to the Port of Albany. This is another investment in the future of our region which the port, together with its partners, is making."

According to data reported by the Port Import-Export Reporting System (PIERS), imports and exports from the New York-New Jersey ports measured in 20-foot equivalent units (TEUs) rose 14.6 percent during the first half of 2003 compared to the same period in 2002. Container volumes for imports rose from 823,881 TEUs

during the first half of 2002 to 961,151 during the first half of this year, a 16.7-percent increase. Container volumes for exports rose from 364,162 TEUs during the first half of 2002 to 400,085 in 2003, a 9.9-percent increase.

In addition to Asia, the Port of New York and New Jersey also reported significant increases in trade with Latin America, up 19 percent; Africa, up 32 percent; and Australia, up 38 percent. Trade with Europe grew by 3 percent.

(September 18, 2003, Port Authority of New York & New Jersey)



San Diego: Wharf Extension Project Completed



SIP capacity at the Port of San Diego's National City Marine Terminal has been expanded due to the completion of a wharf extension project. The project added one more berth to the six berths at the terminal and extended the west-facing wharf 1,025 feet to the south. The added space will allow for two 700-foot car-carrying vessels to berth simultaneously and improve business activity on the wharf.

National City Marine Terminal is a 125-acre complex where approximately 330,000 vehicles are imported each year. Pasha Services manages these imports and processes approximately 2000 vehicles from each car-carrying ship. Cars are driven off of the vessels to Pasha's warehouse and later loaded onto railcars or transported by truck to be delivered to auto dealerships. The wharf extension completion has improved this procedure by shortening the drive time from vessels to the warehouse. In addition to automobiles, the National City Marine Terminal receives lumber from the Pacific Northwest. In fiscal year 2002, 106,000 tons of lumber was imported here.

"The completion of this project will not only improve current operations at

National City Marine Terminal, it will assist the Port of San Diego in expanding its maritime opportunities," said Jess Van Deventer, Chairman of the Board of Port Commissioners. "The Port is committed to both expanding its cargo business and streamlining operations at both its terminals." Construction was performed by General Construction Company and was completed in two years at a cost of \$22 million. The project also entailed new lighting, enhancing security on the terminal.

Another element of the project was the dredging of berths 24-1 through 24-4. To mitigate the environmental impact of the dredging, the clean dredge material was deposited approximately several miles south of the wharf to create a habitat for eelgrass.

The Maritime Master Plan, adopted by the Board of Port Commissioners in 1999, included the Wharf Extension Project in order to upgrade cargo-handling capacity to meet projected levels. An integral part of the plan included a study of the types and amounts of cargo expected to move through the Port of San Diego through the year 2020. The study demonstrated that improvements to the National City Marine

Terminal were necessary to conduct efficient operations.

The Port of San Diego's maritime trade-related business generated over \$189 million in revenue and 1,600 jobs to the San Diego region during fiscal year 2002. In addition to automobiles and lumber, the Port receives cargo such as fresh produce, cement, sand and steel.

Tacoma: Opens New \$40-Million Auto Facility



Mr. Kemer Nelson, Aequalis Photography

Aerial view of Marshall Avenue Auto Facility

It may look like a giant parking lot, but the newly opened Marshall Avenue Auto Facility at the port of Tacoma represents a new chapter in the growth of the port and its customer, Auto Warehousing Company (AWC).

The new \$40 million, leased auto-processing facility allows the port and AWC to continue the expansion of auto import processing in Tacoma. The company currently processes Isuzu, Kia, Mazda, Mitsubishi and Suzuki auto imports through Tacoma. In 2002, these vehicles accounted for a port record of 180,000 autos.

Over the past two and a half years, the port and AWC have worked closely with engineers to design the most efficient auto-processing facility possible. At 146.5 acres, the Marshall Avenue Auto Facility is capable of storing and processing more than 19,000 vehicles at a time. The facility, which includes buildings for offices, washing and vehicle maintenance, is designed for quick, efficient transfer from ship to auto processing, and to truck or rail, says Steve Seher, President and CEO of Auto Warehousing Company.

"The short-term auto storage is in very close proximity to rail and truck load-out areas," said Seher. "Our objective in the design of this facility is to make everything as seamless and efficient as possible. The Marshall Avenue complex truly sets a new standard for North American auto processing."

According to Dick Marzano, President of the Port of Tacoma Commission, the

new auto-processing facility is a reflection of the port's growth, its commitment to cargo diversity, and it demonstrates a vision of the future. "It also shows our commitment to our customers. By meeting the growth needs of our customers and developing facilities like this, we are meeting their needs - both today and for decades to come."

In addition to the new auto-processing facility, the Blair Terminal (formerly the Blair Log Dock) on the Blair Waterway was upgraded to meet the requirements of auto ships. As vehicles exit ships at the terminal, they will cross Port of Tacoma Road to the Marshall Avenue complex, via a dedicated bridge, now under construction. The bridge is scheduled for completion in 2004.

"In the interest of creating jobs and economic vitality for our region, this is the first of several major new projects that our port is working to develop over the next five years, as we continue to grow and build for the future," said Andrea Riniker, the port's Executive Director. "Not only does this new auto facility open up new opportunities for Auto Warehousing Company and the many fine customers

they serve, it also opens up the opportunity for Evergreen Line's expansion at Auto Warehousing's former home."

As the new Marshall Avenue Auto Terminal is opening, construction is underway at the new Evergreen Terminal project - the centerpiece of the port's five-year, \$341 million capital development program. The 171-acre terminal, which features an on-dock intermodal yard, will have an annual capacity of more than 480,000 container lifts - or approximately 840,000 TEUs (twenty-foot equivalent 'containers') when the new terminal opens in early 2005. Evergreen's move to this site, formerly used for auto processing, created the opportunity for AWC and the port to construct the Marshall Avenue complex.

"As you can imagine, these major developments do not happen overnight," Riniker said of the new Evergreen Terminal and auto-processing facility. "It requires a great deal of planning, commitment, vision and coordination to transform this facility from an idea into a reality."

(October 24, 2003, Port of Tacoma)

Africa/Europe



ESPO: EU Transport Ministers find compromise on domestic shipping

TRANSPORT Ministers of EU Member States and accession countries, which met yesterday in Brussels, reached an agreement on the draft regulation aimed at enhancing maritime security. Main points of discussion related to the application of the ISPS Code to national traffic as proposed by the Commission. Portugal, Spain and the Netherlands were in favour of this extension of the IMO measures to domestic shipping, while most delegations were opposed to it.

On the basis of a compromise tabled by the Italian Presidency, the Transport Council agreed to apply the ISPS Code to Class A passenger ships operating domestic services. As far as other categories of vessels are concerned, it was decided that Member States should carry out security risk assessments, on the basis of which

they can decide to which extent they will apply security measures.

The Presidency also managed to find a compromise on another pending point: Member States agreed on the obligation for ships to forward security information prior to their entry in the port but they remain free to decide whether to analyze it or not.

Ministers asked the Presidency to take contacts with the European Parliament with the aim of reaching an agreement in first reading in the co-decision procedure, thus enabling a rapid adoption of the proposal.

It is recalled that it is also the intention of the Rapporteur in the EP Transport Committee not to engage in lengthy discussions in order to finalize the legislative process as soon as possible.

Vote in RETT Committee is scheduled

on November 4 and final adoption in plenary session mid-December or at the latest early December.

*(ESPO NEWS PLUS+,
October 10, 2003)*



EC: Motorways of the Sea Priority under New TEN-T Package

THE Commission adopted last Wednesday its proposals regarding the revision of the Trans-European Transport Network (TEN-T). These have to be seen in the context of the upcoming enlargement of the EU.

The package, which was issued following the recommendations made by the High Level Group chaired by Karel Van Miert, consists of a proposal for new guidelines and a proposal for financial rules.

Both proposals complement the interim revision made in 2001. It is recalled that Council and Parliament have not yet formally adopted this interim revision, but the Commission decided to proceed with the more profound revision anyhow. Of particular interest to the port sector is the proposed creation of a network of "Motorways of the Sea" which is fully recognized as a priority project under the new guidelines. Concretely, four motorways (maritime regions) are identified :

- Motorway of the Baltic Sea;
- Motorway of the sea of western Europe;
- Motorway of the sea of south-east Europe;

- Motorway of the sea of south-west Europe.

Aim is to concentrate flows of freight on a few sea routes in order to establish new viable, regular and frequent maritime links for the transport of goods between Member States (short sea shipping) in order to reduce road congestion and improve access to peripheral and island countries.

The trans-European network of motorways of the sea will consist of facilities and infrastructure concerning at least two ports in two different Member States. These facilities and infrastructure will include the port facilities, electronic logistics management systems and administrative and Customs procedures, as well as infrastructure for direct land and sea access, including winter access, to the ports used by the maritime links envisaged by the network.

Projects of common interest (eligible for national or TEN-T funding) in this context must be proposed by at least two Member States. Projects proposed must combine public and private sectors in accordance with a tendering process in one of the following forms :

- either a public call for proposals, organized jointly by the Member States concerned from the international seaports (so-called "category A" ports handling min. 1.5 million t or 200,000 passengers per year) which they select beforehand within each maritime region;
- or, provided the location of the ports is comparable, a public call for proposals organized jointly by the Member States and targeting consortia bringing together at least maritime companies and ports located in one of the four maritime regions.

Projects of common interest have to focus on facilities and infrastructure which make up the network of motorways of the sea and may include, if necessary, start-up aid for shipping companies operating the maritime links concerned.

Start-up aid will be limited to two years and would only be given if there are financial obstacles to starting up a project. The aid may not exceed the minimum estimated amount required to start up the links concerned.

All projects of common interest will have to be submitted for approval by the Commission. In its comments on the Van Miert report, ESPO warned for artificial development of "Motorways of the Sea" as this would give ports not linked to such motorways a disadvantageous status and lead to distortion of competition. ESPO also advised to approach public financing of such motorways and their facilities and services with great care.

ESPO furthermore pointed at the conflict between EU transport and environmental policy which often hampers vital infrastructure development. The revision of the TEN-T guidelines should be used to redress the balance. In particular, changes would be necessary to the Natura 2000 framework.

ESPO will be developing a formal reaction on the TEN-T package shortly in view of the upcoming political debate in Council and Parliament.

The proposals of the Commission can be found on :

http://www.europa.eu.int/comm/ten/transport/revision/revision_1692_96_en.htm

*(ESPO NEWS PLUS+,
October 3, 2003)*

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.



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**

Tokyo News Service, Ltd.



ABP/Southampton: Re-opens Queen Elizabeth II Cruise Terminal



MRS Pauline Prescott, wife of the Rt Hon. John Prescott, Deputy Prime Minister, will be the guest of honour of Associated British Ports (ABP) today (Friday 3, October) when she officially re-opens ABP's newly modernised Queen Elizabeth II Cruise Terminal at its Port of Southampton, where the cruise industry is breaking records.

The official re-opening of the terminal marks one of the highlights of ABP's year-long investment programme in its cruise terminals at Southampton, worth over £10 million. It comes as the South Coast port prepares for the arrival of the world's largest cruise liner *Queen Mary 2* (QM2), which is scheduled to arrive in Southampton at the end of December this year.

The arrival of QM2 will be the climax of a record-breaking cruise season at Southampton, where the number of cruise calls has doubled in the last six years. The port has also recorded the greatest number of maiden cruise-ship callers in a single year.

At a ceremony and reception to be hosted by Mr. Bo Lerenius, Group Chief Executive, ABP Holdings PLC, and Mr. Andrew Kent, ABP Port Director, Southampton, Mrs Prescott will re-open the terminal which has recently undergone a £2 million extensive modernisation programme providing the extra 50 per cent passenger capacity required when QM2 starts her regular sailings from the port in 2004.

Mrs Prescott, who's husband worked for 10 years on various Cunard Liners, will meet representatives from the cruise industry and the port community as she visits the facility.

Mr. Lerenius said:

"The international reputation of the

Port of Southampton grew around transatlantic travel and legendary passenger liners, as symbolised by Cunard's historic liners *Queen Mary* and *Queen Elizabeth*. When Southampton comes, yet again, under the world's spotlight at the end of the year, I know that ABP's QEII Terminal will be a worthy facility fit to welcome yet another 'Cunard Queen'."

ABP Southampton and Cunard Line have enjoyed a long and prosperous relationship, which has been borne out in the terminal's history, as Mr. Kent reflects:

"The major redevelopment of the QEII Terminal echoes sentiments and events of the past because, just as we are preparing the terminal for the arrival of Cunard's *Queen Mary 2*, so this event mirrors almost exactly the actions of my predecessors when they designed and built the terminal with *Queen Elizabeth 2*

in mind."

As Senior Vice-President representing Cunard Line, Mr. Peter Shanks said:

"The QEII Terminal is an important part of our heritage. The refurbishment is timely as we look forward to the excitement of welcoming *Queen Mary 2* to her home port of Southampton in December."

This investment by ABP to modernise the QEII Terminal – Cunard's traditional home berth – reaffirms Southampton as the home port for Cunard's entire fleet until 2009. Key works have included a brand-new overhead gangway; enhanced baggage-hall facilities; improvements to the embarkation lounge, allowing for twice as many check-in desks, and the refurbishment of the waiting lounge.

(October 3, 2003, ABP)



Hamburg: IRISL's new containership in the port



IRISL's new containership, "Iran Piroozi," bound on its maiden voyage, takes its first cargo on board at Hamburg's C. Steinweg Multipurpose Terminal (South-West Terminal).

On the invitation of the corporate management of IRISL Europe GmbH, guests and business partners of Islamic Republic of Iran Shipping Lines (IRISL) celebrated the putting into service of the company's first containership Iran Piroozi at Hamburg's C. Steinweg Multipurpose Terminal (South-West Terminal). Built at the shipyard of Aker MTW Werft GmbH [Aker MTW Shipyards & Co. Ltd.] in Wismar, the containership "Iran Piroozi" is the first in a series of six vessels that have been commissioned by the Iranian shipping industry, some of which are being built

by German companies. The new containerships of type MTW 2500 have a length of 207.40 metres and are driven by a Wärtsila Sulzer engine that has a performance of 21,560 kW. The "Iran Piroozi" can attain a maximum cruising speed of 22 knots, and has a load capacity totalling 2470 TEU. 350 reefer connections are provided for refrigerated containers. The "Iran Piroozi" will be deployed in the weekly ECL Service. Besides Hamburg, this service puts in to the Northern European ports of Felixstowe and Antwerp. In the Mediterranean and the Near East, Naples, Jeddah, Dubai and Bandar Abbas are direct ports of call. Other European ports are linked to the ECL service by way of feeder connections.

IRISL has a fleet of 120 vessels of different types, and is active in three main areas: bulk cargo transport, container line transport and conventional shipping. The business of the shipping company is handled by three regional corporate offices, eight independent representative offices and 110 IRISL agencies. The IRISL Group employs some 7000 staff worldwide, and this year can look back on 37 years of corporate history. IRISL's European headquarters are located in Hamburg at Schottweg 5, under the corporate title of IRISL Europe GmbH.

(October 29, 2003,
Hafen Hamburg Marketing e.v.)



Oslo: Environmental Program for the Fjord City

ON Thursday September 25, the Port of Oslo Board adopted an "Overarching Environmental Follow-up Program for the Fjord City."

The resolution contains the following points:

1. The Port Authority will base its entire operations in the Port of Oslo on the "Overarching Environmental Follow-up Program for the Fjord City."
2. The Port Authority espouses the following vision for the environmental follow-up program:
The vision is, when the Fjord City becomes a reality, to have developed as much of the Port areas as possible into attractive and sustainable residential, cultural, commercial and recreational areas, while ensuring that Port operations are streamlined and compacted.
3. As a landowner, the Port Authority will oblige new landowners to adhere to the contents and requirements of the environmental follow-up program. It will do so at an early planning stage (e.g., by including them in tender requirements) and in property sale contracts.
4. The Port Authority expects environmental plans to be drawn up for the respective sub-projects and sub-areas which identify what measures need to be taken to implement the vision and the goals of the overarching environmental follow-up program for the Fjord City. Sales contracts drawn up by the Port of Oslo Authority should also include requirements as to an environmental plan.
5. The Port Authority is considering making temporarily vacant premises available for cultural programmes/recreation once urban development is initiated.
6. The Port Authority would like to see other Fjord City landowners develop their sites on the basis of the program and to see other municipal agencies abide by the program. To this end the Port Authority will submit the program to Oslo Municipality's Environment and Transport Department as a follow-up to the Urban Ecological Program adopted by Oslo City Council in 2003.

* *The Fjord City area is among the most central quarters of Oslo. The new neighbourhoods will provide homes along with employment and recreational facilities in the years ahead. Our awareness of potential improve-*

ments is growing apace and this knowledge will be incorporated in our project planning and implementation. As a serious, professional property player, it is natural for the Port Authority to take due account of the environment. It is also important for the Authority to ensure the best possible relationship between the city and various Port terminals, which is indeed an aim of the program.

(October 9, 2003, Torild Jørgensen, Oslo Port Authority)



Shannon Foynes: Raising the Standard for Irish Ports



SHANNON Foynes Port Company has recently upgraded its Quality Management System to new standard: BS EN ISO 9001:2000.

Since the amalgamation of Shannon Estuary Ports and Foynes Port Company, the Marine Operations Department had been the only department within the company to hold the previous ISO accreditation. The recently received accreditation includes all departments within the company, comprising Marine Operations, Engineering, Terminal Operations, Commercial, Financial and Administration.

The leading international certification body, Lloyds Register Quality Assurance (LRQA) carried out the assessment. The Shannon Foynes Port Company remains the only Irish port company to hold this ISO certification.

Chief Executive, Brian Byrne, said "98% of all Ireland's international trade goes by sea, and Shannon Foynes Port Company is Ireland's largest bulk cargo handler. The company is a key player in the Mid-West economy, providing industry in the region with the port facilities required for both specialised imports and exports, and I am proud to be in a position to announce this accreditation. On behalf of the Board, I would like to congratulate all the staff and management for this achievement which was secured through lots of co-

operation and hard work between everyone in the company, with our customers' requirements firmly in mind."

(October 7, 2003, Shannon Foynes Port Company)

Shannon Foynes: Receiving weekly shipments of fresh tropical bananas



NOW it's official. Today the Shannon Foynes Port Company released news that weekly shipments of fresh bananas from the tropics will soon be arriving into Foynes, for onward delivery to the company's ripening centres in Swords, Dublin and Belfast. From there they will find their way on to shop and supermarket shelves all over Ireland, in tip-top condition.

Fyffes plc is an Irish company, and is the largest fresh-produce distributor in Europe. The Group employs almost three thousand people around the globe, and it is one of the biggest operators in the world industry.

The Shannon Foynes Port Company is the commercial semi-state company responsible for the 500 sq. kilometres of navigable water within the Shannon estuary. It manages the safe movement of vessels in and out of the estuary, as well as providing an efficient interface between maritime cargo movements and landside storage and distribution infrastructures.

Although Shannon Foynes Port company is Ireland's largest bulk cargo handler, with dedicated facilities around the estuary, it also has two general cargo facilities, situated at Limerick city and at Foynes. The first arrivals from Central America should dock in mid-October, with Fyffes bananas destined for the Irish market.

"This is wonderful news, which the Board and management team welcomes as a real sign that the hard work and efforts of everyone in the company over these past months and years are now paying off," commented Brian Byrne, Chief Executive of Shannon Foynes Port Company. "There is now a

new sense of positive and forward momentum which is helping to radically change the way the Port Company does business," he added, "and we see it as a vote of confidence in the Port by such

a professional and demanding company as Fyffes".

(October 10, 2003,
Shannon Foynes Port Company)

Asia/Oceania

Australian Customs Service: Container examination facilities pass quality test



In the 12 months the cargo examination facilities have been operating, over 600 kilograms of heroin and amphetamines have been detected, in addition to almost 39 million cigarettes and 20 tonnes of tobacco, representing \$13.5 million in revenue evasion prevented.

(November 12, 2003,
Australian Customs Service)

CUSTOMS new Container Examination Facilities in Melbourne and Sydney have received International Standards Organisation accreditation. The facilities are the first business processes in Customs to receive such recognition.

The Sydney and Melbourne facilities have been accredited to the ISO 9001:2000 Quality Accreditation standard as a Quality Endorsed Company. The accreditation follows an independent process audit by SAI Global Limited – a subsidiary of Standards Australia, specialising in designing, implementing and assessing Quality Management Systems.

"This accreditation represents a significant recognition of the high standards of the business processes that have been employed at the new facilities," said Customs National Manager Research and Development, Roxanne Kelley.

SAI Global's audits reviewed the processes associated with the examination of import and export sea cargo at the facilities. The audits focussed on system support functions, management of processes, resource management and top management review. Quality management systems are currently being implemented in the other container examination facilities in Brisbane and Fremantle to bring them to the ISO 9001:2000 standard.



Auckland: Well prepared for 2003/2004 Cruise Ship Season



PORTS of Auckland's Marine Services team is ready to welcome more than 50,000 tourists who will give the City of Sails a big economic boost during the 2003-04 cruise ship season. The cruise season begins this week with the arrival of the Pacific Princess on November 14.

Altogether, the port will host 33 calls by 20 different ships, with the season

extending nearly four months longer than the 2002-03 season owing to four end-of-season Pacific Island cruises by Pacific Sky out of Auckland from April through August. This compares with 37 calls by 21 ships during the 2002-03 season, but with the larger passenger capacity of ships such as the megaliner Star Princess, total passenger numbers are expected to be similar to last season's total of 53,000.

"Cruise ship passengers give a huge boost to the city's retailers and the hospitality industry," says Ports of Auckland General Manager Port Services Marine Services Manager Wayne Mills Will Harvey. "Economic reports on previous seasons estimate that passengers spend an average of \$150 a day in shops and restaurants while in port. This is in addition to shore excursions and hotel accommodation used for passenger exchanges."

The Marine Services team, which operates the Overseas Passenger Terminal on Princes Wharf, is well prepared for handling the influx of visitors and large volumes of luggage. In Ports of Auckland Mr Mills took the proactive step of visiting Star Princess in Seattle, US, so that Marine Services and his team would be well prepared to handle the record number of passengers and volume of luggage that will be involved in the visit of the \$1 billion "floating city," which arrives in Auckland on November 23. In Seattle, Mr Mills observed portside operations and as a result detailed plans have been prepared to handle the 6,000 passengers either embarking or disembarking while the ship is berthed in Auckland – the largest passenger exchanges ever handled by the city.

"After the visit to Seattle, we are comfortable that our ability to handle the large passenger exchanges is a matter of procedure rather than facilities," says Ports of Auckland Marine Services Manager Wayne Mills. "As well, we have proved our ability over past seasons to efficiently handle cruise ships of all kinds and sizes smoothly and efficiently."

The Star Princess is the biggest cruise ship ever to visit New Zealand. Her arrival on November 23 will be the first of four sell-out cruises between Australia and New Zealand from November to February.

As tall as an 18-storey building from sea level, Star Princess will tower above the Hilton Hotel, alongside which she will berth at Princes Wharf. The giant new 5-star vessel is 289m long, with a gross registered tonnage of 109,000 – twice the size of the legendary Titanic.

She is expected to bring something close to her passenger capacity of 3,100 each visit, mainly British and American.

Other highlights of the 2003-04 season

In addition to the Star Princess there will be three other first-time callers at Auckland. First to arrive will be Seven Seas Voyager, the newest 6-star luxury ship in the Radisson Seven Seas fleet, which will be calling at New Zealand ports in February 2004 as part of her inaugural world cruise. The Seven Seas Voyager is the company's second all-suite, all-balcony ship, following in the wake of the Seven Seas Mariner, which visited Auckland in February 2003. Seven Seas Voyager will spend Waitangi Day in Auckland.

Another first-time caller – at least under her new ownership – is Discovery, now owned by Discovery Cruises but formerly familiar to television viewers as the Island Princess of Love Boat fame. Built in Germany in 1971, she was given a new lease of life with an extensive refurbishment in 2001. Discovery is calling twice at Auckland, on 21 February and 1 March, during a "voyage of discovery" from South America through the Pacific Islands and visiting several New Zealand ports, before continuing north via Mexico and Florida to Europe.

For Black Watch, which arrives in Auckland for a two-day visit on 23 February, this is not only her first visit to New Zealand but also the first time one of three vessels owned by Fred Olsen Cruises, of Harwich, UK, has undertaken a round-the-world voyage. The 3.5-star Black Watch is promoted as "a ship with special appeal for the discerning British passenger."

The World, a floating city of privately-owned apartments, which made such a spectacular backdrop to the America's Cup final series of races in February, will not be returning to Auckland this season.

However Aurora, the imposing 270m-long 76,000-tonne P&O Cruises vessel that relinquished its title as the biggest cruise ship to call at Auckland when Star Princess came on the scene, will be putting in an appearance on February 16, 2004.

Aucklanders need no introduction to the Queen Elizabeth 2, affectionately known by her shortened title QE2. She regularly includes Auckland on her cruise itinerary, and this season is due to arrive in Auckland on Thursday 5 February, leaving the following day to sail down the coast to Wellington.

Other cruise ships expected during the season are: Clipper Odyssey, Asuka, Deutschland, Europa, Silver Shadow, Astor, Albatross, Prinsendam, Seabourn Spirit, Pacific Venus, Saga Rose and Crystal Harmony.

(November 11, 2003,
Port of Auckland Limited)

Busan: Busan Port and Busan New Port accommodating over 8,000TEU vessels



AS overseas and domestic shipping companies have placed orders for container vessels over 8,000 TEU, the Busan Port and Busan New Port will require greater water depth and stevedoring facilities to accommodate these larger vessels after 2006.

According to the Ministry of Maritime Affairs and Fisheries (MOMAF) and shipping companies, a Canadian shipping company inked on with Samsung Heavy Industries in a Letter of Intent (LOI) to build a 9,500 TEU container vessel, which will be the largest container vessel in the world.

OOCL also launched an 8,063 TEU vessel last April. China Shipping, Evergreen and Hanjin Shipping also placed for vessels over 7,000 TEU.

Amongst already ordered vessels, more than 30 vessels are over 8,000 TEU: MSC 9 vessels, Evergreen and OOCL 8 vessels each, CSCL 5 vessels, and Hapag-Lloyd has ordered three 8,000+ TEU vessels. Most vessels are scheduled to operate by 2006.

Vessels larger than those calling at the Port of Busan, usually 5,000 TEUs, are many. 7,000 TEU vessels number around 20 including the four vessels each came from AP Moller and P&O Nedlloyd. Hanjin owns five 7,000 TEU vessels. 6,000 TEU vessels totaled more than 20 vessels: MSC owns 5, Evergreen 10, Hapag-Lloyd and NYK 4.

One shipping company official said, the larger container vessel is a global trend in terms of maximizing cargo

transportation. The trend will accelerate as time goes by. MOMAF is gradually replacing the gantry cranes between rows 16 and 18 with the ones between rows 20 and 22. It also deepened Busan Port to 15 ~ 16 meters. Larger vessels, however, require a water depth of more than 17 meters and cranes of more than 22 rows.

These trends have demanded the opening day for Busan New Port to 2007 to keep pace with the introduction of larger vessels.

An insider at a Korean shipping company said that Busan New Port has to be equipped with a complete plan for port facilities and service routes to keep pace with larger vessels that are scheduled for operation in two years.

A government officer voiced his opinion that Busan New Port has to accommodate the new breed of larger vessels because Busan North harbor couldn't deepen its berths over 16 meters.

(November 7, 2003, MOMAF)



Hong Kong: Marine Department co-ordinates anti-oil pollution exercise

AN annual joint anti-oil pollution exercise, co-ordinated by the Marine Department to test the responses and efficiency of various Government Departments and oil companies in combating oil spills, was carried out in the waters off Luk Chau Wan on Lamma Island today (October 15).

A Marine Department spokesman said the exercise, code-named 'Oilex 2003', enabled members of the response organisations to validate key functions and demonstrate individual and team knowledge, skills and capabilities.

"In addition, the simulation of crisis management and communication helps us to understand how the incident command system would operate during a major oil spill."

During the simulation exercise, a 3,000-tonne mock tanker, the Oilex 2003, "ran aground" off Luk Chau Wan on Lamma Island with about 250 tonnes of heavy fuel oil spilling into the sea from her damaged cargo tank.

The simulation included an "oil patch" of about 20 metres by 10 metres at a nearby beach.

The spokesman said the exercise was divided into seven parts demonstrating the various techniques and stages in

combating oil spills.

These included aerial reconnaissance, deployment of oil containment booms, oil recovery by skimmers, spraying of oil dispersant by launches and by helicopter, shore-sealing boom, shoreline clean-up and recovery of booms and equipment.

As well as the Marine Department, six other Government departments and five private companies joined today's exercise. They were the Civil Aid Service, Food and Environmental Hygiene Department, Government Flying Service, Highways Department, Hong Kong Police Force, the Agriculture, Fisheries and Conservation Department, China Resources Co Ltd, ExxonMobil (HK) Ltd, Shell (HK) Ltd, Caltex (HK) Ltd and the Hong Kong Response Ltd.

As a prelude to today's exercise, a desktop exercise to test the communication capabilities and co-ordination among the participating units was carried out yesterday (October 14).

(October 15, 2003,
HKSAR Marine Department)

MOMAF (Korea): Expands investment in developing ports in 2004

THE government will increase its spending on port development by nearly 50 percent next year to transform the nation's two major harbors into the "mega hub-ports" of Northeast Asia.

Minister of Maritime Affairs and Fishers Chang Seung Woo said that the government would expand its investment in ports to 2.5 trillion won (\$2.1 billion) next year from 1.7 trillion won this year.

"Next year's spending on port development will account for 9.5 percent of the social-overhead-capital budget, up from 8.7 percent this year. The proportion will rise to 13 percent in several years," he said.

"Korea's two largest ports of Busan and Gwangyang will lead the nation's efforts to establish itself as one of the top-five shipping giants in the world," he said, ruling out the idea of giving priority to Busan, the nation's largest, over Gwangyang, the second largest.

Industry experts have questioned the effectiveness of the ministry's plan to develop both of the southern harbors simultaneously.

In a move to lure foreign investors and businesses to Korean ports, the Maritime Ministry and the Korea Trade-

Investment Promotion Agency, a state-run agency, will hold joint road shows in Hong Kong and Singapore next week, the ministry said.

"The logistics task force will seek foreign investment in Korea's newly-planned distribution facilities set to be built on 140,000 square kilometers of land around the nation's key harbors by 2005," a ministry official said.

(November 10, 2003, MOMAF)



MPA: S\$20 million to upgrade IT capabilities of Maritime SMEs

THE Maritime and Port Authority of Singapore (MPA) will be establishing a S\$20 million Maritime SME (Small-Medium Enterprises) IT Upgrading Programme, over the next five years, to help maritime SMEs upgrade their IT capabilities. This was announced by the Minister for Transport, Mr Yeo Cheow Tong, at the Opening Ceremony of the 2nd International Electronic Chart Display and Information System (ECDIS) Conference and Exhibition in Singapore.

In his address, Minister Yeo pointed out that the use of technology can transform the way in which SMEs work, by making them more productive and cost efficient, thereby helping them to retain their competitiveness. He added that however, a critical factor inhibiting SMEs from using more IT is the perceived high cost of IT infrastructure and the lack of resources to invest in it.

The Maritime SME IT Upgrading Program is timely, given the current economic climate and the increased competition from regional ports. SMEs could make use of this Program to implement IT systems to reduce business costs, enhance business processes, provide better customer service and reach out to new markets. They could also make use of the Program to link up their IT systems with those of their customers, partners and suppliers, as well as critical industry systems such as the MPA's Marinet, Singapore Customs' Tradenet, PSA Corp's Portnet and Jurong Port's JP-Online. Further details of the Program will be revealed in due course.

The 2nd International ECDIS Conference and Exhibition, jointly organized by the MPA and the United Kingdom Hydrographic Office (UKHO),

follows from the success of the first ECDIS Conference held in 1998. Since then, the MPA has sought to spearhead the development and encourage the use of ECDIS and Electronic Navigational Charts (ENCs) in this region. It has collaborated with the relevant authorities and organizations in Indonesia, Malaysia and Japan to produce ENCs covering the Malacca and Singapore Strait. The MPA has also worked with its Indonesian counterparts to produce ENCs covering the ferry routes and terminals between Singapore and the Indonesian islands of Bintan, Batam and Karimun. A Memorandum of Understanding for the administration of these ENCs was signed between Capt Wilson Chua, Chief Hydrographer of the MPA, and First Admiral T H Soesetyo, Chief Hydrographer of Dinas Hydro - Oseanografi, during the Opening Ceremony.

(October 7, 2003, MPA)



Northport (Port Klang): Sets new records

NORTHPORT continuously strives for higher productivity to ensure ships calling at the terminal load and unload cargoes much faster. The port has set a new record when managed to handle 281 moves (or an average 35 moves an hour) in one shift.

This was up by 15.6 per cent from its previous 243 moves on a quay crane. This is an excellent performance of the national gateway port, which continues to upgrade and improve its operations to ensure the increasing requirements of their customers are met.

The new record performance was achieved on Kota Jaya which is deployed on the service plying the South East Asia/Australia/New Zealand route covering Port Klang, Singapore, Brisbane, Auckland, Lyttelton, Wellington, Nelson, Napier and Tauranga.

The high performance of the port has managed to push the terminal handling of indigenous cargo by another nine per cent to 898,220 TEUs in the January-September period of this year from 823,870 boxes moved during the same period last year.

Despite the pessimistic outlook in the general economy, particularly in Asia

with the recent Severe Acute Respiratory Syndrome scare, Northport experienced a moderate growth in cargo volume. The port continuously strategizing to increase cargo volumes by extending its linkages to more ports,

especially feeder ports within the region, to promote the handling of transshipment containers.

(TEAM NORTHPORT Sept. 2003, Bulletin 2)

additional container terminal area between the existing Port Botany container terminals and the airport's Parallel Runway. Access to the new terminal would be by dedicated road and rail bridges.

The proposal provides for future economic growth and would generate some 9,000 direct and indirect additional jobs. The proposal includes a number of new recreational and public facilities, and the expansion and enhancement of the ecological habitat of Penrhyn Estuary for migratory birds.

Sydney Ports recognises the competing interests of stakeholders and has deliberately designed the expansion to provide a balance between economic, social and environmental values and needs.

Sydney Ports will lodge its comprehensive EIS, which will be the subject of a Commission of Inquiry, with the Department of Infrastructure, Planning and Natural Resources by the end of the year. The Department will provide public advice of the exhibition period and locations for viewing the EIS which is anticipated to be on public display by early 2004.

(November 9, 2003, Sydney Ports Corporation)



Sydney: Fifth Proposal for Port Botany Expansion

THE fifth in a series of community newsletters for the proposed Port Botany Expansion has been circulated to stakeholders today.

This latest newsletter:

1. outlines and confirms the need for and the benefits of expanding container facilities at Port Botany;
2. responds to stakeholder input;
3. outlines the lodgement of the Environmental Impact Statement (EIS), Commission of Inquiry, and the State Government's Ports Growth Plan.

Port Botany provides direct access to

NSW's largest market. The main market for containers (TEUs) moved through Port Botany is the Sydney metropolitan area and approximately 85 per cent of containers have their origin or destination within 40 kilometres of the port.

More than 1 million TEUs currently enter or leave Sydney's ports each year. Trade forecasts show this annual volume of container trade throughput is expected to exceed three million TEUs by about 2025. If adequate capacity is not provided in time to meet the forecast demand, the port will become inefficient. Costs of shipping congestion would be borne by consumers and business in the form of higher goods' prices and delays in deliveries. In the long term, trade would be diverted to other major interstate ports.

To meet future trade demand, the proposed expansion includes the reclamation of approximately 60 hectares of land to provide for five new shipping berths and

