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Port of Saigon, Vietnam

SAIGON
PORT was
founded in
1862.

One of the largest and busiest ports in Vietnam with nearly 3 km of wharf length capable of receiving 30 vessels of different sizes (up to 30,000 dwt) at the same time.

Serving a large hinterland area including Ho Chi Minh City, the adjacent provinces and the Mekong Delta (more than 20 million in population).

With existing facilities fully upgraded and modernized by early 2000, the Port is preparing for further expansion and development.

Saigon Port received the prestigious Hero of Labour Award from the Government in 1996 for its outstanding performance and contribution to the economic development of the country.

Being a member of APA and IAPH, Saigon Port has growing interest in promoting co-operation with other ports in the country and worldwide on matters of mutual interest and in enhancing global trade. Related article on page 24.



Contents

IAPH ANNOUNCEMENTS AND NEWS

IAPH IT Award 2003 Winners announced	3
Committee Report: Legal Protection Committee Meeting	6
Activity Report: WCO Symposium on Security and Facilitation of the International Trade Supply Chain in Yokohama, Japan.....	9
President Someya speaks at the Propeller Club	10
President Someya visits China	11
Membership Notes • Contributors to the Special Port Development Technical Assistance Fund (2001-2003).....	11

OPEN FORUM

IAPH IT Award 2003 Gold-Plaque Winning Project “An African Success Story of a Leap into Information Technology Future” by Kenya Ports Authority	12
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MARITIME NEWS & INFORMATION

IMO: EU countries propose MARPOL amendments in “Prestige” response	15
EC: Program for the Promotion of Short Sea Shipping • INTERTANKO: Washington Tanker Event	16
ISO: In partnership with SST to secure Global Supply Chains	17
BIMCO: Launches Innovative Solid Cargo Database	18
Upcoming Conferences: Seatrade London International Maritime Convention • Maritime Security EXPO Europe	19
Maritime Security EXPO USA 2003.....	20
Upcoming Seminars: Maritime Insurance: Law, Practice & the Markets • PSA Institute: Port Safety and Security Management / Management of Multi-Purpose Terminal	20
The Oxford Bunker Course • Antwerp/Flanders Port Training Center (APEC).....	21
Seminar on New Developments in Port Engineering	22
New Publications	22

WORLD PORT NEWS

Cover of the Month

Saigon Port, Vietnam.....	24
---------------------------	----

The Americas

U.S. Customs: Japanese Customs and Tariff Bureau deploy officers to Los Angeles/Long Beach • Charleston: Port expansion gets state backing.....	25
Georgia: GPA invests millions to enhance gate operations • Houston: Port Authority applauds permit for Texas City Terminal	26
Long Beach: Voted Best Seaport • NY/NJ: Ranks Second out of 241 U.S. Foreign Trade Zones.....	27
Panama Canal: Begins tests of simultaneous two-way transits • Seattle: Expands Fish Sales Policy at Fishermen’s Terminal.....	28

Africa/Europe

ESPO: Celebrates 10th Anniversary	28
Dunkirk: MGF LOGISTIQUE sets up operations in the Western Port • Dunkirk: New quay for container ships of the next generation	29
Göteborg: Ports of Göteborg and Wallhamnbolagen to run Port of Wallhamn jointly • Helsinki: 2002 Financial Statements • Helsinki: Annual Environmental Accounts	30
Kenya: Cruise-ship handling earns praise • Las Palmas: Expanding to meet 3-fold rise in containers • Malta: Malta Maritime Pilots Co-Operative set up • Marseilles: Steps up promotion in Malaysia	31
Riga: The children from Riga schools painted the concrete fence • Santander: Surpassed 5,400,000 metric tons in 2002.....	32

Asia/Oceania

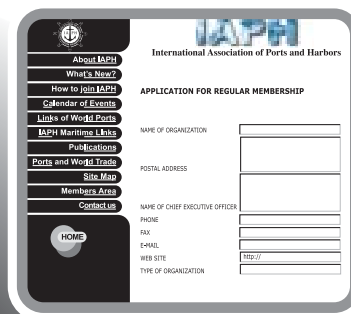
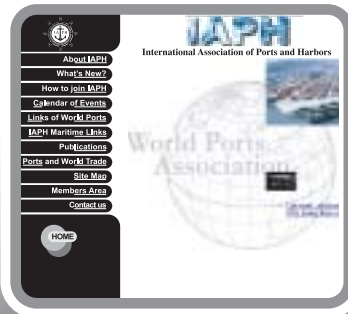
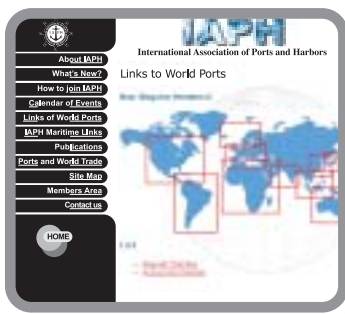
Auckland: Joins forces to enhance snapper fishery.....	32
Fremantle: SuperStar Virgo to re-position in Fremantle • Hong Kong: Port Users get enhanced 2003 Digital Tidal Stream Atlas	33
Kaohsiung: Sisterhood ties with Dubai Port • Klang: Sister-Port Links have brought benefits	34
Korean MOMAF: Active in international maritime safety in Asia-Pacific region • Northport (Malaysia): FCZ Status for Southpoint.....	35
Sydney: Balancing recreational & environmental needs	36



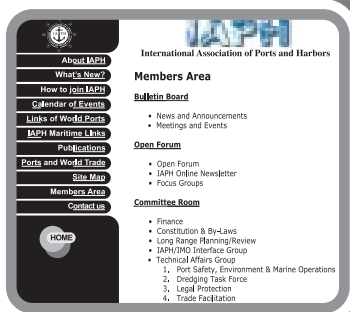
International Association of Ports and Harbors

<http://www.iaphworldports.org>

Did you access the IAPH website?



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

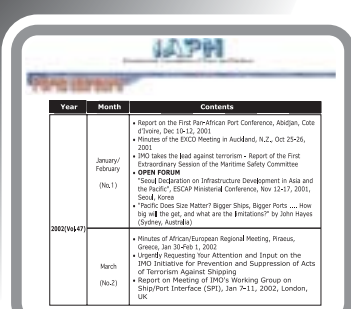
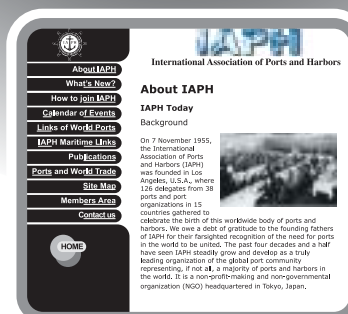
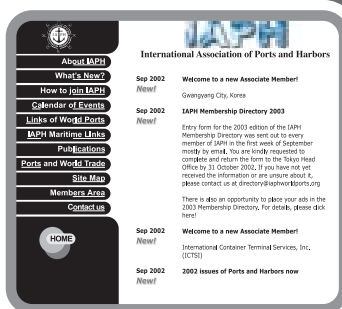


- Calendar of future IAPH meetings and other maritime events

- 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

IAPH IT Award 2003 Winners announced



Emili Arbós
Chair

IAPH Trade Facilitation Committee

EVERY two years, the IAPH and its Trade Facilitation Committee present the IT Award that, since 1995, has demonstrated IAPH's commitment to promoting the use of information technology in ports and maritime transportation.

Any application of information technology within a port, from any Regular or Associate Member of IAPH, could be submitted, whether purely internal to the port authority or involving outside organisations. The winner is the project or application, implemented in the previous 2 years, that resulted in the greatest benefit to the port as assessed by the Selection Committee on the following criteria: reducing costs; increasing revenue; improving safety; environmental protection; and enhancing efficiency.

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

In this 6th edition, 14 entries were submitted: Port of Gijón; Port of Stockton; Abu Dhabi Seaport

Authority; Kenya Ports Authority, PSA Corporation Ltd, Port of Hakata; Port of Tacoma; Penang Port Commission; South Carolina State Ports Authority; Freeport of Riga Authority; Hong Kong Marine Dept.; Port of Long Beach; Port of Tallinn; and New Mangalore Port Trust. It should be underlined the high level of all. The Selection Committee was impressed by the high quality of entries that show that ports are taking full advantage of the new IT environment to increase their efficiency.

The IAPH Trade Facilitation Committee is pleased to present the following winners of the 2003 edition of its IT Award:

GOLD

**"An African Success Story of a
Leap into Information
Technology Future"**

by

Kenya Ports Authority

The project involved the implementation at the Port of Mombasa of Systems Application Products (SAP) to manage the Port's managerial functions and messaging

systems as the first phase of the IT Strategy implementation. This IT Strategy had the following steps:

- An ERP (Enterprise Resource Planning) system
- An Automated Waterfront System
- A Community Based system
- Standardised Hardware
- An Interactive Website

The project was completed on 1st November 2002, after a period of 24 months preparation. After implementing the first phase, the following benefits were realized:

1. Reduction of the time used: for some business processes, time was reduced from two days to some minutes.
2. Substantial reduction of paper work (50%)
3. Improvement in port management: the internal messaging system has brought prompt decision-making processes, networking of PCs allows port officers to work everywhere and access their business work places without being physically in their office.
4. Increased availability of the system through competent support personnel thanks to the massive training of the staff.
5. Great savings on dial-up accounts

The project had to overcome several obstacles but the most important ones were the limited previous use of technology: most of the business processes were manual and could take several days before a single process was completed and the paperwork was very great. The information technology vision was lacking and all that used to drive the minimal improvements was the need to process payroll and financial statements promptly.

This project shows the great improvement in efficiency that the implementation of IT offers to a port in a less developed country. The Selection Committee especially valued the commitment of the Port of Mombasa authorities in the modernisation process of the port through the implementation of the IT Strategy, the reduction of costs achieved, the great increase in efficiency, the reduction of time and costs for processes, and the obstacles that this project had to overcome. Hopefully, the Port of Mombasa will continue this IT Strategy.

23rd IAPH World Ports Conference

IAPH 2003



▲ Gold-Plaque, Kenya Ports Authority



▲ Silver-Plaque, Abu Dhabi Seaport Authority



▲ Bronze-Plaque, Freeport of Riga Authority



SILVER

“Mina Zayed Computer Project”

by

Abu Dhabi Seaport Authority

The project submitted by the Abu Dhabi Seaport Authority is the implementation of the IT improvements that the Port Authority has identified as those required to guarantee success in handling its traffic increase.

The main objectives of this project included:

- To assure compatibility with modern international standards in IT. Following this objective, the Port Authority undertook the replacement of the infrastructure of software and hardware and implemented an integrated set of modern software applications that helped to reduce document cycles and provide guaranteed business controls and measures on time.
- To integrate the Port Authority with the shipping community. For this, the implementation of a computerized data interchange systems (EDI) was required and the provision of connectivity to local shipping agencies.
- To increase the speed of operations. In order to achieve this, the implementation of modern data entry techniques was undertaken as well as the implementation of modern automatic control systems in most port operations.
- To integrate with other Abu Dhabi government departments, connectivity between those departments was

required.

This project resulted in many gains of efficiency. Among them, it should be underlined that the implementation of EDIFACT messages reduced dramatically the data entry as well as reporting phases; the manifest data transferred electronically through Customs Department greatly reduced the time used for data entry and huge amount of data entry had been avoided through data exchange techniques. The great reduction in data entry time as well as reports generation increased the operational capacity. According to the statistical reports, the same staff and equipment were able to handle an increase of 45% in operation which was reflected in the cost saving and the better performance of the port operation has encouraged more lines to use Mina Zayed as a hub.

BRONZE

“Registration of vessel generated waste-Burden or Clean future investments?”

by

Freeport of Riga Authority

The project presented was the implementation of a new module of the “Velkonis” system. This system consists of several independent modules that allow the Free Port Authority to register data on all vessels calling, cargoes loaded and discharged, berths and piers called. Besides that, the system is an automated tool for calculation of port dues and charges facilitating data processing

for both ship owners and agents as the payers and port authority as payee.

The new module is called “Ship Waste” and it is designed for precise registration of waste volumes handled in the port, to analyse waste structure, to trace the full cycle of utilization, to plan further activities and to make payments according the utilized waste volumes.

This project resulted not only in direct benefits, but put Freeport of Riga on a higher quality level. The main results may be summarized as follows:

- Expenditure cut-down. Thanks to this system courriers were replaced by automated e-mail
- Income increase: By registering all vessel-generated waste in the port, all potential and existing disagreements regarding payment for utilisation are solved. Precise data gives an opportunity to analyse options for development of new modules of payment, taking into account realistic volumes and structure of waste. The payments for waste utilization generate accumulation of financial resources, which can be invested in projects of environment improvement.
- Direct time saving: the users get considerable timesaving and equally important is the fact that, without any obstacles it would be possible to send data to next port of arrival.

The gains – higher efficiency, reduction of costs, improved safety and facilitating environment protection – were rated highly by the Selection Committee and made this project the winner of the Bronze plaque of this edition of the IT Award.

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Committee Report Legal Protection Committee Meeting

February 19, 2003
Amsterdam, The Netherlands



Bruno Velgobbi

Draft Minutes

Presents

- **Mr Jacques Braems**
Port of Dunkirk Authority
- **Mr Marcel-Yves le Garrec**
Port of Bordeaux Authority
- **Mrs Anthi Klerides**
Cyprus Port Authority
- **Mr Ferry van der Laar**
Port of Amsterdam
- **Mr Bruno Vergobbi**
Port of Dunkirk Authority
- **Mr Frans van Zoelen**
Port of Rotterdam

Apologies received for absence

- **Dr Carlos Antonio Ferrari**
- **Mr Takao Hirota**
- **Mr Peter van Der Kluit**
- **Mrs Fazilah Surkisah Mohammad**
- **Mr Jean Mongeau**
- **Mr Anthony Morisson**
- **Mr Geoffrey Vazey**

Opening

The Chairman opens the meeting and addresses many thanks to Ferry van Der Laar for having arranged the meeting and the lunch in the Port Authority Building and for having taken time to welcome CLP members despite his heavy duty for the regional meeting.

He also informs members that Dr Ferrari from Buenos Aires is a new member of CLP and hope he will be able to attend the next meeting in Durban.

He also presents the apologies for absence of other members not being

able to attend.

A renumerated agenda is circulated and the different questions are considered.

- 1 – Approval of the agenda
The participants approve the agenda.

- 2 – Approval of the minutes of the last meeting
The minutes of the meeting in Abu Dhabi on April 21, 2002, are approved with the revised version of the Paris meeting 14 December 2001.

- 3 – Matters arising from the minutes
Nothing is raised.

- 4 – CLP report for Exco Meeting in Kobe
The Chairman was not able to attend this meeting so he sent a report on the CLP works a copy of which was circulated before this meeting with the paper prepared by Frans Zo and Peter Van der Kluit for an OECD meeting in Paris.

Among the topics of this report he pointed out the question of the ratification of the international convention on Civil Liability for Bunker Oil Pollution and indicated that the ratification was on the way for France but it was a long process involving different departments.

He also asked members to lobby their government on this question because this topic is particularly on the floor with recent events.

- 5 – The 1923 Convention on liabilities of Port Authorities and the obligation to accept a vessel in distress (question raised by Mr Foster) and maritime security

This topic was discussed through the question of the places of refuge, which is rather timely and is under consideration by European legislation within the Erika Package.

The Chairman indicates that IAPH has raised the main problems concerning places of refuge in the CLP meeting on 14-12-2001 and submitted a position paper to LEG IMO for its April 2002 meeting.

For its part, ESPO has presented a paper (December 10-2002) stressing :

- The need of a balanced approach between the possibility of ports prohibiting access and the obligations of states to lay down arrangements to accommodate ships. ESPO estimates the Directive 2002/59 is providing a satisfying legal approach.
- The wishable need of Community measures to facilitate recovery or compensation for cost and damage incurred during the ship stay.
- The possible solution to shelter a ship outside of a port with more limited risks (concept of "places" of refuge).

During the debate it was pointed out:

- The prohibition on refusing a ship if there is a human life danger.
- The need for European coordination to determine places of refuge.
- Pressure from neighbouring inhabitants.
- The necessity to obtain a government guarantee : if the ship calls at the government request the government should automatically support all the risks and liabilities.
- The real utility of an operational procedure.
- The way to break the limitation on liability is to prove negligence.
- The possible request to the shipowner so that he does not limit his financial liability after entering the port.

It has been mentioned also in the debate that :

- In the U.K. under the Admiralty Act the administration supports the cost of an arrested ship.
- CMI was not in favour of a new compensation fund.
- There are 3 linked problems : wrecks, places of refuge, abandoned ships.

- The possibility to consider each port as a place of refuge (it's the natural vocation of a port says M.Y. le Garrec) if we take into account the specific risks of the ship and the special equipment at each port.
- In any case, if the ship represents a danger the port should have the option to refuse it.
- The possibility shipyards might consider their ports as places of refuge.

Concerning the realisation of a list of shelter ports it was mentioned that :

- The U.K. has such a list but it is "confidential". Ports on the list are obliged to accept ships.
- In Norway it is the same but ports can refuse entry.
- The specific risk taken by small countries with limited facilities seems not to be among criteria for refusing a ship.
- In France there should not be an official list but the government is conducting specific analysis to facilitate the decision process in case of emergency.

As a resume of the discussion it appears that the national states have an obligation to give refuge to ships in distress but the ports should have the right to refuse entry.

Practically speaking, if a ship is seeking refuge from a port :

- Either the port accepts if there is a limited risk and, in this case, the port assumes the entire liability within the limit fixed by its insurance company.
- Or the port does not accept and, in this case, the government, which has the obligation to accept a ship in distress, may oblige the port to accept it.

To comply with this obligation each country has to arrange civil liability, a compensation system and the penalty liability with its own governments.

In any case, ports should request a written order from their government.

Bruno Vergobbi reported on this subject the case of "Sea Beirut" which took place in Dunkirk.

This very old ship had lost its engine and sought refuge in Dunkirk. A few weeks later, the crew left the ship and the shipowner representative cancelled its mandate, so the ship sat in the port 2 years and the port authority had to support all the expenses for securing the ship, which was full of old cars. The ship was full and it led to strong protes from environmental associations. These protests occurred after the departure of the ship, so the port did not have to support the cost of scrapping the ship.

The question of the insurance appears also as very crucial : mandatory limits of liabilities and limits of compensations.

On the international level, Bruno Vergobbi mentioned that IMO took into consideration the IAPH position paper in the 84th session of LEG IMO in April 2002, but it was also necessary to gather other arguments to give a consistency to the idea of a special guarantee. This is why Frans Zo prepared an article which was published in the December issue of "Ports & Harbors" magazine and asked to be provided with examples where ports had to support extra cost for sheltering a ship in distress.

Frans Zo will present this question also during the last session of the IAPH regional meeting on February 21.

Participating people consider that the paper submitted by CLP was very useful to promote an international solution.

7 – General discussion concerning the ways to increase added value of CLP after the survey on the legal needs of ports : easy access to maritime conventions

M.Y. Le Garrec mentioned two papers on this question in the past : a paper by himself in 1993 in the "Journal de la Marine Marchande" and a paper published in 1998, in "Ports and Harbors" by Captain Peter Heathcote.

The papers contribute to the question raised on the following matter :

- what is the basis of international law?
- what is the influence of international convention on the law?

Moreover a paper, which was attached to the agenda, gives a list of conventions classified by organisations, IMO, UNCITRAL, and UNCTAD.

It was reported that access to those conventions was possible at the websites of these organisations.

It was pointed out also that other organisations, such as WTO, are important.

The President proposed to find a student in law to make a survey on the international convention having a role in port activity.

8 – Rotterdam Convention on the Prior Informed Consent Procedures for Hazardous Chemicals and Pesticides (Mr Foster)

Due to the absence of Mr Michael Foster this question was postponed.

9 – Report of the work of IMO

Jacques Braems presents a resume of the works of LEG IMO in its 85th session 21-25 October 2002.

- A) SUA – Review
Suppression of unlawful acts against the Safety of Maritime Navigation. It was proposed to expand the list of offences allowing extradition or prosecution of offenders.
- B) Wreck Removal – LEG intends to clarify rights & obligations regarding the identification, reporting, locating and removal of hazardous wrecks, in particular those beyond territorial waters, and wants to examine the possible need for financial security. Frans Zo thinks there will be a diplomatic conference within 2 years.
- C) Implementation of the HNS Convention

A number of delegations stated their governments were preparing implementation.

D) Seafarer claims

The IMO requested the secretariat to circulate two questionnaires to monitor implementation.

E) Places of Refuge

The committee reviewed the results of a CMI Survey analysing the liability issues for the state. It also requested the secretariat to review the provisions of existing international instruments dealing with liability and compensation for places of refuge.

10.1 – Report of the CMI Work on Issues of Transport Law

M.Y. Le Garrec reported on the issues of transport law.

This project is one of the biggest projects CMI has undertaken in the last years.

After 4 years of work, the international subcommittee set up by the CMI has submitted a draft instrument to UNCITRAL. This instrument is designed to end the multiplicity of liability regimes applying to carriage of goods by sea and to up-date maritime transport law to better meet the realities of international maritime transport in the 21st century.

During the first meeting of the UNCITRAL working group in New York, objections from delegations were made regarding the proposition to cover the door-to-door period and regarding

some aspects of the liability regime.

Initially, UNCTAD and UNECE reacted negatively to the idea to cover the door-to-door period.

Finally, the opposition did not succeed and it was agreed to continue the work on the assumption that the instrument is to cover a contract from door to door.

It appeared that the CMI needs to feed UNCITRAL with more substance in certain areas. So a further report of the CMI international subcommittee will be prepared for UNCITRAL.

Even if it would not be realistic to pretend that all governments and NGOS are in favour of the project, there is a strong desire to re-unify the law in relation to the carriage of goods and there is a general recognition that this is probably the best opportunity of doing so.

10.2 – Works of UNCITRAL

Jacques Braems reported the works of Uncitral through a report of H. Welsh and an extract of UNCITRAL Web-site.

- Report of H. Welsh on Uncitral work 39th session 11-15 March 2002 in New-York

The Deputy General Counsel of New-York who was appointed by IAPH presented a report with all relevant papers.

He said that strong support was expressed for retaining the provisions of a draft convention limited to international law so as to not interfere with domestic law; the different articles were discussed and the secretariat was

invited to present a revised text for the meeting of the working group in Vienna 14-18 October 2002.

List of articles

- Art 1 Scope of application
- Art 2 Exclusions
- Art 3 Matters not governed by this convention
- Art 4 Party autonomy
- Art 5 Definitions
- Art 6 Interpretations
- Art 7 Location of the parties
- Art 8 Time of contract formation
- Art 9 Invitation to make offer
- Art 10 Use of data messages in contract formation
- Art 11 Time and place of dispatch and receipt of data messages
- Art 12 Automated transactions
- Art 13 Form requirements
- Art 14 General information to be provided by the parties
- Art 15 Availability of contract terms

- Works of 40th Uncitral session 14-18 October 2002

The working group IV (Electronic Commerce) held its 40th session in Vienna 14-18 October 2002 and considered the legal barriers to the development of Electronic Commerce relating to international trade.

The working group reviewed a survey prepared by the secretariat considering the main legal barriers of international instruments deposited with the secretariat general in the field of internation-

al trade :

- international trade & development,
- transport & communications instrument,
- commercial arbitration.

After this review, the working group asked the secretariat to also consider additional instruments proposed by other organisations (for example WTO, OECD...).

The working group also reviewed a preliminary draft convention which has to be revised for the meeting of the Working Group at its 41th session in New-York (5-9 May 2003).

11 – CLP terms of reference for 2003/2005 for Durban Conference

It was proposed to retain the same Terms of Reference for the Durban Conference.

12 – Legal aspects of US Customs' Container Security Initiative

This question was not discussed due to the lack of time.

13 – Date and place of the next meeting

The next meeting will take place in Durban during the 23rd IAPH World Ports Conference on Saturday 24th May 09.00 – 12.00 a.m.

14 – No other business was raised

Tokyo News Service's Website

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

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



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

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

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Activity Report

WCO Symposium on Security and Facilitation of the International Trade Supply Chain in Yokohama, Japan



ON April 2-4, World Customs Organization and Japanese Customs organized the "Symposium on Security and Trade Facilitation of the International Trade Supply Chain" in Yokohama, Japan. Some 150 delegates attended the symposium, including Customs experts of 31 countries, representatives from inter-governmental organizations, NGOs and the private sector. IAPH Secretary General Dr. Satoshi Inoue and Deputy Secretary General Rinnosuke Kondoh attended the seminar. In particular, the Secretary General made a presentation entitled "SOLAS Convention and Port Authorities" at the Panel Discussion of the first day.

The symposium is a part of action programs for WCO's Task Force on Security and Facilitation which was formed by The Resolution of June 2002. The Task Force was composed of Customs experts working in close collaboration with the other stakeholders in international trade in which IAPH is represented by Mr. Peter C. van der Kluit, and given responsibility for developing common solutions designed to ensure targeted controls and to facilitate the movement of licit goods. Such regional seminars were planned to hold in Yokohama, Japan, April 2-4; Cancun, Mexico, April 30 – May 1; and Vilnius, Lithuania, May 15-16 in the first half of this year.

In June 2003, the Task Force will report to the WCO Council on the

progress made with the development and implementation of the measures recommended in the WCO Resolution. Results obtained from those regional seminars will be reflected in the report.

April 2, 2003

Opening Ceremony

Plenary Session: Customs role in Security and Facilitation of the International Trade Supply Chain

1. Keynote address: WCO multilateral approach to security and facilitation
Mr. Michel Danet, WCO Secretary General
2. The Challenges for the Japanese Customs – Administration and CSI
Mr. Yoshio Tamura, Director General, Japanese Customs
3. Bilateral initiatives and future challenges
Mrs. Audrey Adams US Customs Attaché, US Embassy, Brussels

Briefing Session: Customs role in Security and Facilitation of the International Trade Supply Chain

Progress report on achievements of the Task Force on security and facilitation, a briefing by the Secretariat

Discussion

Panel Discussion: Security and Facilitation – Developments in the Asia Pacific Region and in Europe

1. Regional perspective: an overview by New Zealand Customs
2. National overview: a summary of initiatives and actions taken
3. Security and Facilitation: (i) experiences of Customs in the Netherlands, and (ii) a vision for Customs procedures in the future

Discussion

Country reports: Activity reports from the Region and Europe

1. A synopsis of country situation reports presented by the WCO Secretariat
2. Joint presentation Shanghai Customs and Shanghai Port Authority on security and facilitation measures taken
3. Security and procedures in the maritime port of Antwerp; implementation and first results from CSI

Panel Discussion: The challenge and opportunities for businesses

1. An overview of Business Partnership issues and presentation of business guidelines, by the WCO Secretariat

Focus on the Maritime Environment

2. An overview from Yokohama Port Authority, a Japanese port participating in the bilateral security initiatives being developed by the US Customs.
3. SOLAS Convention and port authorities Secretary General Dr. Satoshi Inoue, IAPH

Discussion

Summary of conclusions from first day
Mr. Kunio Mikuriya,
WCO Deputy Secretary General
Discussion
Closing remarks

April 3, 2003

Panel Discussion: Security and facilitation issues for global trade

1. An overview of issues relating to express air cargo
International Express Carriers Conference (IECC)
2. The role of the service providers (Customs Brokers) in barrier clearance

International Federation of Customs Broker Associations

3. The authorized trader concept; a briefing by the WCO Secretariat
4. The role of multinational companies SONY Corporation
5. The role of multinational companies Target Corporation

Discussion

Panel Discussion:

The use of technology in assisting risk management

1. Presentation by NTT Data, Japan, a specialist IT company
2. Presentation by Risk Diversion, Malaysia, a specialist IT company
3. Developments in technology, Heimann Systems, a specialist company manufacturing scanning equipment
4. Container scanning equipment technology Cargo Inspection Systems (SAIC)
5. Track and trace equipment, G.E. Ion Track Company, Hong Kong

Discussion

Panel Discussion:

Implementation of the WCO Resolution

1. The potential for pilot projects in the region introduced by the Secretariat
2. Building Customs and business strategies Australian Customs Service

Discussion

Technical Briefing:

Technical aspects of implementation

1. Legal issues and reforms
The Korean Customs Service
2. Intelligence strategy
New Zealand Customs

Discussion

April 4, 2003

Plenary:

A framework for Capacity Building in the Region

4 speakers provided their insight on the following issues:

- Ambassador Larry Greenwood, US Department of State, Office of Economic Policy
- Mr. Tomoyoshi Uranishi, Deputy Director General, Japanese Customs
- Ms. Jan Dorrington, Regional Manager, Australian Customs Service
- Building a Regional Action Plan, discussion led by representative of New Zealand, acting as WCO Vice Chair

1. Conducting a Needs assessment in the region, for members, ports and other businesses in the supply chain
2. Impact on Customs/Port/business infrastructure
3. Construction the reform process

Discussion

Summary of Conference

Summary of conclusions by Mr. Kunio Mikuriya, Deputy Secretary General, WCO

Closing Ceremony

Closing remarks by Mr. Michel Danet, Secretary General, WCO

Closing remarks by Mr. Yoshio Tamura, Director General, Japanese Customs

Port Visit:

Excursion to Yokohama Port to see security screening in practice

screening in practice

From the viewpoint of the port sector, IAPH Secretary General Dr. Inoue made a presentation on the first day. He talked about the long mutual relationship between WCO and IAPH, and roles played by IAPH in the process of shaping International Maritime Security Measures. He pointed out some potential problem areas being faced by ports in preparing for the implementation of the amended SOLAS.

1. Time Constraint – Only 18 months for preparations under various circumstances
2. Coordination between Governmental agencies and the private sectors
3. Financial and expertise constraints particularly in the developing countries

“IAPH will continue to collaborate even more closely with WCO as well as Customs organizations at our member ports.” Dr. Inoue concluded.

President Someya speaks at the Propeller Club

ON April 22, Dr. Akio Someya, President of the IAPH, spoke at a regular meeting of the International Propeller Club of Japan in Tokyo on the general movements in world ports. He also took this opportunity to briefly introduce the IAPH to the attendants, outlining the missions and functions of the Association.

In his speech, President Someya outlined the emerging trends in the global port industry, including the rise of transshipment hub ports and terminal

operators, as well as port privatization. He further referred to the security issues faced by ports today, and stressed the importance of mutual cooperation among ports and related industries to secure a safe and efficient international supply chain.

The presentation was followed by a question-and-answer session, in which a wide range of issues concerning ports and logistics were brought up, indicating the high level of concern of the attendants with regard to these items.



(L to R) Mr. Millington, President, International Propeller Club of Japan, President Someya and Secretary General Inoue

President Someya visits China



President Someya (left) shakes hands with Mr. Zhang, Deputy Director General of the Department of Water Transport at China's Ministry of Communications

DR. Akio Someya, President of the IAPH, met with representatives of China's port sector to discuss their involvement in IAPH activities, on the occasion of his visit to China in early April.

On April 8, President Someya visited China's Ministry of Communications, where he met with Mr. Zhang Guofa, Deputy Director General of the Department of Water Transport. President Someya asked for support from the Ministry for the IAPH Conference in Shanghai in 2005, to which Mr. Zhang responded that the necessary steps are being taken with close cooperation between the Ministry and the Port of Shanghai for the success of this much-anticipated event.

President Someya also visited the Port of Qinhuangdao on April 10, and met with executives from the Qinhuangdao Port Group Co., Ltd, including the General Manager/Director, Mr. Huang Jianhua. President Someya expressed his appreciation for the longtime dedication of the Port staff to IAPH events and activities, and further asked for their strong representation in the upcoming Conference in Durban in May. In reply Mr. Huang assured that the Port is willing to continue participating actively in IAPH activities in the future.



President Someya (left) shakes hands with Mr. Huang, Director/General Manager of Qinhuangdao Port Group Co., Ltd.

Membership Notes

New Members

Regular Member

Autoridad Portuaria de Tarragona [SPAIN]

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 Attn: Mr. Antonio Casablanas, Director of Finance and General Management
 Phone: +34-977-259-407
 Fax: +34-977-225-499
 E-mail: finances@porttarragona.es
 Website: http://www.porttarragona.es

Associate Member

Prof. Takehisa Nakagawa [Graduate School of Law, Kobe University]

Address: 2-1 Rokkoudai, Nada-ku, Kobe-shi, Hyogo Pref.
 Phone: +81-78-803-6712
 Fax: +81-78-803-6753
 E-mail: takehisa@kobe-u.ac.jp

Changes

Japan Association of Cargo Handling Machinery Systems [Japan]

E-mail: office@jacms.or.jp

Total Soft Bank Ltd. [Korea]

E-mail: sales@tsb.co.kr

Chiba Prefecture [Japan]

E-mail: kousin2@mz.pref.chiba.jp

The Chittagong Port Authority [Bangladesh]

Chairman: Commodore Zulfiquer Ali, Psc (Retd.), BN

Autoridad Maritima de Panama [Panama]

E-mail: jarosemena@amp.gob.pa

Toyo Construction [Japan]

Fax: 81-3-3296-4613

Nigerian Ports Authority [Nigeria]

Managing Director: Architect Aminu Abubakar Dabo

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

(in order of receipt)

Organization	Country	US\$
Port Autonome d'Abidjan	Cote d'Ivoire	980
Port of Brisbane Corporation	Australia	1,000
Maldives Ports Authority	Maldives	250
Rotterdam Municipal Port Management	Netherlands	1,000
Sydney Ports Corporation	Australia	1,000
Dr. Susumu Maeda	Japan	200
Marine Department, Hong Kong	China	500
Vancouver Port Authority	Canada	500
Johor Port Authority	Malaysia	1,000
Montreal Port Authority	Canada	500
Ghana Ports and Harbours Authority	Ghana	500
World Cargo News	UK	150
Amsterdam Port Authority	Netherlands	1,500
Nagoya Port Authority	Japan	1,000
Port of Houston Authority	USA	1,500
Sea Ports Corporation	Sudan	500
City of Kobe	Japan	1,000
Port Authority of Trinidad & Tobago	Trinidad & Tobago	250
Abu Dhabi Seaport Authority	UAE	1,000
City of Osaka	Japan	1,000
PSA Corporation Limited	Singapore	1,500
Total		16,830

OPEN FORUM

IAPH IT Award 2003 Gold-Plaque Winning Project

"An African Success Story of a Leap into Information Technology Future"

Kenya Ports Authority

Introduction

MANAGED by the Kenya Ports Authority, the port of Mombasa is strategically situated to serve the rich commercial, agricultural and industrial hinterland of Kenya and the land-locked countries of Uganda, Rwanda, Burundi, Eastern part of the Democratic Republic of Congo and Southern Sudan, among others.

KPA's mission is to promote national and international development through the provision of efficient and cost-effective port services. Our Vision-is "to be rated among the best twenty ports in the world by the year 2005" In order to achieve this KPA is poised to be an E-PORT by the year 2005.

Project Summary

The project involved the implementation of Systems Application Products (SAP) to manage the Ports managerial functions and messaging systems as first phase of the IT Strategy implementation.

The Business Problem:

The above changes among others have altered the way of doing business. Any organisation ignoring them does so at its own peril. Kenya Ports Authority saw the writing on the wall and undertook a radical reorganization of its management approach and brought in what

had been lacking for along time - Customer Focus. The lack of this led to the following problems:

- Many complaints of loss of goods at the Port, this not only earned the Port Authority a bad name, some of the customers started thinking of having alter
- The downtrend of services delivery and poor management.
- The lose of some of its business to neighboring ports such as Dar-es Salaam and threats from the South African Port of Durban.
- Slow manual cargo clearance and information exchange procedures.
- The cost of doing business at the port increased.
- Poor marketing of Kenya Ports Authority services.

Technical Solution:

Kenya Ports Authority therefore had to redefine its business strategies including its vision and mission to be able to effectively adapt to the worlds changing business practices. In order to achieve this, the following five- phased Information Technology Strategy that will not only take care of resources management, but will also ensure that KPA core businesses are driving it.

It was with that In view that KPA developed the following Information Technology strategy namely:

- An ERP (Enterprise Resource Planning)

System,

- An Automated Waterfront System,
- A Community Based System,
- A standardized Hardware.
- An Interactive Website.

An integrated broad based bandwidth network connecting the Mombasa headquarters and Inland depots of Nairobi, Kisumu and Lamu port would be used.

Date and Time Taken to Implement

The project was started in November 2000 when the first phase of the IT strategy (the implementation of an ERP (Enterprise Resource Planning) System commenced together with procurement of standardize hardware and laying of an integrated broad based bandwidth network connecting the Mombasa headquarters and Inland depots. The project was completed on 1st November, 2002 a period of twenty four months on schedule.

Results Achieved

After Implementation of the first phase of the IT strategy and Office Automation, the following benefits have been realized.

- Some of the processes that used to take up to two days have been reduced to just three to five minutes thus bringing more efficiency to these business processes.
- Substantial reduction of paperwork by fifty percent has eliminated human involvement in some of these processes.
- The internal messaging system has brought prompt decision-making processes.
- Networking of the Personal computers has resulted into a process where the officers can now work anywhere within the network and access their business work places without physically going to the office to do so.
- We are now more customers responsive as some of their complaints can now be better solved with more reliable information and quick processes and responses.
- The office messaging system has reduced the paper flow substantively and has also eliminated the use of independent connections to African Online (an ISP

provider) dialup services. This has resulted in an immediate saving of Ksh. 140,000 (USD1,750) per month on the dial up accounts. Since the go live of this project a total of USD19,250 would have been saved by May 2003.

- The coming of the project has resulted into massive training for the staff of the Port Authority in various components of the IT specializations. The benefits are being seen in the increased availability of the systems through competent support personnel.

Technology Used:

The current technical architecture supports deployed applications to reflect interdepartmental relationships to enhance interoperability, portability, scalability and security. This will ensure fast, secure, high redundancy and Availability.

The following schema describes the technology landscape at Kenya Ports Authority.

Network:

A voice and data network encompassing a 1000 node LAN and WAN supports deployment of applications.

Active devices consist of Cisco switches ranging from 3,500 to 6,500. Passive devices consist of Avaya CAT 5 UTP and 12 core multimode fibre optic cables makes up the LAN backbone. A 128 KBPS VSAT link connects the remote sites at two towns.

Obstacles Overcome.

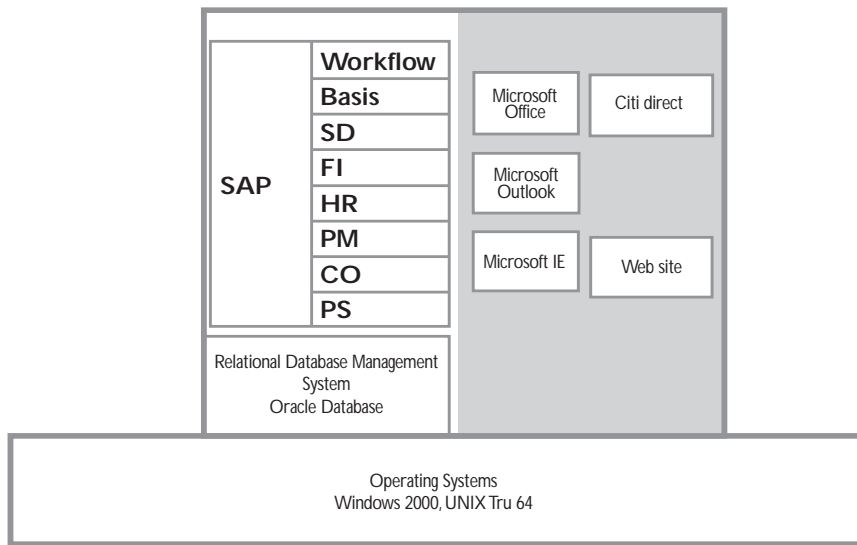
The project had been scheduled to last twenty four months, with strict deadlines on the two Go live dates of 1st July 2001 and July 2002, due to problems and obstacles encountered the dates were adjusted for 1st July, 2002 and 31st October 2002. The following were the Obstacles:

Technological:

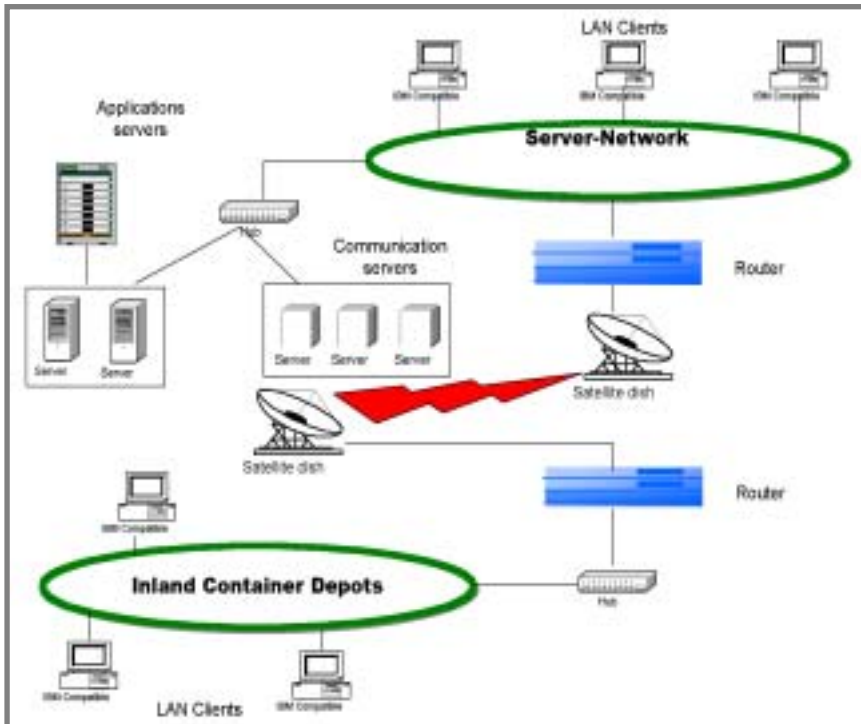
There were certain previously existing closed systems that could not be interfaced with SAP such the ACIS (Advanced Cargo Information Systems) and Sun systems. The legacy systems were almost on the brink of collapsing especially the payroll and maritime servers, which had hard disk memory almost, full. The project team had to hire servers and transfer data into them to ensure continuity of the legacy systems and data transfer to the new systems.

	KPA - HQ	REMOTE (NBI & KSM)
Data	Application Master data Transactions Balances	Input Only
Database	Full Database -Oracle	
Application Software	MySAP.Com 1000 User License Microsoft Enterprise License • MS Windows 2000 Server • MS Exchange • MS Office XP • MS Internet Explorer • ISA Citi-Direct (Internet Banking)	
Operating System	Windows 2000 workstations	Windows 2000 workstation
Hardware	Application Servers – 2 Compaq G580 Tru64 Unix Alpha Servers in a cluster environment for SAP Production. Compaq Alpha server DS20e and ES45 for SAP development and quality assurance. 3 Compaq Proliant used for communication. These servers are modular; starting with six processors can expand to 32 Alpha processors, 256Gb memory and 12.8 GB per second of I/O bandwidth. The system has been configured to carry one terabyte of data storage scalable to five times that capacity. Storage Library - Compaq MSL 5026 modular array. Workstations – 1000 Compaq EVO – To be used for all future deployment of systems. IBM (Legacy) Other Brands (Legacy) Laptops – Toshiba Compaq IBM Printers – Epson HP Mannesmann Tally UPS – TripeLite Best (Legacy) Picace (Legacy) Smartcell (Legacy) Smart Center (Legacy) APC (Legacy)	Workstations – Compaq Printers – HP UPS – TripeLite
Network Operating System	Windows 2000 Unix Tru 64	Windows 2000
Network Hardware	Router - Cisco Hub - Cisco Modems Satellite Dish - Elsat	Router - Cisco Hub - Cisco Modems Satellite Dish - Elsat
Communication Link	VSAT – 256/128Kb	VSAT – 256/128Kb

Software - Applications Landscape



NETWORK



Organisational and Human:

The major challenge in this area, were various appeals by the losing solution providers at the tendering Process. Various appeals were lodged that delayed the project for a period of three months. The Chief Executive who was very supportive took the matter with the authorities and devoted his time to ensure that the appeals were heard in good time and the project continued.

The project had also difficult time try-

ing to bring senior members of the management team to accept the change. Some pockets of users had the same obstacle when the system went live. The IT Steering Committee had to do retraining and education to win the users into accepting the System.

Technology Base

The development of the Information technology at the Kenya Ports Authority can be traced to era where the computer Bureaux did limited data processing.

These were only covering the financial areas such as payroll and general ledger. Most of other business processes were manual, and could take several days before a single process was completed. The number of paper work was then amazing. Kenya Ports Authority decided to buy its own data processing equipments that were stand-alone and could only be used to process the payroll and limited financial functions. The mainframe computers in use was the ICL ME 29 all this time the systems were stand alone and would require the users to physically move to the data entry room and key in bundles of papers for processing after which time would be taken to validate the data keyed in.

During this period mini computers were also purchased which could support some limited on line applications. Some of the applications such as: online import billing, manifest, personnel/ payroll, export billing and import manifest were developed In-house. KPA then purchased six servers to run those applications. During these period the organisation also had a mixture of applications some developed in house as mentioned above while others were purchased off the shelf (such the Sun System) that was running the Finance and Purchasing Applications. During this period there was no clear-cut organisation vision and mission. The Information Technology vision was lacking and all that used to drive the minimal improvements was the need to process payroll and Financial Statements in time. The IT development besides not being given proper prominence was riddled with serious logistic and management problems and hence some difficulties in annual software license maintenance that posed legal risks.

Conclusion

Kenya Ports Authority has now successfully implemented the first phase of its Information Technology Strategy, together with a comprehensive network. The launching of its interactive website has put the port into the world technological map. The Management is currently working with other stakeholders to have regional cargo tracking information system dubbed the East African Cargo Information System (EACIS) as system for the port community. With these projects in place KPA is poised to realize its vision of being rated among the top twenty ports in the world together with being an E-PORT in the year 2005.



IMO: EU countries propose MARPOL amendments in "Prestige" response

ON April 10, the Secretary-General of IMO, Mr William O'Neil, received from all the fifteen Member States of the European Union, each of which is a party to the MARPOL Convention, a set of formal proposals to change certain provisions of the MARPOL Convention.

In essence, the proposals call for further acceleration of the phase-out timetable for single-hull tankers, an immediate ban on the carriage of heavy grades of oil in single-hull tankers and for the Condition Assessment Scheme (adopted in 2001 in the wake of the 1999 *Erika* incident) to be applied to tankers of 15 years of age and above.

The proposals will be circulated among all IMO member states and parties to MARPOL prior to their consideration at the 49th session of the Marine Environment Protection Committee (MEPEC), to be held at IMO's London Headquarters in July. In June, the IMO Council I will be asked to sanction an additional meeting of the MEPC to be held this year, so that MEPC 49 could decide on holding an extra meeting in December, at which any measures arising from the proposals will be considered for formal adoption. Such an arrangement would give IMO Members the minimum six-month period, stipulated in the Convention, in which to consider any proposed amendments and allow MARPOL parties to consider introducing new international measures at the earliest date.

To ensure IMO member states have as much relevant information as possible to hand when they consider the proposals, IMO Secretary-General William O'Neil has reactivated the Informal Group of Experts, which was commissioned in 2000 to assess the likely effect of post-*Erika* proposals, to study the impact of the new proposals now submitted. The group will take into account criteria such as the volume of oil and oil products carried by oil tankers world-wide and by region; the number of single-hull tankers to be affected by the

proposals; the capacity of shipyards needed to replace the single-hull tankers that would be withdrawn from service and the capacity available world-wide; and the scrapping capacity of ship-recycling facilities on an annual basis.

The study has to be completed within a very short period of time and will be undertaken by the IMO Secretariat, assisted by independent experts nominated by industry organizations. The work will be co-ordinated by the IMO's Marine Environment Division. The Informal Group is expected to draw on expertise and experience from any available source, including member governments and international organizations.

The study is expected to be finalized by the end of May 2003, for dissemination as soon as possible thereafter for consideration by MEPC 49.

IMO Secretary-General O'Neil expressed satisfaction at the submission of the proposals to amend the MARPOL Convention. In the aftermath of the *Prestige* sinking, Mr O'Neil repeatedly expressed the firm position that IMO should always and without exception be regarded as the only forum where safety and pollution prevention standards affecting international shipping should be considered and adopted.

During meetings earlier this year with the President of the European Union Maritime Transport Ministers' Council, Mr. Yiorgos Anomeritis, and the Vice-President of the European Union, Mrs. Loyola de Palacio, Mr O'Neil urged member governments to bring any safety and environmental issues relating to the *Prestige* incident to IMO for consideration and appropriate action.

Background notes for editors:

MARPOL Convention

The MARPOL Convention is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. It is a combination of two treaties adopted in 1973 and 1978 respectively and updated by amendments through the years.

The International Convention for the Prevention of Pollution from Ships

(MARPOL) was adopted on 2 November 1973 at IMO and covered pollution by oil, chemicals, harmful substances in packaged form, sewage and garbage. The Protocol of 1978 relating to the 1973 International Convention for the Prevention of Pollution from Ships (1978 MARPOL Protocol) was adopted at a Conference on Tanker Safety and Pollution Prevention in February 1978. As the 1973 MARPOL Convention had not yet entered into force, the 1978 MARPOL Protocol absorbed the parent Convention. The combined instrument is referred to as the International Convention for the Prevention of Marine Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), and it entered into force on 2 October 1983 (Annexes I and II).

The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations - and currently includes six technical Annexes. States and Parties must accept Annexes I and II, but the other Annexes are optional.

Single-hull tanker phase-out

Double-hull tankers are deemed to offer greater protection of the environment from pollution than single-hull tankers in certain types of accident. Under MARPOL, all new oil tankers built since 1996 are required to have double hulls.

The original MARPOL regulation 13G, adopted in 1992, already legislated for the phasing-out of single-hull tankers but over a protracted period which would have allowed some ships to continue trading until their 30th anniversary. It was revised in April 2001 as part of a package of measures adopted in response to the *Erika* incident, when IMO's member states agreed to an accelerated timetable that would see most single-hull oil tankers eliminated by 2015 or earlier. These new proposals call for further acceleration of the phase-out timetable.

Condition Assessment Scheme (CAS)

Also adopted in April 2001, the requirements of the CAS include

enhanced and transparent verification of the reported structural condition and of the ship and verification that the documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Programme of Inspections concurrent with intermediate or renewal surveys currently required by IMO resolution A.744(18), as amended.

Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed.

Heavy oil

Heavy oil is a type of crude oil which is very viscous and does not flow easily. The common characteristic properties are high specific gravity, low hydrogen to carbon ratios, high carbon residues, and high contents of asphaltenes, heavy metal, sulphur and nitrogen. These characteristics present particular challenges for clean-up operations in the event of an accidental spill at sea. Heavy oil is set to become increasingly important to the world's economy during the 21st century as light oil production declines over the next few decades.

Proposal by the European countries

The proposed amendments to MARPOL Convention consist of the following measures:

1. Further acceleration of the single-hull phase-out scheme is as follows:
Category 1 tankers by 2005 (currently by 2007 under MARPOL regulation 13G);
Category 2 tankers by 2010 (currently by 2015);
Category 3 tankers by 2010 (currently by 2015)
2. Expanded application of the Condition Assessment Scheme to Category 2 and Category 3 single-hull tankers of 15 years of age and over;
3. Immediate prohibition of the carriage of heavy oil by single-hull tankers over 600 DWT, with the period of grace until 2008 for tankers of less than 5000 DWT.



EC: Program for the promotion of Short Sea Shipping

Proposal for a Directive of the European Parliament and of the Council on Intermodal Loading Units
(Presented by the European Commission)

SHORT Sea Shipping is an obvious choice to play a key role in reaching the targets of the Commission White Paper on European Transport Policy for 2010: it can help curb the growth of road transport, rebalance modal split, bypass land bottlenecks and provide sustainability and safety. The Programme for the Promotion of the mode will intensify ongoing activities and enhance co-operation. It contains 14 short- and medium-term actions with measures and responsible actors. Apart from the legal aspects, these actions include measures to facilitate Short Sea Shipping and improve its general image. Furthermore, the Programme emphasises the role of certain future actions such as developing Motorways of the Sea, computerising Customs procedures and setting up one-stop administrative shopping in ports.

For further information:
<http://europa.eu.int/comm/transport/maritime/sss/index_en.htm>



INTERTANKO: Washington Tanker Event

INTERTANKO held its spring annual gatherings in Washington, DC., during April 6-9, and over 210 members, associate members and guests were welcomed by INTERTANKO's Chairman, Mr. Lars Carlsson, who said that in these times of uncertainty, he appreciated that so many had chosen to join us in Washington and participate in the discussion on world affairs and tanker-related matters.

Open Session - 'In the Aftermath of the *Prestige*'

Chaired by Mr. Jim Lawrence, MTI Network (USA) Inc, INTERTANKO's

Open Session 'In the Aftermath of the *Prestige*' yielded four key themes: presentation of facts of the incident, political reactions, media response and general risk management.

The Chairman in his opening remarks said that once again a high-profile incident had raised doubts about the soundness of the regulatory and operational framework in which we worked. Unfortunately the reaction at the political level to the *Prestige* and the public outcry had been guided by emotion rather than rationality. This had resulted in a loss of realism in the proposals for regulatory reform and in major incidents such as the *Prestige* reconfirming old prejudices of substandard operations.

The session started with a compelling narrative from Mr Stephen Askins of Ince & Co, who acted as the press spokesman for the owner of the *Prestige*. Addressing the *Prestige* accident, he summarised the chronology of the events prior to and after the first ingress of water and the challenges that the media interest presented. He informed that the media response had two very distinct phases. The first phase was the 'breaking story' when the press were clamouring for information with some journalists paying little regard to accuracy. The second was the investigation phase after the vessel had sunk when the trade press, in particular, tried hard to find the cause of the accident. Discussion from the floor questioned the practicality of small companies having a permanent in-house media spokesman.

Captain John Nixon of Smit International spoke of the facts leading to the sinking of the *Prestige* from a salvor's point of view. He described the events from the time of arrival of the first tug when the *Prestige* was drifting towards the Spanish coastline to the final hours before the vessel sank. He informed that the salvors had been accused of self-interest by the Spanish authorities and three requests for a place of refuge in which to transfer the oil had been refused. Captain Nixon gave a short overview of possible methods of removing oil from the sunken sections of the *Prestige*. Concluding, he said that some lessons had been learnt and the Salvage Union had produced a ten-point plan which would hopefully be implemented to improve safety around European and other waters.

Dr Nikos Mikelis of Paralos Maritime Corp explained that on closer study of a number of photographs, he had come to the conclusion that the initial damage

to the *Prestige* had probably not centred on frame 71 (bulkhead between tanks #3 and #2A) but somewhere towards the middle of the side shell of tank #3 (around frame 65). Consequently he suggested that fatigue failure of the side shell and its supporting structure had been the original cause.

The sequence of failures, he believed, would have been an initial crack in the side shell, which opened under wave local panting pressures. The initial fatigue cracking could have been caused by a lack of continuity of the internal structure. An additional contribution could possibly have been poor detailed design associated with low fatigue life, or maybe a latent defect.

At its meeting on April 7 INTERTANKO's Council adopted, as a practical measure following the loss of the *Prestige*, a requirement for members to have in place an Emergency Response arrangement for damage stability from January 1, 2004.

Mr Chris Horrocks of the International Chamber of Shipping opened by outlining the differences between the political responses to the *Erika* and the *Prestige* incidents. He said that the European Commission had unquestionably reacted aggressively when the *Erika* incident had happened but European ministries had been more hesitant to take regional action. However, come the *Prestige* incident, the European ministries were demanding even more than the European Commission was proposing at that time. There was no inclination to work through IMO and we saw not only regional but also national reaction (with no market analysis) and the rise of political opportunism, in particular in France and Spain. Another political outfall was the conflict with international treaties, namely UNCLOS and MARPOL. Mr Horrocks described the disregard of UNCLOS obligations by several coastal states and the sad lack of protest it evoked. He said that the EU proposals were in contradiction with MARPOL and put EU member states legally on a collision course with previously agreed MARPOL measures. Concluding he said that whether the world succumbed to the EU proposals or resisted Europe, the consequence was that in either case the IMO had been weakened.

Mr Robert D. Somerville of the American Bureau of Shipping spoke of the need for an open and cooperative approach if the industry was to identify and implement appropriate changes to its operations and standards. His pre-

sentation entitled 'A Need For Action: It's Time To Work Together' highlighted that changed circumstances now demanded a step-change response from the industry. He said that ABS were assessing how they could best meet these new expectations but they could not be effective without the support of the industry. He believed that every sector of the industry - owners, managers, class societies, charterers and flag states - must all take a step back and assess the changed realities under which we were operating. He emphasized that together the industry could work proactively with the key government entities that assume regulatory power over our actions. We could recognize that their goal of pollution-free transport of oil was no different to ours. And by so doing we could survive and prosper within a safer, more open and respected industry.

Captain David Robinson of Teekay

Shipping (Canada) Ltd summarised some of the changes shipowners had seen since the *Prestige* incident - the banning of single-hulled tankers carrying fuel oil; increased attention to the structural issues during vetting inspections; the reluctance of oil companies to charter older single-hulled vessels; increased transparency of class/flag state records; re-routing of vessels 200 miles off coastlines; the accelerated phase-out of single-hulled vessels and not least adverse industry publicity. He said that Teekay Shipping had embedded risk management into their policies, procedures and processes and they believed that only through effective risk management would we be able to avoid further incidents like the *Prestige*. In concluding he said it would be nice if the 2000s could be remembered for risk management in the same way as the 1990s were remembered for quality management.



ISO: In partnership with SST to secure Global Supply Chains

Mr. Alan Bryden, Secretary-General of the International Organization for Standardization (ISO) signed a Memorandum of Understanding with General John Coburn, USA (Ret.), Chairman of the Strategic Council on Security Technology, on March 31, 2003, agreeing that ISO would become a partner with the Strategic Council on Security Technology in their Smart and Secure Tradelines initiative as a basis for the international pilot program announced by ISO's technical committee on ships and marine technology (ISO/TC8) in November 2001 at the 22nd Assembly of the International Maritime Organization (IMO) and updated at the SOLAS Diplomatic Conference of IMO in December 2002. The program was conceived and launched by ISO/TC 8 and will address the identification of existing security gaps as well as propose solutions to global intermodal supply chain security concerns through the development of standards for implementation by the international trade community which will also be presented to the International Maritime Organization for consideration in their Circulars and Conventions. The

ISO/TC8 program includes an International Advisory Group comprised of senior management of major international organizations, such as, IMO, ILO, WCO, ICS, IAASP, ICC, IICL, ICCL and WNTI; the Ambassador to IMO from Panama; the European Union Commission; the Council on Foreign Relations; several Offices of the United Nations; and others. The intermodal supply chain standards will be developed under the guidance of an International Standards Group led by the Chair of ISO/TC8 and comprised of several Chairs of other ISO technical committees and subcommittees (with the exception of aviation, which is dealt with separately by ISO/TC20). ISO selected Smart and Secure Tradelines (SST) for the basis for its programme because of the proven track record, global scope and great promise of the initiative to influence how technology is deployed to enhance the security and visibility cargo shipments within and between countries.

ISO's technical committee on ships and marine technology will examine the technologies, processes, business practices, data and operational results of the initial phase of the SST initiative as it

has been implemented in over 12 of the world's busiest tradelanes as a means to baseline current practices, identify security gaps and propose standards-based solutions that address the security concerns over the movement of cargo containers as a core element of shipping goods through global supply chains and likewise in the follow-on phases of SST. The technical committee plans to use the information gathered through its work with the SST initiative to make recommendations of new procedures for maintenance and transfer of cargo custody, new data that needs to be collected, means by which current and additional data is collected and transmitted, sensor interfaces and modes of data communication, the means to search or access the data on an as needed and as authorized basis and training requirements.

More than 40 SST partners are building a global information network and infrastructure that enables them to have real-time visibility of the location and security status tracking infrastructure and from their point of origin to their final destination. SST is designed to complement U. S. Homeland Security initiatives, including the Container Security Initiative (CSI), Customs Trade Partners Against Terrorism (C-TPAT), and Operation Safe Commerce (OSC).

"By working with the partners of the SST initiative, we will be able to achieve the objective of our program, which is (1) defining the physical security of cargo and transportation assets, the structure of information systems, associated processes and international business practices, (2) producing data, process and technology solutions supporting intermodal security and effectiveness that enhance cargo security by providing confidence in container status, location and history while (3) preserving 'company proprietary information' and minimizing commercial disruption. Our work with SST will be key to both accelerating the standards development process and to forming a working industry/government coalition to implement the standards," said Captain Charles Piersall, Chair of ISO/TC 8.

"From the outset, SST was designed to be an open platform adopting best-of-breed technologies that comply with international standards to ensure excellence, seamless communication and interoperability," said General John Coburn (US Army, Ret.), Chairman of the Strategic Council on Security Technology (SCST), a global advisory resource and sponsor of the SST initiative.

"No single technology can eliminate the vulnerabilities in today's complex supply chain," he added. "That's why it's so important to adopt a holistic approach to security – one that can address the complexity and scale of today's global supply chain by incorporating multiple best-of-breed technologies that inter-operate under a common set of international standards."

Since SST was launched last summer during a joint press conference by the Strategic Council on Security Technology and Sen. Patty Murray (D-WASH), Smart and Secure Tradelanes has begun implementing infrastructure in major seaports in Asia, Europe and the United States, and shipped several hundred containers affixed with electronic seals that communicate with a global information network bridged by the Internet. SST is composed now of more than 40 partners, including the world's largest port operators, major shippers, a number of transportation service providers and solution providers. A clear goal is to further increase participation from additional international firms.



BIMCO: Launches Innovative Solid Cargo Database

BIMCO announced the recent launch of the BIMCO Solid Cargo Database as an additional feature on the BIMCO website.

"This innovative database," said Mr. Niels Bjørn Mortensen, Senior Manager, BIMCO Marine Department, "provides information on various types of dry bulk cargoes. Available only to members, the BIMCO Cargo Database is a valuable supplement to the International Maritime Organization's (IMO) Code of Safe Practice for Solid Bulk Cargoes (BC Code), the International Maritime Dangerous Goods Code (IMDG Code), the International Code for the Safe Carriage of Grain in Bulk (Grain Code), and other relevant publications."

The BIMCO Cargo Database provides general guidance and information and is intended for use by shore-based staff and vessel crews. In particular, the following items are covered:

- Safe practices and appropriate precautions to be taken for hold cleaning, loading, trimming, carriage and discharge,

including but not limited to information and precautions on weather, protective clothing, etc., for dry bulk cargoes;

- Descriptions, characteristics and properties of the most commonly transported dry bulk cargoes;
- Guidance and suggestions on the type of certification required for the cargo and the carriage of said cargo as required by the aforementioned IMO codes or by Safety of Life at Sea (SOLAS) requirements;
- Guidance as to what occupational hazards may be posed to personnel handling the cargo, for instance as posed by alumina dust which is not only extremely abrasive but can also be toxic if inhaled;
- The type of packaging normally used for the shipment of the cargo (bulk and/or bags, barrels, etc.) and the applicable IMO requirements depending upon the type of packaging chosen;
- Emergency response section providing guidance on safety procedures in the event of fire or the spillage of the cargo; and
- Information on the origin of the cargo.

Additional features

"Also included under each cargo entry is a section on the synonyms or trade names commonly used for the cargo," Mr. Mortensen explained. He went on to say, "An easy to use and efficient search facility which enables users to access the information needed quickly is provided as well. Users can find a cargo by typing in its synonym. The official name will then appear. For instance, by typing in 'petcoke', an entry for 'petroleum coke' will appear. Or should one be asked to carry barium sulphate and wish to know whether it has to comply with any of the codes, for example, 'barium sulphate' can simply be typed into the search function and the cargo entry for 'barytes' will appear which, in turn, is subject to the requirements of the BC Code."

"In addition, users are able to search for a cargo, or similar cargoes in the group by simply typing a generic name (i.e. 'coke'). A list of different entries will quickly appear (for this example, coke, coke breeze and petroleum coke)".

BIMCO Reporting Forms

Included in the Cargo Database are easy-to-use BIMCO Reporting Forms which significantly assist BIMCO's efforts to improve the situation for vessels in ports around the world. The reporting forms collect data on new or unusual cargo properties and the appropriate cargo handling procedures

required such as cleaning, undue delays, inspection, loading, carriage instructions, unloading and cleaning, etc. as experienced by the ship and her crew.

BIMCO Reporting Forms, which have been used extensively for several years, can easily be adapted into an existing Safety Management System (SMS), as required under the International Safety Management (ISM) regime. The detailed information gathered in the forms is used to produce databases and statistics for use by BIMCO members and in negotiations with various authorities.

Upcoming Conferences



Seatrade London International Maritime Convention

**September 16 -18
London, U.K.**

THE event combines an exhibition of the latest technologies, equipment and services with an innovative conference program and workshops.

Conference and Seminar Program

An innovative format of conference sessions, debates and workshops focusing on key issues and sectors will be a major feature of the event. Some will be organised in partnership with other organisations, others will be adapted from well-established Seatrade events. As with all Seatrade conferences, industry leaders will be on the platform leading lively debates with delegates.

Money and Ships

The original conference for the shipping industry, first organised by Seatrade in London in 1973, will be adapted and developed to cover contemporary themes, reflecting the realities of modern ship finance and marine insurance.

Education, Training and IT

A seminar to examine the role of education and training in the maritime sector, and its importance for the future. Seatrade London is working closely with Maritime London and The Chamber of Shipping with their new initiatives to encourage young people into the maritime industry.

Procurement

A series of workshop sessions exploring the pattern of procurement for the marine industries, looking at the changing roles of yards, owners and equipment manufacturers, and exploring the impact of IT on this process.

Safe Shipping

The Seatrade Safe Shipping Conference was first held in 2001. It looks at the regulatory framework for shipping, and the challenge of how to strengthen the links in the safety chain.

Bulk Carrier Safety

Can the industry live with the new bulk carrier rules?

Tanker Industry

The Seatrade Tanker Industry Convention covers the full range of commercial, regulatory, technical, operational and strategic issues facing the tanker industry, and its ongoing engagement with the charterers.

Shipbuilding in Europe

Shipbuilding demand and the role for European shipyards in a competitive market place. Co-operation between European builders.

The conference programme will be scheduled to allow delegates to visit the exhibition during refreshment breaks and will be carefully designed to attract delegates who are real buyers for the exhibiting companies.

Ports and Cargo Handling*

The dynamics of the ports industry in Europe. The security challenge and its implications. Technical development. The European Commission Ports Directive and its implications for UK ports.

**Session sponsored by Port of London*

Supplementary Sessions

Baltic Freight Derivatives Forum

The Baltic Exchange's annual Freight Derivatives Forum will be held during Seatrade London. The forum is a unique opportunity for the shipping community to meet and discuss the issues facing the growing freight derivatives industry. Last year's forum (2002) attracted more than 150 freight derivative traders and users from around the world, including shipbrokers, shipowners and charterers as well as representatives from financial institutions and energy trading companies.

The Nautical Institute

The Nautical Institute is planning to hold its second international conference on "Incorporating Mariner Feedback into the Design of Ships and their Systems" at

Seatrade London. The aim of the conference will be to bring together Mariners, Ship Owners/Managers, Manufacturers, Regulators and others involved in the design and implementation of ships and their systems. Specific issues to be addressed will include the design of bridge systems, the display and presentation of information, information management and the training implications of these systems. This conference, run by The Nautical Institute and supported by many international bodies will incorporate the views of active mariners into the international design and standardisation process.

The Chamber of Shipping

Raising the profile of the wider maritime sector is vital if we are to influence government and encourage young people to take up careers in the sector. Recognition of this has led to a significant focus on clustering initiatives in several European countries in recent years. The Chamber of Shipping, which is leading a major initiative to raise maritime awareness in the UK, will be working with Seatrade to present a stimulating workshop on the different approaches to the awareness issue and to clustering activity.

For further information:

Seatrade
Seatrade House
42 North Station Road
Colchester CO1 1RB, UK
Tel: +44 1206 545121
Fax: +44 1206 545190
E-mail: events@seatrade-global.com



Maritime Security EXPO Europe

Modern Threat Prevention Systems

**October 1-2
Hamburg, Germany**

THE 1st Maritime Security Exhibition in Europe will be staged concurrently with the "2nd International Congress on Modern Threat Prevention Systems" in the Congress Center Hamburg (CCH).

The outline of two-day conference's program is as follows:

- European Port Security - A panel discussion
- The Role of Key EU Government Agencies in Maritime Security - Loyola de Palacio, VP, European Commission
- International Maritime Security

- Standards - Secretary General, IMO
- International Maritime Security Cooperation - Administrator, US Customs
- Ports and Terminals- Identification Systems, Perimeter Protection, Training of Port Personnel
- Supply Chain Security (Land and Sea)
- Ship Security and Safety - Cargo, passenger, ferry & cruise lines
- Training and Funding First Responders for Emergency Response
- Maritime Security Technologies
- Protecting Maritime Infrastructure and Facilities from Terrorist Attack
- Container Security

The congress will be organized by the Hamburg Fire Brigade's Academy for Rescue Services and Threat Prevention Systems and the LBK Hamburg's Institute for Emergency Medicine.

75 exhibitors are expected from areas such as biometry, anti-terror measures at sea, container security and surveillance equipment, along with around 1,000 trade fair visitors.

For further information:

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Germany
Tel: +49 211 610 730
Fax: +49 211 610 337
E-mail: blume@ejkgermany.de
URL: <http://www.maritimesecurityexpo.com/europe/index.html>



Maritime Security EXPO USA 2003

**October 29-30
New York City, U.S.A.**

A two-day conference with plenaries and in depth workshops, including presentations from the White House, Congress, Federal Agencies and the private sectors. Issues addressed will include:

- Screening of passengers
- Screening of cargo
- Staff vetting - public and private sector
- Risk analysis - case studies of key ports
- Cargo theft
- Training - how to improve security of cargo and passengers
- Identification systems - passengers
- Detection systems - bombs, weapons, drugs
- Computer security - on-board and on-land

- Detection of weapons of mass destruction
- Public health and emergency response
- Protecting infrastructure and facilities from physical attack
- Procurement and funding programs (Federal and State)
- Public/private sector interaction
- U.S. Maritime Security Committees
- Biometric systems
- Command-control-communication systems
- Global Maritime SEC Committee

Exhibitor Profile

Investigative firms, guard training, X-ray detection, bomb/weapons detection, perimeter security, gates, CCTV, electronic identification systems, access control, retinal scanning, fingerprinting technology, voice recognition systems, documentation checking systems, telecommunications systems, forensic laboratories, barcoding equipment, seals and tagging equipment, guards and bomb sniffing dogs, hospital emergency response centers, software for supply chain integrity, fast and rescue boat manufacturers.

Attendee Profile

- Port Operators & Administrators
- Shippers
- Terminal Operators
- Harbor Personnel
- U.S. Customs
- U.S. Coast Guard
- MARAD
- U.S. Dept of Transportation
- NOAA
- U.S. Dept of Justice
- U.S. Border Patrol
- U.S. Dept of Agriculture
- BATF
- FAA
- FBI
- DEA
- CIA
- Emergency Response Personnel
- Fire & Rescue
- Shipping Lines
- Trucking Lines
- Import/Export Firms
- Power Plant Personnel
- Federal, State & Local Police
- Railroad Executives
- International Law Enforcement
- Rescue and Fast Boat Manufacturers

For further information:

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E.J. Krause & Associates, Inc.
6550 Rock Spring Drive, Suite 500
Bethesda, MD 20817-1126
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Fax: +1(301)493-5705
E-mail: harwood@ejkrause.com
URL: <http://www.maritimesecurityexpo.com>

Upcoming Seminars

Maritime Insurance: Law, Practice & the Markets

**August 4-8
Cambridge, U.K.**

Course Highlights include:

- Marine Insurance Contracts
- Insurable Interests
- Honesty in the Placement of Risk
- Factors Influencing the Premium
- Broking and Underwriting Marine Business
- Claims, Defences and Minimising Losses
- Cover Provided by Marine Policies

Featuring Interactive Workshops:

- Risks Covered by P&I
- Hull and Machinery Cover
- Cargo Insurance

Course Fee

- 1st delegate
£2936.32 (£2499 + VAT437.32)
- 2nd and subsequent delegates from the same company
£2642.57 (£2249 + VAT393.57)

For further information:

The Bookings Department
Informa UK Ltd.
P.O. Box 406, West Byfleet KT 14 6 NN
U.K.
Tel: +44(0)1923 893 860
Fax: +44(0)20 7017 4745
E-mail: cust.serv@informa.com
URL: www.lloydslistevents.com/lm1489



PSA Institute

Port Safety and Security Management

August 25 - 29, Singapore

For Whom Middle management port officers involved in safety and/or port security.

Objective To provide participants with an overview of the principles, systems and practices in PSA for the management of safety and port security.

Coverage

- Port regulations on security
- Use of technology in port security
- Gate and container security
- Crime prevention measures
- PSA safety management system

- Loss control management
- Accident inspection
- IMO classification of dangerous substances
- Handling and transportation of dangerous goods
- Storage of dangerous goods
- Emergency Response - fire fighting

Duration 5 days
Fee \$1, 800 (Singapore dollars) per participant
Note Lectures and discussions will be supplemented with case studies.

Management of Multi-Purpose Terminal October 6-10 Singapore

For Whom Middle management port officers.

Objective To provide participants with an overview of the management of conventional cargo operations in PSA Corporation. Emphasis is on efficient planning and organising of resources to achieve optimum performance.

Coverage

- Organisation of port operations
- Planning ship operations
- Transit shed and storage operations
- Performance and productivity
- PSA labour system
- Documentation procedures
- Computer-integrated conventional terminal operations
- Conventional cargo operation and planning
- Container Terminal Processes
- Cruise Centre Operations
- Distripark Operations

Duration 5 days
Fee \$1, 500 (Singapore dollars) per participant
Note Lectures and discussions will be supplemented with visits to PSA Corporation's conventional terminal.

For more information:
 PSA Institute
 #03-02 PSA Vista, 20 Harbour Drive,
 Singapore 117612
 Tel: (65) 67717307 / 67717383
 Fax: (65) 67717316
 E-mail: pi@psa.com.sg
 URL: <http://www.psa.com.sg>



The Oxford Bunker Course

**September 29 - October 3
Oxford, U.K.**

Course Outline

An Introduction to Bunkering

Ships and oil-a basic overview
 The international oil market
 The global shipping industry
 How bunker markets relate to oil and shipping

Who's Who in Bunkering

Shipowners and charterers
 Suppliers, traders and testing agencies
 Barge and terminal operators
 Lawyers and P&I clubs
 Credit agencies and risk management providers

The role of Key Organisations

IBIA, BIMCO, IMO, ISO, ASTM, CIMAC, EU

Technical Aspects

Production of bunker fuel
 Blending
 Bunker specifications
 Fuel handling and safety

Operational Aspects

Sampling, testing and analysis

Delivery methods
 Bunker calculations
 Bunker delivery procedures

Commercial Aspects

The commercial deal
 Enquiries, offers and negotiations
 Contract and responsibilities
 Invoicing and settlement
 Commissions

Credit and Finance

Use and need for credit facilities
 Bunker credit insurance
 Bunker pricing and hedging
 How the banking system works

Legal and Environmental Aspects

Law of Contract
 Ship arrest
 Avoiding bunker disputes
 Bunker spills, responsibility and legal requirements
 European sulphur restrictions
 The single hull tanker issue

Course Fee

Standard delegate rate: £2130/US\$3322

For further information:

BunkerNews
 5 Worcester Street, Oxford OX1 2BX,
 U.K.
 Tel: +44 1865 797944
 Fax: +44 1865 797973
 E-mail: events@bunkernews.com
 URL: www.bunkernews.com



Antwerp/Flanders Port Training Center (APEC)

Seminar on Port Environmental Protection Technology

**September 8 - 19
Antwerp, Belgium**

OUTLINE

- **Day 1**
 - Opening session at the "Harbour House" of the Antwerp Port Authority
 - Introduction on Ports and Environment
 - Introduction on the Port of Antwerp + video
 - Environmental challenges, State of the Environment, Global Action
 - Ecological Economics
- **Day 2**
 - Federal & Flemish Environmental
- **Day 3**
 - Port and Land use planning
 - Sustainable Mobility
 - Visit to Port Center Lillo - Presentation Port of Antwerp / Port preparedness plan
- **Day 4**
 - Sustainable Mobility/Cargo Handling
 - Presti Programme
 - Introduction to River Scheldt Accessibility & Environmental Control
 - River Scheldt & Port Accessibility
 - Research Facilities of FHL
- **Day 5**
 - Visit to Dredging International - Dredging techniques

- Legislation
- Role and Responsibilities of the Port Authorities
- International Maritime Organisation/International Laws & Conventions
- Port Code of Practice ESPO
- EMAS/ISO 14001

- Disposal of dredged materials
- SILT / SOIL / BITUMAR

• Day 6

- Boat trip
- Visit to Marpobel: Port reception facilities

• Day 7

- Water contamination and pollution
- Ballast water
- Air emissions from shipping/KYOTO and national emission ceilings
- Air contamination and pollution
- APELL - Environmental Awareness Training

• Day 8

- Dangerous & Hazardous Cargo Handling
- Rules and Regulations
- Visit to VOPAK
- Port State Control

• Day 9

- Visit to BASF: Chemical cargo handling hazards, tank storage
- Visit to the city of Antwerp

• Day 10

- Visit to BRABO - oil spill fighting and cleaning
- SPC / Sorbent products, OSRL Oil Spill Response Ltd., oil cleaning exercise
- Case study
- Official closing ceremony

Registration Fee: 2.478,94 euros

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

Number of Participants: 20

Closing Date for Registration: July 7

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

Seminar on New Developments in Port Engineering October 13-24 Antwerp, Belgium

OUTLINE

• Day 1

- Opening session at the "Harbour House" of the Antwerp Port Authority
- Recent trends in port engineering + video
- Introducing the port of Antwerp
- Introduction of other Flemish ports
- Analysis of project feasibility
- Project planning

• Day 2

- Port access (size of vessels, safety

aspects, risk analysis, traffic management, choice of modal ship)

- Port Masterplanning & Port Design: case study Antwerp port

- Port access : aids to navigation, beacons, IMO and IALA recommendations

- Port hydrodynamics: hydraulic & hydrodynamic research, scale and numerical modelling

• Day 3

- Visit to Dredging International: Dredging Technology

- Visit on board of a dredger in action and visit of site for dredged material disposal

• Day 4

- Port hydrodynamics

- Safety aspects

- Visit to a tug boat

• Day 5

- Port infrastructure: breakwaters, jetties, open sea and pier facilities, design, stability criteria

- Port infrastructure: quay walls: design, standards, construction upgrading and renovation techniques

- Visit to the different phases of the Deurganck dock

• Day 6

- Visit to VTS

- Port infrastructure: VTS, harbour radar, telecommunications

- Port inland access (rail, road, inland waterway and pipe line)

- Visit to Inland Container Terminal of Meerhout

• Day 7

- Visit to the port of Ghent

- Visit to the port of Zeebrugge

- Visit to Brugge

• Day 8

- Environmental aspects: ecology, water- and air pollution, dust and noise, contamination standards, waste disposal)

- Visit to Marpobel: Visit to a hydrographic survey ship

- Visit to Brabo: Oil spills evacuation : practical exercise in the docks

• Day 9

- Estuary and river geomorphology : sedimentation problems and analysis in estuaries and rivers, basin and entrance channel geometry, model studies

- Coastal geomorphology: sediment transport by currents and waves, silt and mud, nautical bottom, littoral drift, shoreline geometry, design of tidal inlets and harbour entrances, model studies

- Port access: layout of channels, nautical depth

- Port hydrodynamics: hydrographic survey, soundings, monitoring

• Day 10

- Guided visit to the city of Antwerp
- Case study
- Official closing ceremony at the Harbour House

Registration fee: 2.478,94 euros

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

Number of participants: 20

Closing Date for Registration: August 1

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



BIMCO:

"BIMCO Review 2003"



THE newest edition of BIMCO's well-known and respected publication has just been released. BIMCO Review 2003 contains more than 70 articles from eminent contributors world-wide, who are experts in their specific fields.

The BIMCO Review 2003 contains many thought-provoking comments on significant events in the industry during 2002, and on the implications of these events and other developments for the future. Issues covered in this edition include: global development, world trade, LNG/LPG, markets, security,

ship management, shipbuilding and classification, P&I insurance, maritime law, environment, safety and health, manning and training, bunkering, logistics, and trade with China.

All members of BIMCO receive a complimentary copy of the BIMCO Review 2003.

Additional copies can be ordered directly from BIMCO's website at:

www.bimco.dk <<http://www.bimco.dk>>

or by sending an e-mail to: mailbox@bimco.dk

<<mailto:mailbox@bimco.dk>>.

• Price for BIMCO members:

DKK 465 (approximately USD 62)

• Price for non-members:

DKK 670 (approximately USD 89)

For further information:

Tel: (+45) 44 36 68 00



PIANC:

"Breakwaters with vertical and inclined concrete walls"



PIANC has just completed publication of a report on "Breakwaters with vertical and inclined concrete walls". The scope of the work was to achieve a better understanding of the overall safety aspects in the design of this important class of breakwater. The president of the Maritime Commission Working Group was Prof. H.F. Burcharth of the University of Aalborg, Denmark. The final report included a cd-rom with the reports of four Sub-Groups.

- Five types of basic structure types have been defined as well as some modified types. Besides this, some new concepts have been identified. The characteristics and the area of application of the structure types have been described
- Failure modes for the conventional structures are identified and classified into global (overall stability) and local (structural member strength) failure modes. Level of service in terms of hydraulic response (overtopping, wave transmission and wave reflection) is discussed
- Formulae for wave load estimation are discussed as well as the Japanese method

of implementation of seismic loading. Ice loads are discussed briefly. Methods of calculation of earth pressures from fill as presented in various standards are described. Base plate friction coefficients based on experiments are presented. Design tools in terms of design equations and related conventional design methods are given for each global failure mode.

Equations for the estimation of hydraulic responses are discussed

- The performance of conventional structures is discussed on the basis of selected examples of non-damaged and damaged structures. The failure probability of these examples have been evaluated based on the use of conventional design methods
- The influence of some construction aspects (float-out, first grounding, joints/settlements) on the design is discussed. Durability and specification of concrete are discussed, and the production of concrete blocks for blockwork breakwaters
- Methods to implement safety calculations in the design process by the use of safety factors and partial coefficients are presented and discussed. Sets of partial coefficients for global failure modes for caisson structures are developed
- Research recommendations are given concerning:
 - Introduction in codes and design recommendations of safety classes and acceptable safety levels for breakwaters
 - design procedures including the use of partial coefficients in order to assure target safety levels
 - acceptable levels of overtopping
 - slip failure calculations
 - structural, material and construction aspects influencing the safety and long-term performance of the structure.

The MarCom WG 28 report can be ordered on-line at the price of 50 euros, at: <http://www.pianc-aipcn.org>



Drewry

Drewry:

"China's Transport Infrastructure and Logistics"

CHINA's transport infrastructure is still in need of modernisation, while the availability of comprehensive logistics and supply chain management distribution solutions remain in their infancy. This report, which draws on the research competencies of Drewry Shipping Consultants and the

practical experiences of APL - one of the largest liner shipping companies active in China - and of its sister company APL Logistics - provides an authoritative and incisive review of the challenges and opportunities confronting all companies trading with China.

Contents

- Market Development
- Growth Forecasts under WTO
- Emergence of Hinterland Gateways
- Seamless Door-to-Door Transport
- The Yangtze River Corridor
- Value-Added and Depot Services
- Supply Chain Distribution and the Role of 3PL/4PLs
- Legislative Changes
- The Role of Customs
- Domestic Distribution Initiatives

Price

Electronic (PDF)	£250
Printed copy	£250
PDF and Printed copy	£345

For further information

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Drewry House
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213 Marsh Wall, London E14 9FJ
United Kingdom
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Fax: +44 (0) 20 7987 9396
E-mail: enquiries@drewry.co.uk
URL: <http://www.drewry.co.uk>

OCEAN SHIPPING CONSULTANTS:

"World Containerpor Outlook to 2015"

A review of:

- Containerport Demand and Developments by Port
- Forecast Demand to 2015 by Port Range/Country
- Investment Projects and Plans
- Regional Transshipment Markets and Forecasts
- Anticipated Supply/Demand Balance by Range/Country

Price: £540.00(UK)/US\$4980.00 (all overseas sales) each, inclusive of airmail delivery and packaging.

For further information:

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Ocean Shipping Consultants Limited
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URL: www.osclimited.com

Cover of the Month

Saigon Port, Vietnam



SAIGON Port was established, in 1862, at the time of French colony in the country. During that time, shipping has already been developed with steamships to carry general cargo in larger quantity between the continents. However, sailing boats and small cargo ships still dominated in number and required river ports deeper inland for easy access to the most populated areas. Saigon Port is located 46 nautical miles from the sea. The entrance channel starts at Buoy No. 0 in the Vung Tau area going through Long Tau entrance, winding up many bends to reach the upstream areas where Dong Nai and Saigon rivers border Ho Chi Minh City.

The city and the port have been developed together until now. New port facilities have been developed to meet the growing demand of the economy in the whole southern part of Vietnam, including Ho Chi Minh City, the adjacent provinces and also the Mekong Delta with total population of more than 20 million people. The entrance channel had been made deeper and upgraded to accommodate larger vessels of 11-meter draft. Navigational systems with VTS and radars had been installed to ensure safe navigation traffic in and out, day and night.

The first port area developed in the 1860s for general cargo and passenger vessels was the Nha Rong terminal with wharves and storage warehouses operated then by the French cargo handling

operator named Messageries Maritimes or MM. This name is still being used for the wharves at the Nha Rong terminal as MM1, MM2, MM3, MM4.

Afterward, the next and bigger area had been developed and named Khanh Hoi Terminal, with 10 continuous wharves for general cargo. Larger vessels of 10-M draft can be berthed in this area. At first, Nha Rong and Khanh Hoi were connected by rails to the city train station. The rail link was later cut to avoid interference with other traffic modes in the growing populated city center areas. Currently, Saigon Port can be accessed only by road and river transport.

The third area, Tan Thuan Terminal, developed by America during the war and mostly to serve the military logistics demand.

Historically, Nha Rong, Khanh Hoi and Tan Thuan terminals of Saigon Port were the only port facilities serving the areas

for many decades up to 1970s and known worldwide as Saigon Port. Later on, additional port facilities had been developed along Saigon River and Dong Nai River. The above facilities of Saigon Port had also been upgraded and modernized with a wide range of equipment to handle larger vessels and containers. New terminals have also been developed by Saigon Port, such as Tan Thuan 2 terminal, Can Tho terminal 2.

From less than 1 million tons of cargo throughput in 1970s, Saigon Port now has the capacity of more 16 million tons throughput and actually handled more than 12 million tons in year 2001, about 60% of the market share in the Ho Chi Minh City area.

Container traffic has also been increased up to nearly 300,000 TEUs in 2002. However, the larger portion of cargo handled by Saigon Port as a public port is still general cargo. In Vietnam, liquid cargoes including petroleum are being handled by dedicated terminals. Cargo volume going through the HCMC area has been growing at more than 10% pa with container traffic at faster pace.

Beside the business development with more and more autonomy given by the Government, Saigon Port has also expanding its relations with the regional and international community. By developing the sister port affiliation with Zhanjiang Port of China, Osaka Port of Japan and Los Angeles Port of USA and being a member of the ASEAN Ports Association (APA) from 1996 and member of IAPH from 1995 and effective participation in the activities with foreign partners/communities, Saigon Port has been regarded by the port community in Vietnam as the leading port in international cooperation under the economic integration policy of the country. The country also has a port association named





Vietnam Seaports Association (VPA) with 36 regular port members to date. Saigon Port has been successfully playing the leading role in developing the activities of VPA since its foundation in 1994.

Under such policy and effort, Saigon Port has also taken a leading part in organizing successfully many regional conferences, exhibitions and meetings including meetings under the activities of APA, ASEAN and particularly the annual meetings and activities of the VPA.

In 1997, Saigon Port was awarded Hero of Labor - the most prestigious award given by the Government to the business enterprises - for its outstanding contribution to the development of the economy of the country. During this time, the Saigon Port also received the IAPH Gold Award in the essay contest on IT applications for ports.

In addition to the above, the role of Saigon Port has been recognized by the Government as the transport node of Vietnam for the southern port area. Saigon Port is working toward playing such a role effectively with vision and mission to become the node port for the country within the network of selected ports of the ASEAN region.

For such vision and in meeting the master development plan of Ho Chi Minh City, Saigon Port is working with relevant authorities and partners to develop deep-water ports, possibly nearer to the sea-side to meet the projected demand of wider hinterland areas. Some of the existing facilities will be converted into more environment-friendly activities including a dedicated passenger terminal to make effective use of the waterfront areas near the center of the city; while some other facilities will be modernized and/or developed to cater for the growing demand of the port users, particularly in container handling facilities and logistics services.

As a regular member of IAPH, Saigon Port is expected to play a more active role to promote understanding and effective cooperation between ports in the Asia-Oceania region in particular and with other IAPH members and the world port community in general for better understanding and mutually or multilaterally beneficial cooperation.

The Americas

U.S. Customs: Japanese Customs and Tariff Bureau deploy officers to Los Angeles/Long Beach

U.S. Customs and Border Protection (CBP) Commissioner Robert C. Bonner announced on April 7 that Japanese Customs and Tariff Bureau personnel will be deployed at the Los Angeles/Long Beach seaport as part of the Container Security Initiative (CSI) implementation. Japanese Customs personnel will be targeting sea containers destined for Japan.

CBP and the Japanese Customs and Tariff Bureau sealed a CSI declaration of principles on September 26, 2002. The CSI port of Yokohama became operational on March 24, 2003. As part of the CSI program, U.S. Customs and Border Protection has deployed a team of CBP officers to the port of Yokohama to work targeting high-risk cargo containers destined for the United States. Japanese Customs officials, working with CBP officers, are responsible for screening any containers identified as a potential terrorist risk.

The Port of Yokohama is the 10th CSI port to become operational. It joins the already operational CSI ports of Rotterdam, Le Havre, Bremerhaven, Hamburg, Antwerp, Singapore, Vancouver, Montreal, and Halifax.

Japan is now the second CSI partner country to station Customs personnel in U.S. ports as part of the CSI program. Canadian Customs personnel are also currently stationed at Newark and Seattle.

CSI is an initiative that was developed by U.S. Customs, now U.S. Customs and Border Protection, in the aftermath of the terrorist attacks of September 11th. Now within the Department of Homeland Security, U.S. Customs and Border Protection (CBP) is continuing to implement CSI at major ports around the world. Under the CSI program, CBP officers are deployed to work with host nation counterparts to target high-risk cargo containers. Its purpose is to protect containerized shipping from exploitation by terrorists. Containerized shipping is a critical component of global trade because most of the international trade moves or is transported in cargo containers.

To date, 18 of the top 20 ports have agreed to join CSI and are at various stages of implementation. These ports are points of passage for approximately two-thirds of cargo containers shipped to the United States. They include (by container cargo

volume): Hong Kong, Shanghai, Singapore, Rotterdam, Pusan, Bremerhaven, Tokyo, Genoa, Yantian, Antwerp, Nagoya, Le Havre, Hamburg, La Spezia, Felixstowe, Algeciras, Kobe, and Yokohama.

CSI consists of four core elements: 1) using intelligence and automated information to identify and target high-risk containers; (2) pre-screening those containers identified as high-risk, at the port of departure, before they arrive at U.S. ports; (3) using detection technology to quickly pre-screen high-risk containers; and (4) using smarter, tamper-evident containers.

Globally, over 48 million full cargo containers move between major seaports each year. Each year, more than 6 million containers arrive in the United States by ship. "Now that we have nearly achieved our goal for CSI at most of the top 20 ports, we will be expanding CSI to other ports that ship substantial amounts of cargo to the United States, and that have the infrastructure and technology in place to participate in the program," Commissioner Bonner said. Most recently, the governments of Malaysia and Sweden have joined CSI. In Europe, CBP is looking to expand CSI to at least 11 additional ports.

The CSI initiative supports the "Cooperative G8 Action on Transport Security" adopted by G8 in June 2002.



Charleston: Port expansion gets state backing

In a major show of support, the South Carolina General Assembly has unanimously adopted a resolution supporting expansion of the Port of Charleston on the former Charleston Naval Base.

The concurrent resolution states that the Charleston County legislative delegation and the South Carolina General Assembly "support the expeditious permitting and issuance of all necessary



permits" to construct a container terminal at the south end of the former Charleston Naval Base.

In late January, the South Carolina State Ports Authority (SCSPA) filed a Joint Federal and State permit application for a container terminal on the former Charleston Naval Base. The proposed terminal would offer 3,000 feet of berthing space and 247 acres of container yard, support areas and wharf.

"This should send a strong message to the Port's customers," said Mr. Bernard S. Groseclose Jr., President and CEO of the SCSPA. "South Carolina intends to expand the Port of Charleston," he said.

Last fall, after a compromise port expansion plan was approved by the S.C. General Assembly, the Ports Authority and the City of North Charleston signed an agreement to divide the 1,500-acre former Charleston Naval Base. Under the agreement, the Ports Authority would receive approximately 10,000 feet of water frontage along the deep-draft Cooper River and several hundred acres of land behind the waterfront.

The resolution commended the SCSPA's Board for its diligent efforts in working with the city and recognized that the southern end of the former base is the preferred location for Charleston's port expansion.



Georgia: GPA invests millions to enhance gate operations

WITH seven months of unprecedented growth at the Port of Savannah, the Georgia Ports Authority (GPA) continues to invest tens of millions of dollars to enhance gate and terminal operations. "Our philosophy has been to stay ahead of the growth curve," said Mr. Doug J. Marchand, Executive Director of the GPA. "These new commitments and purchases in both infrastructure and



personnel have already begun to show positive results."

Most recently, the GPA has funded four additional gate clerks between 10 AM and 2 PM every day of the week. The additional clerks were first employed March 3 and the GPA will continue this extra capacity for the foreseeable future. "Last week, the Port of Savannah recorded 21,596 gate moves," said Mr. Marchand. "This tremendous number of gate moves was accomplished with no significant delays at our gates."

Also last week, two super post-Panamax cranes arrived at the Port of Savannah and will be in operation within 45 days. The cranes, which will be the largest ever to operate in the State of Georgia, represent an \$11.6 million investment in new infrastructure for the GPA. Cranes are 20 percent larger in size and have hoist speed almost 50 percent faster than existing cranes in service at the Port of Savannah.

Two weeks ago, the GPA authorized budgeted expenditures of up to \$1.5 million to improve existing container interchange lanes. The improvements will include the installation of automated scales, construction of precheck pedestals, and communications and security systems from the truck lanes to a processing center. Another improvement to traffic flow will be the construction of an internal pedestal that will serve as a help center for trucks within the terminal. "This project will greatly speed the delivery of cargo to and from the terminal as well as improve customer service and security," said Mr. Marchand.

The GPA also recently approved the purchase of six additional Rubber Tired Gantry Cranes. When these new RTGs come on-line, the Port of Savannah will

have a total of 23 RTG cranes which will further enhance operations.

GPA has hired an additional 100 new field service employees to handle the wave of new growth and improve service. Approximately 90 of the new employees have reported and are already positively impacting terminal operations. With these additional personnel, service times have improved and field supervision has doubled.

GPA has already moved 888,149 TEUs this fiscal year, a 34.6 percent increase or an additional 228,175 units over last year and a record for the Authority. A record-breaking 130,681 TEUs moved via the Port of Savannah during January, representing a 53 percent increase or an additional 45,294 units compared to January 2002 results. To add more than 225,000 TEUs in the first seven months of the year is a first for GPA.

GPA is committed to providing the best service to its customers, employees and partners in the maritime and trucking industries. Furthermore, it is committed to maintaining the most efficient, economical and technologically advanced ports in the maritime industry.



Houston: Port Authority applauds permit for Texas City Terminal

ON April 16, The Port of Houston Authority (PHA) applauded the announcement of the approval of a permit for construction of the \$450 million Shoal Point container terminal in Texas City. The project will be the city's largest economic development project in five decades.

"This is a welcomed victory for economic development in the Gulf Coast region," stated Mr. Jim Edmonds, PHA Commission Chairman. "As market demands continue to rise dramatically, the need for new container terminals is abundantly clear. The facilities at Texas City and Bayport will complement each other in handling all the demand."

As recently posted on the U.S. Army Corps of Engineers' website (<http://www.swg.usace.army.mil/reg/pha/default.asp>), the Final Environmental Impact Statement (FEIS) for the PHA's proposed Bayport facility has been delayed a few weeks to ensure adequate review and careful deliberation.

Pending a favorable decision on the FEIS and the granting of a permit, the PHA expects to begin the first phase of construction at Bayport immediately. "We have confidence that the on-going review process for the Bayport project will ensure that all of the public's concerns are adequately addressed," said Chairman Edmonds.

For nearly a century, Shoal Point has been a disposal site for dredging materials from the Texas City Channel. Stevedoring Services of America of Seattle, Washington has signed an agreement to design, develop, operate, and finance the Shoal Point terminal and lease the site for 30 years. The company's work will include extensive land stabilization at a cost of approximately \$90,000 per acre.

Based on faulty comparisons to Shoal Point, some opponents of the PHA's proposed terminal project at Bayport have argued that another dredge material disposal site - Spilmans Island - would be a more suitable alternative to Bayport. Several professional engineering studies, however, have shown that Shoal Point largely consists of stiff clays while Spilmans Island consists of soft silt - a highly unstable foundation that would require two or more years to stabilize at a cost ranging from \$297,000 to \$428,000 per acre. When stabilization and other issues are taken into consideration, the PHA estimates that a Spilmans Island terminal would cost approximately \$336 million more than the Bayport project and take seven years longer to complete.

"The prevailing opinion among many experts is that Bayport is the most technically feasible and economically viable location for the Port Authority's new container terminal," said Chairman Edmonds. "The Port Authority continues to work with the community regarding this proposed facility, simultaneously setting new standards for environmental stewardship and community responsiveness. Our plans go well beyond the letter of the law, and we push to exceed standards and requirements for protecting the environment as well as responding to considerable community input."

In 2002, the PHA became the first U.S. port to achieve ISO 14001 compliance through the development and implementation of a rigorous environmental management system (EMS) that emphasizes waste reduction, recycling, lower air emissions and storm water quality. "On opening day in 2005, Bayport also will be ISO 14001 compliant because the Port Authority is committed to protecting our bay, our community and all of Texas."



Long Beach: Voted Best Seaport



FOR the eighth consecutive year, the readers of "Cargonews Asia" have voted the Port of Long Beach the best seaport in North America.

Based on a poll of more than 13,000 readers, the newspaper recently honored the industry's best service providers at the 16th annual Asian Freight Industry Awards in Singapore.

The newspaper also named Long Beach Container Terminal Inc., the Orient Overseas Container Line subsidiary that operates the Pier F facility, as the best container terminal operator in North America for a sixth straight year.

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



NY/NJ: Ranks Second out of 241 U.S. Foreign Trade Zones

IN another indication of job-creating economic activity in the Port of New York and New Jersey, the Port Authority reported on April 9 an 11 percent jump in the value of foreign merchandise handled in 2002 by the agency's Foreign Trade Zone No. 49.

The Foreign Trade Zone - which encompasses the New Jersey Marine Terminals and several adjacent facilities - ranks second to Houston among the nation's 241 foreign trade zones, said Port Authority Executive Director, Mr. Joseph J. Seymour. Total value of merchandise handled in the zone in 2002 was \$12 billion.

Last week, the Port Authority report-

ed a dramatic 13 percent annual increase in containerized cargo at its port facilities.

New Jersey Governor, Mr. James E. McGreevey said, "The port's foreign trade zone provides substantial benefits to New Jersey's economy and to businesses and consumers in the state. It allows companies operating under the zone to defer, reduce or eliminate U.S. Customs duties. And it provides a plentiful supply of foreign products to New Jersey consumers at reasonable prices."

Port Authority Board Chairman, Mr. Jack G. Sinagra said, "Our foreign trade zone and its subzones have been a shining light during this economic slowdown, providing 7,057 jobs during the past year. In addition, the zone and its subzones also create additional employment opportunities for suppliers and service providers in the communities it serves."

Mr. Seymour said, "Foreign Trade Zone No. 49 has been a tremendous benefit to local communities that surround the Port of New York and New Jersey. It provides them with an expanded tax base from new businesses and higher employment, and will ensure that an adequate supply of competitively priced products are available to the public."

The Foreign Trade Zone allows participating companies to defer, reduce or possibly eliminate U.S. Customs duties on goods they import through the Port of New York and New Jersey. No U.S. Customs duties are paid on merchandise that is exported from a foreign trade zone.

The 2,504-acre Foreign Trade Zone No. 49 includes the Port Newark/Elizabeth Port Authority Marine Terminal complex; the Port Authority Auto Marine Terminal; the Port Authority Industrial Park in Elizabeth; Global Marine Terminal and Greenville Industrial Park, both in Jersey City, N.J.; a 23-acre site at Route 169 & Pulaski Street in Bayonne; and 40 additional acres at Newark Liberty International Airport covering the tank farm and fuel distribution system.

Among the current Foreign Trade Zone No. 49 users are motor vehicle importers, auto processors, multiple-use warehouse operators, and frozen orange juice importers.

In 2002, two major New Jersey companies - Van Brunt Port Jersey Warehouse of Newark, and Movado Group, Inc., of Moonachie - were granted Foreign Trade Zone status.

Panama Canal: Begins tests of simultaneous two-way transits

THE Panama Canal Authority (ACP) announced that it has initiated trials of simultaneous, two-way transits (Pacific and Atlantic bound) of large commercial vessels that were previously limited to one way traffic through the Gaillard Cut - the most narrow passage in the Panama Canal.

(See www.pancanal.com for images of the Gaillard Cut.).

An important element of the Canal's program of permanent modernization, the widening of the Gaillard Cut was completed early and under budget. The Cut was widened from 152 meters to 192 meters along straight stretches and up to 222 meters on curved areas. The trials will eventually lead to two Panamax-size vessels transiting simultaneously in opposite directions through the Cut, thereby increasing the Canal's capacity and maintaining Canal Waters Time at the level expected by customers.

"These trials represent a real milestone and are the result of a tremendous amount of work done by many here in Panama. This is an enormous achievement in our permanent modernization program. We will continue testing the different reaches of the Gaillard Cut in a progressive manner to ensure safety and efficiency. I have a high esteem for all those who work so hard to continually improve the Canal for our customers," said Canal Administrator Alberto Alemán Zubieta.

The trials began after negotiations were completed between the Panama Canal Pilots Union and the ACP. A supervisory pilot and a senior pilot board each vessel that participates in the trials. The testing will last nine to twelve months, with the length of the trials contingent on the mix of vessels arriving at the Canal for transit.

The trials are taking place in Bas Obispo and Cascadas, the northernmost sections of the Gaillard Cut. These two sections constitute 40 percent of the Cut, and are the last portions of channel before reaching Gamboa on a north-bound transit. Once these trials prove successful, the ACP will follow with additional tests in the rest of the Cut. These thorough trials and comprehensive testing mitigate risk before simultaneous transits of Panamax-size vessels can become a routine. To date, testing has been successful and reflects a high degree of safety.

Port of Seattle

Seattle: Expands Fish Sales Policy at Fishermen's Terminal

BEGINNING May 1, consumers can buy portioned fish and frozen fish directly from fishermen at the Port of Seattle's Fishermen's Terminal.

"This is good for fishermen and consumers," said Port of Seattle Commission Chair, Ms. Patricia Davis. "It is a unique opportunity for people to buy the freshest fish available, from the people who caught it, directly off the boat that was used to catch it."

The change in policy provides more choice and variety for consumers and gives fishermen better opportunities to supplement their income with direct sales.

"Previously, direct sales were limited to whole fish, either fresh or frozen," said Mr. Charlie Sheldon, Managing Director of the Seaport Division. "But a whole fish is more than some people want to buy. Now they can buy fillets or steaks, rather than filling their entire freezer with whole fish."

The Port agreed to the policy change in response to a group of fishermen at the Terminal who asked to sell a portioned fish directly to consumers.

"We feel that it's a positive step for-

ward to increase the excitement and improve the economy at Fishermen's Terminal," said Mr. David Harsila, owner of the gillnetter Excel and one of the fishermen who helped initiate the policy change. "We're trying to help out the small boat fleet, and particularly the fleet that fishes locally," he said.

The Port also announced it will work with fishermen to help them market their catch directly to consumers. Those efforts may include signage, advertising, and training.

Off-the-boat sales will occur along the West Wall, a sea wall that forms the western boundary of the boat basin at the Terminal. Before fishermen can moor in the fish sales area and begin selling directly to consumers, they will be asked to show a health permit from the Seattle/King County Health Department, and if applicable, a U.S. Food and Drug Administration Hazardous Analysis and Critical Control Point Plan.

The Port is in the midst of a \$30 million capital program at Fishermen's Terminal that includes completely rebuilding the South Wall, a recently completed \$9 million upgrade to electrical systems and plans to rebuild and reconfigure docks 5 through 10. Renovation of docks 3 and 4 will begin this fall. The rebuilt South Wall will handle much heavier loads than the previous structure, which was built in 1914. The greater load capacity will make it easier to load gear and equipment onto their boats.

Africa/Europe



ESPO: Celebrates 10th Anniversary

A special anniversary celebration was held in the Residence Palace in Brussels on the evening of April 10 to mark the 10th birthday of the European Sea Ports Organisation. A concert was performed by the Flemish Chamber Orchestra Prima La Musica. On the program were maritime masterpieces of the baroque era.

The Chairman of ESPO, Mr. David Whitehead said, "We are very proud of the way ESPO has developed from such small beginnings 10 years ago to the influential organization that it is today."

He paid particular tribute to

the first Chairman, the late Mr. Fernand Suykens, whom he described as a "formidable and much loved figure."

The greatest change since those early days was the sheer pressure from new legislation making increased demands on the Secretariat. "ESPO now covers a much broader spectrum of activity," Mr. Whitehead said, "ranging from technical issues to complex transport and environmental themes. The Secretariat have responded magnificently to these challenges."

At the General Assembly on the following day, members held wide-rang-



ing discussions with the European Commission on the access to port services Directive, port financing and new security measures. On the port services' Directive, ESPO will be producing what will probably be its last official position now that the Directive is entering its closing stages. The basic message is that the Council's common position better reflects the needs of a progressive European port sector.

On security, members expressed concerns about the short time frame, the costs and the sheer scale of the work required to assess vulnerabilities across a huge range of ports. Regardless of individual Member State arrangements, the maritime sector has to prepare itself for significant increases in costs to meet these demands. Security also raises important competition issues. ESPO, with FEPORT, is organizing a workshop in Antwerp on May 22 to examine these issues in greater depth.

Decisions were also taken on ESPO's structure with the aim of involving a greater range of ports. A European port conference and an open-style AGM will be held each year. The first conference will take place in Rotterdam in spring 2004. "We are very excited about these changes. Ports represent a dynamic sector and these events will help us to keep up with rapid change in the industry," Mr. Whitehead said.



Dunkirk: MGF LOGISTIQUE sets up operations in the Western Port

THE French company MGF Logistique, a subsidiary of the G7 group, has taken over the logistics company Falcon SA following the latter's bankruptcy. The operation, located in the Western Port, concerns the reception, storage, sorting and shipping to Great Britain of Nestlé Waters mineral waters and of electric household appliances. The entire Falcon staff has been rehired.

On March 19 MGF Logistique acquired rail-linked logistical premises of 18,600 m² (200,000 sq. ft.) in the grounds of the Port of Dunkirk. The company manages from there the dispatching to the United Kingdom of more than 4,000 lorry-loads a year.

With that acquisition MGF Logistique is positioning itself on a strategic site within the Port of Dunkirk which is des-

igned to a considerable growth. Indeed, the Port Authority has earmarked for logistical activities large tracts of land right next to the Ro-Ro and Container Terminals.

The activities of MGF Logistique cover the whole range of logistics: reception and expedition, storing, picking, preparing orders and packing, stock management and tracking all along the line, electronic routing and EDI connection, in-house mastery of all IT developments, upstream and downstream transport management, etc. The group has in France a storing capacity of nearly 180,000 m² (1,900,000 sq. ft.) and has an annual turnover in excess of 32 million euros.

Already a European logistics and big export operator, MGF Logistique intends to affirm its expansion in the European market, and its new operation in the Port of Dunkirk is part of that strategy.

Dunkirk: New quay for container ships of the next generation

THE Port of Dunkirk has made a technological leap that will allow it to handle, as from early 2004, the world's largest container ships. The extension of the Flandre Quay in the Western Port is the greatest civil engineering work in progress at the Port of Dunkirk and is the first new quay to be built there in ten years.

With a dredged depth of 16.50 m (54.1 ft.) below datum, the Flandre Quay extension in the Western Port is intended for the berthing of the new generation of container ships with lengths of 350 m (1,148 ft.), beams of 45 m (148 ft.), draughts of up to 15.50 m (50.9 ft.) and capacities of 8 to 10,000 TEUs and more.

The current works will extend the total length of the Flandre Quay to 1,285 m (4,216 ft.), with an extension of 410 m (1,345 ft.) dredged to 16.5 m below datum, with a new supporting wall of 576 m (1,890 ft.) total length including the merging of the dock floor with the natural topography.

In addition to the current civil engineering work for the building of the quay, which is contracted to BESIX, the "Flandre Quay Extension" project includes two other contracts, namely:

- A contract for dredging a ship-turning area in the dock and along the new quay-side berths.

That contract, with a value of about 14 million, has been made with the group of companies "Société de Dragage International, Dredging International, GTM Terrassement, Menard Soltraitement". It is to be completed within 12 months. Its main items are:

- dredging along the quay: 3,000,000 m² (approx.)
- dredging of the ship-turning area: 750 000 m² (approx.)
- A contract for the building of the quay levels and access ways.

The total cost of the complete Flandre Quay Extension project is estimated at 56.4 million euros.

The cost of the infrastructure (quay, gantry tracks and dredging) is financed 40% by the Port of Dunkirk Authority, 30% by the State and 30% by the Region.

With an early 2004 target date for the inauguration of the new quay, the civil engineering work undertaken by BESIX began in November 2001. It is to take 27 months and to cost 25 million euros. The main infrastructure work is as follows:

- North-end connection with the existing quay with:
 - Strengthening of the northern cofferdam to allow dry working, and its subsequent removal for flooding.
 - Overlap shuttering required to hold the existing quay.
- Main quay with composite construction consisting of tube piles and sheet piles with concrete capping.
- Southern cofferdam with bank reinforcement, to allow dredging and the merging with the natural topography.
- Rear gantry tracks at 23 and 32 metres (75.5 and 105 ft.) for the travelling of the post over-Panamax and super over-Panamax NOELL gantries.

Following a restricted European call for tenders, BESIX was awarded the contract on the basis of its original solution for the quay structure and its building.

The quay wall is a composite structure of tube piles and sheet piles, with a reinforced concrete capping, anchored at two levels to a steel pile counter-curtain. The tubes take the strain while the sheets provide shuttering.

The tubes and sheet piles have been sunk along a softened plane going down to 18.50 m (60.7 ft.) below datum, to ease the driving through the ground while taking care to avoid the liquefaction problems encountered in similar work at the port. A system to detect the

unlocking of the sheet piles monitors the whole length of the quay to guard against any later risk of material leakage through the quay wall.

The reinforced concrete superstructure consists of a 1.50-m thick (4.9 ft.) facing embedded in the tubes, starting at datum level, of a 3.05-m thick (10 ft.) reinforced concrete beam from 5.50 m to 8.50 m (18.0-27.9 ft.) above datum, with bevelled joining to the lower facing, and 5-m wide fender pads going down to 0.70 m (2.3 ft.) above datum, placed every 20 metres (66 ft.) along the quay. A hollow is intended to receive the forward (quay-edge) gantry track.

In addition to the building of the quay, the contract includes the laying of the rear side gantry tracks, at 23 and 32 m (75.5 and 105 ft.), in the prolongation of the existing tracks.

Those tracks are laid on a reinforced concrete beam supported by a row of pilings. The forward tracks are compatible with the two gantries with wheels at 23 and 32 m.

In addition, the contract includes the grading of a 50-m (164 ft.) wide strip of land inshore of the quay, to allow the immediate use of the berth.

BESIX has called upon French and Belgian subcontractors to work on this building site, in particular for earthworks, concrete pouring, piling and shuttering foundations, pile driving and vibration driving of shuttering, connections with the existing quay and supply of concrete.



Göteborg: Ports of Göteborg and Wallhamnbolagen to run Port of Wallhamn jointly



PORT of Göteborg AB and Wallhamnbolagen AB are to form a joint company to run port operations and logistics services at the Port of Wallhamn. A letter of intent to this effect has been signed by the port companies.

The two ports, which are owned by

their respective municipalities, are to form a company owned by the port companies on a 50-50 basis. The present port operation activities of the Port of Wallhamn and the activities of the newly-formed logistics services company of the port will be run and developed within the new joint company. The car pre-delivery inspection company of Wallhamnbolagen, Bilbyggarna Wallhamn, will however not join the new operations company.

Both the Port of Göteborg and Wallhamnbolagen see possibilities in the new port concept.

The combined advantages of the large-scale and small-scale operations can be shared by both ports, which are situated about 50 kilometres apart on Sweden's west coast.

As the larger port, Göteborg can offer resources needed by certain customers,

but also a wider platform for e.g. purchasing, marketing, and information technology. Wallhamn, and the new company so far referred to as Wallhamnterminalen, has a strength in operations of moderate size but with the qualities of extra flexibility and logistics services. The new company will, according to plans, start operating by late summer this year.

- The Port of Wallhamn, situated on the island of Tjörn 50 kilometres north of Göteborg, has container, ro/ro and car import clients. The port had a cargo turnover in 2002 of 285,000 tons, a combined sales volume of SEK 35 million (US\$ 4 million) and a staff of 50.
- The Port of Göteborg had a cargo turnover in 2002 of 33.4 million tons, with 1,000 employees and combined sales of SEK 1,100 million (US\$ 130 million).



Helsinki: 2002 Financial Statements

THE 2002 turnover of the Port of Helsinki increased and the surplus improved. Both the cargo and passenger traffic developed positively.

Unitized cargo traffic reached 9.2 million tons. The increase over the previous year was slightly over 2 percent. The biggest quantitative increase was in the imports to Finland. Bulk cargo reached 2.2 million tons, of which international transport accounted for 1.5 million tons and Finnish coastal traffic for 0.7 tons.

The number of passengers using scheduled services increased by 1.7 percent. Passengers numbered 8.8 million. The service to Tallinn transported 6.1 million passengers and the service to Stockholm handled 2.5 million passengers. Other destinations included Visby, Riga, Travemünde and Rostock. International cruise ships carried 127,000 passengers.

In 2002, the number of port calls increased by approximately 3 percent reaching altogether 11,780 calls.

The turnover for the financial year reached 71.3 million euros, which was 3.7 percent higher than the previous year. The operating surplus was 34.8

percent of the net sales. The surplus before reserves was 21.9 million euros. The surplus was entered in its entirety in the Vuosaari Harbour investment reserves.

Investments totaled 9.7 million euros. The largest single investments were directed at passenger terminals. The most important water engineering project was the improvement of the Sarkansalmi fairway, which was undertaken in order to safeguard traffic at South Harbour and North Harbour. The most important planning item was naturally Vuosaari Harbour and its land traffic connections.

Helsinki: Annual Environmental Accounts

SINCE 1993, the port of Helsinki has prepared environmental accounts dealing with all environmental effects of harbour operations in Helsinki. In 2002, the change in energy-consuming operations at the Port of Helsinki was less than one percent over the previous year. At West Harbour, noise caused by the harbour was close to the target values. Exhaust gas emissions at the harbour were, at the most, less than one half of the target values. The Port of Helsinki has an ISO 14001-certified environmental system. An outside inspector examined the system twice last year.



Kenya: Cruise-ship handling earns praise



A GENTS of the Cruise-ship that visited the port, M.V. Silver Shadow, have praised the KPA for excellent handling of the ship.

In a letter addressed to the KPA Managing Director, and signed by both Mr. Alex Lewis, Managing Director and Mr. Said Karama, Operations Manager of Bat-haf- Barwil Agencies Limited, the duo expressed satisfaction with the way the vessel handling was coordinated by the port and other stakeholders, especially at this time of heightened security fears.

The letter reads in part, "We would like to take this opportunity to pass to your good offices in particular and to all departments, i.e., marine, security, public relations office and all government offices, i.e., O.C.P.D. Kilindini, Kenya Revenue Authority, Chief Preventive Office, Immigration Department and Port Health Office, our sincere appreciation, gratitude and thanks for the unlimited cooperation accorded to our Agency and the excellent security arrangements and services provided during the vessel's arrival, stay at berth No. 1 and at departure times."

The vessel M.V. Silver Shadow called at the port on March 27 with over 100 tourists. The tourists went to beach hotels and some to nearby Game Reserves. Others disembarked while some boarded the vessel which left shortly before midnight for Djibouti.

The cruise vessel called at the Port amid security concerns following the outbreak of the Gulf War leading other vessels such as M.V. Queen Elizabeth-II and M.V. Saga Rose to cancel their call to the port.

The excellent handling of the vessel, however, showed that the port was safe and that the Authorities have ensured safety measures of international standards and are in place for the smooth handling of vessels calling at the port.

Meanwhile, the port expects to handle about 56,000 metric tons of imports cargoes in the next 14 days. Out of these,

18,360mt is relief cargo, 16,195mt is fertilizer, 8,388mt is wheat, 8145mt is general cargo and 5500mt is rice.

Export cargo expected out of Mombasa Port totals over 26,000mt comprising 13,000mt of soda ash, 12,000mt of flour spur and 1000mt of live camels to the Gulf. At the container terminal, the port expects to handle 4000 TEUs of imports in the next 14 days while exports are expected to be over 6,000 TEUs. Meanwhile, over 1,800 motorcars and over 56,000 tons of petroleum are expected in the port in the next 14 days.



Puertos de Las Palmas

Las Palmas: Expanding to meet 3-fold rise in containers



W ITH a 68.5 million euro investment, the extension works of the Dock León y Castillo and the terminals Virgen del Pino and Gran Canaria in the Port of La Luz are focused on the enlargement of the area devoted. It is expected that the 710,543 containers registered last year at the Port of Las Palmas will rise to 2.2 million units in transit in 2006.

The Port Authority is to undertake three different kinds of work in its operating terminals, so that the storage capacity and the berthing line of the new docks will increase. All these works will be concluded between 2005 and 2006.



Malta: Malta Maritime Pilots Co-Operative set up

F OLLOWING discussions between the Malta Maritime Authority, the Ministry for Transport and Communication and pilots' representatives, the Malta Maritime Pilots Co-operative Society Limited has been set up. The discussions also led to the introduction of

a new set of regulations relating to maritime pilotage, the conclusion of a pilotage service agreement and a conjoined Code of Conduct between the Malta Maritime Authority and the Pilots' Co-operative. These developments followed a long overdue re-organisation of pilotage services within Maltese compulsory pilotage ports.

The agreement was signed by Mr Charles Schembri, Executive Director, Ports, and Captains Jesmond Mifsud and Paul Chetcuti on behalf of the newly set up Pilots' Co-operative. The signing was also attended by Hon. Censu Galea, Minister for Transport and Communications.

Speaking during the signing of the agreement, Minister Galea, outlined that "the successful conclusion of these discussions have led towards the initial and gradual implementation of recommendations made to the Authority by various port consultants with a view to revise existing legislation in order to reflect better the realities of the industry and to embark on initiatives which shall lead towards more effective and efficient services in Maltese ports."

The revised 'standard rates' in the pilotage tariff now include all former charges relating to transport, extra duties and social security contributions by clients. Current arrangements will allow pilots to establish their separate co-operative while mooring men will continue to be organised within the present legal framework until a final agreement with the latter is concluded.



Marseilles: Steps up promotion in Malaysia



P ORT of Marseilles Authority (PMA) plans to make its presence felt in Malaysia as it steps up its promotion efforts here.

PMA's Executive Managing Director Mr. Eric Brassart, who also stopped over in Penang for a promotion workshop, said, "We made our first promotional

visit to Kuala Lumpur in 2001 and this was followed by another visit in 2002 and a first commercial meeting in Penang in late 2002. We hope to develop closer links with Penang Port."

At the recent meetings with freight forwarders throughout Asia and the US, he discovered that the lack of awareness and networking has caused traders from the east and west to miss out on business opportunities available in Europe and the Mediterranean, he said.

Mr. Brassart said that Marseilles, which is the leading port in France and in the Mediterranean, is located at the crossroads of the east-west and north-south trades, making it ideal to serve the Euro-Mediterranean countries.

He described Marseilles as the natural southern gateway to Europe and is the first shipping point to and from the Mediterranean, and the north and west African markets. The port also offers an extensive tri-modal network to ensure efficient inland transportation of cargo throughout Europe.

"We are expanding and improving our facilities including the expansion of the current quay length to 2000 metres. The approach to the Fos terminal has also been dredged to 14.5 metres draft to receive containerhips of 6,500 TEUs capacity," he said.



Riga: The children from Riga schools painted the concrete fence

ON April 25, the children from Riga schools painted the concrete fence of the length of 1160 meters in the Freeport of Riga territory along Eksporta Street.

The Riga City Council has granted 885 LVL from the city development fund in order to organise this activity.

The concrete fence consists of 290 blocks. The children from Riga City and region schools carried out the decorative monumental painting on April 25, starting at 10:00 until 14:00. The paintings were dedicated to marine subject - port development during centuries, symbolism of port operators, ships, yachts, as well as sea and Daugava River underwater scenes. Actualising of the project granted to the visually unattractive image of the concrete wall and informative and colourful activity and currently expressionless city environment obtained new meaning.



Santander: Surpassed 5,400,000 Metric Tons in 2002



NOW that the year is over, the provisional figures for the traffic in the Port of Santander reached the quantity of 5,400,000 tons, which is 6% more than 2002 and means another historic record for the Port.

Since 1998 the Port of Santander has been going through a constant and firm increase, in 1999 it reached for the first time the figure of 5,000,000 tons. The previous record was obtained in 2000, when it obtained 5,261,000 tons, figures it has just passed by more than 2.5% now.

The forecasts for the increase of good traffic for all the Spanish Ports for 2002 was around 4%. If these figures are confirmed that would mean that the Port of Santander has grown 2% above this value. This will mean the Port of Santander has improved significantly its relative position within the Spanish Port System.

This growth is the result of a good port traffic during all the year 2002, especially during the month of May when it handled 700,000 tons. This is so far the record hold in Santander for traffic handled during a single month, the previous record had been reached in July 1999 with 568,000 tons of good handled in the Port.

Asia/Oceania



Auckland: Joins forces to enhance snapper fishery

ON May 1, Auckland fishing companies and Ports of Auckland boosted Hauraki Gulf snapper stocks with the release of over 90,000 juvenile snapper into Bon Accord Harbour, Kawau Island.

The release is part of a Snapper Enhancement Program which aims to enhance localized areas of wild Hauraki Gulf snapper stocks - benefiting recreational fishers.

Local school children and staff from Moana Pacific Fisheries and Ports of Auckland actively participated in the release from sea cages of 2,000 snapper weighing 300 grams each and 90,000 snapper weighing around 10 grams.

The Snapper Enhancement Program is sponsored by Ports of Auckland and operated by Moana Pacific Fisheries. The program also involves The Pagrus Auratus Co. Ltd and the Northern Inshore Fisheries Co. Ltd - both stakeholder groups representing most of the



commercial fishers in the region.

The release was the first major release in the program. In March this year a trial release saw 4,000 snapper, ranging from 200 to 450 grams each, released from sea cages at Kawau Island. These snapper carry a plastic tag - the size of a small match - printed with "Pagrus". The tags will help with research on snapper school ranges - from information provided by recreational fishers when a tagged fish is caught.

"Snapper is a popular fish, prized by Maori, and commercial and recreational fishers alike. To help ensure a sustainable future for this valuable resource, Moana Pacific Fisheries and Ports of Auckland have taken a leadership role in establishing the Snapper Enhancement Program," said Moana Pacific Fisheries' Chief Executive, Mr. Bruce Young.

"Ports of Auckland is a major business on the Waitemata and Manukau

Harbours and it has a significant impact on the national economy. We recognize the importance of contributing to the communities and care for the environment in which we operate," said Ports of Auckland Chief Executive, Mr. Geoff Vazey. "Our front door is the Hauraki Gulf, an important marine environment. Ports of Auckland is keen for future generations to continue to enjoy snapper fishing in the Gulf. This program highlights what is possible to ensure this worthy goal."

Moana Pacific Fisheries, New Zealand's largest inshore fishing company, has for many years been perfecting the breeding techniques for snapper and kingfish. "The long-term goal is to have commercial fish farms in Auckland and Northland but the Enhancement Program has provided an immediate outlet for this expertise," said Mr. Young.

Mr. Young believes an ideal outcome would see the commercial sector working closely with the recreational sector, the Crown, iwi, local government agencies, and a range of commercial or other funders to create a world first – an enhanced localized fishery at the front door of a major city.

Another major release of snapper fingerlings in Kawau Bay is planned for 2004.



Fremantle: SuperStar Virgo to re-position in Fremantle

THE five-star cruise liner, SuperStar Virgo, will be moving its base to the Port of Fremantle for one month from April 24, 2003 for a series of six cruises.

The 76,800-ton ship, which was launched in 1999, is one of the biggest and most luxurious in the world, with capacity to carry 1960 passengers. It is operated by Star Cruises and is normally based in Singapore.

Itineraries from Fremantle on the SuperStar Virgo will include two cruises to nowhere, each lasting two days, a 12-day return cruise to Melbourne via Bunbury and Adelaide and two seven-day return cruises up the West Australian coast to Exmouth and Broome. The final cruise will be a 10-day trip from Fremantle to Singapore via Broome and Darwin.

Fremantle Ports Chief Executive

Officer, Ms. Kerry Sanderson, said Fremantle was very pleased to have been approached by Star Cruises to provide berthing for the SuperStar Virgo.

"Fremantle Ports has a key role to play in encouraging cruise ship visits to the region. As part of this, we are represented on the executive of Cruise Down Under, the national body established several years ago to develop Australia's potential as a cruise shipping destination. Our Manager Commercial Development chairs the WA Chapter, Cruising Western Australia, which assists in marketing the Western Australian region to international cruise companies."

"We look forward to welcoming the SuperStar Virgo to Fremantle, and we are working with Star Cruises, the Western Australian Tourism Commission and other ports to ensure a very successful outcome."



Hong Kong: Port Users get enhanced 2003 Digital Tidal Stream Atlas

HONG KONG's Hydrographic Office has updated the 2003 Digital Tidal Stream Atlas with seven new important features to provide harbour pilots, mariners and port operators with the latest tidal stream

information to enhance its quality.

The new features added to the application include:

- Comprehensive tidal stream prediction functions;
- User-friendly mapping interfaces;
- 15 minutes tidal prediction at any places within Hong Kong waters;
- Visualization of the direction and magnitude of the tidal stream by simply placing the mouse over a shown current vector;
- Choosing of vectors density;
- Pan, zoom (in and out), position marking and digital file output; and,
- Pre-view of tidal level at a selected tidal station.

Based on users feedback, the enhanced 2003 version of the digital atlas has updated the first edition of the 2002 digital tidal stream atlas.

Using IT technology advances, the Hydrographic Office converted pre-calculated results of the mathematical hydraulic model to produce a digitized format of tidal stream atlas in 2001.

The development of the Hong Kong digital atlas shows that by applying readily available information technology, a low cost application can be easily developed to help improve port safety and enhance efficiency. To share the experience with other port authorities, the digital atlas has been nominated to the International Association of Ports and Harbours IT Award 2003 competition.

The year 2003 Digital Tidal Stream Atlas is now available in CD-ROM at a



cost of HK\$75 at the Marine Department or the Government Publications Sale outlet.

Free Internet access remains available to users who want only two days' basic tidal stream information (<http://www.hydro.gov.hk/tidal/district.htm>.) Further enhancements such as tidal level calculation, phases of the moon and other useful features will be made to future products.



Kaohsiung: Sisterhood ties with Dubai Port



KAOPORT forged sisterhood ties with Dubai Port, United Arab Emirates at the Splendor Hotel, Kaohsiung on January 13, 2003. KHB Director Huang and Managing Director of Dubai Port, Mr. Bin Thaniah, signed an agreement. KaoPort and Dubai Port will henceforth exchange information on economic and trading developments in maritime transportation and port operating management.

Director Huang noted that Dubai Port and KaoPort share many similarities. Dubai Port is a gateway to the Middle-East region and is thus-like Kaoport at the crossroads of East/West shipping routes. Both ports are not only their countries' biggest domestic seaports but also among the biggest container ports in the world. In particular, Jebel Ali Free Zone (JAFZ) in Dubai Port is functioning very successful. Since KaoPort has been actively promoting the establishment of its own Free Port Zone, JAFZ is a fine example from which to glean experience. Therefore, it is hoped, the sister-port agreement will enable the two ports to work hand-in-hand in dealing with port-related business, particularly in the fields of information, technology expertise, and personnel exchange for their mutual benefit and prosperity.

Kaohsiung: Awarded First Prize for Environmental Impact Study



TAIWAN's Ministry of Transportation and Communications undertakes an annual survey of various Environmental Impact Studies to track its subordinate institutes' environmental protection work. This year,

ten environmental plans were selected for inspection. After an in-depth assessment, KHB's "Anping Harbor Overall Development Project" was rewarded for minimizing the influence its engineering work had on the environment.

KHB's "Anping Harbor Overall Development Project" followed an "Evaluation of Environmental Impact" study in 1993, and an "Analysis of Environmental Impact" study in 1997. All related construction was carried out from 1998 after approval by the Executive Yuan. In order to alleviate the environmental impact of its engineering work, KHB actively implemented measures to prevent construction-related pollution and maintain the stability of the adjacent environment, such as disposal of discarded dirt, greening of the port area, and replenishment of the mangrove ecosystem.



Klang: Sister-Port Links have brought benefits

THE sister-port relationship between Port of Marseilles and Port Klang has been mutually beneficial to both parties.

Port of Marseilles Authority (PMA) Executive Managing Director, Mr. Eric Brassart said, "Since our tie-up with Port Klang there has been an increasing awareness of Port Klang in Marseilles and of Marseilles in Port Klang. That was the preliminary stage. Now, we have gone one step further and have established commercial links with sev-

eral companies from Port Klang."

"PMA is serious about its sister-port relationships and is not interested in just a relationship on paper," Mr. Brassart said.

He quoted Marseilles' sister-port relationship with the port of Miami as an example of the substantial mutual benefits from such a tie-up. "Through our sister-port link with Miami, we were able to connect with a cruise operator and to construct a new cruise centre in Marseilles. Our relationship enables us to exchange information and experience and also provides networking for mutual benefits."

He said that the sister-port relationship with Port Klang aims at long-term benefits and PMA is now looking at networking with Malaysian freight forwarders to promote greater trade



between the two ports.

PMA will be holding an international freight forwarders conference in June to enhance networking with Malaysian and other freight forwarders around the world. The conference will include visits to the terminals in Marseilles and Fos.

Mr. Brassart and a delegation of PMA officials were in Malaysia in March to conduct port promotion workshops with freight forwarders and ship agents.

Port Klang Authority's General Manager Datin Paduka O.C. Phang said, "The sister-port link between Marseilles and our port has opened doors for our freight forwarders to establish links with their French counterparts. At least four companies are looking into developing business between the two ports."

Datin Paduka Phang also said that the Marseilles-Port Klang link will also enhance networking.

"We can bank on each other's network. For example, Port Klang has embarked on a technical cooperation programme with a port in northern China and PMA can make use of this. Similarly, we can make use of Marseilles' partnership with Shanghai," she said.

Last year, Marseilles-Fos achieved a throughput of over 92 million tons and handled 810,000 TEUs. PMA expects to handle at least one million TEUs this year. The trade volume between Malaysia and France was 311,000 tons while in box terms the volume was 31,000 TEUs.

Korean MOMAF: Active in international maritime safety in Asia-Pacific region

KOREAN Ministry of Maritime Affairs and Fisheries decides to construct a cooperative body for international maritime safety in the Asia-Pacific region which accounts for a total trade volume of 47.2%.

For this purpose, 3 representatives from the Ministry participated in the "High-Level Talks for Maritime Safety in the Asia-Pacific Region," Hawaii, April 23 - 25, 2003 in order to give 3 safety-related presentations including construction of comprehensive information center for maritime safety.

Also, with active participation in APEC maritime safety experts meeting and Port Control Authority in the Asia-Pacific region, the Ministry will strengthen its role in the international arena.

Since its entry to the International

Maritime Organization (IMO), Korea was elected as chair of A group which is composed of 10 advanced countries in major shipping fields in 2001. It served to make a stepping stone as a leading country regarding the international activities such as IMO.



MPA: Maritime Security Seminar

THE Maritime and Port Authority of Singapore (MPA) held a half-day maritime security seminar for the local shipping and port community on May 5.

The objective of the seminar is to provide our local maritime community with a deeper understanding of the implications of the new maritime security measures adopted by the International Maritime Organisation (IMO) in December 2002, and its responsibilities in implementing these measures. The seminar also serves to raise early awareness of what is required of the industry, so that it would have ample time to prepare itself to comply with the measures when they enter into force.

The wide-ranging measures to enhance maritime security are contained under the amendments to the IMO's Safety of Life at Sea (SOLAS) Convention, incorporating the International Ship and Port Facility Security (ISPS) Code. The amendments were adopted during a Diplomatic Conference held in December 2002, and are expected to enter into force on July 1, 2004 by tacit acceptance.

Since the adoption of the measures, the MPA has been working closely with other relevant government agencies and the shipping and port community to ensure that the necessary "hard" and "soft" infrastructure are in place in Singapore to give effect to the new measures when they enter into force. In January this year, the MPA organised the successful International Maritime and Port Security Conference (IMPSC) to help promote maritime and port security, and to provide the local and international maritime community with an overview of the new measures. An MPA Marine Circular (No. 3 of 2003) was also issued to ship owners in March 2003 to highlight the essential elements of the IMO measures.

Mr Lee Seng Kong, Senior Director of the MPA, said "Maritime security must

become as much an integral part of the shipping community as safety has been to us. To successfully accomplish this objective and firmly establish maritime security in the community, we must work closely together."

The Maritime Security Seminar discussed all the key elements of the amendments to SOLAS and the ISPS Code, covering topics such as accelerated implementation of mandatory carriage of AIS; marking of ship identification numbers; issuance of Continuous Synopsis Records (CSRs) and International Ship Security Certificates for ships; installation of ship security alert systems on ships; conduct of security assessments and formulation of security plans for ships and port facilities; and provisions for imposition of control measures on ships. Prominent speakers at the seminar include Mr Robert Loseth, Managing Director and Regional Manager SE Asia, Det Norske Veritas; Mr Goh Mia Hock, Senior Vice President (Planning), PSA Corporation; and Mr John Francisco, Director, Security Consultancy Department, CISCO.



Northport (Malaysia): FCZ Status for Southpoint

THE proposed designation of Northport Southpoint's as a Free Commercial Zone will offer port users considerable opportunities to expand the scope of shipping and distribution activities at Port Klang.

Under the proposal, the entire 17 hectares at Southpoint is expected to be designated as FCZ by July 1, 2003.

The Free Commercial Zone status for Southpoint is now entering its final stage of implementation. The infrastructural development involving the fencing of the FCZ area, construction of new roads and renovation of the Main Security gate as well as other civil works and operational requirements are progressing as scheduled.

Free zone status will give an added advantage to port users to carry out wide-range commercial activities such as trading, consolidation and deconsolidation, breaking bulk, grading, re-packing, re-labeling and transshipment.

Tenants of the FCZ facilities will be allowed to carry out simple manufacturing activities in the zone with the

approval of Director General of Customs.

Under the Customs (Prohibition of Imports) (Amendment) (No.2) Order 1996, variety of goods may be brought into the FCZ for subsequent re-export without an import permit. For re-export activities, the exporter or appointed forwarding agent must obtain K6 form (transshipment form) from a second carrier.

The necessary free zone forms of ZB1, ZB2 must be prepared together with IID/ISD and supplementary documents and submitted to Free Zone Authority for re-export releases. Upon receiving of all the documents, Southpoint as the FCZ will allow the re-loading of the cargo onto the ship.

Shipping agents required to issue BL must prepare export manifest (K5) within seven days after departure of the ship. This may give greater flexibility and a wider range of goods to be traded. In addition Custom clearance is only required for goods imported into the country from the 'free commercial zone' or exported from the country into the 'free commercial zone'.

The commissioning of the zone will not only allow value-adding activities but more importantly importers will enjoy benefits of duty-free storage facility and sales tax exemption.

Duty is eliminated on merchandises which are subsequently re-exported or destroyed in the zone. Payment of duty can be deferred on foreign goods or are allowed to settle the duty in part as and when the consignment leaves the zone into the country.

In the case of partial delivery of cargo, the importer declares the quantity (part lot) to be imported in the Customs form. The actual quantity as per BL and manifest shall be indicated below the quantity (part lot) declared for import into the principal customs area.

The Customs processes and approves the quantity (part lot) declared for import. The importer then submits approved IID to Southpoint control unit in order for the terminal to issue gate pass.

With the copies of the Customs approved forms and gate pass, importers are allowed to transport the cargo from FCZ area.

Part settlement of duty, allows importers to exhibit/display and promote their merchandise to prospective clients before accepting orders for goods still at the FCZ.

Under the deferred duty payment, importers may also store their goods indefinitely, while waiting either for a more receptive of favourable market condition.



Sydney: Balancing recreational & environmental needs

NEW community and environmental benefits have been proposed for the local area adjacent to Port Botany Terminal.

Sydney Ports Corporation said the benefits have been incorporated into a design which focuses on enhancing the conservation values of the Penrhyn Estuary and the recreational facilities of Foreshore Beach.

Project Director for Sydney Ports' proposed expansion, Mr. Colin Rudd, said the proposed design reflects the high values placed on the ecological features of the estuary and recreational aspects of the beach by the community, and local and state government representatives.

"The design features, which provide a range of opportunities to revitalise and enhance the area, were drawn from community feedback and developed further in conjunction with local and state government stakeholders, and technical specialists," he said.

"The objective of the design is to protect and reinforce the natural qualities of the area – ensuring the environmental qualities are enhanced. The design offers substantial environmental benefits and provides a good balance between port operational requirements, community needs, and the conservation value of the estuary for migratory shorebirds. The Penrhyn Estuary, which is an important habitat for shorebirds, is expanded to provide additional tidal flats for feeding and salt marsh for roosting. It also provides additional seagrass meadows with public access restricted to boardwalks. Foreshore Beach uses would be retained and enhanced through the provision of a pedestrian/cycle path and access points

to the beach. As there are currently no links across Foreshore Road, between Sir Joseph Banks Park and the beach, the design provides for two separate crossings – a pedestrian overpass and a signalled crossing. The design incorporates elevated viewing platforms and interpretive facilities, and the existing boat ramp would be relocated and replaced by a modern facility with public amenities and parking adjoining Foreshore Road."

Mr. Rudd emphasised the proposed Port Botany Expansion presents an opportunity to address, in an integrated way, the broad range of social and environmental issues which continue to affect this area.

In the past 18 months a number of significant specialist studies have been undertaken, including social, environmental, trade growth, port productivity and economic investigations. Specialists have looked at national and international examples of best practice when undertaking their studies to ensure the Environmental Impact Statement (EIS) will meet the high standards required by the NSW's environmental legislation, and present the reasons why Port Botany is the optimal solution for NSW's container trade needs.

Mr. Rudd said the EIS for Patrick's proposal to expand their terminal facilities (by 2.5 hectares) and upgrade existing equipment, was recently exhibited. Sydney Ports supports the proposal's objective to increase terminal efficiency and capacity.

"However, it is important to recognise the objective of the proposed Port Botany Expansion is to expand overall port capacity by providing additional portland and berths to meet future trade growth in the Sydney basin and NSW generally. This requirement is in addition to Patrick's proposal to increase their terminal capacity and complementary to the objective of increasing rail's market share for moving containers."

