

Ports & Harbors
July-August 2003
Vol. 48
No. 6

Ports & Harbors

Published by
The International Association of
Ports and Harbors
NGO Consultative Status, United Nations
(ECOSOC, ILO, IMO, UNCTAD,
UNEP, WCO)
Head Office
5th fl. North Tower New Pier Takeshiba
1-11-1 Kaigan, Minato-ku,
Tokyo 105-0022, Japan
Tel: 81-3-5403-2770
Fax: 81-3-5403-7651
Website: <http://www.iaphworldports.org>
E-mail: info@iaphworldports.org

IAPH Officers (2003-2005)

President
Mr. Pieter Struijs
Executive Director
Rotterdam Municipal Port Management
Netherlands

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

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

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

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

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

Secretary General
Dr. Satoshi Inoue
IAPH Head Office
Japan



**Durban International Conference
Center welcomes IAPH delegates**

Contents

23rd World Ports Conference

Ports – The Catalytic Impact	
Uniting World Economies through Ports and Harbours.....	3
Opening Session	5
Board Meetings and Plenary Sessions.....	9
Working Session.....	22
Personnel for the Term 2003-2005	26

IAPH ANNOUNCEMENTS AND NEWS

Appeal to IMO on Port Security.....	33
New EXCO Members.....	35
Visitors • Membership Notes.....	36

MARITIME NEWS & INFORMATION

IMO: New Secretary-General elected • ICS and ISF meet in JAPAN	37
Resolution Adopted at PIANC Annual General Assembly • U.S. Waterborne Foreign Trade	38
North American Port Container Traffic.....	39
University of Antwerp and Dalian Maritime University sign Memorandum of Understanding	40
Upcoming Conferences.....	40
Upcoming Seminars.....	41
New Publications.....	42

WORLD PORT NEWS

The Americas

U.S. Department of Homeland Security: New Initiatives for Port Security •	
Transport Canada: Completes Review of the Canada Marine Act	43
Halifax: Pursues sustained growth in cruise business • Houston: Environmental Excellence Award.....	44
Long Beach: Kicks off conversion of equipment to cleaner fuel • Los Angeles: Clean	
Beach Initiative for Cabrillo Beach	45
Nanaimo: Seatrade Convention encouraging • NY & NJ: Signs landmark agreement to	
boost business with Asia.....	46
San Diego: Top Award for Tideland Improvements.....	47

Africa/Europe

EC: Enforces transparency directive to Top 25 EU Ports • ESPO: EU Container throughput	
rises by 10% in 2002 • ESPO: Security - Major challenge for European port sector.....	47
ABP: ABP Property signs on new tenant • Bordeaux: Logistics for “Cars” at Bassens •	
Cork: Major contributor to Irish economy	48
FPA Kokkola: Ordering construction of new All Weather Terminal • Göteborg: New President appointed.....	49
London: Annual Accounts and Review 2002 • Rotterdam: Market share remains unchanged •	
Stockholm: Two cruise ships earn 2002 Environmental Certificate.....	50
Tallinn: Pursues highest quality environmental standards.....	51

Asia/Oceania

Auckland: Annual Report wins Gold Award • Australian Waterways Authority: Aerial Survey	
underway for harbor • Gladstone: Acting on safety concerns at Central Wharf.....	52
Gwangyang: Set to construct hi-tech terminal • JPHA: NPA welcomed Japanese delegates •	
Karachi: IFC Finances Container Terminal	53
Kobe: Monument in honor of Dr. Haraguchi • Kolkata: Current and future plans •	
MPA: S\$16 million for the establishment of maritime-related professorships in the local universities	54
Naha: Challenge and strategy for international container transshipment.....	55
Northport (Malaysia): Barge service boosts traffic at Northport • Qingdao: Achieves world record of	
container vessel rate • Saigon: New Director General appointed.....	56



23rd IAPH World Ports Conference

Ports – The Catalytic Impact Uniting World Economies through Ports and Harbours

Hosted by National Ports Authority of South Africa
May 24-30, 2003
International Convention Center, Durban, South Africa

The 23rd World Ports Conference was held with great success in Durban, South Africa from May 24 through 30, 2003. It was the first Conference that was ever held on the African Continent. Despite the sudden and unfortunate absence of some membership due to the SARS epidemic, all the subjects on the Conference agenda were duly discussed to consequently result in various resolutions, actions and decisions. A total of 969 participants including 432 delegates and 149 accompanying persons from 64 countries shared expertise and opinions on a wide range of issues pressing the world port community today, and also enjoyed African hospitality with great excitement, for which we were truly grateful to Mr. Siyabonga Gama, the Conference Vice President and CEO of National Ports Authority of South Africa and his powerful team.



23RD IAPH WORLD PORTS CONFERENCE

PRECEDING to the opening session, all of the Technical Committees met in parallel on the morning of May 24. Then, based on a newly introduced program format, a Group Meeting of Committees for Port Industry Research and Analysis was held that afternoon chaired by Coordinating Vice President Datin Paduka O.C.Phang. In the latter part of the same afternoon followed a Group Meeting of Committees for Technical Affairs, chaired by Coordinating Vice President Mr Thomas Kornegay. On the morning of May 25, a Group Meeting of Committees for Sustainment and Growth was held, chaired by Coordinating Vice President Mr Pieter Struijs, which was followed by the Special Session with IAPH/IMO Interface Group. Officers Meetings with Chairs and Members of the Finance Committee and Constitution & By-Laws Committee were held early in the morning. (See page 14.)

On May 25, the Full Board Meeting was called in the afternoon (See page 11.) after the Regional Board Meetings for respective regions. In the evening, the opening ceremonial dinner took place at the International Convention Center with a colourful show of traditional dances and music.

At the opening session on Monday morning, May 26, South African Public Enterprises Minister Jefferey Radebe wished to share some perspectives on

the global strategic and economic environment that might influence the role of ports and harbors within the context of maritime security, the welfare of nations and the global economy in his keynote address. (See page 8)

Other keynote speakers were:

- The honorable Alexander Erwin, Minister for Trade and Industry, Republic of South Africa
- Councilor Obed Mlaba, His Worship the Mayor of eThekweni Municipality
- Mr. Matika Mkwana, Group CEO, Transnet Ltd.

Working sessions No. 1 – 5 ran from May 26 to 29, and saw a total of 26 speakers covering such subject areas as global economy and trade, world shipping and logistics, IT and technical innovations, port security and environment management and challenges for the future. (See page 22.)

On the afternoons of May 27 and 29, respectively, the 1st and 2nd Plenary Sessions and the Post Conference Board Meeting to start up the new term 2003/2005 were held. (See page 9.) In particular, the delegates unanimously elected Mr Pieter Struijs as the new President, thanking the then President Dr Akio Someya by electing him as an Honorary Member of IAPH.

Throughout the Conference period, well-planned and attractive programs were provided for accompanying persons. Social events also covered a broad, colorful spectrum, introducing the delegates to the full range of traditional and modern cultures of South Africa, and all participants really enjoyed the evenings late into the night. (See page 32.)

All programs of the 23rd World Ports Conference successfully ended with Technical Tours to the ports of Durban and Richards Bay on Friday, May 30.



(Photo by Mr. Yutaka Miyaji, WAVE)



OPENING SESSION

Opening Remarks by the Conference Vice President



Siyabonga Gama

CEO, The National Ports Authority of South Africa

Program Director
Honourable Jeff Radebe, Minister of Public Enterprises
President Someya and officers of the IAPH
Mayor of eThekweni Municipality
Provincial MECs and Members of Legislature
Councillors present
Chairman and Group CEO of Transnet and Board Members present
Judge President of KZN Justice Vuks
Tshabalala
Members of the media
Honoured guests from all over the world and distinguished heads of delegations
Ladies and gentlemen

Mariners spend their lives sailing to far away places, driven by a mixture of curiosity, adventure and a love of the sea. Considering that 72 percent of the earth is covered by water, many spend their whole lives devoted to the realm of King Neptune. Most of us assembled here provide refuge to these great men and women. Though the word harbour is often used in the context of refuge, it is common cause that this refuge goes beyond that of the seafarer, and extends to the economic wellbeing of all the inhabitants of the land the harbour serves.

By nature we are all guided by the senses of a homing pigeon - that beyond the horizon lies dry land, and the hope that it will provide for us all that we need. It is with this sense that I welcome you all from far off climes to the Cradle of Humankind. Welcome to Africa, where the first man walked the earth, and where the earliest forms of seafaring were undertaken.

Today, I take immense pleasure to welcome you on behalf of the people of South Africa and the NPA. That the 23rd World

Ports Conference of IAPH is held here is no accident. That it will be a success will not be left to chance. We at NPA have worked hard and take pride in welcoming you all here and believe that you will leave here with a positive experience of all that we are proud of as Africans.

On the occasion of the first World Ports Conference on African soil, I would like to thank our colleagues in the Africa/Europe region for the overwhelming response in attendance at this Conference.

In this city lives the biggest and most active port in the Southern Hemisphere - the port of Durban. It is here that the pulse of our business resonates and so it is appropriate that we host you here. It is hardly a kilometer away that you can watch the bloodstream of the Southern African economy pumping.

It is here that we know that the economy of this country is on the positive...for without the increased container shipping traffic we know that our lifeblood would run low.

Last year NPA hosted the International Harbour Masters' Association (IHMA), and the Port Management Association of East and Southern Africa (PMAESA). During the

PMAESA Conference, the Cruise Indian Ocean Association met under our patronage. Our support and active participation at these forums forms part of our global foot-printing and outreach initiatives. We need to live our "world class" aspirations; an objective that can only be fulfilled by being able to identify best practices and benchmarks.

And it is then fitting that as we kick off what is probably our biggest recapitalisation projects, investing billions of rands over the next few years, we host you here. Your experiences will give a great deal of input into our own plans...the NPA management team is here with you. I expect that if there is one business card you all walk out of here with, it will bear the NPA name on it.

At last count we had more than 800 international decision-makers from over 84 countries registered to be here. The space for the exhibitions has been fully taken up...as is the speakers' programme. Your responsibilities are spread over port developments and purchases worth billions every year. We aim to make lasting and sustained relationships with each and everyone of you.

I cannot move from this platform without inviting you to enjoy the lighter side of the business this week. As is custom whenever we gather, there is an array of social activities laid out...a lot of effort has been put into this by my staff whom I acknowledge on this platform...preliminary presentations promise colourful, energy filled and positive experiences to be had by all. We will be showcasing all that is best of our cultures.

In closing...I would like to assure you that we consider all of you to be very special people and we will do everything in our power to make your stay as comfortable as possible. Should you feel any discomfort about any issues, please bring it to my attention or any of our uniformed people. It is our aim that you will be treated in the special way that we are accustomed to as Africans.

I thank you.



Address by the IAPH President



Dr. Akio Someya

Executive Vice President, Nagoya Port Authority

The Honorable Mr. Jeff Radebe, Minister for Public Enterprise,
The Honorable Mr. Alec Erwin, Minister for Trade and Industry,
Mr. Mafika Mkwanaazi, Group Chief Executive, Transnet Limited,
The Honorable Councilor Obed Mlaba, Mayor of the Durban Metropolitan Council,
Mr. Siyabonga Gama, IAPH Conference Vice President,
Distinguished delegates,
Ladies and gentlemen:

It gives me great pleasure and honor to speak to you as the President of the IAPH at the opening of the 23rd World Ports Conference. First and foremost, on behalf of the entire Association, I should like to express my sincere appreciation to our friends in South Africa for organizing this event here in the beautiful port city of Durban. What we are witnessing this week is indeed the fruit of the tireless efforts made by the highly capable team at the National Ports Authority of South Africa, led by the IAPH Conference Vice President Mr. Siyabonga Gama, as well as all the generous assistance extended by many supporters and parties involved. Thank you indeed for all your dedicated work over the past years, leading up to this excellent Conference today.

I should also like to express on behalf of the IAPH our sincerest and deepest appreciation to the Honorable Ministers and the Honorable Mayor of Durban, for attending the opening ceremony for the 23rd IAPH World Ports Conference this morning. It is the greatest privilege for the IAPH to be able to inaugurate this significant event in the presence of such eminent dignitaries, which shows how highly ports and sea-borne trade are recognized in this world-renowned maritime nation. This indeed is a perfect start for our Conference, heralding a successful week ahead of us.

My thanks also go to all the speakers who have agreed to speak during the Working Sessions scheduled for this week, providing us with valuable expertise and first-hand information on a variety of issues facing our industry. I also cannot forget to thank all the delegates, both the members and non-members of the IAPH, who have traveled from all over the world to share their views and opinions for our common purpose of further developing the entire world maritime community. Thank you all very much.

The IAPH World Ports Conference dates back to the first Conference in Kobe in 1952, where the establishment of the IAPH was agreed upon. Over the course of half a century, the World Ports Conference has developed to become a major global maritime event, functioning not only as the supreme decision-making forum of the IAPH but also as a unique opportunity for those involved in ports and the maritime industry to share expertise and opinions on a wide range of issues of common concern.

What is significant about this particular Conference in Durban is, as we are fully aware, the fact that this is the first time for the event to be held on African soil. Ever since Durban was chosen as the

venue at our 21st Conference in Kuala Lumpur 4 years ago, we have all been looking forward to coming to South Africa. This Conference, I believe, will be a remarkable step in the history of the Association, spotlighting not only Durban but all African ports at large in IAPH activities, and thus ushering us into a new era of even further cooperation and solidarity among members from different regions.

Ports as Catalytic Impact

This Conference in Durban features the theme "Ports—The Catalytic Impact, Uniting World Economies Together Through Ports and Harbours," which I believe well describes the future course of world ports. Although taking a glance at today's world economy may not offer bright future prospects, ports still see positive signs in the steady growth of globalization in various industries. As almost all businesses develop across borders today, looking for better consumer markets and less expensive production bases, a reliable and streamlined maritime transportation chain to link different points around the world has become a prerequisite for many companies to be successful.

Ports, needless to say, are the key elements in this global trade chain. As an indispensable node in maritime transport, we have been striving to fulfill our responsibility by meeting demands placed by the ever increasing volume of cargo and growing size of vessels.

As globalization further progresses, however, in addition to these, what we could call "traditional" functions, today's ports are also required to provide shippers with value-added services. In their endeavors to reduce inventory as well as time and cost, for example, more shippers expect ports to function as logistics centers instead of simple transit points of cargo. Being incorporated in the global economic activities in a more progressive



sense, today ports not only unite the world's economies as simple junctions for cargo but help industries develop their business, thus having in turn a great impact on the development of the global economy at large.

Port and Local Community

While ports contribute to the development of the world economy, there is a different aspect they have also been required to focus on, which is the issue of harmonized development of ports and their local communities.

In this light, for example, ports around the world are required by the local community to upgrade their environmental measures to ensure safe living conditions for local citizens. In some cases ports are also expected to develop recreational facilities for the general public, to fulfill their role as a responsible member of the local economy. Such endeavors, however, can only be achieved successfully through a well-coordinated collaboration between ports and their respective local governments.

In this sense, I believe that the City and the Port of Durban enjoy an ideal mutual relationship, which is illustrated in the generous support extended by the City government to the organization of this World Ports Conference. While the City and the local community fully recognize the importance of port development, the Port meets their expectations by developing itself in harmony with the surrounding area. I believe that there is much that world ports can learn from this model in Durban.

Combating Emerging Threats

We also cannot leave out the issue of security in discussing today's ports. Ever since the September 11 of 2 years ago, the vulnerability of maritime transportation has been pointed out, and as well that ships may easily be used as means

to transport weapons for the use of terrorist acts. Consequently, ports, like many other sectors involved in sea-borne transportation, have been under intensified pressure to secure safe and yet efficient global logistics chains. As you are well aware, there have been a variety of measures taken at the international level in this regard, as represented in the amendment of the SOLAS Convention (the International Convention for the Safety of Life at Sea), which aims at upgrading the security level of ships and ports. In this light, the International Ship and Port Facility Security Code was introduced December last year, which ports of contracted countries are required to comply with by July next year.

Other schemes include the introduction of US-led measures such as CSI (Container Security Initiative) and C-TPAT (Customs-Trade Partnership Against Terrorism), whose goal is to target high-risk containers for physical investigation while letting through legitimate boxes to guarantee smooth trade. Along the same lines, there have been remarkable developments in related technologies, including the creation of tamper-free, electronically-sealed containers.

Another contemporary issue that could possibly impair maritime trade is the spread of severe acute respiratory syndrome, or SARS, which has proliferated around the world over the last couple of months. This epidemic has, as we witness today, made a significant impact on the world economy, and inevitably on world trade in turn. We as the world's ports, therefore, need to monitor closely the situation with regard to SARS, and stay alert of any developments in this regard, in order to minimize adverse effect on ourselves.

Significance of Cooperation

What is essential in controlling these newly arising threats as well as in meeting arising demands is a multi-layered

approach by all the parties involved in maritime trade. Needless to say, international sea-borne transport involves a number of organizations and parties, including port administrators, terminal operators, shipping lines, freight forwarders, and shippers. Other organizations such as customs, quarantine, local and national governments are also involved deeply in trade activities. Given this fact, harmonized coordination and collaboration among all these players are a prerequisite for securing a safe and efficient global maritime logistics chain, as well as healthy development of ports and cities.

With this in mind, I strongly believe that this Conference in Durban provides us with a perfect opportunity to work together and tackle the issues placed before us. During the working sessions throughout this week, we will be able to bring together expertise and experiences on these topics, learn from one another, and collaborate for the improvement of the entire world maritime community. On the other hand, we will be able to share the fruit of works conducted by our technical committees on these crucial topics, at a newly introduced program, the Open Forum, during this Conference.

It is my sincere hope that each one of you will take full advantage of this ideal opportunity for your own benefit, and furthermore for the comprehensive interests of the entire world port community. As shown in the motto of the IAPH "World Peace through World Trade, World Trade through World Ports," the development of our ports subsequently means the development of economies, and in turn the development of the entire world. During this week in Durban, let us take a big step forward together toward realizing the motto of the IAPH.

I wholeheartedly look forward to working with you this week here in Durban and into the future.

Thank you very much.



Keynote Speech by The Minister of Public Enterprises



The Honorable Jeff Radebe

Respected MC
National Cabinet Ministers and Members of Parliament
Provincial MECs and Members of Legislature Councillors present
Members of the media
Honourable guests
Ladies and gentlemen

On this historic occasion, it is indeed a privilege to welcome you all to the continent of Africa, in the first instance, and to the continent's leading port of Durban. The hosting of the 23rd IAPH World Conference in Durban is significant, not only for the port city, but also for the continent, standing as it is on the cusp of the economic rejuvenation that is the New Partnership for Africa's Development.

A stimulating, relevant and vibrant business programme has been developed around the theme 'Ports – The Catalytic Impact: Uniting World Economies Through Ports and Harbours'. This theme is particularly germane at this juncture in South Africa's development. Against a backdrop of the long international isolation of South Africa, because of its racist practices, the 'unification' component of the theme becomes even more acute in the local context.

Furthermore, I share your view that the port and harbour infrastructure of a country makes a huge catalytic impact. It is for this reason that I recently committed the lion's share of my annual budget to the expansion, rehabilitation and renovation of our port infrastructure.

The legislative framework to support the restructuring of state assets, and in particular, cargo handling, is in an advanced stage of development. This will allow for the concessioning of our ports, with the pilot in this regard being the Durban Container Terminal.

Our cabinet is acutely conscious of the strategic significance of our ports. It is envisaged that the efficiencies that we aim to leverage at this level will bear manifold and varied benefits for all tiers of our economy and that of the continent. In order to deal with the considerable increase in containerised traffic

in Africa, port rehabilitation, modernisation and infrastructure expansion, including landlocked container terminals, is an imperative.

A challenge that I trust will form part of your deliberations over the next few days will be that of container security. We have set up working teams to look into how these new regimes will impact on the planning and redevelopment process we have embarked upon. These teams will ensure that the infrastructure investment plans are aligned with restructuring initiatives and government's development priorities.

Aside from the concessioning of the Durban Container Terminal, other developments in the local arena include the R25 million dredging and deepening of the East London harbour, which will enable an average of two larger car carriers to call at the port per month, in order to meet the demand. In addition, the continent's largest coal terminal in Richards Bay will undergo a R2.4 billion expansion.

Probably the most significant development is the addition of a new member to the family of South Africa's port and harbour infrastructure. Ngqura, situated just north of Port Elizabeth, is a unique development project, completely surrounded by an industrial development zone. The development of the Port of Ngqura is a high priority project for the state, yielding a range of benefits from promoting economic growth and engendering sustainable employment to industrial development and enhancing South Africa's trade with the rest of the world.

Ngqura has emerged from co-operation between the national government and all stakeholders, most especially, environmentalists. Environmental concerns address not only the question of the coastal ecology, but also the rehabilitation of rare species of flora and the protection of species of butterfly endemic to the area. Building on the R3.2 billion project has begun and construction is progressing according to schedule.

Returning to your theme – Ports – The Catalytic Impact: Uniting World Economies Through Ports and Harbours – we in South

Africa are resolute members of the African community of states. Africa has already come some way in uniting our economies, not least via our port and harbour infrastructure. This is being given added impetus with the rolling out of the New Partnership for Africa's Development, or Nepad.

A broad range of regimes is in place to promote Africa's self-development. Amongst them rank the objective of promoting African exports and in terms of this, to improve procedures for customs and drawback schemes, to tackle trade barriers in international trade through the improvement of standards and to increase inter-regional trade by promoting cross-border interaction among African firms.

One of the prime actions in accomplishing this is the reduction of cost of transactions and operations and the promotion and improvement of regional trade agreements, the fostering of inter-regional trade liberalisation and to harmonise rules of origin, tariffs and product standards. In order to accomplish this, the optimal functioning and maximum collaboration of our ports is essential.

Another key component of Nepad is the bridging of the infrastructure gap. Being one of the major parameters of economic growth, infrastructure in Africa needs to rise to the level of developed countries in terms of the accumulation of material and human wealth. If Africa had, at the least, an internationally acceptable infrastructure, it would be in a more favourable position to focus on improving productivity for international competition.

The structural gap in infrastructure constitutes a very serious handicap to economic growth and poverty reduction. Improved infrastructure, including the cost and reliability of services, would benefit both Africa and the international community, which would be able to obtain African goods and services more cheaply.

One of the objects of bridging the infrastructure gap is the reduction of waiting time in ports and the concomitant action in this regard is to encourage and nurture public-private partnerships as well as grant concessions towards the construction, development and maintenance of ports.

It is in keeping with this vision that South Africa is moving decisively towards the restructuring of its infrastructure for greater private sector involvement. It is also hoped that this exercise would generate direct foreign investment that, coincidentally, would see to the realisation of your theme as well.

I hope that your valued deliberations over the next few days will assist all of us in optimising the efficacy of our port and harbour infrastructure. The sharing of international best practice and the common lessons and challenges will go some way to realising this objective.

I thank you.

BOARD MEETINGS AND PLENARY SESSIONS

Introduction

During the conference, a number of important issues were discussed, and decisions taken as per the following reports

1. Subjects adopted
 - 1) Budget for 2003/2005
 - 2) Revised Constitution & By-Laws
2. Subjects decided
 - 1) Chair of Legal Counselors to fill the vacancy caused by the retirement of Mr. Welsh
 - 2) Reshaping of IAPH/IMO Interface Group into "International Liaison Group"
 - 3) Houston, as the venue for 25th Conference
3. Election of personnel
 - 1) Officers for the new term
 - 2) New Exco Members
 - 3) Honorary Members
 - 4) Conference Vice-President for 24th Conference
4. Resolutions adopted
 - 1) Resolution of thanks to the Conference Host etc.
- 2) Resolution on Port Security (to address a letter of appeal to IMO)
- 3) Resolution on Revised Constitution & By-Laws
- 4) Resolution of the Board of Directors to transfer Powers to Officers with regard to 24th Conference
5. Reports and Discussion
 - 1) Enhancement of IAPH Europe Office
 - 2) 50th Anniversary Project
 - 3) New framework for Technical Committee activities
 - 4) IAPH Essay Contest winners
 - 5) IAPH IT Award winners
 - 6) Presidential Citation for meritorious individuals
 - 7) Personnel changes (Chairs/Vice-Chairs) for some Technical Committees and Internal Committees
 - 8) Charleston as the venue for 2004 Mid-term Board Meeting
 - 9) Other future meetings of IAPH (dates and venues)

and colorful programs of the Durban Conference. I would like to express my heartfelt appreciation to our host, National Ports Authority of South Africa, headed by Mr. Siyabonga Gama, President & CEO, for his leadership and his team's hard work in making such an excellent arrangement for the Conference. We are much excited, for this is the first Conference ever held on the African continent in IAPH history. Taking this opportunity, my sincere thanks also go to the President, Vice Presidents, Members of the Board/Executive Committee, Internal and Technical Committees, Liaison Officers, and all others for their constant guidance, support and cooperation extended to the Secretariat during the last two years.

1. The Mid-term Board and Executive Committee Meetings

The IAPH Board of Directors met in Abu Dhabi, U.A.E., April 2002, with 95 delegates representing 37 countries and economies. Over the two years, the Executive Committee (Exco) met twice, first in Auckland, New Zealand, October 2001 and second in Kobe, Japan, October 2002. All the meetings were kindly hosted respectively by Abu Dhabi Seaport Authority, the group of Ports of Auckland Ltd., Port of Napier Ltd. and Westgate Transport Ltd., and the City of Kobe, to all of which we are extremely grateful for their generous invitation and cooperation.

Members of the Board and Exco extensively discussed a number of key issues, among which are revision of the Constitution and By-Laws, measures to strengthen Technical Committee activities and port security issues. Furthermore, as the IAPH's 50th anniversary in 2005 is approaching, a special "50th Anniversary Committee" chaired by Immediate Past President, Mr. Dominic Taddeo, Montreal Port Authority, was created at the Kobe Exco for preparing and implementing our commemorative projects. Noteworthy in this connection is that all participants of the Kobe Exco last October were invited to a commemorative symposium organized jointly by the Japan Port & Harbor Association and the IAPH Japan Foundation to celebrate the 50th anniversary of the 1st International Ports & Harbors Conference held in Kobe back in 1952, where the basic idea of establishing today's IAPH had been born.

An unexpected change took place in Officers. The 3rd Vice President, Mr. John Hayes, Sydney Ports Corporation,

Secretary General's Report



Satoshi inoue

It is my great pleasure to present my report to the 23rd IAPH Biennial Conference, Durban, South Africa, providing an overview of the major activities and progresses IAPH has made over the past two years since the last conference in Montreal, Canada, May 2001.

First of all, I am truly grateful to all the

delegates and participants coming down to Durban from across the world despite the global difficulties of terrorism and the Iraqi war and, more recently, fears and threats of SARS. Gathering in Durban shows indeed the solidarity of IAPH membership.

I am confident that you will be all satisfied and fascinated by the stimulating

passed away in August 2002, which was a great shock and saddened us all. It was an immense loss to the Association, considering his dedication and the contribution he had made over the years to IAPH. Following regional nomination from Asia/Oceania, Datin Paduka O. C. Phang, Klang Port Authority, was newly elected by the Board as his successor in January 2003.

2. Active Regional Meetings and International Representations

The last two years witnessed more frequent and active regional meetings of IAPH held around the world. In particular, it has now become an established schedule for Africa/Europe Region to meet twice a year and Asia/Oceania once a year. Moreover, thanks to tremendous efforts by Vice Presidents and hosts, the regional meetings are now so well organized that more than a dozen topics are normally presented by members as well as invited speakers and major issues of respective regions are amicably discussed among participants. All the texts of presentations are also made available at the IAPH website so that those members unable to attend the meetings could still share such valuable information and experiences.

IAPH was also instrumental in assisting the Pan-African Association for Port Cooperation in organizing the 1st and 2nd Pan-African Ports Conferences, in Abidjan, Cote d'Ivoire, December 2001 and in Ngorongoro, Tanzania, December 2002, respectively. As for collaboration with PIANC, President Someya delivered his special speech at the PIANC Congress in Sydney, Australia, September 2002. IAPH was also invited by the Organization for Economic Cooperation and Development (OECD), to make a presentation at its Maritime Transport Committee meeting, Paris, France, July 2002. The Secretary General together with Messrs. van der Kluit, IAPH Europe Office, and van Zoelen, Rotterdam Port, made a presentation entitled "Port as Indispensable Partner of Maritime Transport".

3. Revision of IAPH Constitution and By-Laws

Thanks to tireless and diligent efforts by the IAPH Legal Counselors, headed by Mr. Hugh Welsh, Port Authority of New York & New Jersey, and Mr. J. Mongeau, Montreal Port Authority, we were able to thoroughly review the IAPH Constitution and By-Laws. The revision itself originally stemmed from the recommendations of

the IAPH 2000 Special Task Force approved at the Kuala Lumpur Conference in 1999. Since then, it was extensively discussed at the Board and Exco meetings. The final draft is now ready, awaiting approval of the IAPH members at this Durban Conference. Briefly, the major points of revision include 1) procedures for transparent and democratic election of Regional Vice Presidents by fully respecting decisions of each region and 2) review of quorums for various meetings.

4. Port Security

In the wake of the terrorist attacks on the United States on September 11, 2001, IAPH promptly reacted to the call by the International Maritime Organization (IMO) to address and fight terrorism against ports on a global scale and has actively participated in all major discussions and meetings at IMO as well as other international organizations. At the invitation of the World Customs Organization (WCO), IAPH joins as a member the WCO Task Force on Security and Facilitation in International Trade Supply Chain, which was established last December.

Internally, IAPH initiated in January 2002 a survey to solicit information and experiences on the development of port-related security measures from the member ports by way of Internet. The views and information submitted were then electronically transmitted to and shared by the members at large under "IAPH Port Security Bulletins", which were also posted on the IAPH website on a real-time basis. Such collective information was used subsequently as valuable inputs when our representatives, Mr. van de Laar, Amsterdam Port and Mr. van der Kluit, attended IMO meetings and other meetings on this critical issue.

As a tangible contribution to the world maritime community on this subject, IAPH formulated "IAPH Policy and Guidance Paper on Port and Maritime Security" in 2002 as a general guidance to the member ports and for eventual submission to IMO as an IAPH position paper. Another position paper entitled "Port and Maritime Security - Guidance for the Development of Ship and Port Security Plans" was submitted to IMO jointly with International Chamber of Shipping (ICS) earlier in 2002.

In December 2002, the SOLAS Convention was amended with introduction of the International Ship and Port Facility Security (ISPS) Code at the Diplomatic Conference of the Contracting Governments. The "IAPH Port Security

Bulletin" was reactivated in April 2003 to monitor the state of progress toward implementing the ISPS Code on the part of the member ports.

5. New Features by Information Technology

In his inaugural speech, President Akio Someya stressed the importance of making the most of IT in IAPH activities. Since then, the following IT initiatives have been implemented for better communication and membership services;

• "IAPH Online Newsletter"

This email-based newsletter was started in April 2002. It has since been issued biweekly and circulated via email to IAPH members and all those associated with IAPH, including those serving on the IAPH Board, Exco and Internal/Technical Committees, in a most timely, efficient and concise manner. More than 700 individual IAPH members and those affiliated with IAPH subscribe to the newsletter, as of April 2003.

• Online Survey

In August 2002, the first online questionnaire was sent out to members as well as posted on the IAPH website to conduct a survey on how the IAPH website and the Online Newsletter are utilized by members and visitors. This year, the same method was employed again, when the IAPH Security Bulletin was revived in April, to conduct an online survey of IAPH member ports regarding the implementation of the ISPS Code. More than 50 members had responded to the questionnaire within a week of its issuance.

• Upgrading of the IAPH website

Monthly hits on our website are averaging 2,200, totaling to 55,000 since January 2001 when the current website came into service. Direct links to websites of IAPH member ports and maritime organizations are used by most visitors. To further enrich the contents and service menus, various upgrades such as "Port Security" and "World Port Photo Gallery" have been incorporated and implemented.

The extensive and frequent use of the Internet tools (email and website) over the last two years has no doubt resulted in time savings and cost reductions for IAPH, as well as offering a speedy, timely and efficient means of information exchange and sharing among the members. Here I would like to express my sincere thanks to the Communication and Networking Committee (Chairman J. Perrot, Le Havre Port) for giving me valu-

able advice and assistance.

6. Communication Systems and Publications

After extensive discussions and preparatory work, a concrete step forward was taken in February 2003 by IAPH to establish a network of "IAPH Coordinators" who are appointed by each member organization to liaise between IAPH members and the Tokyo Secretariat and vice versa. As quite a few members have yet to appoint their IAPH Coordinators, your kind attention and cooperation to this matter would be highly appreciated.

Thanks to your support and cooperation, IAPH's official journal "Ports and Harbors" has been continuously playing the role of the lifeline of the Association as well as our messenger to the world maritime society. It is currently into the Vol. 48, reflecting the age of the Association itself. In addition to the journal, IAPH has recently acquired another two communication tools, the IAPH website and the Online Newsletter. To enhance our communication among members and between members and the Head Office, these three media shall constitute an integrated communication system with each of them playing an indispensable and unique role yet complementing each other. IAPH Coordinators will soon play yet another key role in our communication system.

7. Membership and Financial Status

As of April 10, 2003, a total of 350 members representing 84 maritime countries and economies of the world are represented in IAPH, - 227 Regular

Members and 123 Associate Members. Since January 2001, we have welcomed a total of 52 new members, consisting of 23 Regular and 29 Associate members, while 42 members left us, including 7 members whose membership was terminated due to delinquent dues. You will find full details in the "Membership" section of this report. On behalf of the entire membership of IAPH, I would like to extend my warmest welcome once again to those new members.

With regard to our financial status, I am pleased to report that the Association is in a firm and stable position, ending its fiscal term of 2002 satisfactorily well balanced; you will find full details in the "Settlement of Accounts 2001/2002" section of the report. I am most grateful for your cooperation in settling your membership dues regularly and promptly, and look forward to your future cooperation and assistance in this regard as well.

8. Head Office Staffing

Lastly, I have to announce that Mr. Rinnosuke Kondoh, Deputy Secretary General, who has served the Association for the past three decades, will retire from active duty at the conclusion of the Durban Conference. Though he will still continue to be with us on a part-time and voluntary basis, I would like to take this special opportunity to express my sincere thanks to him for his long-standing and unselfish devotion and dedication to IAPH.

In closing, I would like to assure you that we at the Secretariat will further explore ways and means to better and more efficiently serve you, our members. I would sincerely appreciate your continued guidance and support in the years to come.

127 million, thus generating a net balance of Yen 7.4 million in surplus.

- 2) He also made brief remarks on the proposed Budget for the term 2003/2005 as per attached, for approval by the Board. He particularly stressed the following two new factors incorporated in the Budget:
 - i) Additional staffing to strengthen IAPH Europe Office activities
 - ii) IAPH 50th Anniversary projects
- 3) The Budget was unanimously approved by the Board.

4. Report by the Chair of Membership Committee

Mr. Estrada made his report on the movement of Membership during the past term with his comments and analysis as per the attached.

5. Report by the Vice-Chair of Constitution & By-Laws cum Vice-Chair of Legal Counselors

Mr. Mongeau presented the final draft for the revised Constitution & By-Laws with his explanation on the whole process of the revision work as well as major points to be revised. He particularly appreciated the great contribution made by Mr. Welsh, the former Chair of Legal Counselors, to this revision work.

The Board agreed to forward the proposed draft to the Plenary session for resolution.

6. Appointment of Mr Mongeau as the new Chair of Legal Counselors

President Someya put forward the proposal to appoint Mr. Mongeau as Chair of Legal Counselors to succeed to Mr. Welsh, which was unanimously approved by the Board.

7. Report by the Chair of Nominating Committee

Dr. Someya, as the Chair of the Committee, reported the results of nominations by the Committee for offices of President, 1st, 2nd, and 3rd Vice-Presidents, which were to be submitted for election at the 2nd Plenary Session.

8. Report by the Chair of Long Range Planning/Review Committee

Mr. Groseclose brought forward a proposal from the Committee intended to set out a new framework for Technical Committees' activities by explaining background concepts.

9. Report by the Chair of IAPH/IMO Interface Group

Mr. Struijs reported on the discussions made at the Group's meeting held prior to the Board meeting.

Minutes at Pre-Conference Board Meeting

THE Pre-Conference Board Meeting was convened at the chairmanship of President Someya on May 25, 15:00-17:00.

1. Quorum for the Board Meeting

After the opening remarks of Chairperson Dr. Someya, Mr. Mongeau, Chair of Credential Committee, reported that the required quorum had been achieved with 61 Directors attending (46 in person, 15 by proxy) out of 85 Board members in total.

2. Report by Secretary General

Secretary General reported on IAPH activities over the past two years as the above.

3. Report by the Chair of Finance/Budget Committee

- 1) Chair of Finance Committee, Mr. G. Cowie made his report on the Statement of Account for the term 2001/2002 for confirmation of the Board. He gave his remarks that the IAPH's financial status remained sound and stable, with revenues of Yen 135 million and expenses of Yen

1) Reform of the Group

Despite its recent activities with several different international organizations, not merely limited to IMO, the name of IAPH/IMO might give a wrong impression that the Group was only engaged in IMO matters. From this perception, the Chair proposed a reform of the Group to coordinate all liaison activities with international organizations currently done separately by concerned Technical Committees and Liaison Officers.

The proposal was agreed by the Board, leaving its official renaming to a discussion by Officers due to be submitted at the Post-Conference Board Meeting for approval.

2) Expansion of IAPH Europe Office (see above 3. 2), i))

Mr. Struijs argued that it was essential to power up the Europe Office in terms of personnel to enable IAPH to be recognized as a real "Global Carrier". He said he would seek consensus of other Officers in this regard as soon as possible by proposing a detail scheme (personnel, remuneration, missions etc.) in cooperation with Secretariat.

10. Proposal on individuals for referral to the Honorary Membership Committee

Secretary General invited Board members to propose other candidates to the Committee than those recommended by Secretariat. No additional proposals were offered by the Board, so the original line-up of personnel was confirmed to be submitted to the Honorary Membership Committee for its final nomination.

11. The 24th IAPH Conference in 2005 (dates and venue)

Because of the absence of the host caused by SARS, Shanghai International Port Group, Datin Paduka O. C. Phang read a message from the host concerning its commitment to the Conference. Secretary General followed her to announce that details of the Conference venue would be submitted to the Board for approval when they were proposed by the host in due time. The dates of the Conference were re-confirmed as May 21-27, 2005 as previously decided.

12. The 25th IAPH Conference in 2007

Mr. Kornegay, Regional Vice-President for Americas Region, announced that Port of Houston stood as a candidate as host for the IAPH Conference 2007, and this was followed by an audio-visual presentation by the candidate. The Board unanimously

elected the port as the host of the 2007 Conference.

13. Report by the Chair of 50th Anniversary Committee

Mr. Taddeo reported about the discussions previously made by the Committee members introducing several ideas proposed at the discussions. He said that the Committee would compile a more concrete proposal based on the discussions before the next Exco

meeting (to be held in Rotterdam).

14. Confirmation of new Exco members

Each Regional Vice-President reported new Exco members from their respective regions, all of whom were subsequently endorsed by the Board as per attached.

The meeting adjourned with closing remarks by the Chairperson.

Minutes at 1st Plenary Session

1 ST Plenary Session was convened on May 27, 15:00-17:00. Before entering into the agenda, President Someya introduced to the audience Datin Paduka O.C. Phang, the newly elected 3rd Vice-President succeeding the late Mr. John Hayes representing the Asia/Oceania Region.

Following President Someya was a courtesy speech by Mr. van den Eede, President of PIANC, who outlined various joint activities between the two organizations driven and reinforced by the Memorandum of Understanding signed in 1999. He particularly appreciated Dr. G. Knatz and Mr. v. d. Laar's participation in a joint committee on the dredging issue.

1. Quorum for the Plenary Session

Following the Chairperson's opening notes and the prayer for the deceased members, Mr. Mongeau, Chair of Credential Committee declared that the required quorum had been established with 154 Regular members attending (80 in person and 74 by proxy) out of 206 Regular members in total entitled to vote as of that date.

2. Report by Secretary General

Secretary General reported about major activities of IAPH since Montreal Conference.

3. Report on Pre-Conference Board Meeting and approval of Budget 2003/2004

President Someya reported about decisions and discussions made at the Pre-Conference Board Meeting. Budget of 2003/2004 obtained the unanimous approval of the Regular members.

4. Adoption of Revised Constitution & By-Laws

Following detailed commentary on revised points and the background policies given by Mr. Mongeau, Chair of Legal Counselors, the draft revision

was unanimously adopted by the resolution of Regular members as per attached. For this enormous task by Legal Counselors – above all, by Mr. Welsh and Mr. Mongeau – since 2001, those in attendance expressed their appreciation on behalf of all IAPH members.

5. Reports by Coordinating Vice-Presidents for Technical Committees activities

Each Coordinating Vice-President made a brief summary on the discussions/reports made previously at the meeting of respective Group of Committees held during the Conference.

6. Commendation for winners of "IAPH Essay Contest" and "IAPH IT Award"

1) Mr. Bruyninckx, Chair of Human Resources Development Committee, reported the result of IAPH Essay Contest 2002/2003 with remarks of the judges headed by Mr. Goon, Former Chair of the Committee. First, Second and Third Prize winners are as follows:

- i) First Prize (Akiyama Prize)
Mr. Nelson C. Mlali, Tanzania Harbours Authority, Tanzania
- ii) Second Prize
Mr. Raouf Y. Ali, Point Lisas Industrial Port Development Corporation Limited (PLIPDECO), Trinidad and Tobago
- iii) Third Prize
Mr. S. H. Rachmanto, Indonesian Port Corporation III

Mr. Mlali, First Prize winner, was called to the podium to be commended by the audience, and presented the Prize by President Someya.

2) Mr. S. Mila, on behalf of Chair of Trade Facilitation Committee Mr. Arbós,

announced the winners of IAPH IT Award plaques, which were as follows:

- i) Gold Plaque
Kenya Ports Authority, "An African Success story of a Leap into Information Technology Future"
- ii) Silver Plaque
Abu Dhabi Seaport Authority, "Mina Zayed Computer Project"

- iii) Bronze Plaque
Free Port of Riga Authority,
"Registration of vessel generated waste-burden or clean future investments?"

President Someya handed the Plaques to the awardees.

The meeting was declared adjourned by the Chairperson.

Regular members.

5. 25th Conference in 2007

As approved by the Pre-Conference Board meeting, Port of Houston Authority was announced to be the host for the 25th Conference to be held in 2007; an audio-visual presentation by Mr. Kornegay, Executive Director of the port, followed the announcement.

6. Election of President, 1st, 2nd, and 3rd Vice-Presidents for the next term

Chairperson announced a list of nominees submitted by the Board of Directors to call for elections by Regular members. All the nominees were unanimously elected.

President: Mr. P. Struijs, 1st Vice-President: Mr. T. Kornegay, 2nd Vice-President: Datin Paduka O. C. Phang, 3rd Vice-President: Mr. S. Gama

7. Farewell Address by the outgoing President and Inaugural address by the incoming President

Dr. Someya as outgoing President and Mr. Struijs as incoming President both made speeches as attached.

8. Announcement of new Exco members & Chairpersons of Technical Committees

As per attached, new Exco members and Chairpersons were announced by the new President.

9. Chairperson adjourned the Session with his closing remarks.

Minutes at 2nd Plenary Session

2ND Plenary Session met on 29th May 14:00-15:30 under the chairmanship of President Someya.

1. Honorary membership election

Following the Chairperson's opening remarks, Dr. Someya as Chair of Honorary Membership Committee submitted a list of nominees for Honorary membership as per attached, recommended by the Committee for election by Regular members.

They were unanimously elected as recommended and a scroll to certify Membership was presented to each awardee or his/her representative by President Someya.

2. Presidential Citation for the other meritorious individuals

President Someya announced those names as attached who were to be cited as meritorious individuals, calling for applause from the floor.

3. Resolutions for thanks to the host etc.

1) Following Resolutions as per attached were duly adopted to express our appreciation to those who were quoted in each Resolution for their great contributions described therein.

- i) Resolution Expressing Appreciation to the Conference Host and honorable keynote speakers
- ii) Resolution of congratulations to Mr. H. Welsh
- iii) Resolution of Appreciation of services rendered to Mr. Kondoh

As for the implementation of measures required by the revised SOLAS and newly set out ISPS Code, the survey among the membership conducted before the Conference indicated that difficulties both in communicating with relevant parties and in financing costs incurred were encountered by quite a few of our members.

Having recognized the above situa-

tion, it was unanimously resolved as attached that Secretary General write a letter to IMO expressing the above concerns for eventual attention of the contracting governments.

4. 24th Conference in Shanghai in 2005

In the absence of the host, Shanghai International Port (Group), due to SARS, Datin Paduka O.C. Phang, Asia/Oceania Regional Vice-President, read a letter of invitational address as attached, on behalf of Mr. Lu Haihu, President of Shanghai International Port.

It was confirmed that the previously announced dates and venue remained unchanged, i.e. May 21-27, 2005, at Shanghai International Convention Center.

Mr. Lu Haihu, who had been submitted by the Board of Directors as the nominee for Conference Vice-President, was thanduly elected by the

Minutes at Start-up (Post-Conference) Board Meeting

FOLLOWING the 2nd Plenary Session, Start-up Board Meeting for the next term was held 15:30-17:00, May 29.

1. Exco Meeting in 2003

After his opening remarks as new Chairperson of the Board, Mr. Struijs announced that the 2003 Exco meeting would be held in Rotterdam October 27-30 by circulating a provisional (draft) program.

2. Mid-term Board Meeting in 2004

1st Vice-President Mr. Kornegay announced that South Carolina State Ports Authority, headed by Mr. Groseclose, had agreed to host the 2004 Mid-term Board Meeting to be held in Charleston, USA.

Mr. Groseclose followed, advising the Board that exact dates (sometime either in April or May 2004) and venue would be decided in a short while after he returned to the port.

3. Other Future Meetings

Other meetings were also announced by Vice-Presidents;

- 1) Africa/Europe Regional Meetings
 - i) December 9-11, 2003 in Douala, Cameroon
 - ii) February 18-20, 2004 in Tallinn, Estonia
- 2) Asia/Oceania regional Meeting
In spring 2004 (before Mid-term Board meeting), in Busan, Korea; dates were yet to be notified.
- 3) American regional Meeting

Mr. Kornegay suggested that a Regional Meeting for the American Region would be held during the AAPA's Annual Convention to be scheduled late September through early October in Curaçao.

Mr. Struijs commented that introduction of registration fees might as well be considered for these regional meetings to encourage potential candidates for hosts. Datin Paduka O.C. Phang offered her opinion that charging a registration fee for a regional meeting would, on the contrary, discourage regional members from attending because it added another financial burden to the accommodation and transportation expenses to be borne by members.

Mr. Struijs responded that the raised issue would be discussed further among Officers.

Mr. Struijs introduced an offer from Genoa to host 26th Conference in 2009 and said that the final decision would be made at the Shanghai Conference.

4. Technical Committees

1) Reshaping of IAPH/IMO Interface Group

Mr. Struijs proposed that the current IAPH/IMO be reshaped into a "International Liaison Group" considering the need to more comprehensively, timely and effectively cooperate with various international organizations as per attached outlined proposal.

The proposal was accepted by the Board, pending composition of members to be advised by Chair in due time.

2) Terms of Reference and work-plan for each Committee for the next term

Secretary General having received no reports, it was confirmed that the current Terms of Reference would remain unchanged for the next term.

5. Resolution for transferring power of Board to Officers

Referring to the Shanghai Conference, the attached resolution was adopted by the Board. It was confirmed by Mr. van Zoelen, Vice-Chair of Bills & Resolution Committee, that the resolution would be applicable only to 24th Conference, and not in general.

6. Others

Mr. Struijs advised that Secretary General would shortly announce which Technical Committees meet at the next Exco.

7. The meeting adjourned with closing remarks of Chairperson.

Technical Committees' Report Group of Sustainment and Growth

Pieter Struijs

Coordinating Vice President for Sustainment and Growth



AS the first Vice President for the group of committees on Sustainment and Growth, I would like to report briefly on last term's activities and achievements of the Committee on Communication and Networking, the Human Resources Development Committee and the Membership Committee.

To begin with the Membership Committee, we have just listed an update on the status of Membership by President Someya. From the report of the Membership Committee we may conclude that there is a continuing need for fostering the campaign for new members by, for instance, revising the promotion materials and by gearing up the Technical Committees' activities and output. The needs of the membership should be surveyed on a regular basis with the view of improving membership services as well as strengthening Technical Committee activities. The association will need the continued cooperation and support of all the members for the campaign, as in the past. I would like to thank the chair of the Membership Committee, Mr. José Luis Estrada, for his most appreciated efforts within this Committee.

The Committee on Communication and Networking aims for the development of the internal communication of the association and to promote the activities of the Technical Committees. Another aim is to facilitate the integration of newcomers into our association. Communication through IT is considered vital for the welfare of the association and its members. Several initiatives have been successfully launched in this respect and you will hear more about that in the open forum on Thursday. By then I think you will agree that Mr. José Perrot did a wonderful job in this

respect and I thank him for his efforts.

The last Committee report is that of the Human Resources Development Committee. This committee will propose, develop and administer programs for the provision of training, education and technical assistance to developing ports, such as the IAPH Bursary Scheme, the IAPH Award Scheme, with the essay contest, and the IAPH/UNCTAD Monograph Scheme. The Committee has provided assistance to developing ports' training and education efforts and encouraged research into port efficiency and productivity under the Bursary and Award Schemes. I kindly refer to agenda item number 8 when we will be informed about the winners of the IAPH Essay Contest and the IAPH IT Award. In relation to the UNCTAD/IAPH Monograph scheme, two new Monographs were made available for distribution to IAPH members. I trust this program will continue to be beneficial, to not only IAPH members but also the world port industry at large. We look forward to more monographs being published in the coming years. I would like to thank Mr. Goon, chairman of this Committee, for his very stimulating work over the last ten years. And I wish Mr. Bruyninx a lot of success in succeeding Mr. Goon as Chairman of this Committee.

This concludes my presentation on the group of committees on Sustainment and growth.

Group of Technical Affairs

Thomas Kornegay

Coordinating Vice President for Technical Affairs



AS Coordinating Vice President of the Technical Affairs Group of Committees consisting of: Trade Facilitation, Legal Protection, Dredging Task Force, and Port Security, Environment and Marine Operations, I am tasked with providing you an update on the works of the committees over the past two years and work that has taken place during the pre-conference meetings. To this end, my report will provide an overview of the following:

- prepared committee reports;
- committee membership issues;
- committee terms of reference modifications;
- emerging issues during committee meetings; and,
- overlapping issues that as a result of the group committee meeting.

Membership Matters

Overall, each committee discussed the lack of attendance at interim committee meetings. Several committees discussed having a sunset rule that would provide removal of committee members who have missed so many meetings. There was also discussion related to the need to review the committee assignment process, and the need for assigning new committee members to committees. These issues are being referred to the Executive Committee.

Terms of Reference Modifications

The committees indicated that there were no modifications to their terms of reference.

Trade Facilitation Committee

Since the last general conference, the committee has met four times and addressed many issues such as selecting the technology award, customs procedures and electronic commerce developments. At the TFC meetings, developing e-business standards for the fields of transport and ports has been a key topic that will continue to be enhanced.

• IT Award

The TFC generally makes two awards:

one for any regular or associate member and the second to any university, institute or non-governmental organization. This year, the committee is awarding only in the first category, which concentrates on an IT project or application that results in the greatest benefit to a port.

Fourteen ports entered this year's contest. The high level of these entries reflects that ports are successfully developing IT systems to improve efficiency. The award will be presented immediately following this report.

• Customs Procedures

Santiago Mila, TFC secretary general, was re-elected as vice chairman of the United Nations Center for Trade Facilitation and Electronic Business.

The group met in Barcelona and further developed a new version of EDIFACT, which is a system that is 100 percent supported by the Internet. UN/EDIFACT has become the universal language of electronic data interchange world-wide.

• Electronic Commerce

The document named "Challenges to effective adoption of Extensible Markup Language," prepared by the committee on governmental affairs of the US Senate was presented at the last TFC meeting. It explains the main features of XML, the new Internet standard.

The report stresses that XML business standards are needed to provide a more complete framework for conducting business over the Internet, including advertising products and services so that potential buyers and sellers can find each other, negotiate their deal and execute the transaction. At the last TFC meeting, the committee decided to take advantage of new technologies and increase its e-mail communication, thus making it necessary for only one meeting.

Trade Facilitation had no emerging issues come during its meeting. Ten people attended the meeting.

Committee on Legal Protection

This committee met four times since the last general session. Ports and Harbors magazine frequently reports on this group's activities. The CLP has addressed several key issues, including: place of refuge, bunker spills under the 1992 protocol, Rotterdam convention, easy access to maritime conventions and a few follow-up items.

• Place of Refuge

In 2001, a leaking tanker was denied entry to a port, action which raised many issues including the possible conflict between the rights of ships in distress and the right of a sovereign state or port for self-protection and the prohibition to refuse a ship if there is a human life danger.

The CLP investigated and arrived at several conclusions: coastal states are urged to review contingency arrangements to provide adequate assistance and facilities to disabled ships; contingency arrangements should focus on the safety of life at sea without jeopardizing the safety of the onshore population; and proper consideration should be given to the environmental damage to the port, to coastal areas and to certain operational and commercial needs of the port.

The committee also determined a need for an international solution and the concept of a "place of refuge" instead of a "port of refuge."

• 2001 Convention on Bunker spills

The CLP supported adopting the international convention on Civil Liability for Bunker Oil Pollution Damage (2001), which ensures adequate, prompt and effective compensation.

The conference also adopted other resolutions, especially those supported by IAPH to limit liability and protect entities taking steps to prevent or minimize the effects of oil pollution.

• Added value of CLP: easy access to maritime conventions

The CLP determined that it would be useful to prepare a summary of the international conventions in plain language, to propose guidelines and stakes of those international conventions having a role in port activity. The group is investigating ways to achieve this goal.

• International Maritime Association/Maritime security

The IMO adopted a new set of measures in December 2002 that will take effect July 2004. This is the International Ship and Port Facility Security Code that contains a mandatory section A with security requirements for governments, port authorities and

shipping companies and a non-mandatory part B containing guidelines to meet the requirements of part A.

The emerging issue that occurred during the CLP conference committee meeting was, with the coordination of other committees, a data base on the IAPH website a list of international conventions that are viewed as impacting to ports. Ten people attended the committee meeting.

Port Safety, Environment and Marine Operations

Over the past two years, the committee held four meetings to address:

- **Port Certification Scheme**

The committee deliberated on the process to develop a management system which would form a basis of standards for port certification. It was ultimately decided that IAPH would join the IMO/UNEP/GEF initiative, since they had already began a similar initiative, and the project will now be referred to as the International Port Safety and Environment Protection Management Code.

- **Container Top Safety, Including Vertical Tandem Lifting**

As a result of the Dutch National Ports Council, the committee endorsed the idea that the hatchless container ship is the only safe alternative to existing vessels.

- **Ballast Water Management**

The IMO/MEPC Ballast Water Working Group deliberated over several issues that are still unresolved, thus requiring a two-year delay on the ballast water issue. Ballast water exchange at sea is still the standard being considered. Treatment standards are being discussed but many problems need to be addressed before a consensus can be reached. The IAPH concern about mandatory reception facilities has been addressed by creating the language "reception facilities may be used when available."

- **Participation of IAPH/IMO**

The committee discussed the need for more participation in the IMO meetings, due to many concurrent sessions. As a result of those discussions, the committee recommended that arrangements for additional attendance at IMO meetings are needed.

- **Ports of Refuge/Safe Haven/Shelter Waters**

The working group recommends that IAPH should take the position of a "broad community responsibility" for safety and environment protection. The committee recommends that the following priorities should be met: safety of human life on board

and ashore, protection of the environment and operational and commercial considerations. The committee also recommends that the name "Safe Haven" more adequately addresses the issue rather than the name "Port of Refuge".

- **Mooring Lines**

The committee referred the issue of unsafe mooring lines resulting in frequent serious accidents in Australia and enormous like responses from IAPH, IHMA and ICHCA membership to the DE sub-committee for resolution.

- **Port Security**

As a result of the attacks on the United States and other innocent parties, the committee has been very busy addressing topics to combat terrorism. The discussion of these issues resulted in the adoption of a number of changes to the SOLAS Convention in 2002. The committee received a proposal of accelerated introduction of AIS on board ships. However, the committee has not been able obtain clear information as to what is expected of the ports. The committee felt that this issue should be a matter of the governments and should be brought to the attention of IMO to develop standards that could be implemented by member states.

- **Fumigated Bulk Cargo**

In co-operation with ICHCA, a submission to IMO was prepared highlighting the safety risks of fumigated cargos in bulk. The committee was advised that a joint submission in cooperation with ICHCA to IMO resulted in the decision to bring the risk to the attention of the parties concerned. The manner in which this will be done is yet to be known.

Dredging Task Force

As a part of Port Safety, Environment and Marine Operations, the Dredging Task Force has addressed several issues in the past year:

- **Guidelines for physical and chemical parameters**

Richard Peddicord has worked for two years with German participants to prepare subject Guidelines, which have been adopted by the London Convention scientific group. Final copies are being sent to all dredging task force members.

- **New London Convention working group on action levels**

Geraldine Knatz will represent IAPH on a new working group formed at the London Convention Scientific Group on action levels. The group will collect examples of nationally applicable action levels along

with the methodology used in their development.

Ultimately, the working group will prepare guidelines to assist contracting parties to the London Convention, addressing potential impacts on human health and marine development. The initial focus will be on dredged material although guidance may be developed on other waste materials allowed for ocean disposal under the convention.

- **Report from the 24th meeting on contracting parties to the London Convention**

A key action taken at this meeting was to drop "dredged material" from the standing agenda of the London Convention meeting. This item was put on the agenda to solicit position papers on whether the London Convention should cover the act of dredging. No papers were submitted, so this item was dropped.

- **Report from the 26th London Convention Scientific Group**

The group discussed managing spoiled cargoes. Dumping spoiled cargoes at sea falls under the London Convention as "organic material of natural origin." The group decided that the guidance of spoiled cargo needed a more formal status, and it will be forwarded to the consultative meeting for discussion and review in October.

Delegates from South Africa expressed their view that the London Convention should provide guidance on artificial reefs. The U.S. and UK expressed their view that the scientific group had not received instructions from the consultative group to develop that guidance. This issue also will be addressed further in October. IAPH's perspective is that "placement" and artificial reefs are outside the convention and, therefore, it is inappropriate to develop guidance.

During the Dredging Task Force conference committee meeting, chaired by Dr. Geraldine Knatz, seven members of the committee, including two new committee members were in attendance to review. One of the emerging issues that occurred at the conference committee meeting was the need for the task force to keep its identity. The task force proposed to merge with Port Safety, Environment and Marine Operations, but become an official working group. Another issue that was discussed at the committee meeting was the need to pursue coordination with PIANC to follow up on their recently adopted resolution which calls on international organizations to champion the need to maintain commercial waterways because of the environmental benefits of waterborne transportation.

Group of Port Industry Research and Analysis

Datin Paduka O.C. Phang

Coordinating Vice President for Port Industry Research & Analysis



1. Introduction

1.1. As the 3rd Vice President in charge of the Port Industry Research and Analysis Group, I am pleased to report that three (3) out of four (4) Technical Committees were able to convene their discussions here in Durban. The Committee which was unable to do so had nevertheless forwarded its future work programme to the Secretariat for consideration. I shall now give a synopsis of the specific Committees' activities carried out over the last two (2) years and their future work programme.

1.2. Generally the Terms of Reference for all Committees remained status quo and there were some new members who joined these committees.

2. Combined Transport, Distribution and Logistics Committee

2.1. Under the Chairmanship of Mr. Estrada, over the last two years, this Committee held a few meetings where, in line with their Terms of Reference, discussion focussed on analysis of actual case studies received, mostly from the European Region. For the new term, the Committee will extend its scope to cover Asian, American & Oceania ports with a view to draw up guidelines and recommendations on the logistics and inter-modal functions of ports.

2.2. An interesting output of this Committee is the joint initiative between the IAPH Secretariat

and the Spanish Port Authorities Organisation in presenting an English version of the Spanish document entitled "Guide for developing Port Logistics Activity Zones". It refers to the Spanish experience acquired in planning, designing, building and operating port distribution centres.

3. Cargo Operations Committee

3.1. The Committee's Chairman (Mr. Bassan from Ashdod Port in Israel) is unable to be with us in Durban. Over the last term, not much activity took place but the Committee has forwarded its future work programme for consideration.

3.2. It proposes to discuss issues and factors that impact development plans, using Ashdod Port as a basis for discussion. Issues include gate systems to be developed to cope with security concerns, terminal operating systems and equipment for greater operational efficiency, in particular to cope with ship development trends, key performance indicators for measurement, integrity of container seal verification on the ship and quay side of ports, utilisation of new technologies and environmental issues.

4. Port Planning and Construction Committee

4.1 This Committee under the Chairmanship of Mr. Naruse, Tomakomai Port Authority, Japan will continue to imple-

ment the scope of work which had been developed under the dedicated and able leadership of our late Mr. John Hayes.

4.2. During the existing term, most of you are aware of the revision of IAPH guidelines for Port Planning & Design published in September 2001, which are a useful reference for government organizations and port personnel beyond the realm of technical experts. A CD ROM version is also available.

4.3. For the new term, the focus will be on Cruise Shipping Terminals where issues related to the development of Cruise Terminals will be looked into, mindful of the fact that security is a key element. Several offers of cruise terminal development around the world were offered to the Committee to be used for its deliberations.

5. Ship Trends Committee

5.1. Under the Chairmanship of Mr. Coloby, the Committee has prepared a comprehensive report where the shipping industry faces several considerations which touch on:

- a) Economic factors (transportation of cargo at lower cost, faster and more reliable conditions);
- b) Technological developments (greater productivity, reduced manning cost and speed);
- c) Environmental protection.

5.2. Likewise, the Port Industry must cope with vessel characteristic trends, with the need to anticipate the size of tomorrow's vessels and mandatory requirements imposed by regulations eg. MARPOL.

5.3. The Committee discussed world seaborne trade with UNCTAD's review on Maritime Transport, world fleet, likewise world container trade and fleet, the drafts for such vessels, vessel speed trends (the container trade players' concentration of container capacity in the hands of a few operators), car carrier trade, tankers with acceleration of early phase-out of single hull tankers, other considerations like passenger trade and diesel powered catamaran ferry development, etc.

Address by Outgoing President Dr. Akio Someya



Mr. Pieter Struijs, Incoming President of the IAPH,
Mr. Thomas Kornegay, First Vice President,
Datin Paduka O. C. Phang, Second Vice President,
Mr. Siyabonga Gama, Third Vice President,
Mr. Dominic Taddeo,
IAPH members,
Distinguished delegates,
Ladies and gentlemen:

It is with deep emotions that I address you today as the outgoing President of the IAPH, after completing a 2-year term in the office. I wish to take this opportunity to thank the Vice Presidents, Immediate Past President, Secretary General, Europe Representative, Exco and Board members, and of course the entire membership of the IAPH, for the continued support and assistance you rendered to me as the President. I consider myself very lucky to be favored by so many excellent colleagues who have extended such generous cooperation to me to accomplish my assigned tasks, and thus to keep the IAPH on the right track to the future.

Looking back on these past 2 years after our last Conference in Montreal, I must say that we as ports have come through very rough waters. Amongst others, the biggest wave to hit the world maritime industry came on September 11, 2001, which consequently put all sectors involved in the maritime trade, including ports, under tremendous pressure to upgrade their security measures. I am proud to say that the IAPH has been taking part in the international multi-layered efforts to tackle this difficult challenge, by contributing to the work of such organizations as the International Maritime Organization and World Customs Organization.

Internally, the IAPH has achieved a number of improvements. These include the revision of By-Laws made at this

Conference, thanks to the tireless efforts by our Legal Counselors. I would also like to mention that the introduction of information technology greatly facilitated communication among our members, which was proved by the efficient online survey on security issues, conducted by the Port Safety, Environment and Marine Operations Committee. I would like to take this opportunity to acknowledge the work of the Communication & Networking Committee and the Secretary General in upgrading communication within our Association.

My thanks also go to the hosts of IAPH functions for the past 2 years, including the Ports of Auckland and Napier as well as Westgate Transport Limited for the Exco Meeting in 2001, Port of Kobe for the Exco Meeting in

2002, and of course the Abu Dhabi Seaport Authority for the Mid-term Board Meeting in 2002, and many others who organized regional meetings. These events were of great success and value, owing to the meticulous arrangements and support by the respective hosts.

Today, I hand over the presidency of the IAPH to Mr. Pieter Struijs. The coming years may not be any easier than the ones we have had. With this capable captain, however, who has a long career and great expertise in the port and maritime industry, I am convinced that the ship IAPH will navigate surely through any challenging waters to the future. I would like to take this opportunity to ask for your continued support for our activities under our new President. It is indispensable if the IAPH is to fully demonstrate its value in the international maritime community.

Before I conclude my address, last but not least, I wish to thank the National Ports Authority of South Africa and all the supporters for the successful organization of this Conference. Owing to the tireless efforts made by our host, all the delegates fully enjoyed a very fruitful and enjoyable week here in Durban. Thank you very much indeed for your excellent work.

Now, let us welcome our new President, Mr. Pieter Struijs, to take the helm of the IAPH.



Address by the New President Mr. Pieter Struijs



Your Excellencies,
Dear Colleagues and friends,
Ladies and gentlemen,

It is a great honour and I feel proud to stand here before you as the new president of the International Association of Ports and Harbors. For the first time ever, a Rotterdam port executive has been elected. It is also the first time that the World Ports Conference is being held in Africa. South Africa to be more precise, a country that has strong historical ties with my country, the Netherlands. Moreover, I am delighted that this event is being staged in Durban, a sister-city of my hometown Rotterdam. As you can see, I have more than enough reasons to feel fine. Dear colleagues: thank you for electing me.

The motto the IAPH started with in 1955 on the initiative of Gaku Matsumoto was: 'World peace through world trade, world trade through world ports'. In those days, the world was still recovering from the Second World War. And the post-war reconstruction was picked up with combined efforts. Japan saw a tremendous growth and reached out to have better international contacts. Fourteen countries joined the initiative of founding a world port branch organisation called IAPH. Nowadays, IAPH looks after the interests of 227 Regular members and 123 Associate members representing 84 maritime countries and economies of the world. In the meantime, world trade has increased from \$60 billion to \$600 billion.

Unfortunately, there is still no world peace, so I think that we should continue to cherish the motto, and present ourselves as an association that does more than simply look out for the interests of its members, but also takes matters such as social involvement and social responsibility into consideration.

Being only part of the logistics chain, we as port managers have the inborn talent to cooperate with many different actors. This talent is not only needed for the benefit of individual ports but also for

a flourishing future of our association. Being amongst team players, with your help, I am very confident that we can achieve this goal and make the next period a success for the IAPH.

I won't be able to perform the big task that lies ahead, without the help of all of you. In this respect I specifically like to mention my fellow vice-presidents Mr. Tom Kornegay, Mrs. Datin Paduka O.C. Phang and Mr. Syabonga Gama. I am confident that I can also rely on the indispensable support of the Tokyo and Europe office, headed by secretary-general Innoué and his staff. Furthermore, I am fortunate to have the support of my colleagues from the Port of Rotterdam. Without their effort, and especially that of Mr. Peter Mollema, I would not be able to combine my presidency with my responsibilities as executive director of the port of Rotterdam.

And I certainly would like to call upon Dr. Someya, as immediate past-president, to benefit from the knowledge and experience he acquired during his term of presidency. The past two years Dr. Someya demonstrated an unbridled effort, all for the benefit of IAPH.

Under his leadership we completed a fundamental reconstruction of our association which will be a firm basis for our future. Dr. Someya, in recognition of your tremendous contribution in every respect, on behalf of the total membership, it gives

me great honor to present you the honorary membership of the International Association of Ports and Harbors.

The policy of the last couple of years has among other things resulted in better internal communications. The Tokyo Office nowadays intensively makes use of the Internet. This has allowed the IAPH Weekly letter and the IAPH Port Security Bulletin to become valuable sources of information for our members. The Internet has proven to be a binding factor that joins members from all corners of the globe. As we all know, the foundation of friendship and networking is communication. This policy has to be continued and intensified.

The IAPH is one big scattered family. To maintain good relations and tight bonds, a scattered family needs to meet regularly and exchange information on a frequent basis. One of the members actually wrote this in the last edition of Ports & Harbors. And he is absolutely right. I have experienced that the regional meetings we recently have introduced contribute effectively to a better mutual understanding and an effective exchange of know-how. These meetings turned out to be a global stimulus for the activities of the association.

Based on my experience as former vice president of the region Europe/Africa, I observed an overwhelming enthusiasm among the members and I am confident to conclude that regional meetings certainly meet a need.

Because regional activities generate indispensable input for our global activities, the concept of regional meetings should therefore be continued and the ties with regional port branch organisations should be strengthened.

In addition to regionalisation and communication I would like to emphasise the importance of reliability. The new situation in the world makes stricter demands on the reliability of international ports. The results of deliberations, both in our technical committees and in the working



sessions of this conference, made clear that a lot of work still needs to be done.

The days the reliability of a port could be determined by just looking at maritime safety, environment, turn-around-times and efficiency of terminals are behind us. The tragedy of 9-11 has redirected the issue of security to the combating of global terrorist activities. Nowadays security – the extent to which the port is protected against organised crime and terrorist threats – will largely determine the reliability of a port. In 2002, all of this spurred president Bush to introduce the Maritime Transportation Security Act, of which I would like to quote the opening statement: "Ports are international boundaries that are particularly vulnerable to breaches in security."

Many ports present weaknesses in the ability of realising national or international security objectives. Many ports can fall victim to or serve as a target for terrorist attacks."

I do not think there is much to say against this statement, which by the way does not only apply to US Ports, but also to other ports. We as port authorities have the responsibility to reach our security objectives – regional, national and International. The IAPH should aim for a full integration in the logistics process, without reducing efficiency and creating bureaucracy and within the limits of proportionality. We, as port authorities, should stimulate that security will be an integral part of every company's day-to-day business, being an essential part of one's corporate governance strategy. I think this principle fits in with the responsibilities we have towards society.

Foresight is the essence of government. In two years' time, our organisation will celebrate its 50th anniversary. A good opportunity to show the world the important role ports play in today's world. If the functioning of the ports is compromised, everyday life will become disrupted. This should be the key message to the world. I am glad and thankful that Mr. Dominic Taddeo took upon him the task of chairing the IAPH 50th Anniversary Committee.

Ladies and gentlemen, obviously ports are in fierce competition with each other. That is a good thing. It keeps you alert. But we must be especially careful that social obligations do not become part of that competition. Nautical transport, environmental safety and security must contribute to improving and embedding the acceptance of our existence in the surrounding environment. This brings me back to those beautiful words of Gaku Matsumoto: "World peace through world trade, world trade through world ports".

Farewell Speech by His Worship the Deputy Mayor of Ethekekwini Municipality



Cllr. Logie Naidoo

at the Hambani Kahle Dinner

THE Honourable Minister of Transport, Mr Sbu Ndebele, the General Manager: Ports and Corporate Affairs, Ms Riya Phiyega, the Public Relations Manager of the Port of Durban, Ms Yvonne de Kock, the Conference Delegates, distinguished guests, Ladies and Gentlemen. It gives me great pleasure to be part of this historic occasion. I prefer to call it an historic occasion because first and foremost it is historic and secondly, because of the foundation this occasion has laid for future plans and strategies that will be made around the whole question of ports and the maritime strategic planning.

Programme Director, it is always an exciting moment when one receives visitors. That is so because we, as African people, believe that a person is what she/he is because of other people (Umntu Ngumuntu Ngabantu). But then the converse is also true that it is saddening to bid farewell especially to people that you think can be of help to you.

I would like to thank the organizers for having chosen the City of Durban as their site for the conference. You could not have made a better choice. Let me also take this opportunity and thank all the delegates for supporting this conference, especially those that come from outside our borders. We appreciate your coming to our city. You have seen what our country can offer and we surely hope that you will also support us in our bid to host the World Cup in 2010.

The ports play a vital role in contributing to the wealth of a country. They are the main point from which export goods are dispatched and at the same time they are an entry point. Please allow me to deviate a little bit from the topic. Some of us knew the importance of our ports from an early age. I remember when we were growing up. We used to be told that babies come by ships and their mothers fight with sharks and other marine animals in order to get the babies. We were never told that children are born. So, what I am saying here is that even the wrong information that we were given always portrayed the port as a very important national asset - A cradle of humanity.

You have met and deliberated on a number of issues. There are certain resolutions that have been taken. The challenge is now on you to take those resolutions and translate them into policies. I think

we need to have policies that would ensure a more profitable way of using our ports. We need to fight corruption at our ports in order to deal with the sub-standard goods that land on our shores illegally. The corrupt officials do not only rob the government but they also rob innocent people who buy imitations thinking that they are genuine.

Another point that I think is very important has to do with co-operation between various models of transport. There should be consultation and communication between air, rail and road transport so that there are no delays in the time taken to deliver those goods. The presence of a harbour should be discernible in more ways than one. The strangest thing here is that we have several ports but there is no marine institute that will produce officers who are ready to face the challenges in this sector. If we have an institute that specializes in marine studies, that institute would produce the best qualified people in the marine industry because their theory would be backed up by practical work that could be done at our ports.

I would be failing in my duties if I do not give you some food for thought. Some of you are here for the first time and others have been here before. Now that your conference has come to an end, go back home and tell others what you have seen in Durban and how wonderful the people in Durban are.

In conclusion, I want to express my indebtedness to you for visiting Durban and I hope you will be back with your families, not on business but on a social visit so that you could experience the African way of life, UBUNTU. Durban in particular and the province of Kwazulu Natal in general are fast making their mark in the tourism industry. Most of the international conferences take place at the international convention center, which is in Durban. A few days ago we witnessed a thrilling soccer match between the South African team and the English team.

I am saying all these things because they bear testimony to the state of readiness of our country to host the 2010 World Cup Soccer spectacular. With those few words I would like to say to all of you: Have a safe journey home and start implementing some of the resolutions you took in conference.

Thank you.

Invitation from Shanghai

FIRST of all, I wish to extend my greetings to my colleagues of IAPH. Meanwhile, I regret to inform that, due to the SARS and the possible inconvenience we might encounter during our trip, Port of Shanghai has decided not to attend the 23rd World Conference this year.

The bi-annual World Ports Conference is an important gathering for the members of IAPH family. It has always been a good opportunity for us to establish and develop friendship, share information and experience and promote exchange and cooperation. The IAPH secretariat and the National Ports Authority of South Africa have done a great job in preparing this year's Conference. On behalf of Shanghai, I extend our appreciation for their meticulous work and wish the conference a great success.

Our next Conference will be held in Shanghai in 2005, which coincides with the 50th anniversary of IAPH. This gives us a great honour. Shanghai is the central city of China, and a metropolis full of vitality. It is the largest port in China, and the fourth largest container port in the world. Shanghai people are enthusiastic and friendly. We warmly welcome friends from the international port and shipping circles to Shanghai in 2005 for the 24th World Ports Conference.

In January this year, Port of Shanghai underwent an important restructuring programme. As a result, the former Shanghai Port Authority had been reorganized into the Shanghai International Port (Group) Co., Ltd., which focuses on terminal and asset operations; while the newly formed Shanghai Municipal Port Administration Bureau is exercising government functions over the port. This reform has added new vitality to our port. As two organizations of the port with different functions, we will do our utmost to host a successful 24th World Ports Conference in 2005. We will learn from the experience of other ports that have hosted past Conferences and hope to have guidance of the IAPH secretariat and the support of all the IAPH member ports.

Lu Haihu

President

Shanghai International Port (Group) Co., Ltd..



SHANGHAI



WORKING SESSION

Details of each presentation will be available on the IAPH website and in the Proceedings of the Durban Conference which will be published end August.

Working Session No. 1

May 26 14:00 – 16:30

Prospects and challenges of the global economy and trade

Chair: Dr. Akio Someya

- New and emerging maritime trends that will affect global economic transportation and logistics business opportunities



Prof. Gerhardt Muller
Professor of Intermodal Studies, Faculty of the U.S. Merchant Marine Academy, New York

- Existing and emerging transshipment hubs in Latin America and the Caribbean



Prof. Leigh Boske
Associate Dean and Professor of Economic Affairs and Research, Lyndon B. Johnson School of Public Affairs, University of Texas

- Challenges of emerging economies under globalisation: The case of African economy

Prof. Allechi M'Bet
Professor of Economics, Special Advisor to the Presidency of Côte d'Ivoire on Economic Affairs

- The port industry's stratgrole for economic deveopment in Latin America



Mr. Carlos M. Gallegos
Executive Secretary, Inter-American Committee on Ports, The Organization of American States, Washington D.C.

Working Session No. 2

May 27 09:00 – 11:30

Emerging trends of world shipping and logistics

Chair: Mr. Thomas Kornegay

- Global strategy of the maritime sector – Perspectives of world shipping



Dr. Alfred Baird
Head of the Tri Maritime Research Group, Transport Research Institute, Napier University, Edinburgh

- The container ship: How big? - A port authority's dilemma



Mr. Zia H. Rizvi
Consulting Engineer (Ports & Harbors)

- Global manufacturers: Strategies for success



Mr. Johan Engelbrecht
Logistics Manager, DaimlerChrysler, South Africa

- Global terminal operators' strategy and the global Port Industry

Mr. Michael Chia
Vice President Business Development, PSA Corporation Ltd.

Working Session No. 3

May 27 11:45 – 15:00

The Impact of IT – Logistics and technical innovation on ports

Chair: Datin Paduka O.C. Phang

- IT and its impact on global trad and logistics



Mr. Robert Yap
Executive Vice President (Information) and Executive President (Logistics), PSA Corporation Ltd.

- The new role of port authorities and innovation promoters and the role of new technologies



Mr. Emilio Arbós
Head of President's Cabinet / Mr. Santiago Garcia Milà, International Co-operation Director, Port of Barcelona

- Success factors for terminal productivity



Mr. Geret De Piper
Senior Vice President and Chief Commercial Officer, CSX World Terminals LLC, North Carolina

- Port competitiveness and port competition – Two of a kind?



Prof. Will Winkelmans
Dean of the Faculty of Applied Economics, University of Antwerp

23RD IAPH WORLD PORTS CONFERENCE

Working Session No. 4

May 28 09:00 – 14:35

Port Security and Environment Management

Chair: Mr. Pieter Struijs

- Security of the port and maritime sector – How is the World Customs Organization tackling port security?



Mr Jouko Lempiäinen
Director – Control and Facilitation, World Customs Organization

- Security of the port and maritime sector – How is the world police tackling port security?



Supt. Nico du Plessis
Assistant Manager, Sea Border, Border Police, South African Police Services

- Port Security – how the Port Authority of New York and New Jersey is handling port security in the post-September 11 environment



Capt. William A. Nurthen
Manager for Strategic Support Initiatives, Port Commerce Department, Port Authority of New York and New Jersey

- Port authorities and environmental law - The changing role of powers and duties



Prof. John Gibson
Professor of Marine Law, Director of the Institute of Marine and Environmental Law, Faculty of Law, University of Cape Town

- Port environment management – Sustainable development and global challenges



Mr. Graham D. Mulligan
Managing Director, International Infrastructure Management Pty Limited

- GPA and the efforts of UIVEP to develop key principles for ports to minimise coastal and near-shore physical alteration, destruction of habitat and sediment mobilisation



Dr. Anjan Datta
Programme Officer, United Nations Environment Programme (UNEP GPA: Global Programme of Action for the Protection of Marine Environment from land-based activities)

- Work of the ILO concerning security, safety and health in ports



Mr. Bala Subramaniam
Senior Maritime Consultant, International Labour Office

Working Session No. 5

May 29 09:00 – 12:45

Challenge for the future

Chair: Mr. Dominic J. Taddeo
Montreal Port Authority

- New partnership within ports and the future of port authorities



Dr. Gustaaf De Monie
Senior Director, Policy Research Corporation / General Manager, De Monie International Port Consulting

- The maritime industry in South Africa in the face of Black Economic Empowerment (BEE) - A perspective from South Africa's leading maritime BEE company



Mr. Sithembiso Mthethwa
CEO, Dudula Shipping Company

- Regional perspectives – Future challenges of the African ports



Mr. Fernand Julien Gauze
Secretary General, Port Management Association of West and Central Africa (PMAWCA) / Executive Secretary, Pan-African Association for Port Co-operation (PAPC)

- Challenges for the future restructuring of the African ports – A private sector perspective



Mr. Thomas E. Falknor
Senior Vice President – Europe, The Middle East, Africa, Asia and Australia, International Container Terminal Services

- Waterfront developments



Capt. George William Shewell
Harbour Master, Marine Division, Victoria and Alfred Waterfront (Pty) Ltd.

- New views on vessel tracking management



Mr. Peter W. Mollema
Unit Manager – Maritime Development, Rotterdam Municipal Port Management

Officers and Executive



President

Pieter Struijs

Executive Director/Vice Chairman of the Executive Board
Rotterdam Municipal Port Management
Netherlands



1st Vice President

H. Thomas Kornegay

Executive Director
Port of Houston Authority
USA



2nd Vice President

Datin Paduka O.C. Phang

General Manager
Port Klang Authority
Malaysia



3rd Vice President

Siyabonga Gama

CEO
National Ports Authority of South Africa
South Africa



Immediate Past President

Akio Someya

Executive Vice President
Nagoya Port Authority
Japan



Conference Vice President

Lu Haihu

President, Shanghai International
Port Group Co., Ltd.
China



Eddy Bruyninckx

CEO
Antwerp Port Authority
Belgium



Bruno Vergobbi

Managing Director
Port of Dunkirk Authority
France



A. Siyam Siwe

Director General
Port Authority of Douala
Cameroon



Riho Rasmann

President, Chairman of the
Management Board Port of Tallinn
Estonia



W.T.C. Wong Chung Toi

Director General
Mauritius Ports Authority
Mauritius



Bo Lerenius

Chairman & Group Chief Executive
Associated British Ports
U.K.

Committee Members (2003-2005)



Dominic J. Taddeo
President & CEO
Montreal Port Authority
Canada



Douglas J. Marchand
Executive Director
Georgia Ports Authority
U.S.A.



Larry A. Keller
Executive Director
Port of Los Angeles
U.S.A.



Bernard S. Groseclose, Jr.
President and CEO
South Carolina State Ports Authority
U.S.A.



Kim, Young-Nam
President
Korea Container Terminal Authority
Korea



Susumu Naruse
Executive Vice President
Tomakomai Port Authority
Japan



Geoff Vazey
Chief Executive
Ports of Auckland Ltd.
New Zealand



H.E. Hassan Mousa Al-Qamzi
Undersecretary
Abu Dhabi Seaport Authority
U.A.E.



Michael TANG Yew Tong
Assistant Director
Marine Services Dept.
Maritime and Port Authority of
Singapore, Singapore



Greg Martin
CEO
Sydney Ports Corporation
Australia



Chung-Hsiung Wang
Director
Keelung Harbor Bureau
China

23RD IAPH WORLD PORTS CONFERENCE

PERSONNEL FOR THE TERM 2003-2005

Officers and Executive Committee Members

President

Mr. Pieter Struijs
Executive Director/Vice Chairman of the Executive Board
Rotterdam Municipal Port Management, Netherlands

Vice Presidents

1st Vice President for American Region	2nd Vice President for Asian/Oceania Region	3rd Vice President for African/European Region
Mr. H. Thomas Kornegay Executive Director Port of Houston Authority, USA	Datin Paduka O.C. Phang General Manager Port Klang Authority, Malaysia	Mr. Siyabonga Gama CEO National Ports Authority of South Africa, South Africa

Immediate Past President

Dr. Akio Someya
Executive Vice President
Nagoya Port Authority, Japan

Conference Vice President

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

Members

African/European Region (6 members)	American Region (4 members)	Asian/Oceania Region (8 members)
Mr. Eddy Bruyninckx CEO Antwerp Port Authority, Belgium	(NEW) Mr. Dominic J. Taddeo President & CEO Montreal Port Authority, Canada	Mr. Lu Haihu (also Conference V.P.as above) President Shanghai International Port Group Co., Ltd., China
Mr. Bruno Vergobbi Managing Director Port of Dunkirk Authority, France	(NEW) Mr. Douglas J. Marchand Executive Director Georgia Ports Authority, U.S.A.	Mr. Kim, Young-Nam President Korea Container Terminal Authority, Korea
Mr. A. Siyam Siwe Director General Port Authority of Douala, Cameroon	Mr. Larry A. Keller Executive Director Port of Los Angeles, U.S.A.	Mr. Susumu Naruse Executive Vice President Tomakomai Port Authority, Japan
(NEW) Mr. Riho Rasmann President, Chairman of the Management Board Port of Tallinn, Estonia	Mr. Bernard S. Groseclose, Jr. President and CEO South Carolina State Ports Authority, U.S.A.	Mr. Geoff Vazey Chief Executive Ports of Auckland Ltd., New Zealand
(NEW) Capt. W.T.C. Wong Chung Toi Director-General Mauritius Ports Authority, Mauritius		H.E. Hassan Mousa Al-Qamzi Undersecretary Abu Dhabi Seaport Authority, U.A.E.
Mr. Bo Lerenius Chairman & Group Chief Executive Associated British Ports, U.K.		(NEW) Mr. Michael TANG Yew Tong Assistant Director, Marine Services Dept. Maritime and Port Authority of Singapore, Singapore
		(NEW) Mr. Greg Martin CEO Sydney Ports Corp., Australia
		(NEW) Mr. Chung-Hsiung Wang Director Keelung Harbor Bureau, China

Secretary General

Dr. Satoshi Inoue, IAPH Head Office, Tokyo

Chairs and Vice Chairs of Internal/Technical Committees

1.0 International Liaison Group

Chair: Mr. Pieter Struijs

Executive Director/Vice Chairman of
the Executive Board
Rotterdam Municipal Port Management
Netherlands

1.1 Finance Committee

Chair: Mr. Garth Cowie

Chief Executive
Port of Napier Limited
New Zealand

Vice Chair: Mr. Bill Mills

President and CEO
Nanaimo Port Authority
Canada

1.2 Constitution & By-Laws

Chair: Mr. Jean Mongeau

Vice-President, Legal Affairs and
Secretary
Montreal Port Authority
Canada

*Vice Chair: Mr. Frans J.W. van
Zoelen*

General Manager Legal
Department
Rotterdam Municipal Port
Management
Netherlands

1.3 Long Range Planning/Review Committee

*Chair: Mr. Bernard S.
Groseclose, Jr.*

President and Chief Executive
Officer
South Carolina State Ports
Authority
U.S.A.

2.0 Group of Committees for Sustainment & Growth

Coordinating Vice President

Mr. H. Thomas Kornegay

Executive Director
Port of Houston Authority
U.S.A.

2.1 Membership Committee

Chair: Mr. Jose Luis Estrada

Port Planning Director
Puertos del Estado
Spain

*Vice Chair: Ms. Naomi Kogon-
Steinberg*

Partner
Steinberg & Associates
U.S.A.

2.2 Communications and Networking Committee

Chair: Mr. Jose Perrot

Manager, Port Promotion and
General Services
Port Autonome du Havre
France

2.3 Human Resources

Development Committee

Chair: Mr. Eddy Bruyninckx

Chief Executive Officer
Antwerp Port Authority
Belgium

3.0 Group of Committees for Technical Affairs

Coordinating Vice President

Datin Paduka O.C. Phang

General Manager
Port Klang Authority
Malaysia

3.1 Port Safety, Environment and Marine Operations

Chair: Mr. F.M.J. van de Laar

Chief of the Safety and
Environmental Department
Amsterdam Port Authority
Netherlands

Vice Chair: Mr. John Hirst

Executive Director
The Association of Australian Ports
and Marine Authorities
Incorporated (AAPMA)
Australia

3.2 Dredging Task Force

Chair: Dr. Geraldine Knatz, Ph.D.

Managing Director of Development
Port of Long Beach
U.S.A.

3.3 Legal Protection Committee

Chair: Mr. Bruno Vergobbi

Executive Director
Port of Dunkirk Authority
France

*Vice Chair: Mr. Frans J.W. van
Zoelen*

General Manager Legal Department
Rotterdam Municipal Port
Management
Netherlands

Assistant to Chair:

Mr. Jacques Braems

Manager of European and
International Affairs
Port of Dunkirk Authority
France

3.4 Trade Facilitation Committee

Chair: Mr. Emili Arbos

Chief Executive
Autoritat Portuaria de Barcelona
Spain

TFC Secretariat

Mr. Santiago Mila

Director of International
Cooperations
Autoritat Portuaria de Barcelona
Spain

4.0 Group of Committees for Port Industry Research and Analysis

Coordinating Vice President

Mr. Siyabonga Gama

Chief Executive Officer
National Ports Authority of South
Africa
South Africa

4.1 Cargo Operations Committee

Chair: Mr. Yoseph Bassan

Deputy Port Manager
Ashdod Port, Ports & Railways
Authority
Israel

Vice Chair: Mr. Wang En De

Director
Port of Tianjin Authority
China

4.2 Ship Trends Committee

Chair: **Mr. Bernard Coloby**
Director of Port Operations
Port Autonome du Havre
France

Vice Chair: **Dato Capt. Haji Abdul RAHIM Abd. Aziz**
General Manager
Penang Port Commission
Malaysia

4.3 Combined Transport, Distribution & Logistics Committee

Chair: **Mr. José Luis Estrada**
Port Planning Director
Puertos del Estado
Spain

4.4 Port Planning & Construction Committee

Chair: **Mr. Susumu Naruse**
Executive Vice-President
Tomakomai Port Authority
Japan

5.0 IAPH 50th Anniversary Committee

Chair: **Mr. Dominic J. Taddeo**
President & CEO
Montreal Port Authority
Canada

Chairs and Vice Chairs of Legal Counselors

Legal Counselors

Chair: **Mr. Jean Mongeau**
Vice-President, Legal Affairs and Secretary
Montreal Port Authority
Canada

Vice Chair: **Mr. Frans J.W. van Zoelen**
General Manager Legal Dept.
Rotterdam Municipal Port Management
Netherlands

Board of Directors

African/European Region

- **Albania**
 - Director
Ing. Petrit Tafili
Executive Director
Anonym Society Seaport of Vlore
 - Alternate Director
Mr. Sokol Limani
Port of Durres Authority
- **Belgium**
 - Director
Mr. Eddy Bruyninckx
Chief Executive Officer
Antwerp Port Authority
 - Alternate Director
Vacant
- **Benin**
 - Director
Mr. Ferdinand Assogba-Dognon
Directeur General
Port Autonome de Cotonou
 - Alternate Director
Mr. Mohamed Yacoubou
Directeur General Adjoint et Directeur
Port Autonome de Cotonou
- **Bulgaria**
 - Director
Capt. Eng. Econom. Venelin Todorov
Chairman
Bourgas Marine Association
 - Alternate Director
Capt. MMN George Derelie
Member of the Steering Committee
Bourgas Marine Association
- **Cameroon**
 - Director
Mr. Alphonse Siyam Siwe
Managing Director
Port Authority of Douala (PAD)
 - Alternate Director
Mr. Simon Pierre Ewodo Noah
Deputy Managing Director
Port Authority of Douala (PAD)
- **Cape Verde**
 - Director
Mr. Franklim do Rosário Spencer
President of the Council of Administration
ENAPOR, S.A.-Empresa Nacional de Administração dos Portos, SA
 - Alternate Director
Mr. Adriano Soares
Executive Administrator
ENAPOR, S.A.-Empresa Nacional de Administração dos Portos, SA
- **Congo**
 - Director
Mr. Jean-Marie Aniele
General Manager
Port Autonome de Pointe Noire
 - Alternate Director
Vacant
- **Cote d'Ivoire**
 - Director
Mr. Marcel Gossio
Director General
Port Autonome d'Abidjan
 - Alternate Director
Mr. Desire Dallo
Managing Director
Port Autonome de San Pedro
- **Croatia**
 - Director
Mr. Bojan Hlaca, DMS, MCIT
Executive Director
Port of Rijeka Authority
 - Alternate Director
Vacant
- **Cyprus**
 - Director
Dr. Antonis Toumazis
General Manager
Cyprus Ports Authority
 - Alternate Director
Capt. Christos Assimenos
Operations Manager
Cyprus Ports Authority
- **Denmark**
 - Director
Mr. Bjarne Mathiesen
Port Director
Port of Aarhus
 - Alternate Director
Mr. Svend Christensen
General Manager
Port of Aalborg Ltd.
- **Djibouti**
 - Director
Mr. John Lovell
Directeur Général
Port de Djibouti
 - Alternate Director
Vacant
- **Estonia**
 - Director
Mr. Riho Rasmann
President, Chairman of the Management Board
Port of Tallinn

- Alternate Director
Mr. Andi Meister
Counsellor to Chairman of the Management Board
Port of Tallinn
- **Finland**
 - Director
Mr. Heikki Nissinen
Managing Director
Port of Helsinki
 - Alternate Director
Mr. Heikki Lampinen
Production Director
Port of Helsinki
- **France**
 - Director
Mr. Bruno Vergobbi
Managing Director
Port of Dunkirk Authority
 - Alternate Director
Mr. Eric Brassart
Chief Executive Director
Port Autonome de Marseille
- **Gabon**
 - Director
Mr. Jean-Pierre Oyiba
General Manager
Office des Ports et Rades du Gabon
 - Alternate Director
Mr. Michel Igalla
Deputy General Manager
Office des Ports et Rades du Gabon
- **Gambia**
 - Director
Mr. Adama M. Deen
Managing Director
The Gambia Ports Authority
 - Alternate Director
Mr. Nicholas A. Blell
Director of Technical Services
The Gambia Ports Authority
- **Germany**
 - Director
Mr. Manfred Reuter
Head of Dep. of Ports, Services and Economic Infrastructure
Freie und Hansestadt Hamburg (City of Hamburg)
 - Alternate Director
Dr. Jürgen Sorgenfrei
Chairman
Port of Hamburg Marketing Association
- **Ghana**
 - Director
Mr. Ben Owusu-Mensah
Director-General
Ghana Ports and Harbours Authority
 - Alternate Director
Mr. Nestor P. Galley
Director of Port, Takoradi
Ghana Ports and Harbours Authority
- **Greece**
 - Director
Mr. Sotiris Theofanis
Chairman and Chief Executive Officer
Piraeus Port Authority S.A.
 - Alternate Director
Mr. Stavros Hatzakos
Head of European Union Bureau
Piraeus Port Authority S.A.
- **Guinea**
 - Director
Mr. Almamy Kabele Camara
Director General
Port Autonome de Conakry
 - Alternate Director
Ms. Helene Savane Sow
Deputy General Manager
Port Autonome de Conakry
- **Iceland**
 - Director
Mr. Hannes Valdimarsson
Port Director
Port of Reykjavik
 - Alternate Director
Vacant
- **Ireland**
 - Director
Mr. Enda Connellan
Chief Executive
Dublin Port Company
 - Alternate Director
Mr. Brendan Keating
Chief Executive
Port of Cork Company
- **Israel**
 - Director
Mr. Amos Ron
Director General
Ports & Railways Authority
 - Alternate Director
Dr. Arie Sachish
Deputy General Manager
Ports & Railways Authority

23RD IAPH WORLD PORTS CONFERENCE

- **Italy**
 - Director
Dr. Francesco Ruffini
Secretary General
Livorno Port Authority
 - Alternate Director
Dr. Francesco Ghio
Research Department
Livorno Port Authority
 - **Kenya**
 - Director
Mr. Brown M.M. Ondego
Managing Director
Kenya Ports Authority
 - Alternate Director
Capt. T.A. Khamis
Harbour Master
Kenya Ports Authority
 - **Latvia**
 - Director
Mr. Leonids Loginovs
Chief Executive Officer
Freeport of Riga Authority
 - Alternate Director
Mrs. Irina Gorbaticova Bondarenko
Director, Foreign Affairs & Administrative Dept.
Freeport of Riga Authority
 - **Lithuania**
 - Director
Mr. Sigita Dobilinskas
Director General
Klaipėda State Seaport Authority (KSSA)
 - Alternate Director
Mr. Vladas Sturys
Director for Port Strategy
Klaipėda State Seaport Authority (KSSA)
 - **Mauritius**
 - Director
Mr. Ramprakash Maunthrooa
Chairman
Mauritius Ports Authority
 - Alternate Director
Capt. W.T.C. Wong Chung Toi
Director-General
Mauritius Ports Authority
 - **Mozambique**
 - Director
Eng. Rui Fonseca
President/Chairman of Board
Mozambique Ports and Railways
 - Alternate Director
Vacant
 - **Namibia**
 - Director
Mr. W.J.A. Wessels
Chief Executive Officer
Namibian Ports Authority
 - Alternate Director
Mr. Jerome M. Mouton
Manager, Marketing and Strategic Business Development
Namibian Ports Authority
 - **Netherlands**
 - Director
Mr. Pieter Struijs
Executive Director/Vice-Chairman of the Executive Board
Rotterdam Municipal Port Management
 - Alternate Director
Mr. Cor Oudendijk
Director of Shipping
Amsterdam Port Authority
 - **Nigeria**
 - Director
Mr. Arc. Aminu A. Dabo
Managing Director/CEO
Nigerian Ports Authority
 - Alternate Director
Vacant
 - **Norway**
 - Director
Mr. Oyvind Stene
Director General
Coast Directorate
 - Alternate Director
Ms. Anne Sigrid Hamran
Port Director
Oslo Port Authority
 - **Portugal**
 - Director
Eng. José Monteiro de Morais
Executive President of the Board
Administração do Porto de Sines, S.A.
(Port of Sines Authority)
 - Alternate Director
Mr. Damiao Martins de Castro
President
Port of Lisbon Authority
 - **Romania**
 - Director
Eng. Gheorghe Moldoveanu
General Manager
Maritime Ports Administration
Constantza S.A.
 - Alternate Director
Ec. Stefan Patrascu
Human Resources Manager
Maritime Ports Administration Constantza S.A.
 - **Russia**
 - Director
Vacant
 - Alternate Director
Vacant
 - **Senegal**
 - Director
Mr. Bara Sady
Managing Director
Port Autonome de Dakar
 - Alternate Director
Mr. Nouhoum Diop
Technical Advisor to the Managing Director
Port Autonome de Dakar
 - **South Africa**
 - Director
Mr. Siyabonga Gama
Chief Executive Officer
National Ports Authority of South Africa
 - Alternate Director
Ms. Riah Phiyega
General Manager (Ports & Corporate Affairs)
National Ports Authority of South Africa
 - **Spain**
 - Director
Mr. José Llorca Ortega
President
Puertos del Estado
 - Alternate Director
Mr. Carlos Ibarz del Olmo
Head of Presidential Cabinet
Puertos del Estado
 - **Sudan**
 - Director
Eng. Hamza Mohamed Osman Elfadlabi
General Manager
Sea Ports Corporation
 - Alternate Director
Vacant
 - **Sweden**
 - Director
Ms. Christel Wiman
President and CEO
Port of Stockholm
 - Alternate Director
Mr. Eric Nilsson
Acting President, Manager Marketing
Port of Goteborg AB
 - **Tanzania**
 - Director
Mr. S.M.E. Luhigo
Director General
Tanzania Harbours Authority
 - Alternate Director
Mr. Jason Rugaihurua
Port Manager
Tanzania Harbours Authority
 - **Togo**
 - Director
Mr. Awa BELEYI
Directeur Général
Port Autonome de Lome
 - Alternate Director
Mr. Matéeka K. KARSA
Directeur Commercial
Port Autonome de Lome
 - **U.K.**
 - Director
Mr. Bo Ake Lerenius
Group Chief Executive
Associated British Ports
 - Alternate Director
Mr. Steve Cuthbert
Chief Executive
Port of London Authority
 - **Ukraine**
 - Director
Vacant
 - Alternate Director
Vacant
 - **Alternate Director**
Mr. Bill Mills
President and CEO
Nanaimo Port Authority
 - **Honduras**
 - Director
Ing. Fernando Enrique Alvarez L.
General Manager
Empresa Nacional Portuaria
 - Alternate Director
Mr. Fernin Boquin Hernandez
Assistant General Manager
Empresa Nacional Portuaria
 - **Mexico**
 - Director
Ing. Juan J. Sánchez Esqueda
Port Director
Administración Portuaria Integral de Veracruz, S.A. de C.V.
 - Alternate Director
Arq. Raúl Rodríguez Cánovas
Director of Marketing and Trade Development
Administración Portuaria Integral de Veracruz, S.A. de C.V.
 - **Netherlands Antilles**
 - Director
Mr. M.H. Henriquez
Managing Director
Aruba Ports Authority N.V.
 - Alternate Director
Vacant
 - **Panama**
 - Director
Vacant
 - Alternate Director
Vacant
 - **Peru**
 - Director
Mr. José Gambetta
Presidente del Directorio
Empresa Nacional de Puertos S.A.
 - Alternate Director
Mr. Jaime Cheneffusse
Empresa Nacional de Puertos S.A.
 - **Puerto Rico**
 - Director
Mr. José G. Baquero, Esq.
Executive Director
Puerto Rico Ports Authority
 - Alternate Director
Mr. Edwin Rodríguez
Chief, Maritime Bureau
Puerto Rico Ports Authority
 - **Trinidad & Tobago**
 - Director
Capt. Rawle Baddaloo
Vice President, Commercial Relations & Harbour Management
Point Lisas Industrial Port Development Co., Ltd.
 - Alternate Director
Mr. Kurt Allahar
Manager, Cargo Handling
Point Lisas Industrial Port Development Co., Ltd.
 - **U.S.A.**
 - Director
Mr. Larry A. Keller
Executive Director
Port of Los Angeles
 - Alternate Director
Mr. Bernard S. Groseclose, Jr.
President & CEO
South Carolina State Ports Authority
 - Director
Mr. Douglas J. Marchand
Executive Director
Georgia Ports Authority
 - Alternate Director
Vacant
 - **Venezuela**
 - Director
Mr. Rafael Palacios Requena
President & CEO
Instituto Puerto Autonomo de Puerto
 - Alternate Director
Eng. Victoriano Salinas
Port Director
Instituto Puerto Autonomo de Puerto Cabello
- ## American Region
- **Argentina**
 - Director
Ing. Ricardo del Valle
Director
Administración General de Puertos, Sociedad del Estado
 - Alternate Director
Ing. Renato A. Facondini
General Manager
Administración General de Puertos, Sociedad del Estado
 - **Bahamas**
 - Director
Capt. Anthony J. Allens
Port Controller
Nassau Port Department
 - Alternate Director
Mr. Benjamin Ferguson
Deputy Port Controller
Nassau Port Department
 - **Brazil**
 - Director
Mr. Sergio Kano
President
SUAPE-Complexo Industrial Portuário
 - Alternate Director
Mr. José Medeiros da Costa
Port Managing Director
SUAPE-Complexo Industrial Portuário
 - **Canada**
 - Director
Mr. Dominic J. Taddeo
President and Chief Executive Officer
Montreal Port Authority
- ## Asian/Oceania Region
- **Australia**
 - Director
Mr. Greg Martin
Chief Executive Officer
Sydney Ports Corporation
 - Alternate Director
Ms. Kerry Sanderson
Chief Executive Officer
Fremantle Port Authority
 - **Bangladesh**
 - Director
Vacant
 - Alternate Director
Mr. A.M.M. Shahadat Hossain
Member Finance
The Chittagong Port Authority

23RD IAPH WORLD PORTS CONFERENCE

- **China**
 - Director
Mr. Lu, Haihu
President
Shanghai International Port Group Co. Ltd.
 - Alternate Director
Mr. Yuan Fuxiu
Director General
Port of Dalian Authority
 - Director
Mr. S.Y. Tsui
Director of Marine
Marine Department, HKSAR
 - Alternate Director
Mr. Roger Tupper
Deputy Director of Marine
Marine Department, HKSAR
 - Director
Mr. Chung-Hsiung Wang
Director
Keelung Harbor Bureau
 - Alternate Director
Mr. Ding-Hsun Hsiao
Director
Hualien Harbor Bureau
- **Fiji**
 - Director
Mr. Akuila Savu
Chief Executive Officer
Maritime & Ports Authority of Fiji
 - Alternate Director
Mr. Ermosi Varea
General Manager Corporate Services
Maritime & Ports Authority of Fiji
- **India**
 - Director
Sh. R.B. Budhiraja
Chairman
Jawaharlal Nehru Port Trust
 - Alternate Director
Smt. Rani A. Jadhav
Chairman
Mumbai Port Trust
- **Indonesia**
 - Director
Capt. Abdullah Syaifuddin
President Director
Indonesia Port Corporation II
 - Alternate Director
Drs. Bambang Darwoto
President Director
Indonesia Port Corporation III
- **Iran**
 - Director
H.E. Ahmad Donyamali
Managing Director, Deputy Minister,
Roads and Trans.
Ports & Shipping Organization
 - Alternate Director
Mr. Hassan Najafi
P.S.O Deputy for Port Affairs and SEZ.
Ports & Shipping Organization
- **Japan**
 - Director
Mr. Susumu Naruse
Executive Vice President
Tomakomai Port Authority
 - Alternate Director
Mr. Hideo Igarashi
Director General
City of Osaka (Port of Osaka)
 - Director
Mr. Yoshihiro Koshiba
Director General
Port and Urban Projects Bureau, City of Kobe
 - Alternate Director
Mr. Keiki Yasutake
Director General
City of Yokohama (Port of Yokohama)
 - Director
Dr. Akio Someya
Executive Vice President
Nagoya Port Authority
 - Alternate Director
Mr. Hiroshi Narita
Director General
Tokyo Metropolitan Government
(Port of Tokyo)
- **Korea**
 - Director
Mr. Jong Cheon, LEE
Director General of Ports & Harbors
Bureau
Ministry of Maritime Affairs & Fisheries
(MOMAF)
 - Alternate Director
Mr. Kim Young-Nam
President
Korea Container Terminal Authority
- **Kuwait**
 - Director
Vacant
 - Alternate Director
Vacant
- **Malaysia**
 - Director
Dato' Ahmad Ibni Hajar
Managing Director
Penang Port SDN.BHD.
 - Alternate Director
Mr. Khairul Anuar Abdul Rahman
General Manager
Kuantan Port Authority
- **Maldives**
 - Director
Mr. Ismail Shafeeq
Managing Director
Maldives Ports Authority
 - Alternate Director
Mr. Mahdi Imad
Assistant Managing Director
Maldives Ports Authority
- **Malta**
 - Director
Mr. Charles V. Schembri
Executive Director (Ports)
Malta Maritime Authority
 - Alternate Director
Mr. Charles Abela
Deputy Executive Director (Ports)
Malta Maritime Authority
- **Myanmar**
 - Director
U Thein Htay
Managing Director
Myanma Port Authority
 - Alternate Director
U Tin Soe
General Manager
Myanma Port Authority
- **New Zealand**
 - Director
Mr. Geoff Vazey
Chief Executive
Ports of Auckland Limited
 - Alternate Director
Mr. Garth Cowie
Chief Executive
Port of Napier Limited
- **Oman**
 - Director
Mr. Saud bin Ahmed Al Nahari
Executive President
Port Services Corporation S.A.O.G.
 - Alternate Director
Eng. Hamid bin Abdul Rehman Al Kadi
Director General Engineering Affairs
Port Services Corporation S.A.O.G.
- **Pakistan**
 - Director
Vice Admiral Ahmad Hayat, HI(M)
Chairman
Karachi Port Trust
 - Alternate Director
Vacant
- **Philippines**
 - Director
Mr. Alfonso G. Cusi
General Manager
Philippine Ports Authority
 - Alternate Director
Mr. Benjamin B. Cecilio
Assistant General Manager for Operations
Philippine Ports Authority
- **Saudi Arabia**
 - Director
Capt. Sahir bin Moosa Tahlawi
Director General
Jeddah Islamic Port, Saudi Ports Authority
 - Alternate Director
Mr. Nasser bin Hamad Al Tuwajiri
Director, Dep. of Lighthouses & Marine
Communications
Saudi Ports Authority
- **Singapore**
 - Director
Mr. Michael TANG Yew Tong
Assistant Director, Marine Services
Department
Maritime and Port Authority of Singapore
 - Alternate Director
Vacant
- **Solomon Islands**
 - Director
Mr. Charles Dausabea
Chairman
Solomon Islands Ports Authority
 - Alternate Director
Mr. Ngenomea B. Kabui
Chief Executive Officer
Solomon Islands Ports Authority
- **Thailand**
 - Director
Mr. Wanchai Sarathulthath
Chairman
Port Authority of Thailand
 - Alternate Director
Mr. Mana Patram
Director General
Port Authority of Thailand
- **U.A.E.**
 - Director
H.E. Hasan Mousa Al Qamzi
Undersecretary
Abu Dhabi Seaport Authority-Mina
Zayed
 - Alternate Director
Capt. Abdul Wahab Al Diwani
Advisory for Marine Affairs & Markeing Director
Abu Dhabi Seaport Authority-Mina
Zayed
- **Vietnam**
 - Director
Mr. Le Cong Minh
Director General
Saigon Port
 - Alternate Director
Mr. Nguyen Tan Tri
Deputy Director General, Engineering
Saigon Port

Calendar of future IAPH meetings

Year	Month*	Day*	Meeting	Venue
2003	September/ October	28-3	Americas Regional Meeting (in conjunction with AAPA's Annual Convention)	Curaçao, Netherlands Antilles
2003	October	27-30	IAPH EXCO Meeting	Rotterdam, the Netherlands
2003	December	9-11	Africa/Europe Regional Meeting	Douala, Cameroon
2004	February	18-20	Africa/Europe Regional Meeting	Tallinn, Estonia
2004	March (t.b.c.)	t.b.a.	Asia/Oceania Regional Meeting	Busan, Korea
2004	April or May	t.b.a.	IAPH Mid-term Board Meeting	Charleston, USA
2005	January	11-14	IAPH EXCO Meeting	Yokohama, Japan
2005	May	21-27	24th IAPH World Ports Conference	Shanghai, China
2005	October	t.b.a.	IAPH EXCO Meeting	t.b.a.
2006	April or May	t.b.a.	IAPH Mid-term Board Meeting	Dunkirk, France
2006	October	t.b.a.	IAPH EXCO Meeting	In Japan (t.b.c.)
2007	April/May	t.b.a.	25th IAPH World Ports Conference	Houston, USA

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

Election of Honorary Members and Presidential Citation



AT the recommendation of the Honorary Membership Committee, the following individuals of meritorious service to IAPH were elected at the Second Plenary Session as Honorary Members. Newly elected Honorary Members were awarded the Scroll of Honor. President Akio Someya, as the out-going President of IAPH, was also elected as an Honorary Member. Mr. Pieter Struijs, as in-coming President, presented the Scroll of Honor, together with a gold badge, to Dr. Someya.

Honorary Members

Dr. Akio Someya
IAPH President
(2001/2003)
Executive Vice President
Nagoya Port Authority



The late Mr. John Hayes
Third Vice President of IAPH
(2001/2002)
EXCO Member (1993/2002)
General Manager, Property
and Planning
Sydney Ports Corporation,
Australia



Mr. Hugh Welsh
Chair of the IAPH Legal
Counselors (1997/2003)
Chair of the Constitution
and By-Laws Committee
(1997/2003)
Deputy General Counsel
The Port of New York and
New Jersey, U.S.A.



Mr. David F. Bellfontaine
EXCO Member (1993/2001)
Chair of Strategic Planning
Work Group, IAPH 2000
Task Force
President and CEO
Halifax Port Authority, Canada



Mr. Patrick Keenan
EXCO Member (1991/2001)
Chief Executive
Port of Cork Company,
Ireland



Mr. Goon Kok-Loon
EXCO Member (1991/2003)
Chair of Human Resources
Development Committee
(1991/2003)
Deputy Group President –
International, President,
International Business Division
PSA Corporation, Singapore



Mr. Rinnosuke Kondoh
IAPH Deputy Secretary
General (1987/2003)
IAPH Head Office Staff
(1970/2003)



President Someya also commended following individuals by presenting them with the Plaque of Presidential Citation for their meritorious service to IAPH.

Presidential Citation Recipients

Mr. Sumardi
EXCO Member, Organizer
of EXCO Meeting in Bali
Indonesia Port Corporation III,
Indonesia



Dr. Hans Ludwig Beth
Chair, Combined Transport
& Logistics Committee,
Affiliation with the City State
of Hamburg
Port of Hamburg Marketing
Association, Germany



**The late Ms. Kimiko
Takeda**
IAPH Head Office Staff
(1967/2001)



Social Programs

Social Program

Saturday, May 24

18:00 – 21:00

Early Arrivals Cocktail Reception
Mitchell Park

Sunday, May 25

09:00 – 13:30

18:00 – 23:00

Durban City Orientation Tour
Official Opening Ceremony and Dinner, ICC

Tuesday, May 27

18:30 – 23:00

African Cultural Evening
Durban Botanic Gardens

Wednesday, May 28

18:30 – 23:00

An eThekweni Soirée
(An evening of conversation and music)
Wilsons Wharf, Port of Durban

Thursday, May 29

18:30 – 23:00

Hambani Kahle (a Zulu expression to wish friends and loved ones farewell until we meet again) Dinner
KwaShukela (a Zulu word meaning Place of Sugar)

Technical Tours

Friday, May 30

09:00 – 15:00

Port of Durban
or

09:00 – 16:00

Port of Richards Bay

Accompanying Person's Program

Monday, May 26

09:00 – 16:00

Birds and Flowers Tour

Tuesday, May 27

09:00 – 16:00

Full-day game viewing at the
Tala Private Game Reserve

Wednesday, May 28

19:00 – 15:00

Meet the Rainbow Nation – South Africa,
a country of many cultures

Thursday, May 29

09:00 – 16:00

Pride of Africa Fashion Show



IAPH ANNOUNCEMENTS AND NEWS

Appeal to IMO on Port Security

TO follow-up the resolution at the Durban Conference, IAPH sent a letter to IMO Secretary-General, Mr. William A. O'Neil on June 23, expressing our concerns and requests with regard to implementation of port security measures required by the revised SOLAS Convention and ISPS Code, and requesting that IMO take steps to ensure the eventual attention

and actions of each contracting government.

The appeal was considered based on discussions during the Conference as well as on the results of the IAPH Survey on Port Security. Following the revision of the SOLAS Convention and the introduction of the ISPS Code in December 2002, IAPH conducted a survey in April this year to monitor the state of progress

toward implementing the ISPS Code on the part of IAPH member ports. The responses are summarized and tabulated as the Interim Report which was distributed during the Durban Conference and is now available on the IAPH website. We would like to express our gratitude to 62 IAPH members who sent in their responses to the survey.

It would be appreciated if member ports would make the most of our appeal to IMO whenever appropriate in coordinating with relevant governmental organizations in their own countries. Needless to say, further advice and opinion on this matter always will be welcome as it benefits our membership.

Secretary General Inoue's letter to Mr. William A. O'Neil, Secretary General, IMO



INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH)

5th Floor, North Tower New Pier Takeshiba
1-11-1 Kaigan, Minato-ku, Tokyo 105-0022, Japan
Tel: +81-3-5403-2770 Fax: +81-3-5403-7651
E-mail: info@iaphworldports.org Web site: <http://www.iaphworldports.org>

William O'Neil Esq.
Secretary General
International Maritime Organization
4 Albert Embankment, London
SE1 7SR, United Kingdom

23rd June 2003

Dear Mr. O'Neil,

It is my honour and pleasure to write to you on this occasion when a biennial Conference of our association, International Association of Ports and Harbors (IAPH), held in Durban, South Africa has successfully adjourned very recently.

Nearly one thousand participants from some 64 countries and economies around the globe convened at the Conference first ever held on the African Continent in our history of nearly 50 years. Among the participants were those from your organization, for which we appreciate your thoughtfulness to the success of the event.

All through the Conference period, the issue of Security, above all, the revision of SOLAS Convention and the introduction of ISPS Code adopted last December was talk of the participants. In this connection, prior to the Conference, we carried out a survey among our membership ports in terms of actual progress in preparation of the actions and measures required under the revised SOLAS Convention.

Attached is an interim report of that survey and as you find out there, not few ports express their concerns about particular difficulties/problems they are facing or anticipating now, while most of the replying correspondence are well aware of the revised SOLAS and ISPS Code requirements. In particular, insufficiency was strongly felt by many members in respect of information, expertise, funds and also coordination among agencies concerned. In addition, it was also stressed that necessary legislative framework needs to be urgently established in many cases at national and/or local level, without which port authorities would often face great difficulties in compliance with the SOLAS Convention.

Viewing those circumstances among our member ports, we unanimously adopted a resolution at the Conference to address our concerns/requests, by this letter of mine, to your organization for eventual attention and actions of all the contracting governments.

Above all those concerns among our member ports, this resolution focuses on the importance that each Contracting government:

- 1) ensure that the requirements on port facility security are brought to the highest attention of all parties concerned to enable the timely implementation.
- 2) provide necessary funds for port facilities to help them meet the requirements referred to the above.

Furthermore, it was also unanimously resolved at our Conference to ask IMO to provide us with information on the status of Maritime Security Trust Fund, as adopted in the Conference Resolution 5 - Promotion of Technical Co-Operation and Assistance, and how port security was (would be) included in that Fund. The timely establishment and operation of the Fund is considered essential to the implementation of port security measures particularly in developing countries.

We would highly appreciate it if you would take up our resolution on any occasion of your Maritime Safety Committee meeting or the like taking place shortly. In this regard, we are even pleased to send a representative of our association for further explanation and appeal if and when you allow us to do so.

Last but not least we would like to stress our firm determination to make utmost effort toward a smooth implementation of this security measures. Looking forward to having your advice.

Yours sincerely,

Satoshi Inoue
Secretary General, IAPH

c.c. Mr. P. Struijs, President of IAPH

Enclosed:

1. Interim Report "Survey on Port Security-Revised SOLAS Convention & ISPS Code" to the 23rd IAPH World Ports Conference Durban, South Africa, 24-30 May 2003

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

IAPH Survey on Port Security Summary and Analysis of Responses

I. Awareness of the ISPS Code

Awareness of the ISPS Code	Number of Responses	%
1) Fully understand the contents	55	88.7
2) Fully aware, but limited understanding of contents	6	9.6
3) Vaguely aware	1	1.7
4) Not at all	0	0

II. Status of preparation and problems in ISPS Code implementation

1. Port Facility Security Officer	Number of Responses	%
1) Already appointed	35	56.6
2) Soon to be appointed	9	14.5
3) Not yet appointed	12	19.3
4) Other	6	9.6

2. Port Facility Security Assessment	Number of Responses	%
1) Already completed	20	32.5
2) In progress	17	27.4
3) Soon to start	15	24.1
4) Not yet planned	5	8.0
5) Other	5	8.0

3. Port Facility Security Plan	Number of Responses	%
1) Already completed	11	17.9
2) In progress	26	41.9
3) Soon to start	12	19.3
4) Not yet planned	8	12.9
5) Other	5	8.0

4. Meeting the deadline of July 1, 2004	Number of Responses	%
1) Confident to meet the deadline	47	75.9
2) A little uncertain	9	14.5
3) Very uncertain	2	3.2
4) Other	4	6.4

5. Major problems and difficulties	Number of Responses	%
1) Insufficient information	14	22.5
2) Insufficient expertise	8	12.9
3) Insufficient funds	7	11.2
4) Insufficient time	4	6.4
5) Insufficient coordination among agencies concerned	13	20.9
6) Other *	16	26.1

* includes 9 respondents saying "no problem"

Secretary General O'neil's reply to Dr. Satoshi Inoue, IAPH Secretary General



New EXCO Members

Capt. W.T.C. Wong Chung Toi

Mauritius Ports Authority

I am very appreciative of the confidence and trust that IAPH members have placed in me as new IAPH Executive Committee Member for the African and European region.



As an organisation dedicated to the advancement of ports and harbours around the world, we have to continue aiming at excellence in everything we do and be responsive to the numerous challenges that come in our way. Society expects very high standards of performance from port managers in a context where we are faced with pressures of all kinds and from different sources.

I shall rely on the continued support of all members of the IAPH in order to ensure their professional development through a series of carefully planned and targeted activities under the very able leadership of the President, Mr. Peter Struijs.

I shall endeavour to the best of my ability to address the needs and expectations of the members from the African and European region and constantly strive towards making IAPH a stronger and more vibrant organisation capable of translating the motto "World Peace through World Trade, World Trade through World Ports" into reality.

It is important that we create opportunities for regular exchanges on issues of common interest. In this respect I shall always welcome your views and suggestions and make it a point to keep in touch.

Mr. Riho Rasmann

Port of Tallinn

I am proud and happy that IAPH members trusted me to be an IAPH Executive Committee Member for Africa/Europe Region. Being the first representative of the Baltic Sea region, which consists of 9 countries, and also the first representative of a post-socialist country, this is a great responsibility for me. As a member of the Board of BPO (Baltic Ports Organization) I will be glad to introduce new ideas and solutions from the Baltic Sea region to the whole IAPH community.



On the other hand, I promise to work hard for the development of IAPH as an organization and the bright future of the world port community in general. There are a number of issues that have to be addressed in the coming months and years: security, safety, trade promotion, and new technologies are just few of them. I think that the rapidly changing world will add several new issues to the table.

After regaining independence in Estonia and two other Baltic states in 1991, the port sector along with the whole economic systems in these countries has gone through drastic changes. This transition period has been hard, but also successful for my port and country. Port of Tallinn had first contacts with IAPH in 1993 at the Sydney World Ports Conference, when Mr. Peeter Palu, then director of Port of Tallinn and also Chairman of BPO, introduced BPO to IAPH. Port of Tallinn has been a member of IAPH since 1995. It has been a very fruitful period of cooperation for us. Knowledge accumulated in IAPH has been helpful in our developing from an old-fashioned inefficient port into a modern and highly efficient cargo, passenger and cruise port. We very much appreciate the assistance of the international port community in that process. Now time has come to repay our dues in the form of know-how and experience to all of you my dear IAPH colleagues.

Mr. Doug J. Marchand

Georgia Ports Authority

I am very pleased to take a position on the Executive Committee of the IAPH. The work of this organization is very meaningful to the worldwide maritime community and I am looking forward with great enthusiasm to serving on the Committee.



Our associations through IAPH not only provide us with connections to great ideas and great people, but help to advance our goal of connecting Georgia to the world, through development with trade partners from across the globe.

We have developed our deepwater ports into very competitive entities supporting global trade. The Port of Savannah is the fifth largest containerport in the U.S. and the Port of Brunswick is the fourth largest autoport on the U.S. East Coast. We have man-

aged to achieve a high level of success through strategic planning and development efforts. I believe our membership in the IAPH and our relationships with other world ports pay handsome dividends as we pursue our own mission here in Georgia.

Mr. Chung-Hsiung Wang

Keelung Harbor Bureau

SEVERE Acute Respiratory Syndrome prevented all Chinese members, including Taiwan & Mainland China, from participating in the 23rd World Ports Conference in Durban. I feel terribly regret because of missing a great opportunity for learning. However, we remained in Taiwan successfully fighting SARS, with the WHO finally removing Taiwan from the travel advisory list on June 17th, 2003.



IAPH's motto goes "World Peace Through World Trade, World Trade Through World Ports." I heartily admire Mr. Gaku Matsumoto who created this, IAPH's spiritual theme, 46 years ago. When I was informed of being elected as one of the A/O EXCO members, I felt two different feelings: joy & worry came upon me. I, on one hand, enjoy the borderless and affirmative friendship of other members of our global ports family. I really feel honored. On the other hand, I worry about how to step out and steadily shoulder the responsibility that results from my being elected. I know deeply that there is a long, long way to go. But I always look on bright side; in other words, I firmly believe that all difficulties will be tidied over by working together with our IAPH family members. It is my hope and wish that IAPH continues to grow peacefully.

Mr. Michael Y.T. Tang

MPA, Singapore

RECENTLY, when I visited South Africa for the IAPH conference 2003, I was amazed by size of the country and the African continent. Although Singapore is just a small dot amidst the wide ocean of maritime nations and ports, I am privileged for the honor to serve in this esteemed organization.



Let me point out too that I am not a stranger to IAPH. I have worked with Mr. Goon Kok Loon for a number of years in the previously known Port of Singapore

Authority (now named PSA Corp). Due to Mr Goon's association with IAPH, we have had close ties with the organisation. Seven years ago, I was transferred to the Maritime and Port Authority as a regulator.

This year, our Prime Minister shared that the future of Singapore's economy could not thrive on productivity alone. He said "the future Singapore economy must be driven by both productivity and innovation. The spirit of innovation must permeate every level and every sphere of our activities. It is about value creation." Unquote. With this thought, I would thank you for your kind support as I look forward to giving my best to create value in the responsibility placed upon me as an executive member of the organization.

Mr. Greg Martin

Sydney Ports Corporation

MR Greg Martin was appointed the Chief Executive Officer (CEO) of the Sydney Ports Corporation in 1996. Prior to this he held the position of CEO of the Port of Brisbane Corporation from 1990 to 1996.



Mr Martin graduated from the Queensland University of Technology in 1971 with a Bachelor of Civil Engineering degree and subsequently a Bachelor of Commerce degree from the Queensland University in 1975.

He joined the Queensland Department of Harbors and Marine as a civil engineer and gained experience in all facets of design and construction of port and coastal facilities over a period of 10 years. Subsequently, he managed a number of bulk export ports in the state including Hay Point and Abbot Point terminals and oversaw the A\$400 million development of coal export terminals at Darlymple Bay, Hay Point and Abbot Point.

At the Port of Brisbane he was instrumental in formulating a major strategic plan to expand Fishermans Island port facilities to cater for the needs of the next 20-30 years.

Mr Martin acknowledges the significance and importance of having a strong international association to present the position of the world ports to important policy making organizations such as the IMO and is pleased to be elected as one of the eight members of the IAPH Executive Committee representing the Asian / Oceania region.

He is also the current president of the Australian Association of Ports and Maritime Authorities

Visits

May 8, 2003

Directorate General of Sea Communication Indonesia



- Ir. Djoko Pramono, MM
Director, Port & Dredging
- Ir. Gunung Hutapea, MM
Project Manager, Kupang-Bitung Port Development

July 8, 2003

Port Klang Authority Malaysia



- Y.B. Dato Seri Dr. Ting Chew Peh
Chairman
- Y. Bhg. Datin Paduka O.C. Phang
General Manager
- Mr. Mohamed Kamel Tohiran
Commercial Manager

Membership Notes

New Members

Regular Member

Naha Port Authority [Japan]

Address: Tondouchou 2-1, Naha, Okinawa Pref. 900-0035 JAPAN
Attn.: Ms Naoko Sokei, General Affairs Division
Phone: +81-98-868-2578
Fax: +81-98-868-2629

Associate Member

Lloyd's Register- Fairplay Ltd. [UK]

Address: Lombard House, 3 Princess Way, Redhill, Surrey RH1 1UP, UK
Contacts: Mr Peter Malpas, Director of Information
Phone: +44-1737-379-730
Fax: +44-1737-379-040
E-mail: peter.malpas@lrfairplay.com
Website: http://www.lrfairplay.com

Changes

International Development System Inc. [Japan]

Address: JC Building, 1-22-12 Nishi-Shinbashi, Minato-ku, Tokyo 105-0003, JAPAN

Port Autonome de la Guadeloupe [France]

General Manager: Mr. Christian BROUTIN
E-mail: c-broutin@port-guadeloupe.com

European Sea Ports Organization (ESPO) [Belgium]

Address: Treurenberg 6, 1000 Brussel/Bruxelles, BELGIUM

Nissan Rinkai Construction Co. Ltd. [Japan]

(Formerly known as Rinkai Construction Co. Ltd.)
Phone: +81-3-5476-1732
Fax: +81-3-5476-2635
General Manager, International Division:
Mr. Kazumi Ooga

Japan Dredging and Reclamation Engineering Association [Japan]

President: Mr. Masao Watanabe

Osaka Prefectural Government [Japan]

Director General: Mr. Ryuji Yokoyama

Hiroshima Prefectural Government, Airport and Seaport Bureau [Japan]

Director General: Mr. Takao Sato

Maritime and Port Authority of Singapore [Singapore]

Chief Executive: Rear Admiral Lui Tuck Yew

Kobe Port Terminal Corporation [Japan]

Address: 16th Floor, Kobe Commerce Industry and Trade Center Building,
5-1-14 Hamabe-dori, Chuo-ku, Kobe 651-0083, Japan

Kenya Ports Authority [Kenya]

Phone: +254-41-312211/220255J
Fax: +254-41-311867

Port Management Association of Eastern and Southern Africa (PMAESA) [Kenya]

Phone: +254-41-223-245
Fax: +254-41-228-344

Ishikari Bay New Port Authority [Japan]

Executive Vice-President: Mr. Yasuhiro Ando

Norwegian Ports Federation [Norway]

E-mail: rune.mjos@havn.no



IMO: New Secretary-General elected



MR. Efthimios Mitropoulos of Greece has been elected as the new Secretary-General of the International Maritime Organization, to succeed the incumbent Mr William O'Neil of Canada when he steps down from the post at the end of this year.

Mr Mitropoulos was elected to the post by IMO's 40-member Council. Other candidates were Mr Magnus Johannesson of Iceland and Mrs Monica Mbanefo of Nigeria.

Speaking after his election, Mr Mitropoulos said, "I am delighted with today's decision of the Council to appoint me as IMO's new Secretary-General to succeed Mr. O'Neil as from next year. I look forward to the Assembly approving the decision of the Council.

"However, as delighted as I am today, I will be even more so if, at the end of my four-year term, I am judged to have been successful in the discharge of my responsibilities and that I have lived up to the expectations of the IMO members.

"Although I interpret the Council's vote as a vote of confidence in the particular individual, I cannot see the honour that goes with the vote as not reflecting on my family, my family's home town and my country, all three with deep maritime roots, of which I am very proud.

"I am fully aware of the heavy responsibilities the Council has put on my shoulders. As I stated when I presented my candidacy, I intend to carry out my duties with honesty and dignity in full consultation with the IMO mem-

bers acting, at all times, in the best interests of the Organization in pursuance of the ideals and objectives of the United Nations.

"I have extended a hand of friendship and co-operation to my fellow candidates and appealed to the countries which voted for them to give me their support and co-operation so that the membership, as one solid entity, moves forward to face the many and various challenges that lie ahead.

"I wish to thank the Greek Government for putting forward my candidature and, in particular, Prime Minister Simitis, Foreign Affairs Minister Papandreou and Mercantile Marine Minister Anomeritis for the support they gave me throughout my campaign. I am very pleased with the decent and transparent manner in which the campaign was carried out.

"My deep and sincere thanks are extended to the Governments which supported my election, my many friends who wished me good luck and my staff in the Maritime Safety Division who supported me since I took over eleven years ago and whose solid work and co-operation provided me with a strong platform from which to launch my campaign. The trust Mr. O'Neil put in me has always been a source of strength and appreciation for my part. I owe a lot to our close working relationship.

"My gratitude to my wife, son and daughter for the moral support they gave me over the years and the sacrifices they endured while I was devoting my life to IMO is fathomless and I will never be able to thank them enough."

Mr Mitropoulos, aged 64, has been involved with the maritime industry since 1957. Following his career at sea in the Greek Merchant Navy, he gained experience as a maritime economist, lecturer and author, harbour master and marine technologist. From 1965 to 1979 he was a member of the Greek delegation to IMO, rising to head of delegation. He joined the IMO secretariat in 1979 and in 1985 was appointed head of the Navigation Section. In 1989 he became Senior Deputy Director for Navigation and related matters and in 1992 was appointed Director of the Maritime Safety Division. In 2000 he was designated Assistant Secretary-General.

ICS and ISF meet in JAPAN

THE International Chamber of Shipping (ICS) and the International Shipping Federation (ISF) held their annual general meetings on Awaji Island, Japan, from May 11-14, at the invitation of the Japanese Shipowners' Association. The meetings, under the chairmanship of Rolf Westfal-Larsen (Norway), debated on recent international maritime developments. Principal issues discussed included:

Implications of the 'Prestige' incident

The ICS meeting debated on the implications of the EU proposals to accelerate the phase-out of single-hull tankers, ban the carriage of heavy fuels into European ports, and extend the recently adopted Condition Assessment Scheme (CAS) to all single-hull tankers over 15 years of age.

While recognising the political impetus behind the proposals, ICS members expressed grave concern at the EU determination to amend the IMO single-hull tanker phase-out package, adopted as recently as 2001.

The meeting noted that the EU member states had recently brought their proposals to IMO for consideration, but emphasised the difficulties with which non-EU nations were now faced.

Mr Westfal-Larsen elaborated: "In our discussions we stressed the critical importance of seeking global solutions to this issue. But we recognise that for many states there is a dilemma between bowing to European pressure to adopt their proposals, and accepting a programme of regulatory changes which they do not believe to be necessary."

"ICS has been extremely concerned about the apparent intention of the EU member states to press ahead with regional regulations which would conflict with their obligations under the MARPOL Convention. The industry must ensure that policy makers understand that IMO regulates shipping very effectively, and that the entire international community suffers if regional rules that are in conflict with IMO are permitted to go unchallenged."

"At the practical level" Mr Rolf Westfal-Larsen added "the post 'Erika' IMO single-hull tanker phase-out package was based on a thorough economic assessment of the implications for the supply of oil to the world economy. IMO has now re-established a Group of Experts, and it is vital that all concerned develop positions that take full account of their anticipated report on whether the new European proposals are workable in practice."

He added, "All industry organisations are at one in wishing to enhance maritime safety and pollution prevention, but they also join forces in their call for the necessary regulatory stability to permit the proper commercial planning of decisions that have multi-billion dollar implications for the tanker industry."

The meeting also discussed the action by the French and Spanish governments, in breach of the United Nations Law of the Sea, to force certain foreign flag single-hull tankers in compliance with MARPOL out of their Exclusive Economic Zone (EEZ). "This is a most damaging development," said Mr Westfal-Larsen. "Equally disturbing has been the failure of the flag states affected, or indeed anyone other than industry organisations, to protest at this flagrant disregard for the international rule of law."

Maritime Security

The meetings reviewed industry efforts to comply with various new regulations that have recently been adopted to meet concerns about terrorism, not least the IMO International Ship and Port Facility Security (ISPS) Code which enters into force in July 2004.

"The fact that the code was developed in less than a year is testimony to IMO's ability to respond rapidly to the demands placed on it by governments," commented Mr Westfal-Larsen. "But the need to comply with the new code is not just a test for the shipping industry but also governments that must meet their own new obligations. In particular, there is an urgent need for flag states to make decisions on such matters as who will be responsible for the approval of ship security plans, if some 50,000 ships are to be issued the required ship security certificates within the next 14 months."

ICS and ISF members also urged governments to ensure that the current emphasis on maritime security is seen as an opportunity to finding solutions to the continuing piracy problem, and not an excuse to obscure it by concentrating solely on terrorism.

ILO Seafarers' Identity Books Convention

The ISF meeting considered the position of maritime employers at the International Labour Organization (ILO) General Conference, in June 2003, which is expected to adopt a revised Convention on Seafarers' Identity Documents, to address concerns about security.

ISF members confirmed that they are willing to support new requirements for more secure seafarers' identity documents. But only provided that the principles embodied in the current ILO Convention (No 108) are retained, and that seafarers carrying any new identity documents should continue to be afforded special treatment by immigration authorities facilitating access to foreign countries for the purpose of shore leave or crew transits.

"Ships often visit countries at short notice," said Mr Westfal-Larsen "and shore leave is vital given the nature of seafarers' employment. Without it seafarers would often be confined on board ship for several months at a time. However, the United States has yet to give a firm indication that it will accept the outcome of the debate it has initiated at ILO. In view of its current proposals to abolish crew list visas, this is inevitably casting doubt on the validity of the exercise."

The meeting also expressed continuing concern about the difficulties faced by seafarers when applying for US visas, and their treatment by the authorities when trading to the United States.



Resolution Adopted at PIANC Annual General Assembly

May 13, 2003, Bergen, Norway

"The Waterway is the Better Way"

Sustainable development requires increased efforts for waterborne transport

The International Navigation Association (PIANC) calls upon the international community, the national governments and the general public to focus attention on the urgent need for developing and maintaining waterway infrastructure - known for its fuel efficient and environmentally-friendly character. In line with guidance from the United

Nations and other international bodies, transportation needs must be reconciled with sustainable development.

Representing navigation experts from 63 nations in the Norwegian port town of Bergen, the Annual General Assembly of PIANC has raised concern about the slow improvement of much needed waterborne transportation infrastructure. Yet maintenance and upgrading of this infrastructure is a precondition for economic expansion and sustainable development, both in the developed world and in countries in transition. With regard to the Danube, the Elbe and the Seine-Scheldt link in Europe, the Mississippi waterway network in the United States, or the Brahmaputra, Ganges and Mekong rivers in Asia, the needs and the bottlenecks are similar - yet the focus of political authorities does not always include them as a matter of priority.

At a time when both the European Water Framework Directive (WFD) and a new priority list for transport infrastructure projects are reaching the political agenda in Europe, PIANC is drawing the attention on the need for a modal shift that will contribute to a healthier environment. As the leading international source of impartial and authoritative information on management and sustainable development of ports and waterways for almost 120 years, PIANC extends this concern well beyond the borders of Europe. PIANC asks national and international leaders as well as the general public to make better use of waterborne transportation for a better future. PIANC offers its expertise to contribute to this effort.

U.S. Waterborne Foreign Trade

NEARLY 1.2 billion metric tons of cargo carrying a value of \$729 billion were shipped by sea in 2002 between the United States and approximately 230 countries and territories around the world, according to data reported by the U.S. Bureau of Census. Compared to 2001, total trade was marginally higher in value, but declined 2.3% in volume.

Air movements of U.S. export/import cargo in 2002 amounted to 5.9 million tons (+ 4.9%) with a total value of \$498.5 billion (-3.9%). Total trade for sea and air declined both in value and volume from their 2001 levels.

With respect to the nation's sea trade, exports declined for the second consecu-

MARITIME NEWS & INFORMATION

U.S. Foreign Merchandise Trade by Mode of Transport 1998-2002

Calendar Year	TOTAL VOLUME Metric Tons, 000s		TOTAL VALUE Current U.S. Dollars, Millions	
	Water	Air	Water	Air
2002	1,131,226	5,869	\$498,497	\$729,127
2001	1,157,485	5,596	\$518,602	\$718,448
2000	1,155,067	6,446	\$592,998	\$739,963
1999	1,092,514	6,086	\$495,533	\$631,555
1998	1,082,718	5,550	\$442,065	\$614,489

Source: U.S. Bureau of Census, U.S. Merchandise Trade, Selected Highlights (Report FT 920), December issues for the indicated years.

tive year, dropping 3.9% in value (to \$191.1 billion) and 3% in volume (to a 25-year low of 317.4 million tons).

Imports, though higher in dollar value, declined in volume from 830 million to 814 million tons, an apparent reflection in part of declining volume and higher prices for petroleum.

Asia remained the dominant trading region for the United States, with a total of 211.9 million tons, or about the same as 2001. A 9% jump in trade with China barely offsets declines elsewhere, particularly Australia, Japan (-2.8%), and Taiwan.

With respect to the Western Hemisphere, tonnage gains continued in U.S. trade with the Caribbean, Central America, and Mexico. Trade with South America fell by 4% overall despite impressive year-to-year growth for Argentina, Brazil, Ecuador, and Guyana.

Other areas of growth for the United States were Russia, Eastern Europe, Canada, and the European Free Trade

Association.

Twenty-five countries generated approximately 78% of the volume and nearly 80% of U.S. international seaborne trade in 2002. Five alone — Mexico, Venezuela, Canada, Saudi Arabia, and Japan — accounted for 39% of total tonnage. Forty-five percent of the dollar total was generated by trade with China, Japan, Germany, South Korea, and the United Kingdom.

North American Port Container Traffic

CONTAINER traffic movements through North American ports reached a record 37.2 million TEUs in 2002, a healthy 6.8% increase from 2001. More than half of the 67 responding ports reported year-to-year increases.

Mexican ports experienced the great-

est growth, up 15% from 2001, with Canada not far behind at 14%. U.S. ports also rebounded from a lackluster 2001, with an increase of 5.7%. Traffic trends of the past decade are profiled below:

North American Port Container Traffic 1993- 2002

Year	Canada	Mexico	U.S. (*)	Total
2002	3,300	1,562	32,368	37,230
2001	2,890	1,359	30,617	34,866
2000	2,950	1,323	30,408	34,681
1999	2,695	1,127	27,977	31,800
1998	2,355	1,008	26,175	29,537
1997	2,201	903	24,526	27,630
1996	1,996	682	22,607	25,286
1995	1,744	570	22,339	24,652
1994	1,672	550	20,490	22,711
1993	1,465	464	18,711	20,640

(*) Includes Guam, Hawaii and Puerto Rico (TEUs, 000s)
Source: AAPA Surveys

In 2002, Los Angeles retained its position as North America's leading container port with total throughput soaring to a record 6.1 million TEUs. Others among the top five were Long Beach, New York/New Jersey, Oakland, and Charleston. The top five U.S. ports accounted for 55%, the top ten for 77%, and the top 25 for 98% of total 2002 U.S. container traffic measured in TEUs.

Vancouver and Montreal ranked first and second, respectively, among the ports of Canada, while Manzanillo superseded Veracruz as Mexico's leading container port.



कोलकाता पोर्ट ट्रस्ट KOLKATA PORT TRUST

NOTICE INVITING EXPRESSION OF INTEREST FOR 'TRANSLOADING OF DRY BULK CARGO' AND 'SETTING UP OF FLOATING TERMINAL FOR CONTAINER HANDLING' AT SANDHEADS.

The Port of Kolkata, the oldest and the only riverine major port in India, has the country's highest navigable draft of around 50 mtrs. within its jurisdiction at Sandheads in the Bay of Bengal. The largest vessel presently available in the world can be handled there. The location is ideally suited for transloading of dry bulk cargo and also for handling container vessels of any draft and dimension by setting up a floating terminal. There is tremendous growth potential for all these commodities as the port is serving a vast hinterland.

Expression of Interest is invited by Kolkata Port Trust from reputed firms having sound financial condition and experience in vessel handling / port operations for providing the above facilities at Sandheads, about 232 kms. from the city of Kolkata, on "Own, Operate and Maintain" basis. Applications may be sent by **30th September 2003** to the **Officer-on-Spl. Duty (Operations & Works)**, Kolkata Port Trust, 15, Strand Road, Kolkata - 700 001, West Bengal, India.

For further details visit www.portofcalcutta.com

University of Antwerp and Dalian Maritime University sign Memorandum of Understanding



ON June 6, 2003, the University of Antwerp and the Dalian Maritime University (China) signed a Memorandum of Understanding.

Dalian Maritime University (DMU) is the largest and the only key leading maritime institution under the Ministry of Communications of the People's Republic of China. DMU enjoys a high reputation internationally as a centre of maritime education and training, as confirmed by the International Maritime Organization (IMO).

The activities of this Memorandum of Understanding are situated in different fields and on different levels. The first phase of activities comprises staff exchange, scientific co-operation and student exchange.

The purpose of staff exchange is to allow staff members to participate both in the teaching and the research projects of the other institution. Scientific co-operation includes exchanging information concerning current research projects, papers and publications on a periodical basis, by promising contacts between researchers who are active in the same disciplines, especially staff members preparing doctoral dissertations, by promoting common research projects, by encouraging joint publications in relevant disciplines and by organizing academic events and conferences on relevant topics. And, as far as student exchange is concerned, the participating institutions agree to consider the exchange of students at the postgraduate and Ph.D. levels.

the policymakers and government experts, who are forming and formulating the transport and port policy? What are the viewpoint and recommendations of the main shippers and main carriers? Has TRACECA future in the context of the new Russian transport policy? How will be distributed the transit cargoes between the Black Sea logistics transport chains. How will be developed the expansion of port companies and intermodal operators from the North and Baltic Seas toward the region?

The strong rivalry between the ports in the region to attract goods and customers necessitates an accelerated modernization and a rapid adoption of new transport technologies to achieve competitive advantages: modern container terminals, multipurpose and specialized terminals and port economic zones. The competition catalyzes international partnership and establishment of port and transport alliances. Who with whom and how will develop the Black Sea ports and transport infrastructure?

The conference program will present viewpoints of many prominent speakers – government experts, directors and managers of companies and institutions, which have influence and define the development of the ports and transportation in the Black Sea region.

Upcoming Conferences

Coasts & Ports Australasian Conference 2003

September 9-12
Auckland, New Zealand

THIS is the 16th Australasian Coastal & Ocean Engineering Conference: The 9th Australasian Port & Harbour Conference.

The theme of the Conference is
"Coastal Development - A Quest For Excellence"

This conference is a unique forum that brings together all groups and professionals to discuss key issues in coastal and port management and the interface between human activity and coastal processes. Conference issues include:

- Models for "good" coastal development
- Change in port infrastructure and efficiency
- The cost of regulation and compliance
- Managing conservation and development
- Assessing the impacts of coastal structures on the natural system
- Change in science and technology in modelling and monitoring coastal change

For Further information:

The Conference Company
PO BOX 90040, Auckland
New Zealand
Tel: +64 9 360 1240
Fax: +64 9 360 1242
E-mail: coastsandports@tcc.co.nz
URL: www.coastsandports.co.nz

4th Black Sea Ports and Transport Conference

September 29 - October 1
Varna, Bulgaria

THE 4th International Black Sea Ports and Transport Conference is organized under the patronage of the Ministry of Transport and Communication of the Republic of Bulgaria and supported by the main international port associations – International Association of Ports and Harbors (IAPH), European Sea Ports Organization (ESPO), European Federation of Inland Ports (EFIP), Black and Azov Seas Ports Association (BASPA), and will be held with the cooperation and participation of executive directors of the main port and transport organizations and companies in the region. Host of the Conference is the Association of Bulgarian Ports, Port Operators and Concessionaires.

What is the international interest towards the region of the European Union, of the Organization of the Black Sea Economic Cooperation, of the Russian Federation and other Black Sea countries? What is the vision of

Preliminary Program

Port Policymakers' Forum - Policymakers' Viewpoint and Recommendations Black Sea Transport and Ports Development

International and national interest in the transport and ports, development in the Black Sea region. Globalization and Regionalization. Europeanization – European Transport Integration. Trans-European Networks Program in candidate countries. Transport Infrastructure Needs assessment Recommendations. Implementation of the Marco Polo Program. Future of the Transport Corridor Europe - Caucasus-Asia Program. Russian Transport Corridors. Transport Action Plan of the Organization of Black Sea Economic Cooperation. National Programs for Port-transport Development. International Public-private Partnership for Implementation of the National Programs.

Black Sea Shippers' Forum - Shippers' viewpoint and recommendations Black Sea Ports Development

Industrial and transport growth in the Black Sea region. Cargo-generated hinterland. Cargo capacity and traffic through the Black Sea region: increasing cargo growth, international transit growth, increasing containerization. Trends and forecasts for the cargo growth through the Black Sea ports. Shippers, carriers and ports partnership extension. The shippers' constraints – establishment of integrated Black Sea ferry-boats Network. Short sea shipping, Black Sea Ports and Intermodal Transport. Specialization of cargoes – specialization of

ports and terminals. The role and influence of the main regional shippers.

Black Sea Short Sea Shipping Forum - Carriers' viewpoint and recommendations Black Sea Ports Development

Via Black Sea. Intra Black Sea. Black Sea Transport Platform. Competition between the alternative transport ways: via Black Sea vs. around Black Sea. Realistic transport ways. Short sea – Sea-river shipping and Intermodality – advantages for the Black Sea ports. Black Sea Short sea shipping supports the regional logistics supply chains. New trend – feeder transportation of cargos. Black Sea container feeders. Multipurpose ferryboats transport network: offers for new ferry lines. Public-Private partnership for establishment of new ferry lines. The role and influence of the main carriers.

Black Sea Ports Development Forum - Port Experts' viewpoint and recommendations Black Sea Ports Development

Black Sea ports development strategies. Black

Sea port business expansion. Competitive advantages of the Black Sea ports. Ports perspectives. Regional trends in the port development. Black Sea Ports and Terminals Network. Multipurpose ports and terminals or specialized ports and terminals – for and against. Projects for new port terminals. Modernization of the existing ports. Value-added services in the Black Sea Ports: new distributive and logistics centers, new port industrial zones. Port reform agenda. Ports privatization. Ways of privatization. Modern port requirements – commercialization and privatization of port operations. Concession or incorporation. Public-Private balance and partnership. Port projects financing.

For further information:

International Business Group Ltd.
Secretariate
9000 Varna, BG, P.O. Box 2
Tel: +359 52 699 018
Fax: +359 52 699 019
E-mail: bulportsass@yahoo.com

- Conference only: £998.75
(Conference @£850 plus VAT)
- Workshop only: 646.25
(Workshop @£550 plus VAT)

For further information:

Informa UK Limited
PO Box 406, West Byfleet KT14 6NN U.K.
Tel: +44(0)1923 893 860
Fax: +44(0)20 7017 4745
E-mail: cust.serv@informa.com
URL: www.lloydslistevents.com/lm1495

MARITIME 2003 & PORTS INDIA 2003

October 8 – 10, Mumbai, India

THE event will highlight the transport efficiency and infrastructure development, key to India's trade sustainability.

The conference program will include top-level international speakers from the ports, transport and shipping industries. We expect senior representatives participating in the two-day event and will be the meeting-place for decision-makers in the ports, shipping, forwarding and logistics industries.

The conference will be complemented by a major international exhibition featuring equipment and service providers serving the sea-ports, shipping and intermodal transport markets.

Registration Fee:

Indian Rs 10,000/- (US\$ 200/-)

CORPORATE PACKAGE

Special prices for companies who are sending multiple delegates

- 3 participants Indian Rs. 24,000
(US\$ 480)
- 5 participants Indian Rs. 35,000
(US\$ 700)

Port State Control

September 29-30, London, U.K.

UNDERSTANDING current developments in Port State Control, including the impact of implementation of the ISPS Code in 2004

Programme Highlights:

- The importance of Port State Control in today's shipping environment
- Developments within regional MOUs
- US Coast Guard's view of compliance and enforcement
- Port and flag state cooperation in fight against terrorism and substandard ships
- The view from a port state control officer
- What to do after a detention
- The master's guide to port state control
- Update from Equasis
- Class program to improve standards
- Insurance implications

Conference Fees:

- £1116.25
(Conference @£950 plus VAT)
- Third Delegate from the same company
£558.13
(@£475 plus VAT)

For further information:

Informa UK Limited
PO Box 406, West Byfleet KT14 6NN U.K.
Tel: +44 (0) 1923 893 860
Fax: +44 (0) 20 7017 4745
E-mail: cust.serv@informa.com
URL: www.lloydslistevents.com/portstatecontrol

Port Investors Forum 2003

September 29-30, London, U.K.

FOCUSING on developments, financing and management of the global container port sector, this event features an international panel of speakers including CSX World Terminals, Mercoport, Drewry Shipping Consultants and International Container Terminal Services as well as key financial institutions

Program Highlights:

- Global Port Capacity Requirements & Costs
- Fundamental Concerns for Port Developments & Financing
- Strategies, Practices & Performance of Private Port Entities
- Port Cash Flow & Valuation Drivers
- Bidding for a Port Franchise: Satisfying Principal Criteria
- Mobilising Finance: Attracting Lenders
- Alternative Funding Arrangements

Featuring In-depth Industry Panel Discussions:

- Private Sector Involvement in Port Financing & Operations in Europe, the Middle East, South America & Africa
- Recent Port Development Projects: Parties, Applied Criteria & Deal Arrangements

Conference Fees:

- Conference and Workshop: £1,586.25
(Conference and Workshop @£1,350 plus VAT)

Upcoming Seminars

Managing Marine Terminal Capacity & Productivity

September 24-25, London, U.K.

DAY ONE

Capacity

- Defining Capacity
- Berth Performance and Optimisation
- Equipment Capacity and Optimisation
- Container Yard Performance and Optimisation

Productivity

- Measuring Productivity

DAY TWO

Productivity (Continued)

- Asset Utilisation
 - Benchmarking Productivity
 - Information Flows and the Use of IT Systems
 - Workshop: Benchmarks and Productivity
- Participants will have the opportunity to set benchmarks and outline measures to:
1. Benchmark productivity
 2. Increase productivity and throughput
 3. Realise full site, berth and equipment capacity

Workshop Round-up

Fee: £1,173.83 (£999.00 plus VAT)

For further information:

Informa UK Limited
PO Box 406, West Byfleet
England KT14 6NN U.K.
Tel: +44(0)1932 893 860
Fax: +44(0)20 7017 4745
E-mail: cust.serv@informa.com
URL: www.lloydslivestvents.com/lm1506



APEC Seminar on Port Logistics

December 8 - 19, Antwerp, Belgium

Outline of the Program

- day 1: Opening session at the "Harbour House" of the Antwerp Port Authority
Introduction video of the Port of Antwerp
Introduction on the Port of Antwerp
Globalisation
Hinterland connections
Decision making for location, ports and internal ports traffic
- day 2: Logistics & Distribution in the Port of Antwerp
Flanders Gateway to Europe
Visit to the Lillo Port Center and guided tour of the port
- day 3: Logistic chain management
Integrated logistics, stuffing and stripping
Stock management - warehousing - Just in Time (JIT)
Supply Chain Management
Value-added services and integrated logistics
- day 4: Visit to New Wave Logistics :
European distribution from the port of Antwerp
Visit to Hesse-Noord Natie nv: logistics and fruit logistics distribution, value-added activities, quality control
- day 5: Visit to the Port of Ghent
International Consolidators - Worldwide Groupage Services offering added-value

- Visit to the terminal of Ecu-Line nv
- day 6: Visit to Inter Ferry Boats: a combined railway terminal
Visit to Werf en Vlasnatie : organisation of logistics for companies - silo's and plastics
- day 7: Visit to the city of Antwerp
Visit to WCT - Inland Water Depot
- day 8: Visit to the Hessenatie Logistics: an inland distribution center
Visit to Hesse-Noord Natie N.V. : PDI-Centre (Pre Delivery Inspection Centre)
- day 9: Customs V.A.T. - Entrepot regimes
Visit to LBC Antwerpen
Visit to VOPAK: design and operations of a hazardous cargo warehouse storage and physical distribution of hazardous chemicals
- day 10: Visit to SGS Depauw & Stokoe:
Sample logistics services
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 related to the seminar, etc

Number of Participants: 20

Closing Date for Registration: October 6

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

For further information:

Antwerp/Flanders Port Training Center
Italielei 2
B-2000 Antwerp, Belgium
Tel: +32 3 205 23 22
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

MARAD: Public Port Finance Survey for 2001

THE Maritime Administration (MARAD) has released its updated Public Port Finance Survey for FY 2001. The report, which was prepared by MARAD's Office of Ports and Domestic Shipping, has been compiled for 24 years, first by the American Association of Port Authorities (AAPA) or a member port and now, for the fifth year, by MARAD. It contains financial data on maritime activities at ports, including income statement, balance sheet, outstanding bonds, debt service, sales offices, and cargo tonnage. Two additional sections cover (1) data on contributions, donations, and grants received in FY 2001, and (2) ratio analyses.

An electronic version is available on the agency's website (<http://www.marad.dot.gov>) by following the "Publications & Statistics"/"Ports & Domestic Shipping" links.

For further information:

MARAD's Office of Ports and Domestic Shipping
400 Seventh Street, SW (Room 7201),
Washington, DC 20590
Fax: (202) 366-6988
E-mail: ports.marad@marad.dot.gov

ISL Shipping Statistics Yearbook 2002

THE Shipping Statistics Yearbook 2002 published by the Institute of Shipping Economics and Logistics (ISL). The Yearbook supplements the statistical market data published in "ISL Shipping Statistics and Market Review (SSMR)". The data not only stem from the institute's own data bases but are also collected from a variety of sources worldwide. The new edition is thoroughly revised and updated by experts of the institute's Transport Department.

The focal topic areas of the Yearbook are:

Shipping Market

- Analyses of the world merchant fleet supplemented by development series on laid-up and broken-up tonnage
- Data on world seaborne trade and relevant information on the development of world trade
- Detailed overviews of about 30 world commodity markets
- Time series tracing the development of freight rates
- Individual profiles on selected shipping nations

Shipbuilding

- Analysis of the world shipbuilding market
- Information on the current situation of major shipbuilding countries
- Analysis of ship type

Ports and Sea Canals

- Statistical surveys on ship and goods traffic in selected ports worldwide with a special focus on container traffic
- Transit traffic volume on the world's major ship canals

Price: Hardcopy, 480 pages, 230 euros
Hardcopy + CD-ROM, 275 euros

For further information:

Institute of Shipping Economics and Logistics (ISL)
Universitätsallee GW1 Block A
28359 Bremen, Germany
Tel: +49 421 22096 38
Fax: +49 421 22096 55
E-mail: subscription@isl.org
URL: <http://www.isl.org>

WORLD PORT NEWS

The Americas

U.S. Department of Homeland Security: New Initiatives for Port Security

U.S. Secretary of Homeland Security Tom Ridge, during an event at Port Elizabeth, New Jersey, highlighting the Department's efforts to secure our nation's ports, announced new port security initiatives and investments to provide increased international cooperation, greater use of technology and additional funds for port security facility enhancements.

"The port security measures we are putting in place - both here at home and abroad - are about building on our capabilities and strengthening each layer of defense. Through information sharing with our international partners; several different levels of inspection; review of intelligence information on the crew, cargo and vessel long before they reach our shores; state-of-the-art technology; and, of course, vigilance at every turn, we are able to screen and board 100 percent of high-risk vessels coming into our ports," said Secretary Ridge.

The measures announced today further build on a comprehensive port security strategy and range of enhancements directed by the President following September 11, 2001. Today's announcements, outlined below, include the second phase of the Container Security Initiative (CSI), \$170 million in port security grants, and \$58 million in funding for Operation Safe Commerce.

Enhancing Container Security - Phase 2

The Container Security Initiative, an existing Department of Homeland Security program incorporating side by side teamwork with foreign port authorities to identify, target, and search high-risk cargo, will now be expanded to strategic locations beyond the initial 20 major ports to include areas of the Middle East such as Dubai as well as Turkey and Malaysia.

"The Container Security Initiative has emerged as a formidable tool for protect-

ing us from the threat of terrorism," said Secretary Ridge. "Now that we have almost achieved our goal for CSI at nearly all 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."

The top 20 ports account for 68 percent of all cargo containers arriving at U.S. seaports. Governments representing 19 of these ports have agreed to implement CSI during the first phase including an agreement with the government of Thailand for the Port of Laem Chabang that was signed by Secretary Ridge and Thailand's Foreign Minister on June 11. Phase 2 of CSI will enable the Department to extend port security protection from 68 percent of container traffic to more than 80 percent - casting the safety net of CSI far and wide.

Helping Secure Our Port Facilities - Port Security Grants Programs -

Secretary Ridge announced the Department's commitment to enhancing security at our nation's key ports and facilities through \$170 million in port security grants.

The Port Security Grant Program funds security planning and projects to improve dockside and perimeter security. The latest round of Transportation Security Administration (TSA) grants have been awarded to 199 state and local governments, and private companies for \$170 million. These new awards will contribute to important security upgrades like new patrol boats in the harbor, surveillance equipment at roads and bridges, and the construction of new command and control facilities. TSA, the United States Coast Guard and the Department of Transportation's Maritime Administration evaluated the Port

Security Grant applications and selected grant award recipients. In 2002, \$92 million was awarded in the first round of Port Security grants.

In addition to the \$170 million, the Department of Homeland Security also provided \$75 million in port security grants for specific projects from the FY '03 supplemental budget. The funds will be distributed by the Office for Domestic Preparedness to cover recent infrastructure security protective measures, security enhancements, training, exercises, equipment, planning, and information sharing.

Using Technology and Teamwork - Operation Safe Commerce -

As part of the Department's effort to secure cargo as it moves through the port, Secretary Ridge announced \$58 million in funding for Operation Safe Commerce, a pilot program in coordination with the Department of Transportation that brings together private business, ports, local, state, and federal representatives to analyze current security procedures for cargo entering the country. The program's objective is to prompt research and development for emerging technology to monitor the movement and ensure the security and integrity of containers through the supply chain. The ports of Seattle and Tacoma, Los Angeles and Long Beach, and the Port Authority of New York/New Jersey are participating in the pilot program.

Transport Canada: Completes Review of the Canada Marine Act

ON June 4, Transport Minister David Collenette tabled a report on the review of the Canada Marine Act in the House of Commons.

The Canada Marine Act, which received Royal Assent in June 1998, contains a provision requiring that a review of the act be completed during the fifth year after it has received Royal Assent.

The report was prepared by an expert panel made up of Mr. Richard Gaudreau (chair), Mr. Allan Donaldson, Mr. David

Gardiner and Mr. Frank Metcalf. Panel members travelled across the country to consult with stakeholders on ways to streamline and enhance the Canada Marine Act.

"I would like to recognize the importance of the work done by the review panel, and all those who contributed to the consultations, and thank them for their effort and dedication," said Mr. Collette. "The department will carefully review the panel's recommendations and observations."

The Canada Marine Act established the first single, comprehensive piece of legislation to govern many aspects of Canada's marine sector. It allowed port operations to be put into the hands of local users by establishing 19 Canada Port Authorities, which, under the act,

have the autonomy and flexibility to operate according to business principles and local needs. The port authorities have been successful in increasing competition and creating greater efficiency in the marine sector.

Under the Canada Marine Act, the operational control of the Canadian portion of the St. Lawrence Seaway was transferred to a not-for-profit entity controlled by the users of the system. It also led to improved operations of pilotage authorities and provided for further commercialization of federal ferry services. Overall, the act has reduced costs and improved the efficiency of Canada's marine system.

The report is available at http://www.tc.gc.ca/pol/en/Marine/cma_report.htm.



**Halifax
Port Corporation**

Halifax: Pursues sustained growth in cruise business



ON May 30, The Halifax Port Authority reported that a record 100+ cruise calls are booked for this year, with a passenger spending impact of \$17-18 million. Halifax cruise visitors have doubled in five years and recently-studied trends indicate promising growth opportunities for Halifax.

"Cruise is a Halifax success story that has come about through sustained, concentrated efforts to attract and retain cruise business," said Ms. Cheryl Bidgood, Manager of Marketing and Cruise Development with the Halifax Port Authority (HPA). "We compete world-wide for cruise bookings. Many organizations have combined forces to sell Halifax and continued cooperation will ensure a steady cruise industry for years to come."

Halifax has become the marquee port-of-call in the Atlantic region. Cruise visits now span three seasons, with ships visiting the Port of Halifax from April to late October. 2003 is expected to be one of the longest and busiest

seasons yet, with close to 180,000 passengers expected to come ashore. Economic spin-offs of the cruise business are best captured with two figures: 1) the average cruise passenger spends close to \$100 while in Halifax; 2) industry statistics suggest that up to 50% of cruise passengers are likely to return at another time for a land-based vacation.

To direct its future cruise marketing, infrastructure and operations plans, the HPA initiated a cruise growth strategy in the fall of 2002 on the potential for Halifax's cruise market. The strategy was undertaken in partnership with the Halifax International Airport Authority, Nova Scotia Tourism, Destination Halifax and the Atlantic Canada Opportunities Agency.

In a Friday briefing to port partners, the HPA summarized that Halifax is well positioned to retain and build cruise business in the next decade. The HPA and its partners will work with the cruise lines to stimulate a sustained interest in the Canada/New England route and will help ensure that the regional tourism industry can attract cruise ships and other visitors. The HPA will also build on 10 years worth of cruise facility investments totalling close to \$4.2 million to accommodate the new, larger classes of ships carrying thousands of guests.

As well, over the next several months HPA and its partners will explore the potential for Halifax as a homeport for small niche carriers. Port of Halifax partners will determine how to leverage port-of-call successes and over the long-term, determine if Halifax would be a viable homeport.



Houston: Environmental Excellence Award



THE Port of Houston Authority (PHA) has been named the government category winner of the Texas Commission on Environmental Quality's 2003 Texas Environmental Excellence Awards for its innovative use of dredged material from the Houston Ship Channel widening and deepening project. The award was presented to PHA's Chairman, Mr. Jim Edmonds and Environmental Affairs Manager, Ms. Laura Fiffick during a banquet May 7 in Austin that was held in conjunction with the TCEQ's 11th annual Environmental Trade Fair and Conference.

"The Houston Ship Channel project is a stellar example of the Port Authority's commitment to good environmental stewardship," said Mr. Edmonds. "The greatness of Houston and the Gulf Coast region is deeply rooted in natural resources. It is important that we preserve and protect the land, air and water for future generations."

Working in collaboration with the Galveston District of the U.S. Army Corps of Engineers and other federal and state agencies, the PHA developed a major project to expand the Houston Ship Channel to more safely accommodate modern vessel traffic. The channel is being deepened from 40 feet to 45 feet and widened from 400 feet to 530 feet.

Launched in 1998, the project demonstrates the use of advanced equipment and technology to utilize hydraulically dredged material to create environmentally sound marshes and habitats. About 70 percent of all dredged materials are being used to create beneficial use sites over the 50-year project life. The sites have direct environmental and economic impacts on the Galveston Bay area, including the construction of a six-acre bird island and the creation of 220 acres of inter-tidal salt marshes with an

additional 720 acres currently under construction. The project is targeted for completion in 2004 - coinciding with the PHA's 90th anniversary.

The PHA supports the request for \$48 million in federal funding for the Corps of Engineers in the fiscal year 2004 Energy and Water Appropriations bill for the ship channel project, which is considered to be the largest of its kind in the country.

Under the Waste Reduction Policy Act of 1991, the TCEQ initiated the Texas Environmental Excellence Awards in 1993 to honor the state's most outstanding waste reduction and pollution prevention projects. The awards are presented in a variety of categories to recognize individuals, organizations, schools, businesses and government organizations that have created successful programs to preserve and protect the Texas environment.



Long Beach: Kicks off conversion of equipment to cleaner fuel

CONTINUING a commitment to enhance air quality, the port of Long Beach on Friday kicked off an ambitious program to use cleaner-burning diesel fuel in all terminal equipment and outfit the equipment with pollution-control devices.

At a news conference to announce the conversion program, port officials and terminal operators demonstrated use of the alternative diesel fuel, known as Chevron Proformix™ fuel. They also displayed equipment already outfitted with a special diesel oxidation catalyst, a pollution-control device that reduces odor, noise, carbon monoxide, hydrocarbons, and particulates from exhaust. The diesel oxidation catalyst is manufactured by Lubrizol Engine Control Systems and known as the AZ Purimuffler.

Port tenants Hanjin and California United Terminals have already switched to Proformix™ fuel on all terminal equipment. In addition, the AZ Purimufflers have been added to the engines on 14 utility trucks, forklifts and other equipment used by Hanjin and California United Terminals to handle cargo containers at their Port of Long Beach facilities, with a fleet-wide retrofit expected by the end of summer. Use of Proformix™ fuel does not require

engine modifications or replacements when used by itself or in combination with diesel oxidation catalysts.

Emissions from diesel engines using the alternative fuel and outfitted with diesel oxidation catalysts produce 50 percent less particulate matter and 20 percent less nitrogen oxides.

The Port intends to expand this program to other tenants, retrofitting all diesel engines - approximately 1,000 pieces of equipment - with the special catalysts and using alternative diesel fuel exclusively by the end of summer. The Port is providing tenants with more than \$2 million in incentives.

"The use of alternative diesel fuel and diesel oxidation catalysts will significantly reduce emissions from port operations," Port of Long Beach Executive Director Richard D. Steinke said. "I congratulate Hanjin and California United Terminals for being forward-thinking and joining the Port in our ongoing dedication to a healthy environment."

The effort is part of the Port's comprehensive Air Quality Improvement Program, which includes a wide variety of measures aimed at reducing diesel emissions resulting from port operations.

Among other measures, the program includes converting port-operated vehicles to alternative fuels, promoting more efficient operations to reduce truck congestion and idling, and studying the use of electricity rather than diesel engines to power ships at berth.

The Air Quality Improvement Program exceeds state and federal regulations. The U.S. Environmental Protection Agency in April announced proposed rules designed to reduce emissions from off-road vehicles such as the utility tractors and forklifts operated at port terminals. Those proposed rules are not expected to take effect until 2008.

The air quality effort is just one element of Healthy Harbor Long Beach, the port's comprehensive initiative to improve air quality, water quality and wildlife habitat through existing and new programs. Additional elements will be introduced over the upcoming year.

Friday's news conference was attended by Long Beach Mayor Beverly O'Neill; Assemblyman Alan Lowenthal (D-Long Beach); officials with the California Air Resources Board and others who praised use of alternative diesel fuels and pollution-control devices. Also on hand were representatives from California United Terminals; Hanjin; Marine Terminals Corporation; Chevron Products Company; General

Petroleum and the Lubrizol Corporation. Chevron manufactures Proformix™ and General Petroleum, one of the largest ChevronTexaco-brand lubricant marketers, delivers Proformix™ to the terminal operators.

Using \$1 million in grant money from the California Air Resources Board, the port is paying for the installation of diesel oxidation catalysts in tenant equipment. In addition, the port is also setting up an incentive fund to defray increased tenant costs associated with use of the alternative diesel fuel.

Proformix™ is a "water-in-fuel" diesel blend that utilizes Lubrizol's PuriNOx™ technology to lower particulate matter and nitrogen oxide emissions in diesel engines. The fuel is manufactured using a high-shear blending process that creates water droplets under one micron in size. These droplets are encapsulated by additives that prevent them from coalescing, making them invisible to the engine while improving combustion to reduce emissions.



Los Angeles: Clean Beach Initiative for Cabrillo Beach

ON May 14, The Board of Harbor Commissioners ensured the continuation of the Inner Cabrillo Beach Water Quality Improvement Project between the port of Los Angeles and California State Water Resources Control Board (SWRCB). The port of Los Angeles will receive \$1.25 million in grant reimbursement from the State Water Resources Control Board under the California Clean Beach Initiative Program (CBI), a program designated to improve water quality at various California beaches.

Inner Cabrillo Beach, located on the inside corner of the San Pedro Breakwater, is a popular recreation and swimming area for over 300,000 people per year. The \$1.25 million grant will be used to determine viable options for increasing water circulation at the Inner Cabrillo Beach as a way of reducing or eliminating bacteria in the swimming area.

"As a steward of the environment, the port of Los Angeles will continue to initiate projects aimed at improving the environment in and around our port," commented Mr. Nicholas Tonsich, Harbor Commission President.

"We've been working hard to find the

right solution to correcting a longstanding problem at the beach. This grant will go a long way to finishing the job," stated Port Executive Director Larry Keller.

Working closely with the SWRCB, the port of Los Angeles has prepared a comprehensive, multi-phased scope of work to meet the requirements of the Clean Beach Advisory Group and the SWRCB. Phase one began in July 2002 upon initial approval with the SWRCB.



Nanaimo: Seatrade Convention encouraging

THE Nanaimo Port Authority is committed to developing the cruise ship business in Nanaimo and Bill Mills, President & CEO, and Doug Peterson, Manager of Marketing & Sales, attended the Seatrade Cruise Convention in Miami to promote Nanaimo to the world cruise industry.

The Seatrade Convention is one of the largest of its type in the world and presents an opportunity for destinations and cruise operators to meet and discuss opportunities in this dynamic and growing industry.

"While this year's floor attendance was down from previous," commented Bill Mills, "we had numerous discussions with many cruise line operators and several representatives returning to our booth for further discussions."

The port established some new key contacts with several cruise operators

and Mills is optimistic that the port may receive a visit from at least one large vessel this year. Marketing & Sales Manager, Doug Peterson, indicated, "We are very encouraged at the level of interest we received from some of the large cruise lines and there is a growing level of awareness and interest in the smaller destination ports like Nanaimo and the unique features and itineraries we can provide."

The cruise season in Nanaimo officially started on April 2nd with the arrival of the Spirit of Columbia which is scheduled to visit 12 times during the spring and fall shoulder seasons. The Yorktown Clipper will also visit Nanaimo on May 15th on her repositioning cruise to Alaska and the port is hoping to include two or three additional visits from pocket cruise vessels during the fall.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY



NY & NJ: Signs landmark agreement to boost business with Asia

THE Port Authority, which saw its Asian cargo volume increase by 23 percent in 2002, on June 17 took a significant step to further boost port trade with Asia by signing a landmark agreement with the Panama Canal Authority.

Under the agreement, the agencies will jointly promote to international shippers the benefits of using all-water routes to transport commodities between Asia and the port of New York and New Jersey. Port Authority Chief Operating Officer Ernesto Butcher and Panama Canal Authority Administrator Alberto Aleman Zubieta signed the agreement.

Port Authority Chairman Anthony R. Coscia said, "Our growing trade with Asia is a key factor in the port's rank as the leading destination for international shippers on the East Coast. That growth has enabled our port to generate more than 228,000 full-time jobs resulting in \$25 billion in economic activity for the region. This agreement will help us to build on that success as we work to meet the needs of the region's 18 million consumers."

Port Authority Executive Director Joseph J. Seymour said, "This agreement fits in with our long-term plans to increase cargo volume in the port by 4

percent a year, and to provide the infrastructure needed to accommodate that growth. We will continue our aggressive investment in port infrastructure, such as new ship-to-rail facilities and deeper harbor channels, to make this port even more attractive to our Asian trading partners."

Port Authority Chief Operating Officer Butcher said, "This level of cooperation with our colleagues at the Panama Canal Authority will help us highlight the increasing trend toward the use of all-water services to move goods between Asia and our region. The Panama Canal is a critical link in the all-water logistics chain that we desperately need to continue to grow business at the port."

The agreement calls for both agencies to undertake mutually beneficial marketing efforts, such as participation in exhibits at maritime events, placement of public relations material and other marketing activities. In addition, both authorities agreed to share data that will help in forecasting future shipping trends and performing joint studies.

Panama Canal Authority Administrator Aleman Zubieta said, "This historic alliance will result in mutual benefits for both of our agencies. The Panama Canal today has become a vital link for trade between Asia and the U.S. East Coast. This 'all-water route' is the best deal in shipping - reliable, safe and inexpensive. We have set safety and efficiency records for the past two years, and we are moving more ships through the canal safer and faster."

During the past few years, containerized cargo flowing through the Panama Canal on the Asia-U.S. East Coast route has experienced significant growth as a result of shippers' increased demand for all-water services. The route between Asia and the U.S. East Coast is vitally important for the Panama Canal, and the Port of New York and New Jersey is one of the route's main destinations.

Asia is the Port of New York and New Jersey's largest trading partner, accounting for approximately 35 percent of all containerized cargo handled in the port in 2002. Among the top commodities imported from Asia are paper products, furniture, toys, lamps, footwear, kitchenware, hardware, sporting goods and auto parts.

Thirteen of the 16 all-water services carrying cargo from Asia to the port of New York and New Jersey travel through the Panama Canal. The remaining three use the Suez Canal.



San Diego: Top Award for Tidelands Improvements

THE Port of San Diego has received a first-place Distinguished Leadership Award from the San Diego American Planning Association for efforts over its 40-year history to protect and improve San Diego Bay, the bayfront, and all tidelands including the oceanfront in Imperial Beach. At a ceremony held this month, the port was recognized for successfully combining the interests of the five cities surrounding the Bay to produce public improvements that benefit the entire region. The cities are San Diego, Chula Vista, Coronado, Imperial Beach and National City.

"This is an indication that the port, as we celebrate our 40th anniversary as an agency, has truly become open in its policies and decision making processes, responsive to community input, and a leader in community-based planning," said Jess Van Deventer, Chairman of the Board of Port Commissioners.

Since its creation by the California Legislature to provide a regional

approach to managing San Diego Bay and its waterfront, the port has invested more than \$1.5 million in public improvements on Port lands at no cost to the taxpayers of the region. Over the years, the port has enhanced public access and enjoyment of the waterfront with the creation of 16 parks, 10 miles of trails and pathways, more than 75 works of public art, public beaches, public marinas and yacht clubs, boat ramps and fishing piers.

The port has taken a leadership role as the environmental steward of the Bay by creating wetland preserves and wildlife habitats, and by coordinating urban runoff programs. The port also continues to carry out its mission as an economic engine for the region, and currently has over \$160 million in capital development projects planned for the waterfront over the next five years.

The American Planning Association is a national organization of 30,000 planning professionals. The local San Diego section, with over 400 members, annually presents awards to projects, agencies and individuals that represent excellence in local planning.



ESPO: EU Container throughput rises by 10% in 2002

ACCORDING to calculations of the European Sea Ports Organisation, the turnover of containers in the ports of the EU rose by 10% to approximately 47.5 million TEU.

The growth rate in northern Europe was as high as in the Mediterranean (more than 10%), but higher than in the Atlantic region (3-4%).

For 2000/2001 the rate of growth amounted to approximately 5%. Due to the fact that non-containerised general cargo stagnated in the EU, the degree of containerisation continued to rise.

ESPO: Security – Major challenge for European port sector

THE European Sea Ports Organisation (ESPO) and the Federation of European Private Port Operators (FEPORT) jointly organised a workshop in Antwerp highlighting the impact of international and EU security measures for the European port sector. The event was hosted by the port of Antwerp and the Antwerp Port Federation and was attended by more than 200 participants.

Keynote speakers at the seminar included Frank Wall, Chairman of the Maritime Safety Committee of IMO, and Mr. Fotis Karamitsos, Director of Maritime Transport and Intermodality of the European Commission.

Mr. Karamitsos gave an overview of the maritime security policy of the European Commission.

Forthcoming initiatives included a Directive proposal on port security, which would introduce measures to secure the entire port area, and a legislative proposal which would address security in the transport chain. In this context, Mr. Karamitsos also referred to an agreement with the US Customs Administration which would be negotiated in the near future. This agreement would replace the Container Security Initiative (CSI) agreements that many EU member states had signed with the US.

The workshop also highlighted the practical experience of terminal operators and port authorities. Case studies from Antwerp, Helsinki, Rotterdam, Limassol, Genoa and Larnaca were compared.

Africa/Europe



EC: Enforces transparency directive to Top 25 EU Ports

THE European Commission sent, at the end of May, a letter to the permanent representations of all maritime EU member states regarding the application of Commission Directive 80/723 on transparency of financial relations between member states and public undertakings. The enquiry relates to the 25 largest (in volume terms) European seaports.

In the letter, the Commission asks member states to forward to the Commission, within one month of receipt, relevant documentation for the financial years 2000 to 2002 on the following points:

- public funds made available directly by public authorities to the ports concerned;
- public funds made available by public

authorities through the intermediary of public undertakings or financial institutions;

- the use to which these public funds are actually put.

It is recalled that the European Parliament has proposed an amendment to the port services' Directive whereby the provisions of the transparency Directive would be extended to all ports covered by the port services' Directive, together with additional Commission.

ESPO supports this proposal of Parliament and has emphasized that the creation of transparency in financial relations between public authorities and ports is the first necessary step towards the creation of a level playing field.

(ESPO News Plus+ 13 June 2003)



In his conclusions of the workshop, ESPO Chairman Mr. David Whitehead said that securing the whole port area would be the most difficult security challenge. He also highlighted the problem of costs. "It is clear that we all have to face this problem," he said, "but the situation will be very different from country to country. The likelihood of obtaining a harmonised funding system may not be very high, but in the end it will be the consumer who pays for additional security measures."

FEPORT President Mr. Paul Valkeniers believed that in order to avoid security becoming an item of competition, it would be important to have a mechanism to recover the costs from the customers, if possible, in an equal way for all operators. He also stressed the need for good cooperation and communication between all actors in the transport chain to avoid that double measures would be taken or no measures at all.



ABP: ABP Property signs on new tenant



A new property letting has been completed in Cardiff Bay, adding a further 11,750 sq ft (1,092 sq m) to Associated British Ports (ABP) Property's portfolio in South Wales.

The Cardiff Harbour Authority has taken the space on a 10-year lease at Queen Alexandra House – ABP's new, prestigious South Wales regional headquarters on the Bay.

So far this year, ABP Property has secured long-term tenants in Cardiff for over 46,000 sq ft (4,274 sq m) of space. The Secretary of State for Wales will be moving into ABP's Discovery House at the Scott Harbour office complex and UK financial giant, Halifax Bank of Scotland, took up space at Alexander House at the beginning of the year.

Mr. Steve Pritchard, ABP Regional Property Manager, South Wales Ports, said:

"The prime location of Queen Alexandra House in Cardiff Bay – with a commanding view of the waterfront – was

the obvious choice for the harbor authority. The authority's relocation to Queen Alexandra House will enhance the working relationship between ABP and Cardiff Harbor Authority, effectively making both organizations work together under one roof for the benefit of the whole waterfront community."

The Cardiff Harbor Authority will occupy a separate, purpose-built annex at Queen Alexandra House.

Bordeaux: Logistics for "Cars" at Bassens

In parallel with the development project for a logistics platform, led by the COGEG Group, for which delivery of the first warehouse is scheduled in 2003, a project for the construction of an

"automobile" platform, had been awarded by the Port of Bordeaux.

Located on the port Authority's private land, close to the Bassens port site, the project was conceived by the STVA group, a subsidiary of the SNCF, which has offered to purchase a 20-hectare site in Bassens, close to the railway network's "jetty."

Apart from its reception and storage capacities (100,000 vehicles/annum) the platform should also have a preparation and finishing workshop. The STVA has announced the creation of some forty jobs for the first phase and of some 120 jobs in the longer term. The sale contract involves a guarantee of the use of maritime traffic for at least 15 years. This should involve, in the long term, the arrival of two ro-ro vessels each month, providing a throughput of 10,000 vehicles/annum.



Cork: Major contributor to Irish economy



THE findings of a major independent report published reveal that on the basis of 2002 cargo throughput, the total annual contribution of all activities at the Port Of Cork to the Irish Economy amounts to 230 million euros and 2604 full-time equivalent jobs. The total value of export trade was calculated at 25.2 billion euros associated with 97,600 full-time equivalent jobs while the value of import trade was calculated at 9.6 billion euros linked to 50,000 full-time equivalent jobs. In addition, the most conservative estimate of the overall contribution arising from the implementation of the Port Of Cork's Strategic Development Plan is 290 million euros with an average of 91 full-time equivalent jobs per annum to 2020.

The Report was commissioned by the Port Of Cork Co. and produced by Dr. Richard Moloney, Centre for Policy Studies, University College of Cork. Dr. Moloney has an extensive knowledge of the workings of the Port Of Cork and is

the author of two earlier reports on "The Economic Value of the Port Of Cork to the Irish Economy" and "The Economic Value of the Port Of Cork's Cruise Traffic to the Economy of Cork, Kerry and Waterford."

Some of the current Report's principal findings can be amplified as follows:

- Total expenditure linked to the Port Of Cork Co. is 23 million euros per annum and involves 314 full-time equivalent jobs;
- Total expenditure arising from tourists and crew linked to the port's car ferry services and cruise liner traffic is 74 million euros per annum generating 816 full time jobs;
- Total expenditure attributable to other companies involved in various operations associated with the Port Of Cork is 133 million euros per annum generating 1470 full-time equivalent jobs;
- The maximum estimate of capital expenditure related to the Strategic Development Plan is 420 million euros accounting for an average of 133 full-time equivalent jobs up to 2020.

Speaking at the official launch of the Report, the Chairman of the Port Of Cork Co., Mr. Dermot O'Mahoney said that the impressive findings contained in the Report highlighted the significant economic contribution of the Port Of Cork, not alone to the South and South West of the country, but to the overall Irish economy. He said that the Port Of Cork was the key seaport in the south of Ireland and was one of only two Irish ports which service the requirements of all five shipping modes, i.e. Lift-on Lift-off, Roll-on Roll off, Liquid Bulk, Dry Bulk and Break Bulk. The

port has made impressive strides in recent decades. New shipping services, new trades and significant private sector investment have contributed to traffic growth while consistent investment in state-of-the-art facilities equipped the port to handle the widest possible range of traffic. Mr. O'Mahoney said that since 1989 investment in new and improved facilities by the Port Of Cork Co. had amounted to 79 million euros of which a much-appreciated 39 million euros were received from the European Union and 1.5 million euros from the Irish exchequer. The Ringaskiddy Deepwater Terminal provides accommodation for the largest and deepest-drafted vessels capable of being handled at any Irish public port facility and modern cargo handling machinery installed throughout the port ensures the fastest possible ship turn-around times. The port offers daily lift-on lift-off services to mainland Europe, the port's car ferry services operate to Swansea and Roscoff while a ro-ro freight service is operated to Mediterranean and Northern European ports. A particularly important development in the early part of 2003 was the successful negotiation of the third phase of docks rationalisation. This has resulted in more efficient and more focused dock working arrangements designed to improve still further the port's competitiveness.

For the first quarter of 2003 there has been impressive growth across many sectors. Containerised throughput has increased by 16%, imports of trade vehicles have increased by 18%, fertiliser imports are up by 66%, a record cruise season is in prospect while the selection of the Port Of Cork by UK exploration company, RAMCO for the development of its Seven Heads Gasfield has resulted in a major spin-off for the Cork area. In highlighting these advances, Mr. O'Mahoney said that a continuation of this trend for the remainder of the year would result in further enhancement of the economic value of the Port.

Finally, Mr. O'Mahoney said that both in the context of the major contribution of the Port Of Cork to the national economy as demonstrated in this Report and of the Government's National Spatial Strategy identifying Cork as the regional gateway offering the most immediate development potential, he urged Cork County and City Councils to facilitate the orderly development of the Port in line with traffic projections contained in the Port Of Cork Company's Strategic Development Plan. He committed the port company to engaging in a pro-active manner with the many bona fide stakeholders in the harbour area, including community, environ-

mental, leisure and other sectional interests. He hoped that the many statutory and voluntary organisations would reflect on the contents of Dr. Moloney's Report and that ideally a consensus would be reached on the balanced development of Cork Harbour as a unique natural resource for the benefit of present and future generations of residents in the South and South West of Ireland.



FPA Kokkola: Ordering construction of new All Weather Terminal



FOR 150 years, Kokkola, with its fine port on the west coast of Finland, has been shipping out forestry products and bulk cargoes to customers all over the world. Currently there are regular services to the UK and Ireland, Northern Europe and the Mediterranean.

This week the Port Authority places its first orders for the construction of a new All Weather Terminal (AWT) which is scheduled for completion in Autumn 2004.

In an AWT the ship and the cargo are brought together under the same roof. Vessels of up to 9,500 DWT will be able to access the Kokkola Terminal. Whatever the weather conditions, and the Finnish winter can be fierce, cargo and cargo handlers are under cover. There will be 24,000 sq.m. of warehousing in the AWT itself with another 70,000 sq.m. behind in the port. Access to the AWT is by both road and rail.

The Kokkola AWT is the first in Finland and Scandinavia and the third in Europe. Like its predecessors in the Netherlands and Spain, the Kokkola AWT will handle many quality products but there is no doubt that its speciality will be timber. This is an industry that has changed dramatically since, not that long ago, logs were floated down the waterways.

The Terminal is good for both customer and supplier - no delays for bad weather, no weather damage, no need

for extra protective packaging. There are also many advantages for the port. For instance, sailing schedules are kept and those working on the ship are always inside the terminal and can carry on through the worst of the weather.

In Finland, more and more timber products are being given extra treatment by the sawmills - added value to the product. This speciality timber deserves special treatment and this is something that Kokkola AWT gives to all its cargo.

The Port Authority of Kokkola is funding and building the All Weather Terminal for the benefit of any buyer or seller or shipping company involved in the sawn timber or metal industries or, indeed any with any product that is worth extra care.

For further information contact Marketing Director, Torbjorn Witting, on 00 358 40 511 9595 or at torbjorn.witting@kokkola.fi



Göteborg: New president appointed



THE board of Port of Göteborg AB has appointed Mr. Magnus Kärestedt as the new president of the company.

Mr. Kärestedt is currently president of Uponor Wirsbo AB, a manufacturing company in Sweden owned by the Finnish Uponor Group. He will take up the position of president of Port of Göteborg AB on September 1, 2003. The appointment of Mr. Kärestedt as president will add further international industrial expertise, which is essential to the continued success of the port and in meeting competition from abroad, states Mr. Kurt Eliasson, Chairman of Port of Göteborg AB.

Mr. Magnus Kärestedt is 42 years of age, holds an MSc in Business Administration and is also a construction engineer.

Mr. Eric Nilsson, who is acting president, will return to his position as Vice President and Marketing Director when the newly-appointed president takes over on September 1.



London: Annual Accounts and Review 2002

AN increase of 3.3% in non-fuel related trade through the Port of London in 2002 helped the Port of London Authority (PLA) achieve a £2.6 million surplus on ordinary activities before taxation last year (£1.1m - 2001), on a turnover of £31.8m (£31.5m - 2001). In addition, capital employed in the PLA business rose £3.5 million to £44.6million (£41.1m - 2001).

Although there was a 2.5% decrease in fuel related tonnage, overall throughput for the year increased by 1%, moving the Port of London from third to second place in the UK's league of major ports. Total cargo handled was 51.2 million tons (50.7m tons - 2001).

The financial figures are in line with the PLA's long term objective to make a surplus at the operating level, having reduced the operating deficit to £89,000 for the year, down from £1.7 million in 2001.

Commenting on the overall surplus including landfill royalties in the Annual Report & Accounts, PLA Chairman Simon Sherrard said: "This will contribute to the funding of further capital investment and enable the PLA to fulfil its obligations for safety of navigation, conservancy and maintaining a working river, consistent with the lowest possible costs for port and river users."

His report highlighted the significant investment made with the rebuilding of Denton Jetty in Gravesend. The new jetty, specifically designed for the PLA's Marine Services operational needs, includes a boatlift, which is available to small craft operators on a commercial basis.

"Whilst there were no major new facilities developed by terminal operators during 2002, substantial investment continued to be made by the port community to bring incremental improvements to existing superstructure, demonstrating confidence in the future and the extent to which the terminals share the PLA's determination to provide customers with a level of service they require," stated Mr Sherrard.

Referring to unused riverside facilities in the centre of London, Mr Sherrard said that the PLA was working with the Mayor, the Greater London Authority (GLA), the London Development Agency and Transport for London. This is in line with the GLA's and PLA's wish to

strengthen the policy for the safeguarding of wharves in planning terms, "to retain them for port use and so encourage commercial activity on the river."

Looking to the future and the proposed development of the P&O "London Gateway" port facility at Shell Haven, Mr Sherrard said detailed work undertaken so far had confirmed the PLA's view that the facility will bring significant benefits to both the port and the region in general.

"The PLA Board considers it is in the national interest that the 3km of deep-water frontage should remain in port use. P&O's scheme for the port is well conceived and the PLA Board fully supports the application, subject to the resolution of the outstanding technical issues."



Rotterdam: Market share remains unchanged

THE Port of Rotterdam's market share of goods throughput in the Hamburg - Le Havre sector was unchanged in 2002, at 38.4%. A slight decline in market share in containers was offset by increases in other areas, notably oil products. This is revealed in the annual report of Rotterdam Municipal Port Management (RMPPM).

In total, 322.1 million tons of goods were transhipped in Rotterdam last year, an increase of 2.4% over 2001. This was just under the record of 322.4 million tons achieved in 2000. RMPPM's total invested capital at the end of 2002 exceeded 1.5 billion euros. Some 156 million euros was invested last year. Net profit was 56.3 million euros. The port authority is contributing 41.6 million euros to the city of Rotterdam for 2002.

Rotterdam's port and industrial complex generated 7.8 billion euros in direct added value last year. This amount has increased by 45 percent since 1996. Services and industry recorded the biggest growth in this respect, followed by logistics.

RMPPM made a considerable effort to return the Rotterdam container sector to growth. For example, it facilitated streamlining of the logistics associated with customs checks of containers. In addition, it expanded its network of so-called Rotterdam Representatives abroad. As a result, container throughput increased by almost 7 percent. To

improve the online exchange of maritime and cargo information, PortinfoLink was set up in 2002. RMPPM invested some 25 million euros in this "port community system" so as to reinforce Rotterdam's competitive position.

More than 29,000 oceangoing ships called at Rotterdam last year. This was almost 500 fewer than in 2001. The fall is explained by the increasing average size of those vessels. The port authority carried out almost 10,000 safety and environmental inspections aboard ships. Of these, only 160 resulted in a summons. The number of oil spills during refuelling also fell again. Over five years, the number of such spills recorded annually has gone from 550 to 316. In 55 cases the amount of oil spilt was large enough to require cleaning up. Finally, there were several storms during spring 2002 which resulted in almost 20 percent more sediment having to be dredged from the port.



Stockholm: Two cruise ships earn 2002 Environmental Certificate



THE cruise ships Crystal Symphony and Norwegian Dream have received this year's Environmental Certificate from the port of Stockholm. The certificate is presented to the vessels, which have shown a high level of involvement in environmental improvements, and it symbolizes the efforts of the ports of Stockholm in improving the environment in Stockholm and the Baltic Sea.

The M/S Norwegian Dream, a vessel of the Norwegian Cruise Line, has met exacting demands for five-fraction source collection of waste, which is left at the port for recycling. In addition the ship has been exemplary in correctly depositing hazardous waste, and the crew have worked quickly and efficiently – and have planned their waste management – in conjunction with every visit.

The M/S Crystal Symphony, a Crystal Cruises vessel, is another outstanding example of the efficient source collection of waste. This year, the ship has also deposited black and grey water according to requirements when visiting the port. The crew have been very consistent in developing and enhancing their environmental work. This is the second consecutive year that Crystal Symphony has been awarded the ports of Stockholm Environmental Certificate.

"Every year, the cruise vessels increase their environmental work, which is very gratifying as far as the environment in Stockholm and the entire Baltic Sea region is concerned. Norwegian Dream and Crystal Symphony have both evidenced considerable advances this year," says Ms Christel Wiman, Managing Director of Ports of Stockholm.

"Environmental efforts undertaken in the cruise sector over the last few years have shown very good results. During the 2002 season, cruise ships made 175 visits to our ports. Only four of these vessels failed to meet source collection requirements," she adds.

The ports of Stockholm continue to develop their environmental awareness. The assessment of potential recipients of next year's Environmental Certificate will include additional aspects such as

noise pollution, emissions and managing the disposal of black and grey water.

Tallinn: Pursues highest quality environmental standards



PORT of Tallinn has determined to pursue the highest quality and environmental standards to ensure the well-being of all its stakeholders. Since 2001, we started to introduce a quality and environmental management system, which is based on the international ISO 9001 and ISO 14001 standards contributing greatly to the trustworthiness and transparency of the port.

Lloyds Register Quality Assurance declared the management system of the port of Tallinn to be in compliance with the requirements of the international quality management standard ISO 9001:2000 and the environmental management system standard ISO 14001:1996. The certificates issued for the integrated quality and environmental management system of the Port of Tallinn will be effective until March 31, 2006, the compliance will be audited twice a year in the course of regular audits. The certified management system

of the Port of Tallinn is applicable to port management, including vessel and rental services and real estate development in all the harbors belonging to Port of Tallinn (Muuga, Old City, Paljassaare and Paldiski South Harbors).

In our activity we proceed from the following quality and environment policy:

- to ensure rendering port-related services on a professional level;
- to ensure a suitable and stable environment for cargo movement and passenger servicing;
- to ensure efficiency of our activities through flexibility and continual improvement of services and the management system;
- to ensure transparency and lawfulness of our activity;
- to ensure trustworthiness and safety in our activity;
- to operate in an environmentally friendly manner, proceeding from the principle of pollution prevention.

The aim of the development of the port of Tallinn environmental management system in accordance with standards ISO 14001:1996 was the establishing of a dynamic system, which considering the goals and tasks of the company environmental policy and the goals of activities proceeding from this can ensure prevention of environmental pollution.

In relation to the development of the management system in accordance with ISO 14001 standards the port of Tallinn has established important environmental aspects arising from its activity, which may have an impact on the environment and in relation to this has established procedures employed at the performing of processes and establishing of future goals for continuous improvement of the management system.

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

Tokyo News Service, Ltd.

Asia/Oceania



Auckland: Annual Report wins Gold Award



PORTS of Auckland's 2002 annual report won a Gold in the 53rd Australasian Annual Reporting Awards in Melbourne on May 22, against tough competition from leading Australian and New Zealand companies and government agencies.

Ports of Auckland was the only New Zealand company to win a Gold Award.

The ARA Awards provide the opportunity to benchmark against world best practice in business communication and sustainability reporting. The criteria reflect the principles of the Global Reporting Initiatives (GRI), which are international benchmark indicators for sustainability reporting.

"We're thrilled to have performed so well, particularly since the company joined the New Zealand Business Council for Sustainability Reporting relatively recently. The fact that we won a Gold this year and last year too confirms that our sustainability reporting was already quite high," said Ports of Auckland Chief Executive, Mr. Geoff Vazey, who received the Gold Award on behalf of the company.

"A lot of effort goes into producing quality information for our diverse stakeholder groups. While it's gratifying to win awards, the annual report is a practical document and an important communication tool that we use year round for a variety of purposes."

In presenting the Gold Award, ARA

Chairman Mr.

John Horder said:

"This well-designed annual report makes good use of excellent photos and graphics to describe its business activities. The Major Achievements and Financial Highlights are expressed succinctly and the Operational Review of each division is presented in a clear tabulated format detailing performance, developments, strengths and resources. Readers of the report got a good feel for the company, its performance for the year and the outlook for the future."

Australian Waterways Authority: Aerial Survey underway for harbor

THE Waterways Authority conducted the first digital video survey of Sydney Harbor.

Waterways Authority Chief Executive, Mr. Matthew Taylor said the helicopter will capture footage at low tide between 11.30am and 2pm today. "This footage will provide a visual interpretation of the harbor indicating the position and state of moorings, jetties, wharves and foreshore structures," he said.

"Filming at low tide will reduce shadowing and allow Waterways to see the full extent of structures.

This visual audit will aid in the removal of clutter and any illegal structures from Sydney Harbor and help in the program to open the foreshores up to greater public access and the shared use of facilities. The digital imagery will also be used to assess applications for maritime developments such as slipways, boat ramps, jetties, boat sheds and other foreshore facilities."

Mr Taylor said the helicopter will film from the Parramatta River through to Sydney Harbor, maintaining an average altitude of 500 feet and keep 200 metres from the foreshore.

"A digital survey of Sydney Harbor has never been done before and this new approach will offer efficiencies in the management of structures along the

foreshores," he said. "If the trial of this technology is successful, the filming of the harbour foreshores may be conducted annually."

The Waterways Authority owns the bed of Sydney Harbor up to the mean high water mark. The Authority manages around 2000 property leases that extend over this wetland.



Gladstone: Acting on safety concerns at Central Wharf



GLADSTONE Port Authority (GPA) is preparing to dismantle one of the city's aging waterfront structures in a bid to ensure public safety.

Central Wharf, located on Auckland Creek, immediately downstream of the Matthew Flinders Bridge, will be dismantled following an independent engineers report which highlighted a number of safety issues.

GPA Business Development Manager, Mr. Ian Bailey said in light of the report, which found the structure to be "irreparable," the GPA had made the decision to remove the wharf. "Unfortunately, the wharf is long past its safe economic life and has been subject to a number of rebuilds and upgrades in the time since it was constructed more than 50 years ago," Mr. Bailey said.

Gladstone company capacity cranes will be carrying out the works. Works are scheduled to begin this week and be completed in June.

Mr Bailey added that Gladstone's boating and fishing fraternity would still have full access to world-class facilities established at the Gladstone Marina.

Gwangyang: Set to construct hi-tech terminal



THE Korean Ministry of Maritime Affairs and Fisheries said Gwangyang port will host Asia's first fully automated container terminal by 2008.

"The construction of an automated terminal equipped with superior container handling ability will commence this month and it will be completed by

the end of 2008," a ministry official said.

A total of 784.7 billion won (\$653.9 million) will be spent on the project.

The computerized terminal will sit on 990,000 square meters of land, and will be able to simultaneously manage three container vessels, each carrying 12,000 TEUs (20-foot-equivalent units) of cargo. This translates into the terminal being able to handle 1.1 million TEUs each year.

The ministry estimated the automatic terminal would raise Gwangyang port's container-management capacity by at least 22 percent, while knocking 44 percent off the labor costs and 17 percent off the berth operation expenses.

After the construction, Gwangyang port's overall logistics ability would surge to 5.13 million TEUs in 2008, which will place Gwangyang as one of the world's top 10 container harbors, the ministry said.



Karachi: IFC Finances Container Terminal

INTERNATIONAL Finance Corporation (IFC), the private sector arm of the World Bank Group, has signed an agreement to provide a senior loan of \$7.75 million and a subordinated loan of \$1.5 million to the Pakistan International Container Terminal Ltd for the development and operation of a container terminal at the Karachi port under a 21-year concession agreement granted by the Karachi Port Trust. OPEC Fund is expected to provide a parallel senior loan of \$7.75 million.

Premier Mercantile Services, a longtime Pakistani container operator at the Karachi port, is the project sponsor. Hamburg Port Consulting is expected to provide technical services. "PICT would be the first port project financed by IFC in Pakistan. I am also delighted that through PICT, IFC has pioneered OPEC Fund to the private sector in the country. In addition, it also makes me very proud that through AKD Securities support PICT would be the first port project in the history of the country to be listed on Karachi Stock Exchange," said Mr. Haleem Siddiqui, Chairman PICT.

"IFC's investment will improve container handling efficiency at the Karachi port and benefit shipping lines, exporters and importers through lower transport costs and higher service levels. It will encourage trade and contribute to the overall economic growth in Pakistan," said Mr. Francisco Turrelles, Director of IFC's Infrastructure Department.

"IFC's support is essential to catalyze interests of other investors. This is especially critical given the current uncertainties faced by the region," noted Mr. Sami Haddad, Regional Director of IFC.

Investing in port projects has been a key part of IFC's strategy in promoting private sector participation in the infrastructure sector. Over the past ten years, IFC has invested almost \$300 million in 22 ports across 13 countries.

IFC's mission is to promote sustainable private sector investment in developing countries, helping to reduce poverty and improve people's lives. IFC finances private sector investments in the developing world, mobilizes capital in the international financial markets, and provides technical assistance and advice to governments and businesses. Since its founding in 1956, IFC has committed more than US\$34 billion of its own funds

JPHA: NPA welcomed Japanese delegates

AFTER conclusion of The 23rd IAPH World Ports Conference in Durban, 11 delegates of Japanese Port & Harbor Association (JPHA) headed by Mr. Shingo Fujino, President of the association, visited The National Ports Authority of South Africa Cape Town Office on June 3.

Capt. Eddie Bremner, the Harbor Master gave them a hearty welcome, and the presentation on the development of Cape Town Ports. They had a fruitful discussion on port planning, development and also activating relations between South African ports and Japanese ports. Finally, the delegates enjoyed a view of the port of Cape Town from top of the Port Authority Tower.



and arranged \$21 billion in syndications for 2,825 companies in 140 developing countries. IFC's committed portfolio at the end of FY02 was \$15.1 billion with an additional \$6.5 billion held for participants in loan syndications.



Kobe: Monument in honor of Dr. Haraguchi



ON May 24, 2003, a monument was erected in the city of Kobe's Maiko Park in honor of Dr. Chujiro Haraguchi, who played a major role in establishing the International Association of Ports and Harbors (IAPH) in 1955 and assumed the post of the association's third president in 1967.

The donut-shaped monument, which measures 2.4 meters in diameter, has been named *Yume Renzu* (Dream Lens) and through its 1.2 meter-diameter hole, people can enjoy a view of the Pearl Bridge (Akashi Kaikyo Bridge), which was completed on April 5, 1998.

Spanning the Akashi Strait – a stretch of water between the city of Kobe and Awaji Island known for being a hazard to seafarers – the 4,900-meter-long bridge was constructed with the maximum employment of Japan's civil engineering technologies.

The length between the bridge's two towers, which rise 297.2 meters in height, is 1.991 kilometers, making it the bridge with the longest span length and the highest towers in the world.

Until a plan was formulated and construction work was actually launched, the proposed span was known as the "bridge of dreams," which was the vision that people had of a beautiful, magnificent bridge striding across the treacherous strait.

It was Dr. Haraguchi that endeavored



to formulate such an ambitious plan and made the dream come true.

He served the city of Kobe as mayor for a total of five terms (20 years) until he stepped down from the post in 1969.

Devoting himself to the development of the Port of Kobe, he was elected president of the Japan Port and Harbor Association (JPHA) in 1966.

Nevertheless, Dr. Haraguchi passed away on March 22, 1976 at the age of 86 – some 10 years before the construction of the Akashi Kaikyo Bridge was inaugurated.

He must have felt deep chagrin at having to leave on his eternal journey without witnessing the goal of his lifework, which was finally completed 22 years after he departed this world.

However, we all know he watched the construction work all the way through to the end from the vantage point of his grave, which is located on a highland in Maiko, Hyogo Prefecture.

We are also sure that Dr. Haraguchi, with a smile on his face, gazes from time to time at the Akashi Kaikyo Bridge through the Maiko Park's Dream Lens.



Kolkata: Current and future plans



A large scale modernisation, renovation and replacement program has been underway at Kolkata Port during the just concluded 9th plan. Various plan initiatives including replacement/renovation of old craft/fendering system, modernisation of locks, construction of berths, jetties including one shore-based pilot station, extension/development of infrastructure facilities including road/rail network for efficient cargo operation, procurement of various cargo handling equipment like ship-loaders, tipplers for smooth aggregation/dispersal of cargo, signal and telecommunication equipment, etc. were undertaken.

9th Plan:

Kolkata Port registered a record 129% utilisation of outlay for the 9th plan, (barring the River Regulatory Works) for which a requisite breakdown is given below:

(Rs. in Crores)

Plan nodes	Approved outlays for 9th plan	Actual expenditure for 9th plan	percent utilisation of outlay / Remarks
Kolkata Dock System	37.76	36.15	95.74%
Haldia Dock Complex	144.33	197.98	137.17%
Total (Barring RR Works)	182.09	234.13	128.58%

10th Plan:

For the 10th plan around Rs.770 crores have been proposed for various plan schemes to be undertaken at Kolkata Port, the details of which are highlighted below; This would be funded through Internal Resources, Grant-in-Aid, etc.

(Rs. in Crores)

Plan nodes	Proposed outlays for 10th plan	Funding pattern	
		Internal Resource	Grant-in-Aid
Kolkata Dock System	150.85	35.85	115.00
Haldia Dock Complex	268.86	268.86	-
River-Related Works	350.84	-	350.84
Total	770.55	304.71	465.84



MPA: S\$16 million for the establishment of maritime-related professorships in the local universities

TO promote Singapore as an International Maritime Centre (IMC) by developing a pool of skilled manpower to serve the maritime sector, the Maritime and Port Authority of Singapore (MPA) is contributing S\$16 million to establish four maritime-related professorships in the Nanyang Technological

University (NTU), National University of Singapore (NUS), and the Singapore Management University (SMU). This is the first time that such maritime professorships are being set up in the local universities.

2 The allocation of the S\$16 million for the professorships is as follows:

- S\$4 million to the NTU Endowment Fund for the establishment of an MPA Professorship in Shipping Management at the NTU College of Engineering;
- S\$8 million to the NUS Endowment Fund for the establishment of two MPA Professorships – one in Maritime Law at the NUS Faculty of Law, and another in Shipping Economics at the Economics Department of the NUS Faculty of Arts and Social Sciences; and
- S\$4 million to the SMU Endowment Fund for the establishment of an MPA Professorship in Maritime Business Economics at the School of Economics and Social Sciences.

3 The funds for each professorship would be used to bring in MPA visiting professors and MPA distinguished visitors in the relevant fields to conduct elective courses at undergraduate and postgraduate levels, as well as to conduct seminars, specialist workshops and conferences for maritime professionals in Singapore. Besides teaching, the visiting professors may also be involved in the planning of the relevant course syllabi, and advise on research and development efforts in their specialized fields. The extent of stay could range between three and five months for a visiting professor and between one week and one month for a distinguished visitor.

4 "The setting up of professorships for the maritime fields is a milestone development for Singapore. It helps kick-start the development of teaching and research capabilities for the maritime fields and makes available new training programs and courses for high value-added and knowledge-based maritime services such as maritime law, shipping management, and marine insurance. It also means greater opportunities for our local maritime personnel to share and learn from international academic experts in such areas, thereby enhancing Singapore's development as an International Maritime Centre," said Mr Yeo Cheow Tong, Minister for Transport, at the check presentation ceremony held this morning.

5 The checks for the MPA Professorships were presented by the MPA's Director-General, Mr Chen Tze Penn to the Presidents of the three universities, namely, Dr Su Guaning, President of

NTU; Professor Shih Choon Fong, President of NUS; and Professor Ronald Frank, President of SMU.

6 The S\$16 million used is part of the S\$50 million Maritime Cluster Fund (MCF) set up by the MPA on May 2 to promote and strengthen the maritime sector in Singapore. This money has been set aside for the next five years to help companies in the maritime cluster develop their manpower for specialist knowledge and high value-added skills. A variety of training schemes has been developed under the MCF. They cover, among others, training grants for maritime courses and seminars held in Singapore, a Joint Postgraduate Maritime Scholarship Scheme, Maritime Attachment Program, with the latest being the professorships in the local universities.



Naha: Challenge and strategy for international container transshipment

NAHA Port is located in Okinawa Island, situated 600 kilometers southwest of Japan's main island, and in the middle of the East China Sea. Thanks to its geographic location, Naha port has played an important and vital role since the Ryukyu Kingdom of the 15th century.

In April 2002, Naha Port made a fresh start with the Naha Port Authority (NPA), jointly established by the Okinawa Prefectural Government, Naha City and Urasoe City. The objectives of the change are to strengthen the port

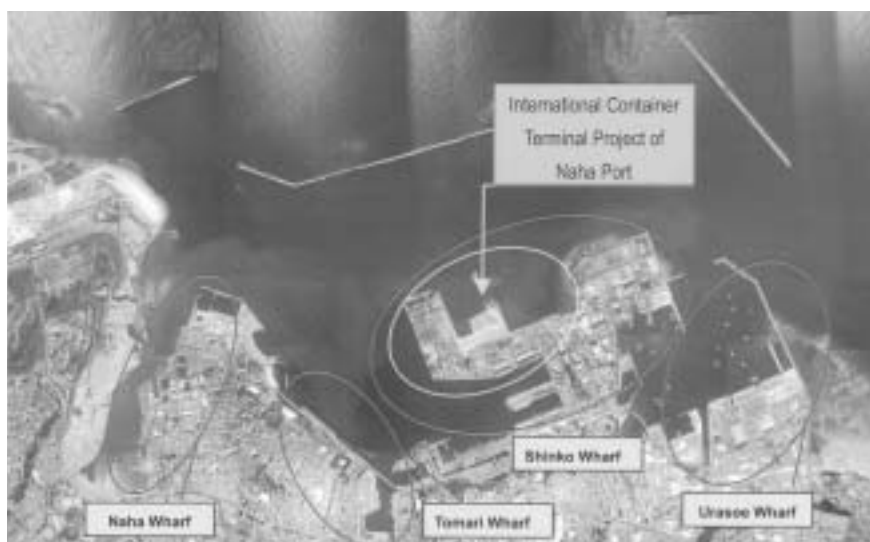


administration capability and to fully utilize the port infrastructure for regional economic development.

The NPA, presided over by Keiichi Inamine, Governor of Okinawa Prefecture, is fully responsible for planning, development and management of the port. Regarding planning, the long-awaited Port Development Plan was revised and approved by the central government in March 2003. The plan includes an international container transshipment terminal (with nation's first authorization) and challenges to promote international container transshipment with private partnership for terminal operation.

The NPA intends to invite an experienced and reliable private terminal operator through international competitive bidding. Naha port, close to Chinese ports and between Korea and Taiwan, believes to be ideal if Naha Port redirects the increasing China's international container traffic both to the United States and Europe.

A new law passed in December 2002, enabling the long-term lease of public container terminals to the private sector. NPA lowered a port charge to attract shipping lines and similar offers will follow under the challenge. Local



port industries fully support the NPA's plans, and this privatization scheme will provide significant business opportunities to international terminal operators.

Currently, Naha Port has an international container terminal (#9) (14m deep and 300m long), operated by local stevedoring companies. Global carriers, American President Line (APL), Maersk Sealand and Tokyo Senpaku, operate four weekly international shipping routes. A new deeper-water terminal (#10) (15m deep and 300m long) will be operational in April 2005. NPA plans to lease out these two terminals when #10 becomes operational. An additional terminal (#11) (deeper than 15m and 350m long) is planned as an extension for a future increase in container traffic. Furthermore, two 15-16m deep terminals in the Urasoe area are included in the port development plan.

Details of invitation for the privatization are currently prepared, and issuance of the bidding documents is tentatively scheduled for September 2003.

For more information, please visit www.nahaport.jp or contact NPA.



Northport (Malaysia): Barge service boosts traffic at Northport



BARGE transportation continues to play an important role as a viable and economical option to relay container traffic between Port Klang and the other smaller ports in the region.

Shippers generally have accepted the idea of barging containers from shallow river ports or jetties to Northport for re-shipment to final destinations. The barge mode of transportation has not only lowered total freight charges for shippers in Indonesia but also offers good connectivity at Northport, Port Klang.

Managing Director of CNC Freight Services Sdn Bhd, Mr. Patrick Lee Thiam Huat said there are a good prospect for barging service between Indonesian

ports and Northport. "We have managed to convince PT. Berkat Bahtera Centrinco (PT BBC) to commission a regular barge service between Northport and Perawang Port, Indonesia," he said.

The weekly service known as Riau Feeder Express was introduced in April, 2003. PT BBC deploys two sets of barges of 120 TEUs and 100 TEUs laden capacity respectively. In the initial stage, the first barge, Marine Power 2401, will be calling at Northport on a weekly basis connecting Port Klang to Perawang Port. A second barge KM 2326 of 100 TEUs capacity will be diverted to Port Klang from its current Perawang/Singapore service route if the demand picks-up between Port Klang and the Riau riverine ports. The service is estimated to contribute some 5,000 TEUs of transshipment boxes at Port Klang per annum.

Besides, PT BBC, LKC Shipping has also mounted a regular barge service between Buatan Port and Perawang Port in the Riau Province and Northport in Port Klang. The company's dedicated regular weekly shuttle service provides capacity of 264 TEUs in each direction. The service received major boost when Riau Andalan Pulp & Paper, a major pulp and paper mill, recently decided to utilize Northport as the transshipment hub.

Besides Indonesia Indonesian Island, Lumut Port Container Line (LPCL) has mounted a barge service between Lumut Maritime Terminal and Port Klang. LPCL utilises a tug and a flat top barge fully classed and certified with a total handling capacity of 80 TEUs.



Qingdao: Achieves world record of container vessel rate



PORT of Qingdao reached new heights in terminal productivity. It set up a world-record vessel rate of 339 containers per vessel hour, and a crane handling rate of 70.3 containers per crane hour on MSC FLAMINIA from 20:20, April 27 to 02:35, April 28, 2003.

Eight modern quayside container cranes were put in the operation of the 6750-teu-capacity MSC FLAMINIA, and

within 6 hours and a quarter, 2117 containers/3020 teus, 85.5% of which were loaded, were discharged or loaded, the handling volume per vessel was higher than the world record of 1884 containers held by MTL.

This handling rate impressed all parties concerned, and the MSC Captain said: "We are greatly impacted by your world class service quality and operation efficiency. We wish that our future cooperation will become better and better". Port of Qingdao named this record *Zhengchao Rate* after Mr. Zhengchao, chief of the crane team. The Westward Migration in 2002, which moved the international container operation from the old port area to the new port area, has greatly enhanced the container development of the port, and with state-of-the-art facilities and management, port of Qingdao is ready to meet challenges for world records, and has put forward a commitment, that is, vessel handling at berth can be finished within ten hours no matter how large the vessel is. This has posed a new challenge either domestically or internationally.



Saigon: New Director General appointed



THE Board of Vietnam National Shipping Lines (Vinalines) has appointed Mr. Le Cong Minh as the new director general of Saigon Port starting from January 1, 2003.

Mr. Le Cong Minh is 48 years of age, holds a Master degree in Business Administration (Maastricht School of Management) and is also an engineer in shipping operations. He started working in Saigon Port since 1979 for 24 years now and has held a number of positions as operations superintendent, terminal manager, vice director general.

He maintains that Saigon Port should strive to be the leading port in the Southern part of Vietnam and to develop deep water ports to promote container traffic to/from Vietnam in the future and play an active role in the process of economic integration with the region and the world following the policy of the Government.