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Port Authority of Trinidad & Tobago (PATT)



PATT is a
quasi-public
sector organiza-

tion established by ACT 39 of
1961. The PATT manages and operates the
Port of Port-of-Spain and the Port of
Scarborough in Trinidad. The PATT has had a
long history of dependence on state financing in
the form of loans and subsidies up to 1987.
Faced with reduced government funding, and
the PATT now submerged in the self- financing
outlook, PATT has had 2 major downsizing
programs in 1989 and 1993. This, coupled with
increased container handling business, signifi-
cantly contributed to PATT's first operating
surplus ever being recorded in 1994 (and has
continued ever since).

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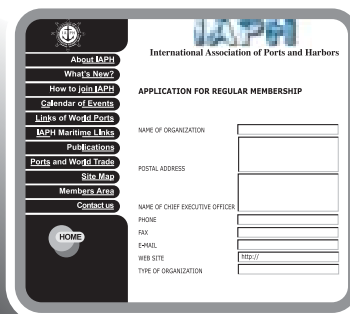
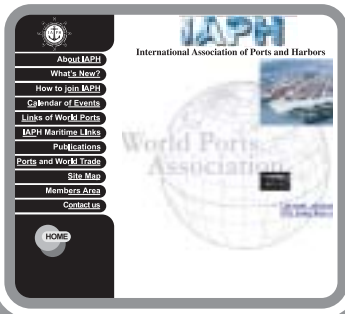
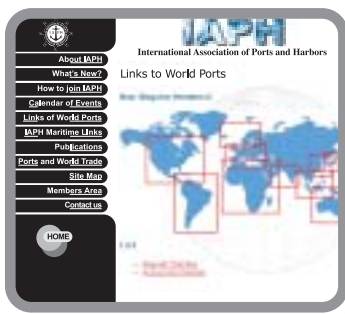
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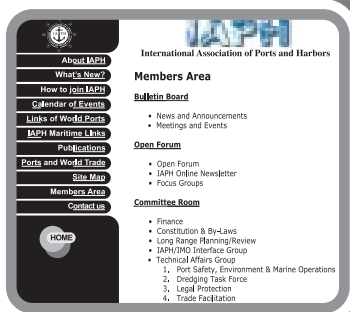
International Association of Ports and Harbors

<http://www.iaphworldports.org>

Did you access the IAPH website?



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

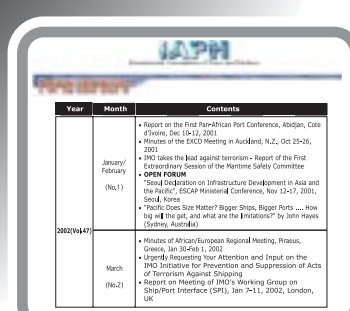
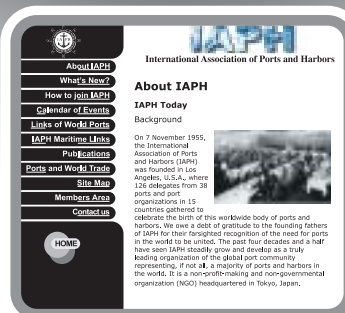
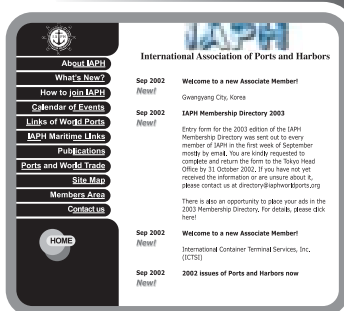


- Calendar of future IAPH meetings and other maritime events

- Minutes of and reports on IAPH Conferences and Technical Committees



- All about IAPH - history, mission and organization



- In "Open Forum" – "Members Area", you can express your opinions.
- To enter the Members Area, you need User ID and Password.

For assistance, please contact us at [<info@iaphworldports.org>](mailto:info@iaphworldports.org).

IAPH ANNOUNCEMENTS AND NEWS

Committee Report Trade Facilitation Committee

May 24, 2003, Durban, South Africa



Emili Arbós

MINUTES OF THE MEETING

Attendants:

- **Emili Arbós**
Port of Barcelona Authority, Chairman
- **Santiago Milà**
Port of Barcelona Authority, Secretary General
- **Assemian Kablankan**
Port Autonome d'Abidjan
- **Abilio Marques**
Port of Sines
- **Yutaka Miyaji**
Waterfront Vitalization and Environment Research Center, Japan
- **Graham D. Mulligan**
BMT Maritime Consultants Pty Ltd
- **Nicole Nesse Tsobgny**
Port Autonome de Douala
- **Jean-Baptiste Grégoire Diatta**
Dakar Port Authority

Agenda Item 1:

AGENDA & OPENING REMARKS

The Chairman welcomed everyone to the meeting and explained that, as is the case every two years, the TFC holds a meeting during the IAPH General Conference. This gives the opportunity for those TFC members that can not attend TFC meetings for distance reasons to participate.

After this short introduction, the Chairman referred to the apologies received from TFC members for their absence to this meeting: Mr Alan Long, from Maritime Cargo Processing (United

Kingdom); Mr Ian Flanders, from The Port of London Authority; Mr Paul Scherrer, from Port of Le Havre; and Mr Volkhard Erdelbrock, from DAKOSY (Germany).

Then the agenda was approved with no amendment.

Agenda Item 2: MEMBERSHIP OF THE TFC

The Chairman explained that he included the mails exchanged regarding the three new TFC members in the documentation. As those present could see, the new members are Mr Abilio Neves Marques Afonso, from the Port of Sines (Portugal); Mr Graham Mulligan, from International Infrastructure Management (Australia); and Mr Yutaka Miyaji, from Waterfront Vitalization and Environment Research Center (Japan).

Mr Arbós stated that he was very glad that these new members, all of them attending the meeting, had joined the TFC. The Chairman affirmed that their experience and knowledge would enrich TFC discussions and that he believed that it would be very interesting to have new points of view from Japan, Australia and Portugal.

No amendment was made regarding the data of the TFC members attending.

Agenda Item 3: REPORTS TO THE COMMITTEE

The Minutes of the last TFC meeting were read by Santiago Milà and they were

approved without amendment. Moreover, the Chairman commented that, as usual, a report on the Committee activities had been required for this IAPH General Conference and that this report had been included in the documentation. As attendees could see, the latest TFC activities were reported.

The Chairman reported that at the latest TFC meetings, the development of e-business standards in the field of transport and ports had been an important issue developed by the Committee and it was expected to continue having a remarkable role in the TFC activities. The changes to the IT Award since the last edition were explained too.

Regarding other subjects, Mr Arbós referred to the presentations on IT developments that had taken place in the latest TFC meetings: At the Marseilles meeting a presentation on the "SOFI System" (a French Customs system on data processing); a presentation on the Unique Consignment Reference Number project (UCR); and the Data Model project by the World Customs Organisation at the Marseilles meeting. At the Hamburg meeting, a presentation on Dakosy, the electronic platform of the Port of Hamburg, was given by one of its representatives and, at the London meeting, the TFC was updated on the "Bolero" project by a representative of the company.

Moreover, the report explained the involvement of TFC in the UNCEFACT (United Nations Centre for Trade Facilitation and Electronic Business), where Mr Santiago Milà, TFC Secretary General, was re-elected as Vice-Chairman. The new UNCEFACT structure was adopted at the Plenary Session in May 2002.

In reference to the Committee's activities regarding this organisation, the Chairman highlighted that the Port of Barcelona and the TFC hosted a UNEDIFACT Working Group meeting in Barcelona from the 18th to the 22nd March 2002 and a meeting of the UNCEFACT eBTWG and the Techniques & Methodologies Working Group from 20th to 24th May 2002.

As far as the TFC involvement in the World Customs Organisation is concerned, the Chairman reminded members of the involvement of Mr Alan Long, TFC member from Maritime Cargo Processing (United Kingdom), at the Information Management Sub-Committee and the TFC participation in the "Unique Consignment Reference

Number" (UCR) and the Data Model projects.

Regarding electronic developments, the Chairman highlighted the relevance of the current process of developing XML standards through the "ebXML" process and reminded the TFC of the steps taken regarding the issue: active participation of a TFC-Port of Barcelona representative at all the ebXML meetings; EDIFACT working Group meeting in Barcelona in March 2002; agreement of co-operation with the Committee on communication and networking (from November 99); space at the web-site for TFC work on standards (from January 2002); and agreement of co-operation with the Committee on legal protection (February 2002).

Mr Arbós reported that the TFC position is to focus its work on port standards. Moreover, the TFC believes that the new UNCEFACT structure is a good opportunity to be more active on the standards work of this organisation. As a consequence of that, the TFC Secretariat asked the IAPH Secretariat for funds for undertaking the TFC projects on standardisation. The proposal was discussed at the last EXCO meeting but it was not approved.

Agenda Item 4: INVOLVEMENT WITH OTHER ORGANISATIONS

The TFC Secretary General noted that the people present could find several e-mails regarding the World Bank Global Facilitation Partnership for Transportation and Trade (GFP) included in the documentation.

Santiago Milà stressed that the next meeting of this project was taking place on 10 June in Washington, at the World Bank offices and stated that any TFC member interested in attending representing IAPH and TFC should let the TFC Secretariat know.

Regarding the TFC's involvement in the UNCEFACT, Mr Milà informed that the document "UNCEFACT Trading Partner Agreement" included in the documentation had been approved at the last UNCEFACT Plenary, two weeks before.

Santiago Milà explained that it offers a model contract for parties that have agreed to use electronic information exchange as a substitute for conventional paper-based documents. The agreement is to ensure that such transactions are not legally invalid as a result of the use of available electronic technologies.

Mr Milà believed that it is a very useful and important document as it offers the possibility to companies that decide to exchange documents electronically to be legally covered, giving legal security to trade transactions whose documents are

exchanged electronically.

Another interesting document included in the documentation was the "Revised Proposal for a UNECE Trade Facilitation Recommendation on Providing Guidance to Implementers of Electronic Business" which had been approved at the last UNCEFACT Plenary.

Mr Milà commented that this document is the result of a proposal of the United Kingdom delegation regarding the fact that the UNECE prepared a Recommendation that outlined some good business practices and advice for countries who wish to implement electronic business. It is a draft text which the UK delegation wished to be considered as a starting point for this Recommendation.

As Mr Milà highlighted, the paper proposes that governments should re-assess how electronic business is in practice implemented and used, and restate their objectives and means for its cost-effective deployment. This will help to transform performance in key economic sectors and will support a more profitable allocation of resources.

The last subject of comment in this item was the UNCITRAL's 35th session and 41st Session of the Working Group on electronic Commerce, that was held on May 5-9, 2003.

Agenda Item 5: PARTICIPATION IN OTHER INTERNATIONAL COMMITTEES

The Chairman noted that attendants could find the minutes of the last World Customs Organisation Information Management Sub-Committee meeting held on January 2003 in Brussels in the documentation. Mr Arbós commented that, at this meeting, important decisions were taken regarding the two World Customs Organisation projects in which the TFC is participating more actively - the Unique Consignment Reference Number (UCR) and the Customs Data Model.

As far as the Customs Data Model is concerned, he reminded those attending that the main objective of this project is to provide a common understanding of Customs information requirements through the establishment of standardized and harmonized information requirements and procedures. It supposes a first step towards a closer integration in Customs procedures through the statement of a core data set agreement. Furthermore, it was underlined that the review process, as initiated in January 2002 was still underway and that this first full review process was to be finalised by 2005 with the publication of version 2.0 of the WCO Customs Data Model as contained in the Data Model maintenance rules.

Moreover, delegates were informed about the Council Resolution on Supply Chain Security and Trade Facilitation, with the assistance of a newly created Task Force, to re-examine the Data Model by June 2003 to ensure that it contains a standardised set of data necessary to identify high-risk consignments.

Regarding the Unique Consignment Reference Number (UCR), the attendants at the WCO Information Management Sub-Committee meeting were recalled that the Sub-Committee agreed at its previous meeting to mandate a correspondence group consisting of Canada, United Kingdom, United States, IATA, IAPH, ICC, TIACA, FIATA and EAN to analyse the trade comments received on the UCR and the views expressed during the discussion.

Mr Arbós continued by stating that the Customs administrations present at the WCO Information Management Sub-Committee meeting agreed to examine existing commercial referencing systems applied by trade and industry and to evaluate whether they would qualify to be used as a UCR. The Secretariat added that a number of international organizations had provided information about their respective referencing systems. However, more information was necessary to continue the discussion on this matter.

Mr Arbós concluded by informing those present of the WCO Information Management Sub-Committee agreement to leave the current WCO Recommendation on the UCR and its accompanying Guidelines unchanged for the time being. The Sub-Committee agreed, however, to provide trade and industry bodies an opportunity until 31 March 2003 to present details and practical examples of their existing systems to the Secretariat to enable a final discussion on future steps at the 45th IMSC meeting in June 2003.

Agenda Item 6: PROGRESS ON MARITIME ELECTRONIC STANDARDS

Regarding the progress of the ebXML, Santiago Milà started by reminding the attendants of the main features of this project as the new TFC members attending might not be very aware of this project.

Mr Milà explained that in September 1999, the UNCEFACT launched an international initiative to develop an open XML based framework, enabling the global use of electronic business information, in a consistent, interoperable, and secure manner.

The initiative, which was subsequently named ebXML, was undertaken in conjunction with the Organization for the Advancement of Structured Information Standards (OASIS). The project's first phase was completed on time in May 2001,



following an open international standardisation process, involving both a series of global meetings and the review of very many virtual contributions.

Following the first phase of the project, the specifications have been finalised by each organisation, working in a coordinated manner, taking responsibility for particular specifications and following their development and approval processes. The framework consists of a set of technical specifications. Part 1, the Technical Architecture, explains the purpose of each of the parts and how they relate to one another.

Mr Milà reported that two weeks before the TFC meeting, these specifications had been submitted to the Plenary for approval as UNCEFACT technical specifications. TFC Secretary General was glad to explain that they had been approved and the Plenary had instructed the UNCEFACT Steering Group to develop the draft text for a UNCEFACT Recommendation on the use of ebXML within governments, commerce and industry.

Agenda Item 7: 2003 IT AWARD EDITION

Regarding this item, Mr Arbós explained that after reviewing and evaluating the entries, Mr Satoshi Inoue, IAPH Secretary General and member of the Selection Committee, sent a mail, included in the dossier, with some proposals regarding forthcoming IT Award editions:

- Firstly, he proposed that criteria "C" would be reconsidered for future contests as it seems that most of the member ports are now entering the stage of implementation, rather than planning, of actual IT projects.

Following the judging criteria, the criteria "C" evaluates the implementation and operability of the presented project.

- Secondly, he proposed to establish sectoral prizes such as safety, environment, terminal operations as he noticed that many of the entries received deal with specific service areas such as dangerous goods, vessel berthing, current stream information, facility promotion, etc. This may indicate that ports are advancing from

the general application phase to the specific application phase.

- Finally, he noted that he found all the entries of great value to IAPH members. Consequently, he suggested that our Committee should consider the possibility of making all entries available to members via IAPH Website or publication of Special Report titled like "IT Applications in Ports". He proposed that if projects were classified by sector, the report could offer more valuable references to all members.

The Chairman expressed his agreement with these proposals and affirmed his belief that they are very interesting. However, he noted that it would be a contradiction to establish sectoral prizes as the Committee decided recently to reduce the Award from two categories to just one.

After a short discussion, the Committee decided to approve the proposals except that of establishing sectoral prizes. The Chairman noted that he would send a letter to Mr Inoue informing him about these changes.

Continuing, Mr Arbós commented on this IT Award edition. He noted that 14 entries were submitted: Port of Gijón, Port of Stockton, Abu Dhabi Seaport Authority, Kenya Ports Authority, PSA Corporation Ltd, Port of Hakata, Port of Tacoma, Penang Port Commission, South Carolina State Ports Authority, Freeport of Riga Authority, Hong Kong Marine Dept, Port of Long Beach, Port of Tallinn, and New Mangalore Port Trust.

Mr Arbós underlined the high level of the submissions. The Selection Committee was impressed by the high quality of entries that shows that ports are taking full advantage of the new IT environment to increase their efficiency.

The Chairman announced that the winner of the gold plaque was the submission named "An African Success Story of a Leap into Information Technology Future" by Kenya Ports Authority.

The project involved the implementation at the Port of Mombasa of Systems Application Products (SAP) to manage the ports managerial functions and messaging systems as the first phase of the IT Strategy implementation. Mr Arbós noted

that this project showed the great improvement of efficiency that the implementation of IT supposes to a port in a developing country. The Selection Committee especially valued the commitment of the Port of Mombasa authorities in the modernisation process of the port through the implementation of the IT Strategy implementation, the reduction of costs achieved, great increase in efficiency, the reduction of time and costs for processes and the obstacles that this project had to overcome.

The Chairman then announced that the silver Award went to the project "Mina Zayed Computer Project" by Abu Dhabi Seaport Authority. The project submitted by the Abu Dhabi Seaport Authority was on the implementation of the IT improvements that the Port Authority had identified as those required to guarantee success in handling traffic increases.

Finally, the Chairman announced the bronze award went to the project "Registration of vessel generated waste-burden or clean future investments?" by the Freeport of Riga Authority.

The project presented was the implementation of a new module of the "Velkonis" system. The new module is called "ship waste" and it is designed for precise registration of waste volumes handled in the port, to analyse waste structure, to trace full cycle of utilization, to plan further activities and to make payments according the utilized waste volumes. Mr Arbós commented that the gains in efficiency, reduction of costs, improved safety and compromise with environment protection were highly valued by the Selection Committee and made this project valuable for the Bronze plaque of this edition of the IT Award.

Agenda Item 8: WORK PROGRAMME

Continuing with the work developed by the Committee up to the present, the Chairman suggested continued concentration on the Committee's efforts in

- Following up development of the ebXML standards
- Following up development of the World Customs Organisation projects
- Preparing the next edition of the IT Award
- Following up the developments of the UNCEFACT

Mr Mulligan, TFC member from International Infrastructure Management (Australia), proposed that the TFC should request the IAPH Secretariat to conduct a survey of its member ports as soon as possible, to determine the extent of port compliance to the IMO's FAL Convention on handling port formality procedures electronically.

The purpose of this survey, continued Mr Mulligan, is to determine, among other things, which authority in the port is responsible for compliance; the extent of compliance by the authority responsible; the practicalities of compliance (such as cost, computer literacy, education, local registration etc); and issues that may be preventing full and punctual compliance.

Mr Yutaka Miyaji, TFC member from Waterfront Vitalization and Environment Research Center (Japan), supported this proposal as well as the rest of the meeting.

Agenda Item 9:

ANY OTHER BUSINESS

The following document discussed at the meeting was the mail sent to TFC members inviting them to take part as speakers at the UNECE Conference "Innovation as a Vehicle for Industrial Restructuring". The Chairman affirmed that he had included the program of the Conference in the documentation in case the attendants were interested in attending next year.

The last document included in the documentation was the "Proposal for Standards Development in Support of Trade Facilitation and Security. A Collaborative Approach", presented at the Forum on Trade Facilitation.

As the Chairman explained, this paper reviews some current initiatives in the trade security area and considers how the resources and instruments of the many organizations involved in international trade facilitation can best be harnessed to ensure both a more secure and a more efficient trading system that will accommodate the longer-term stability and profitability of global trade.

The paper pays particular attention to the work of the World Customs Organisation and the International Maritime Organisation and considers how other major players in the field, such as the United Nations Economic Commission for Europe and the United Nations Conference on Trade and Development, can complement and add value to these efforts.

Mr Arbós emphasised that this document offers a good analysis of the relationship between trade facilitation and security and recommended reviewing it.

Agenda Item 10:

ARRANGEMENTS FOR NEXT MEETING

Regarding the arrangements for the next meeting, Mr Arbós commented that taking into account that this was the first TFC meeting of 2003, the second one could take place in October or November.

Committee Report

Combined Transport, Distribution & Logistics Committee

May 24, 2003, Durban, South Africa



José Luis Estrada

MINUTES OF THE MEETING

List of participants

- **Mr José Luis Estrada Llaquet**
Planning Director, Puertos del Estado, Spain, Chairman.
- **Mr. Arnold Bakelaar**
Commercial Division, Business Development Logistics, Port of Rotterdam.
- **Mr. Askinavicious**
Klaipeda Stevedoring Company, Lithuania.
- **Mr. Y. Davoodi**
Kaveh Port and Marine Services Co., Iran
- **Mr. José Gambetta**
ENAPU, Peru
- **Mr. Terumi Ijima**
Coastal Development Institute of Technology, Japan
- **Mr. Leonids Loginovs**
Chief Executive Officer, Freeport of Riga Authority, Latvia.
- **Mr. Nyameka Madikezeta**
National Ports Authority of South Africa
- **Mr. Vasile Pistolea**
Expert, Maritime Training Centre, Constantza, Rumania; President, Rumanian Maritime Association.
- **Mr. Álvaro Rodríguez Dapena**
Intermodal Planning Área, Puertos del Estado, Spain.
- **Mr. Franklin Spencer**
ENAPOR S.A., Cape Verde
- **Mr. Vladas Sturys**
Director for Strategy, Klaipeda Port Authority, Lithuania.
- **Mr. Samuel Tchamba**
Port Authority of Douala, Cameroon.

1. Welcome reception by the Chairman, Mr. José Luis Estrada, Planning Director, Puertos del Estado, Spain.

Mr. José Luis Estrada welcomed the members of the Committee to Durban.

He made a special welcome to and thanks for the presence of the new members of the Committee:

- Mr. Askinavicious, Klaipeda Stevedoring Company, Lithuania
- Mr. Y. Davoodi, Kaveh Port and Marine Services Co., Iran
- Mr. José Gambetta, ENAPU, Peru
- Mr. Terumi Ijima, Coastal Development Institute of Technology, Japan
- Miss Nyameka Madikezeta, National Ports Authority of South Africa
- Mr. Franklin Spencer, ENAPOR S.A., Cape Verde
- Mr. Samuel Tchamba, Port Authority of Douala, Cameroon.

Mr. Estrada indicated that all the Committee Members had been invited and some of them had excused their absence:

- Mr. Macario Fernández, Port Authority of Santander, Spain
- Mr. Francesco Ghio, Port Authority of Livorno, Italy.
- Mr. John Hirst, Association of Australian Ports & Marine Authorities
- Mr. Harilaos N. Psafaratis, Maritime Transport NTUA, Greece.

2. Approval of the last meeting minutes

The minutes of the last meeting of the

Committee, held in Amsterdam, 19th February 2003, were approved unanimously.

3. Analysis of practical port cases on logistics and intermodality

A preliminary report about practical port cases on logistics and intermodality was presented to the Committee Members. The report includes the following contents:

- Introduction, by Harilaos Psafaratis
- The Freeport of Riga: Connecting the East and the West, by Leonids Loginovs
- FAMAS project, Port of Rotterdam, by Arnold Bakelaar.
- The ZAL: Logistics Activity Zone. The Ports of Barcelona's Multimodal Logistics Platform, by Santiago Bassols (CILSA)
- Development of Dry Ports Linked with Port of Santander, by Macario Fernández Alonso-Trueba

Mr. Estrada thanked the authors for the effort of writing each port case and gave a general overview of the main contents of the report.

Mr. Loginovs presented the case of the Freeport of Riga, which has been developed under a legal base which determines granting of state aid in the form of tax relief, increasing consequently the competitiveness of this port. The geographical location gives the opportunity to this port to connect Western countries in Europe with Eastern countries, such as Russia, Belarus and other CIS countries. Rail transport of maritime freight cargo plays an important role in intercontinental transshipments (Transiberian mainline).

Mr. Arnold Bakelaar gave a description of FAMAS ("First All Modes All Sizes") project in the port of Rotterdam. The main objective of this project is to develop, in public-private partnership, a new generation of container terminals and services centres with connecting Inter Terminal Transportation (ITT) systems at Maasvlakte 2 (MV2). Three kinds of operational layouts have been conceived: road/rail/barge handling ("compact" design), road and barge handling ("combi" design) and road handling ("distributed design"). In total, the container volume estimates for MV2 are, in 2020, 5.4 millions TEU-moves per year with a high level of productivity in all of their facilities.

Mr. Rodriguez made a brief description of the introduction written by Mr. Harilaos for the Report on port cases. This introduction contains several top-



ics related to port logistics and intermodality, in a market framework, not only about the current situation but also trends for the future.

Lastly, Mr. Estrada presented two port cases related to the Spanish ports. The first one, the ZAL of Barcelona, is the first logistic platform developed in the Spanish port system in 1992. It is an intermodal distribution centre specialized in ocean-going shipping traffic and with a powerful bias toward container and motor vehicle transport. In addition to the intermodal interchange (sea/land/air) and the cargo consolidation or bulk breaking operations, the ZAL also provides all the services related to stock management and distribution. The ZAL has been designed in two phases. Phase I has been developed on a total of 68 Ha. in the Services Zone of the port and has been fully occupied since 2001. Phase II it is under development and covers a total of 143 Ha.

The other Spanish port case is the development of dry ports linked with port of Santander. Mr. Estrada explained that port of Santander is an example of how a small/medium-sized port can increase its competitiveness by developing a strategy through the dry ports. Particularly, the port of Santander is engaged in three dry ports: Santander-Ebro dry port (vehicles), Azuqueca de Henares dry port, near Madrid (paper traffic and other general cargo) and Castilla y León dry port (containers).

Mr. Arnold Bakelaar presented the current situation in Europe concerning with the promotion of Short Sea Shipping and how this kind of transport policy can affect logistics and intermodality development of European ports.

In this particular, Miss Nyameka Madikezeta asked about the development of the rail freight market in Europe. Mr. Rodriguez and Mr. Estrada answered that the market quota of rail cargo has decreased in Europe since 1970. Several reasons were underlined, like the lack of interoperability between national rail networks and the monopolistic situation of several rail markets in Europe.

Some of the Committee Members suggested the idea that it could be useful to initiate a specific study, in a world wide scale, on the development of the intermodality and logistics linked to specific types of cargo flows like, for example, containers or Ro-Ro transport.

Mr. Estrada observed that to put forward a study in depth and to reach conclusions about these topics it would be useful to go on with the port cases analyses, expanding the geographical scope to other continents different than Europe. Exchanging experiences between different continents will enrich the port cases analyses and allow for more accurate conclusions.

About the possibilities to develop new port cases in other continents different than Europe, Mrs. Nyameka Madikezeta suggested the possibility to contact main continental port associations, like the PAPC (Pan African Association for Ports Cooperation) in Africa, to ask for and select representative cases.

Mr. Terumi Ijima proposed to analyse one case related to the Japanese experience in the field of Short Sea Shipping. Mr. Estrada and the members of the Committee agreed that it would be a good example to incorporate, even though it was not always a success.

Finally, Mr. Estrada presented the

book entitled "Guide for Developing Logistic Activity Zones in Ports", which has been edited jointly by the Spanish State Ports Agency (Puertos del Estado) and IAPH. The book was presented in the IAPH Conference and offers practical Spanish experience to describe the process associated with decision taking in respect of port logistics development in general and especially in relation to the so-called Logistic Activity Zone (ZAL, in Spanish).

4. Objectives of the Committee for the next Term

The general objective of the Report is to achieve a pedagogic publication in an homogeneous format showing best port practices in the field of logistics and intermodality. With this objective, this approach could be a systematic report which plays the role of an observatory of cases to be analysed by all IAPH members. Obviously, an intermodal and logistic framework must be established, and a final analysis of the cases should be done, trying to get general conclusions on the subject.

For the next term, Mr. Estrada proposed to follow with this Report of practical port cases in the field of intermodality and logistic, extending the analyses to other continents different than Europe.

A reference to begin with this task is the report titled "Commercial Development of Regional Ports as Logistic Centres" (Nov 2002) by UN ESCAP (Economic and Social Commission for Asia and the Pacific). This report have been sent previously to all Committee Members and includes the analyses of some interesting cases at the port of Rotterdam, Singapore and in the Japanese ports.

To keep an homogeneous format, new cases should be adapted to the general structure presented in the last Committee Meeting, held in Amsterdam in February 19, 2003.

5. Conclusions and close of the meeting

All the participants agreed to the general objective presented by the Chairman for the next term, extending the analyses to other continents different than Europe and new cases should be prepared before the coming IAPH Regional Meeting in Douala, Cameroon, December 9 to 11, 2003.

Mr. Estrada thanked members for their attendance.

Committee Report Port Planning and Construction Committee

May 24, 2003, Durban, South Africa



Susumu Naruse

MINUTES OF THE MEETING

Attendants:

- **Susumu Naruse** (chair)
Tomakomai Port Authority, Japan
- **S.M.E. Luhigo**
Tanzania Harbours Authority, Tanzania
- **Maj. Gen. A.A Rafrourf**
Kenya Ports Authority
- **Brown M M Chdeyo**
Kenya Ports Authority
- **Gichiri Ndua**
Kenya Ports Authority
- **Aziz Samba**
Gambia Ports Authority
- **Hamza M. Osman**
Sea Ports Corporation, Sudan
- **Albertino Graca**
ENAPOR SA, Cape Verde
- **Gheorghe Moldoveanu**
Maritime Ports Administration
Constantza, Rumania
- **Emilia Horovei**
Maritime Ports Administration
Constantza, Rumania
- **Mohd Rozali bin Mohd Ali**
Johor Port Authority, Malaysia
- **Salihuddin Yussuf**
Port Klang Authority, Malaysia
- **Henry Naban Limbai**
Bintulu Port Authority, Malaysia
- **Masaharu Oda**
City of Yokohama, Japan
- **Toshihiro Komuro**
City of Yokohama, Japan
- **Graham D. Mulligan**
BMT Maritime Consultants PTY Ltd,
Australia

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

Chair

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

Africa/European Region

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

American Region

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

Asian/Oceania Region

- **Tony Navaratne**
Senior Port Planner
Sydney Ports Corporation, Australia
- **Koichi Daito**
Chief Executive, Port of Hakata, Japan
- **Vala Balakrishnan**
Assistant General Manager
Port Klang Authority, Malaysia

- **Waq Bauleka**
General Manager Technical Services,
Maritime & Ports Authority of Fiji, Fiji
- **(new) Graham D. Mulligan**
Managing Director, International
Infrastructure Management Pty Ltd,
Australia
- **(new) Fumio Sakurai**
Director, Port Development
Department, Port of Yokohama, Japan
- **(new) Mohd Rozali bin Mohd Ali**
General Manager, Johor Port Authority,
Malaysia

experiences were briefly presented.
Those were:

- Passenger Terminal at Halong Bay,
Vietnam, by Mr. Mulligan
- Passenger Terminal at Port Klang, Malaysia,
by Mr. Yussuf
- Passenger Terminal at Port of Yokohama,
Japan, by Mr. Komuro
- Overseas Passenger Terminal at Sydney

Ports, Australia, by the chair, on behalf of
Mr. Navaratne, Sydney Ports Corporation

The Committee appreciated presentations of these experiences. Port Klang and Port of Yokohama were requested to compile their papers along the lines of the case study format.

The chair's report to the plenary was agreed upon.

The Committee agreed:

- To keep the current TOR for the next term.
- On the contents, methodology, and timetable of the new project on cruise shipping terminals.
- Port Klang and Port of Yokohama to prepare the papers along the lines of the case study format by the next meeting (Oct 2003).
- The Committee (the chair) to try to increase case study ports as well as the membership, in particular, from the America Region, by soliciting the IAPH member ports.
- The next meeting to be held at Rotterdam in October 2003.

Other Discussions

The chair reviewed the committee's activities for the last two years including updating work of the IAPH Technical Guidelines.

All the attendants acknowledged a great contribution to the Committee of the former chair, the late Mr. John Hayes, Sydney Ports Corporation.

The chair would renew the membership of the Committee by including new members and also removing current members who have been out of contact for a certain period of time.

Discussing the TOR of the Committee, Mr. Rozali commented that the committee should also tackle the issue of technical cooperation for new port development in developing economies. Although the committee recognized the need, it agreed that the TOR of the Committee would remain the same as it is now, because with the current extensive TOR the Committee would tackle most planning issues including the said issue, and moreover, the revised Technical Guidelines would be a good reference to the planning of a new port.

It was agreed that the Committee would seek an opportunity to work with other organizations such as PIANC.

After discussing the contents and methodology of the new project on cruise shipping terminals, four planning

Call for EXCO Meeting in Rotterdam

October 26 – 30, 2003
Rotterdam, The Netherlands

EXCO Meeting for this year will take place from October 26 to 30 at the Hilton International, Rotterdam, the Netherlands, to be kindly hosted by Rotterdam Municipal Port Management.

Provisional Program of 2003 EXCO Meeting in Rotterdam

Sunday, October 26

19:00 Arrival of Delegates
Welcome Reception

Monday, October 27

07:30 – 09:00 Officers Meeting
09:00 – 12:00 Committee Meetings at Hotel
12:00 – 14:00 Lunch at Hotel
14:00 – 17:00 Committee Meetings at Hotel
19:00 Port Tour with dinner on board "Nieuwe Maze"

Tuesday, October 28

08:00 – 09:00 Officers Meeting at Hotel
09:00 – 15:00 Excursions to the Port of Rotterdam (ECT, Customs Scan, sluffer) for both EXCO and Committee members + partners (including Lunch)

Wednesday, October 29

08:00 – 09:00 Regional EXCO Meetings at Hotel
10:00 – 12:00 EXCO Meeting at Marine Safety Rotterdam
12:00 – 14:00 Lunch at Marine Safety Rotterdam (including visits to Harbor Coordination Center and Simulation Center)
14:00 – 17:00 EXCO Meeting at MSR
19:00 Dinner hosted by Vice-Mayor at Town Hall

Thursday, October 30

09:00 – 12:30 EXCO Meeting at MSR - Closing

Provisional agenda for discussions at EXCO session are:

- Port Security (case study reports on implementation of ISPS Code)
- Enhancement of Communication
- 50th Anniversary Program
- The 24th IAPH World Ports Conference (procedure, preparation, overall program)
- Expansion of IAPH Europe Office
- Further vitalization of Technical Committee activities
- Formation and scope of activities of International Liaison Group
- Mid-Term Board Meeting in 2004 (dates, venue, etc.)

As usual, Chairs and Vice-Chairs who are not EXCO members are also invited to join the EXCO sessions, and are encouraged to take advantage of this occasion to hold the committee's meeting in either the morning or afternoon of Monday, October 27. For the present, Legal Protection Committee and Port Safety, Environment and Marine Operations Committee will hold their meetings during that period.

Contact:

Mrs. Judith Vies-Katz
Rotterdam Municipal Port Management
Phone: +31 10 2 52 14 72
Fax: +31 10 2 52 19 35
e-mail: vlesj@port.Rotterdam.nl

Mr. Tatsuki Hioka
Deputy Secretary General
IAPH Head Office
Phone: +81 3 5403 2770
Fax: +81 3 5403 7651
e-mail: t_hioka@iaphworldports.org

Messages from newly elected Honorary Members



Mr. Goon Kok Loon

Former Chair of Human Resources
Development Committee (1991-2003)
Deputy Group President – International,
President, International Business Division,
PSA Corporation, Singapore

Dear Inoue-san

I have just received with the greatest pleasure the scroll admitting me to the Rolls of Honorary Membership of the Association. It was handed over to me by my ex-colleagues in the PSA Corporation. Indeed, this honor has come as a great surprise as I have had no prior indication at all that I would be eligible for such consideration by the Members of IAPH. My heartfelt thanks to President Someya and members of the Nominating Committee for approving my admittance. I am proud to be a Member.

I regret that I have missed attending the Conference in Durban last month and I do miss the camaraderie and friendly banter with colleagues wherever and whenever we meet in this fraternity of world ports. Over the 30 years that I have been associated with the Organisation I have had the honor and privilege to have met and known so many august personalities of our industry, some of whom have sadly, passed on into history. The IAPH itself, has grown not only in membership, but also evolved under the guidance of its hardworking Presidents and kept relevant with the times. The IAPH Secretariat too, has grown into a full fledged and highly competent support group and with you as the Secretary General will continue to achieve standards of even higher levels.

Now that I am a Honorary Member, I will try my best to attend the next main meeting in Shanghai, but before that, perhaps I could be invited to attend an Asia-Oceania regional or mid-term IAPH meeting so that I can catch up with my old friends and comrades?

With very best wishes and fondest regards,

Sincerely,
Goon Kok Loon
Singapore



Mr. Hugh H. Welsh

Former Chair of the IAPH Legal Counselors
(1997 – 2003) and the Constitution and By-
Laws Committee (1997 – 2003)
Deputy General Counsel, The Port
Authority of New York and New Jersey

Dear Dr. Inoue,

There are few honors greater than being asked to continue in the company of people who you like and respect. I was recently presented with the beautiful certificate of Honorary Membership in the IAPH at a ceremony held in New York and was honored and humbled by the privilege bestowed. I want to thank the members of the IAPH for the great honor and especially Past President Someya, President Struijs, and the members of the Nominating Committee. I hope that you will convey my appreciation to all.

The IAPH is remarkable in that it is not merely an organization consisting of the world's ports but an organization that presents a forum for the sharing of ideas and knowledge. And even more importantly friendships. It is the collegiality and friendship of the members that I have always found to be extraordinary. After the tragic and terrible events of 9/11/01 I was moved by the outpouring of sympathy and concern from friends from throughout the world who I met through the IAPH. It is indeed an honor to continue to be counted among their company.

The professionalism of the IAPH is reflected in the competence of the Secretariat with whom I have worked in meeting the needs of the organization. Their competence is legendary and their work ethic superb. Throughout the recent reviews and reorganization of the Constitution the staff has never failed in their efforts to make a good organization even better. Any contribution that I have made was dependent in no small part to the support of you and your staff.

I hope to see friends and colleagues at future meetings of the IAPH and to be able to thank them in person for this great honor.



Mr. David F. Bellefontaine

Former Chair of Strategic Planning Work
Group, IAPH 2000 Task Force
President & CEO, Halifax Port Authority,
Canada

Gentlemen :
My Friends at the IAPH:

Today I received a beautiful certificate announcing me as an Honorary Member of the prestigious IAPH. I sincerely thank the IAPH, its Officers and staff for such

wonderful surprise.

I thoroughly enjoyed my membership in the IAPH for almost 20 years, and I am especially fond of all of the great friends that I have made during my participation in the IAPH.

The IAPH is a very good professional organization in which members can share experiences, learn from others in the business, and generally make friends from around the world. Today I have many friends that I have met through the IAPH, and we continue to keep in contact from time to time.

Again, I wish to sincerely thank the IAPH for such a prestigious certificate; I hope to see all of you at future IAPH conferences.

Yours very truly,
David F. Bellefontaine
Former President & CEO
Halifax Port Authority, Canada.

Sincerely yours,
Hugh H Welsh
Former:
Chairman of the Committee of Legal
Counselors
Chairman of the Constitution and By-
Laws Committee
Senior Advisor



The presentation ceremony for Mr. Welsh was made jointly by Mr. Richard M. Larrabee, Director of the Port Commerce Department of the Port Authority of New York and New Jersey, and Mr. Jeff Green, Chief Legal Counsel for the Port Authority of New York and New Jersey at the Port Authority on the morning of July 11, 2003. Senior members of the Port Commerce Department and Law Department participated in the ceremony.



Dr. Hans Ludwig Beth

Former Chair of Combined Transport & Logistics Committee. Affiliation with the City State of Hamburg. Port of Hamburg Marketing Association, Germany.

Dear Dr. Someya,

On the long way from Japan via Dubai, Rotterdam and Hamburg I well received the IAPH-Citation. Thank you very much indeed. It is placed in my new Bremen home. For me, it always has been a great pleasure to co-operate with IAPH and I can say that I really win it in my retirement. Thanks again and all best wishes for you.

Yours sincerely
Hans Ludwig Beth
Bremen, June 25, 2003

2003 Tonnage Survey for Membership

Deadline - September 30

ONCE every two years or every conference year, a survey is conducted of all IAPH Regular members for their updated tonnage figures, which should form the basis for the coming two years' dues assessment.

A circular from the Secretary General dated August 2003 and a survey form have been sent to all Regular Members from Tokyo asking them to file with the Secretary General a report of the tonnage handled during the latest one-year period following the last such report, which was conducted in July 2001. At the same

time, each Regular Member is asked to notify the Secretary General of the number of dues units for subscription under the tonnage based dues formula of IAPH. The deadline for receipt of this information at the Head Office has been set at September 30 so that the data collected can be used when the Head Office issues invoices for the 2004 dues to all members in late December this year, and likewise for the 2005 dues towards the end of next year. Members' cooperation in returning the completed forms will be highly appreciated.

Membership Notes

New Member

Associate Member

Reed Business Information Transport [Class D]

Address: POB 200, 3000 AH Rotterdam, the NETHERLANDS
Phone: 31-104175888
Fax: 31-104175850
E-mail: jos.masselink@reedbusiness.nl
Website: <http://www.transportnet.nl>
Contacts: Mr. Jos E. Masselink, Publisher

Change

IAPH Board of Directors

Alternate Director [U.S.A.]

Mr. Richard Aschieris
Port Director, The Port of Stockton, California

Please Update Your Address Book

IAPH Head Office to be Moved One Block

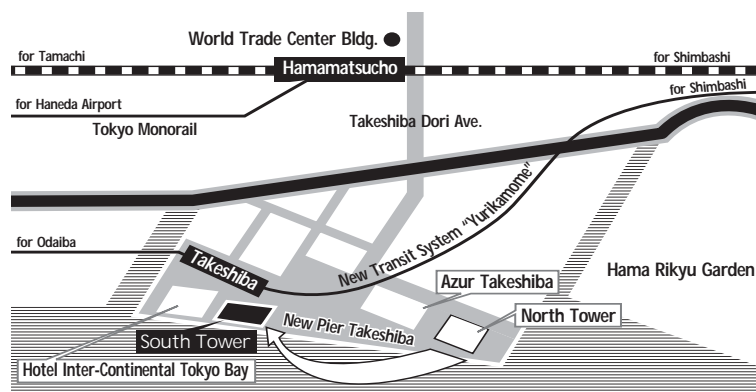
Effective from September 24, 2003
the IAPH Head Office is to be located on:

7th Floor, South Tower, New Pier Takeshiba, 1-16-1 Kaigan, Minato-ku, Tokyo 105-0022, Japan

Other Contact details will remain unchanged !

Tel: +81-3-5403-2770 (no change) Fax: +81-3-5403-7651 (no change)

E-mail: info@iaphworldports.org (no change) URL: <http://www.iaphworldports.org> (no change)



OPEN FORUM

Minimising the Impact of Physical Alteration and Destruction of Habitat on the Coast and Near Shore Environment from Port and Harbour Activities: A GPA Approach¹



Anjan Datta PhD.

Programme Officer, GPA Coordination Office, UNEP

This paper was presented at the Working Session of the 23rd IAPH World Ports Conference held in Durban, and has been specially revised for Ports & Harbors courtesy of Dr. Anjan Datta.

THE Global Programme of Action for the Protection of the Marine Environment from Land-based Activities (GPA) is a non-binding global action programme adopted in 1995 in Washington by 108 States and the EC. The GPA is nested within the UN system and the United Nations Environment Programme (UNEP) acts as the secretariat of the programme. The Netherlands government hosts the Programme and the GPA Coordination Office is located in The Hague.

Implementation of the GPA is mainly the task of the national governments, but supported by UN agencies, private sector, NGOs and various regional organisations. Implementation progress is reviewed every four years at a global intergovernmental meeting.

The GPA Coordination Office provides conceptual and practical guidance, and catalyses action at national and regional levels while the Programme provides a support framework for governments to act on marine pollution and degradation emanating from land-based sources. The GPA focus on protecting marine and coastal environments is based on their economic, social

and environmental values as outlined in the following key facts:

- Nearly **half** of the global population resides in coastal areas
- 2/3rd of world's cities (with more than 2.5m inhabitants) are coastal
- Goods and services provided by marine coastal ecosystems worth US \$ 13 trillion per annum, which is more than **half** of the annual global GNP (see Figure 1)
- Annual fish catch is valued at US \$ 50 – US\$100 billion
- Fish and shellfish provide 1/5th of the animal protein consumed by people

- A billion people, mostly in developing countries, depend on fish as primary sources of protein much of which is marine.

The coast is an area between the sea and land, and the coastal habitat varies depending on a variety of physiographic factors. Important coastal habitats include mangroves, tidal flats, sandy beaches and coral reefs. The majority of the world's known economically important marine species live within near-shore zones or depend upon coastal habitats such as mangroves and coral reefs for a part of their life cycle.

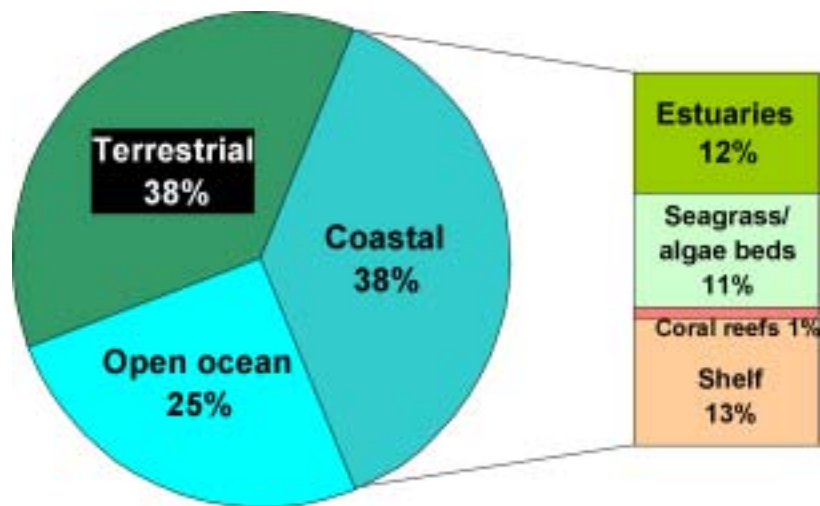
Coastal habitat and the ecosystem are under extreme pressure. It is estimated that 80% of the pollutant load in the oceans originates from land-based activities. The major threats to the health, productivity and biodiversity of the marine environment result from human activities in coastal areas as well as in the hinterland. The following are considered the most serious problems affecting the quality and uses of the marine and coastal environment.

- Alteration and destruction of habitats and ecosystems;
- Effects of sewage on human health;
- Widespread and increased eutrophication;
- Decline of fish stocks and other renewable resources; and
- Changes in sediment flows due to hydrologic changes.

Physical Alterations and Destruction of Habitats (PADH)

Environmental degradation is often the result of the convergence of factors such as

Figure 1: Contribution of Coast in Global GDP



¹: This document is produced by the UNEP-GPA Coordination Office. For details contact Dr. Anjan Datta, Programme Officer, GPA Coordination Office, Kortenaerkade 1, 2518 AX, The Hague, The Netherlands.
Phone: +31-70-311 4468, Fax: +31-70-345-6648.
E-mail: a.datta@unep.nl.

a limited resource base, an accelerating rate of economic and demographic growth, inadequate knowledge of resource management and poor enforcement of regulations.

Physical Alteration and Destruction of Habitat (PADH) is viewed as the most important single threat to coastal and marine environments and habitat. PADH driving force is the poorly planned and accelerating social and economic development in coastal areas, which in turn results from such increasing pressures like population, urbanization and industrialization, maritime transport and tourism.

Traditional resource based activities along the coast include aquaculture, forestry and agriculture also contribute significantly to national GDP and support a whole range of livelihoods activities. A participatory rural appraisal and socio-economic benchmark survey conducted in India near a marine biosphere reserve revealed that the livelihood of people in villages up to 10 km away from the coastline is at least partly dependent upon coastal and marine resources. Villages over 10 km from the coast have little interaction with the coast and are largely dependent upon agriculture and allied activities. Coastal agriculture is often closely associated with fisheries.

However, with convergence of commercial activities in urban centres, traditional activities get squeezed out of existence, when land is "developed" for port development (shipping and allied activities), building or expansion of settlements, and the construction of industrial facilities. There has also been a sharp rise in the population density of coastal areas in general and coastal urban agglomerations in particular, because of immigration from smaller coastal hamlets as well as the hinterland in search of better employment options and infrastructure facilities.

Furthermore, the need for coastal facilities has risen dramatically in the last decade as commercial, industrial and recreational needs place an increasingly great burden on our coastal area. Ports are no exception. Liberalisation of trade and increased reliance on international trade as the primary engine for economic growth and development have been major factors in the rapid development of ports in the last 10 years. All over the world, new ports and harbours are being developed and existing facilities expanded with great momentum. In 1998 more than US\$20 billion were earmarked around the world for port development projects. Forty percent of this i.e. US\$8 billion dollars was for Asia alone.

The impacts of ports in the coastal environment are considerable and arise on the one hand from the construction, conversion

or extension of port installations, but also to a large extent from the operation of all port installations and from the accompanying industrial and commercial installations and transport systems. Port facilities generally require large areas of land and coastal waters, particularly where storage areas, warehouses and perhaps industrial facilities are required. Marine structures and installations (breakwaters, quays, groins etc) also require large areas of land and water. This being so, a port facility always has a major impact on the natural landscape, since beaches, estuaries, expanses of mangroves and other shoreline areas are artificially altered, stabilised and built over and the surfaces flattened and sealed. Effects and changes occur particularly in sensitive areas, due to soil excavation, soil replacement or backfilling, surface sealing, water drainage and high ground loads. Although these are clearly unavoidable given the intended use of the installation, proper infrastructure planning will nevertheless contribute to a degree of environmental protection.

Dredging and reclamation associated with port and navigational channel construction and maintenance is probably the most significant ocean environmental effect of port operations. The global volume of port related dredging is estimated to be 232-382 million cubic metres per year for capital dredging and 80-100 million cubic metres per year for maintenance dredging (Frankel 1995). Most dredging spoils are dumped at sea. About 15-18% is used for reclamation and construction of artificial islands. In addition about 50 million cubic metres per year are dredged directly for reclamation, port construction or other needs for fill.

Impacts of dredging are very broad and occur not only on the dredged site but also on adjacent areas. Dredging can disturb benthic ecosystems and generate suspended sediment that increases turbidity. Although dredged material can be disposed of at sea on regulated sites as long as it does not pose a threat to mortality of organisms, it has been documented that re-suspended spoil in the form of fine clay particles can be transported long distances depending upon sea currents thus posing a danger to marine habitats in particular sea-grass beds and coral reefs.

The rapid development of environmental legislation, Government sustainable use measures and the economic cost of non compliance have convinced port managers that environmental responsibilities need to be fully recognized and integrated within port management structures and systems. Opportunities to minimize significant impacts of port development lie in the planning and design phases because mitigation

or restoration during or after construction is prohibitively expensive. Over the last decade, the port industry has recognized that there are long term commercial advantages to adopting environment management strategies and have successfully come to terms with the growing need for environmental concerns to be fully integrated into port management.

From this perspective, the GPA Coordination Office, through series consultations with various stakeholders developed 12 key principles and accompanied check-lists to improve existing institutional and legal frameworks currently governing port development. They are also aimed at enhancing capabilities both within the public and the private sectors to assess impacts and define mitigation measures. While effective government policy and regulation are important, self-regulation by the industry and adoption of good management practices in planning design and operations of port facilities will significantly help to manage environmental risks arising out of their operations thus ensuring sustainable port development.

More specifically, the Key Principles are intended to:

- increase understanding and recognition of actions necessary to minimise the impacts of port development on the coastal zone. Physical alteration and habitat destruction and sediment mobilisation resulting from these impacting activities are the main focus attention.
- to understand, manage and mitigate risks arising both during development and operation of port facilities so that both long term sustainability of the port operations and environmentally sustainable development within the coastal zone are ensured. These serve as consensus guide to national and sub-national decision makers and port management to minimise physical alteration and habitat destruction.
- be a global framework and thus does not cover approaches designed for a particular regional setting.

These Key Principles and the checklist items have been distilled from the available guidance and focus on aspects of port development that are most relevant to minimizing physical alteration, destruction of habitat and sediment mobilisation. Each Key Principle is cross referenced (as permitted by the availability of the documents) to provide the readers/users with additional guidance on where they could obtain further or more detailed information. Finally, it should be noted that these Key Principles are a living document and they will be updated and revised as the context and the information base changes.

Key Principle 1:

All New Port Developments should be as Environmentally Sustainable as Possible and Compatible with National and Regional Coastal Port Policies and Integrated Coastal Management Plans. Planning for Port Development should not occur in Isolation.

Checklist:

- 1.1 Have the national or regional authorities developed Port Development Plans that identify port development areas; types, scale and intensity of port development taking into account the carrying capacities of the different areas, biophysical parameters of the coastal environment, and potential cumulative impacts? Are these plans regularly updated?
- 1.2 Are the national or regional Port Development Plans easily accessible to the prospective developers, and are they easily understandable?
- 1.3 Does national port planning provide guidelines for the future expansion of port development? Do national and regional plans promote protection of sensitive areas and minimize impacts on other coastal users?
- 1.4 Do policies exist to require that port development that is not dependent on a coastal location be located at upland sites?
- 1.5 Is the proposed port development compatible with existing land use plans and the ICM plans for the area? Are existing infrastructure facilities available in the area (waste and sewage disposal, electricity and water supply, roads, railway links, storage areas) adequate to support the proposed development?
- 1.6 Do national and regional authorities provide advice and guidance to port developers to ensure that the project is environmentally, socially, and economically sustainable?
- 1.7 Do mechanisms exist at the national and regional levels to monitor and evaluate individual port development projects and their cumulative impacts on the environment?

Key Principle 2:

Any port development (creation, enlargement, or modification of port facilities; national or regional port planning) should require an Environmental Impact Assessment.

Checklist:

- 2.1 Does the analysis consider the available areas of land and water, as well as the required areas of land and water and the required water depth?
- 2.2 Does the Environmental Impact Assessment examine oceanographic parameters (waves and currents), sediment characteristics, and the habitat of the site?
- 2.3 Do the project proponents also examine nautical considerations, shipping patterns and cargo flows, and coastal engineering needs and concerns?
- 2.4 Does the assessment consider the environmental suitability of alternative locations in addition to the preferred alternative?

- 2.5 Does the environmental impact assessment consider the functions of the natural environment that may be lost or impaired by the port project?
- 2.6 Does the environmental analysis consider cumulative impacts of both other regional coastal developments (be they ports or not) and avoid project-by-project analyses?
- 2.7 Does the environmental assessment consider upriver impacts from dredging that may result from tidal penetration and consequent bed erosion?
- 2.8 Do port authorities understand the environmental impacts of dredging and land reclamation activities on circulation patterns, tidal regimes, and sediment deposition patterns?
- 2.9 Does the analysis consider the impacts on other existing and potential uses of the port and harbour site?

Key Principle 3:

Do not site port facilities in critical coastal habitats, such as wetlands, mangroves, seagrass meadows, productive estuaries, shellfish beds, and coral reefs.

Checklist:

- 3.1 Before constructing new port facilities, have all opportunities been considered to upgrade and refurbish existing port and harbour facilities?
- 3.2 Have all responsible parties identified areas that are already degraded and developed before siting new port facilities in undisturbed habitats?
- 3.3 Have upland areas been considered as sites for excavation for port development?
- 3.4 Have project planners minimized the area of land that needs to be reclaimed or dredged for port facilities?
- 3.5 Have port authorities minimized the ecological footprint of the port?
- 3.6 Do all responsible parties attempt to locate as many components of the port development as possible at upland sites?
- 3.7 Does the project avoid sacrificing productive habitat for the creation of new facilities?
- 3.8 Does the project avoid conversion of intertidal areas to sub-tidal areas?
- 3.9 Have appropriate buffer strips been established between critical habitat areas and dredge and fill operations?

Key Principle 4:

Minimize the impact of the port's coastal defence and protection works on the sediment budget.

Checklist:

- 4.1 Do the port's erosion control structures accelerate erosion somewhere else?
- 4.2 Use heavy fabric, highly robust geotextiles for erosion control, as necessary. Geotextiles can be used in harbour engineering to control erosion (revetments of sea dikes, seawalls, bottom scour protection mattresses).
- 4.3 Do the jetties built to stabilize the entrance to

a port or reduce the cost of channel maintenance block the long-shore transport of sediment? Sand by-passing plants may compensate for the interception of sand carried by long-shore current and trapped by jetties.

- 4.4 Do harbour breakwaters induce sediment accretion in tombolos or salients? Do they cause erosion on the downdrift shore?

Key Principle 5:

The design of port facilities should minimize sediment runoff to adjacent waters.

Checklist:

- 5.1 Does the port avoid direct discharge of untreated storm runoff from drains, roads, and paved surfaces into adjacent waters?
- 5.2 Does storm runoff drain into a central storm drainage network that is diverted into a settling pond to collect sediments?
- 5.3 Where possible, does the port maintain vegetation buffer zones along the shoreline to reduce the impact of upland runoff?
- 5.4 Are impervious surfaces (cement, asphalt) divided and interspersed with more pervious materials, such as grasses, vegetation, crushed rock, or sand?
- 5.5 Are harbour walls stabilized to avoid sediment runoff and resulting increases in turbidity?
- 5.6 Has the port considered the use of rip-rap structures to stabilize the shoreline and prevent erosion from vessel wash? In low energy environments, vegetation, geotextile filter fabric, or mats with crushed stone may be sufficient to stabilize the shoreline.
- 5.7 Has seagrass been placed on mudflat areas to trap sediments?

Key Principle 6:

Reduce the quantity of sediments that need to be dredged.

Checklist:

- 6.1 Does the port authority plan future port development based on research of the present environmental, social, and economic realities of the site?
- 6.2 Does the port authority minimize the need for capital and maintenance dredging by siting ports in areas of sufficient water depth?
- 6.3 Do authorities avoid siting ports in areas across from prevailing currents that have the potential to stir up sediments or in areas with high sedimentation rates, such as estuarine salt wedges?
- 6.4 Are silt screens installed to avoid sedimentation of certain areas?
- 6.5 Are silt traps used to optimize the efficiency of dredging campaigns? Silt traps, created by local dredging of overdepths, may reduce current velocities in certain areas and consequently increase sedimentation.
- 6.6 Does the port vegetate and attempt to stabilize intertidal mud flats adjacent to dredged channels?
- 6.7 Does the authority locate breakwaters so as

to enhance natural conditions?

- 6.8 Does the port reduce the need to dredge through the use of fixed dredge installations, such as silt pumping stations and bypass plants?
- 6.9 Does the port use the "navigable depth concept" to reduce the amount of mud to be removed? The depth of the 1.2 ton/m³ density level may be a safe value for navigability. Often, the top level of mud is too conservative a depth.
- 6.10 Has the project developer determined an appropriate side slope for the dredged area that can be maintained? Normal side slopes are 3 horizontal lengths to 1 vertical but depend on the slope material.

Key Principle 7:

Necessary dredging operations should minimize the sediment plume and the area of disturbance.

Checklist:

- 7.1 Do turbidity standards exist for dredging work? The turbidity at a distance of 250 meters from the dredge site should not exceed 30 NTU (nephelometric turbidity units). If the standard is exceeded, work should be halted.
- 7.2 Are lower permissible turbidity levels established at a distance of several kilometers from the work zone?
- 7.3 Does oversight of the dredging operations exist? Does real-time monitoring of turbidity conditions occur?
- 7.4 Are hydraulic suction dredges or sealed bucket dredges selected rather than bucket and drag lines because the former types of dredges minimize generation of turbidity?
- 7.5 Is the working speed of the dredge regulated to reduce environmental impacts?
- 7.6 Are sediment curtains, silt screens, and sediment traps required as standard countermeasures to mitigate sediment pollution? Dredging work should be screened and confined by silt curtains to prevent excessive release of fine sediments.
- 7.7 Does any dewatering of fine sediments occur off site? All silt should be pumped on a barge without overflow and carried to a disposal site.
- 7.8 Does dredging work cease during storm events or during strong currents?
- 7.9 Is the size of the excavation site minimized in order to facilitate recolonization by flora and fauna? Is complete removal of bottom sediment avoided?

Key Principle 8:

Necessary filling or reclamation operations should minimize habitat loss and the release of sediments outside the site.

Checklist:

- 8.1 Do alternatives exist for filling coastal wetlands and intertidal areas?
- 8.2 Do port authorities understand the environ-

mental impacts that may result from reclamation, such as alteration of the tidal prism and modification of sedimentation patterns?

- 8.3 Have armor rock, revetment rubble, or sheet-piling been placed before filling to limit sedimentation outside the site?
- 8.4 Are containment levees made of materials suitable for construction?
- 8.5 Is a monitoring program in place to observe the impacts of large-scale reclamation projects, especially those where the configuration of the coastline has changed?

Key Principle 9:

Locate beneficial use sites for uncontaminated port sediments of appropriate quality instead of treating them as wastes. Use dredge spoils constructively.

Checklist:

- 9.1 Are toxicity analyses of sediments from urban harbours performed to determine the levels of contamination?
- 9.2 Have port authorities developed a disposal plan to utilize dredged material in an environmentally sound manner that incorporates, to the extent possible, other public beneficial uses in its design?
- 9.3 Are port authorities substituting beneficial use sites for unconfined disposal areas?
- 9.4 Do beneficial uses stress environmental restoration activities?
- 9.5 Do the beneficial use sites provide long-term environmental benefits? Are they practicable to construct and feasible to maintain?
- 9.6 Have project planners considered marsh and wetland creation using dredge spoils as a possibility? Are containment levees constructed of suitable materials (stiff to hard clay)? Soft silts and clays are only suitable as fill for marsh construction. Do created marshes and wetlands receive long-term protection from expected wave action and erosion for both average winds and rare storm events?
- 9.7 Are spoil islands as avian habitat considered as a possible beneficial use? Spoil islands should be built away from boat traffic and vegetated as soon as possible with native vegetation. Their shape should facilitate water movement.
- 9.8 If the sediments are of appropriate grain size, could they be used in beach nourishment or coastal defense projects?
- 9.9 Is a long-term environmental monitoring program in place that evaluates the progress of the beneficial use site?

Key Principle 10:

If ocean disposal of dredged spoils occurs, its environmental impacts should be minimized.

Checklist:

- 10.1 Does the port authority attempt to minimize ocean disposal because it transfers sediments out of the near-shore system to an inactive site and may cause adverse environmental impacts?

- 10.2 If ocean disposal occurs, do the responsible parties understand the oceanography, currents, and benthic environment of the disposal site? Do they possess clear knowledge of the particle size, quantity, and nature of the sediments to be disposed?
- 10.3 Does the project proponent select disposal sites that are not important for fisheries, recreation, or biological diversity?
- 10.4 Does the disposal project include a mixing zone and subsequently apply turbidity standards outside the mixing zone (at 500 meters from the dump site, for example)?
- 10.5 Is the material spread as efficiently so that dilution occurs as rapidly as possible?
- 10.6 Does disposal simulate the natural processes of sediments eroded from the land and carried to the sea by fluvial transport?
- 10.7 Does real-time monitoring of the suspended solids and the dump site occur to determine whether the impacts are unacceptable?
- 10.8 Does the disposal site avoid commercial shipping lanes?
- 10.9 Does the disposal activity avoid any movement of the discharged silt onto coral reefs? The path of discharged silt drift should not cross coral reefs.

Key Principle 11:

Minimize dust discharges associated with port operations.

Checklist:

- 11.1 Do bulk loading and unloading of materials occur in chambers with de-dusting fans?
- 11.2 Do port managers attempt to minimize litter input to the harbor, as well as disposal of solid wastes (debris, fish wastes, sewage)?

Key Principle 12:

Port authorities should be responsible for mitigation and restoration for lost habitats and other environmental impacts.

Checklist:

- 12.1 Has the port developed an environmental restoration plan?
- 12.2 Has the project proponent considered on-site, in-kind habitat recreation and restoration?
- 12.3 Is the port authority responsible for restoration activities or for contribution to a restoration fund?
- 12.4 Do formal mechanisms exist to require the port to compensate for the environmental losses that may result from port construction and operation?



EU: EU Transport Ministers & MEPs discuss the future of TEN-T

THE EU Transport Council met informally in Naples on July 4-5, 2003. During these two days, the Ministers of EU member states and candidate countries exchanged their views on one of the Italian Presidency's main priorities, which is the development of the Trans-European Transport Network (TEN-T) in an enlarged European Union (with special attention to trans-Mediterranean links).

The basis of this debate was the Van Miert High Level Group report, initiated by the European Commission, which identified the possible main priorities for the next twenty years and made some recommendations on the financing options. The Transport Ministers agreed on a charter, presented by the Italian Presidency, which aimed to promote better trans-European transport infrastructure in the enlarged EU and give more impetus to the transport network.

The Charter of Naples welcomes the intention of the Commission to conduct a detailed impact assessment of the program recommended in the High Level Group report and to rapidly propose a revision of the TEN guidelines in the autumn. It also invites the Commission to further develop the details of the options for new financing.

On the issue of financing, EU Transport Commissioner Loyola de Palacio said, "There are various possibilities, like the long-term loans by the EIB, the setting-up of a mutual guarantee fund, the promotion of public-private partnerships or the opening of possibilities of crossed subsidies in sensitive regions". But, as Commission President Prodi made clear in the last years, "there is no doubt that we will face important choices to increase significantly the share of the budget for transport infrastructure," she added.

Former Transport Commissioner, K. Van Miert, also presented, on July 8, the results of the work of the High Level Group (HLG) before the European

Parliament's Committee on Transport & Regional Policy (RETT).

During the discussion with MEPs, the following points emerged:

- the environmental and economic impact of the TEN priority projects should have been assessed before they were selected;
- pressure should be put on member states in order to ensure the completion of the projects (especially on the trans-border parts);
- the financing issue appeared as crucial (the amount of public funds available isn't sufficient; the private sector and the users are not involved enough in the financing; a more selective approach is needed in terms of financing): the HLG only proposed lines of action on that point – solutions still have to be found.

Mr Van Miert agreed on these points. He also underlined that the concept of "motorways of the seas" was not

mature yet. He stressed that discussions should take place with ports and operators in order to determine which ports should be selected (this choice should not be left to public authorities). The concept should also be first implemented through pilot projects.

Next steps of the procedure will now be as follows: on the basis of the Van Miert report the Commission will present proposals to improve the TEN-T on which the EP's opinion will be required. Mr Van Miert however feared that the Parliament opened the Pandora box. The agreement reached by the High Level Group (which was composed of 27 government representatives from the EU as well as candidate countries) was the result of very carefully balanced compromises. He therefore called on the EP not to challenge the equilibrium which had been reached through the agreement on the lists of projects.

(ESPO News Plus Vol. 9.17 / 9 July 2003)

EU: RETT adopts report on "Prestige"

THE European Parliament's Committee on Transport and Regional Policy (RETT) adopted, on July 8, its report on "improving safety at sea in response to the *Prestige* accident," on the basis of D. Sterckx recommendations (cf. ESPONEWS PLUS 9.16). The report integrates the conclusions of the public hearing which was organized last March and the results of the parliamentary visits in Galicia and Brittany. In total, about 150 amendments were submitted to this report by the members of the RETT Committee. The RETT Committee also voted on additional conclusions tabled by the Environment, the Industry, the Employment and the Fisheries Committees.

As a result of a lengthy vote, more than 60 amendments were adopted. It must be noted that the proposal by the Environment Committee to set up an inquiry committee to further investigate the circumstances of the *Prestige* accident was not retained.

As far as places of refuge are con-

cerned, the RETT Committee has added the following amendments to D. Sterckx's report (which mainly reinforces his proposals):

- The Commission must clarify the concept of "safe areas," to allocate them the appropriate equipment and financial resources and to provide for compensation in case of pollution caused by vessels entering these zones;
- Member states must provide designated "places of refuge" with the resources needed to implement their respective emergency plans;
- In implementing plans to accommodate ships in distress, there must be a clear political line of decision and, also, a margin of maneuver must be allowed to take account of the local situation;
- The Commission and member states must push for an agreement within IMO on "places of refuge." Other important amendments provide for:
- The establishment of a European coast-guard;
- More Port State inspections in ports handling significant maritime traffic (otherwise two categories of ports will be created "strict" ports and "tolerant"

ports);

- The strengthening of maritime safety rules in IMO in order to avoid EU unilateral action;
- The equipment of all EU ports, through a European plan, with installations to treat waste and with infrastructure for degassing and cleaning vessels;

The report of Mr Sterckx, as amended, was adopted with 55 votes in favor and 1 against. Vote in plenary will take place after the Parliament's summer recess.

(ESPO News Plus Vol. 9.17 / 9 July 2003)

Department of Homeland Security proposes Regulations to Improve Cargo Security

U.S. Customs and Border Protection, an agency of the Department of Homeland Security, announced the publication of proposed regulations to obtain advance information concerning shipments of goods to the U.S. These proposed regulations implement Section 343(a) of the Trade Act of 2002. The proposed regulations represent another step in the Department of Homeland Security's ongoing efforts to build smarter and more secure borders. The proposed regulations require advance information, in electronic format, on cargo destined to and from the United States for each mode of transportation: air, truck, rail, and sea.

"These security measures developed by Customs and Border Protection are important to the protection of America and the American people," said Homeland Security Secretary Tom Ridge. "Advance cargo information is essential to not only preventing instruments of terrorism from being shipped into this country, but also to speed the flow of legitimate cargo across our borders."

U.S. Customs and Border Protection (CBP) will run the cargo data through an automated targeting system that is linked to various law enforcement databases, and thus the proposed regulations will enable CBP to do a better job of identifying shipments that pose a potential terrorist risk. Today, many shipments, e.g., by commercial trucks, are admitted into the U.S. without this automated targeting taking place because CBP receives cargo data in paper format upon arrival in the United States. As a consequence, the process for assessing the risks associated with

these shipments cannot be done prior to arrival at the border and thus makes movement across the border slower and less efficient. The Trade Act provided the Department of Homeland Security with the authority to change these antiquated, paper-driven processes for cargo crossing our borders.

"Information is the key to improving many of our border and transportation security systems," said Asa Hutchinson, Undersecretary for Border and Transportation Security. "This rule will help provide better information earlier in the process to help our officers do an even better job of targeting risk cargo."

The proposed regulations were developed by U.S. Customs and Border Protection with significant input from the trade community and the Canada Customs and Revenue Agency (CCRA). In the proposed regulations, CBP carefully considered, and in many cases adopted, recommendations from the trade. The proposed regulations also closely track a similar proposal by CCRA.

"These regulations will permit us to risk manage far more effectively against the terrorist threat. That's what build-

ing smart borders is all about," said CBP Commissioner Robert C. Bonner. "The proposed regulations are the result of a careful and considered effort to strike the appropriate balance between security and trade facilitation."

The following are the proposed timelines for each transportation mode.

Proposals for Imports:

- Air & Courier - 4 hours prior to arrival in U.S., or "wheels up" from certain nearby areas
- Rail - 2 hours prior to arrival at a U.S. port of entry
- Vessel - 24 hours prior to lading at foreign ports
- Truck - FAST: 30 minutes prior to arrival in U.S.; Non-FAST: 1 hour prior to arrival in the U.S.

Proposals for Exports:

- Air & Courier - 2 hours prior to scheduled departure from the U.S.
- Rail - 4 hours prior to attachment of the engine to go foreign
- Vessel - 24 hours prior to departure of the vessel
- Truck - 1 hour prior to the arrival of the truck at the border



The Round Table of Int'l Maritime Associations ask E.U. concrete measures on Places of Refuge

THE Round Table of International Maritime Associations (BIMCO, International Chamber of Shipping (ICS), Intercargo and Intertanko) wish to remind the European Union and its member states of their duty to deliver detailed contingency plans and measures for places of refuge in their respective coastal waters to assist ships in distress.

The Round Table members have on several occasions, both jointly and individually, requested the European Union and its politicians to pay urgent attention to this extremely important issue to ensure the safety of crews at sea and protect the environment.

The Round Table of international maritime associations addressed this issue in December, 2002, when a letter was written to the President of the European Union, at that time the Danish Prime Minister, Anders Fogh Rasmussen, on the occasion of the

meeting of the European Council in Copenhagen, December 12 to 13, 2002. The letter was then passed on to Mr. George Anomeritis, President of the EU Maritime Transport Ministers' Council, when Greece took over the Presidency of the European Union in January of this year.

The Round Table representing approximately 90% of the international shipping industry has duly noted that the European Council has called on their members to establish contingency plans for the identification of places of refuge for ships in distress not later than July 1, 2003.

In his draft report to the European Parliament on "Improving Safety at Sea in Response to the *Prestige* Accident (2003/2066 (INI))", dated May 26 and presented June 12, 2003, the EU appointed rapporteur, Dirk Sterckx, MEP, provides a number of vital recommendations on the issue of places of

Refuge/Safe Haven for Ships in Distress. Among the many it is worth listing a few:

"The European Council has called upon member states to have such contingency plans in readiness not later than July 1, 2003."

"The first priority (for a European Parliament) MUST be to negotiate adequately for arrangements to accommodate vessels in distress and the availability and accessibility of safe havens and harbors."

"The European Parliament insists that each member state must have at its disposal a clear decision-making structure and chain of command for maritime emergencies, together with an independent authority, that in turn has at its disposal the necessary judicial and financial say in making decisions having a binding effect in emergencies within territorial waters and the exclusive economic zone."

Mr. Sterckx, in his proposals, makes it clear that "he attaches fundamental

importance to having the E.U. member states implement such plans and arrangements in good time and in full."

"The European Council has called upon member states to have such Contingency Plans in readiness not later than July 1, 2003."

The Round Table of International Maritime Associations commends these comments and supports the actions proposed.

Time is of the essence – this is the European Union's and their member states' duty to the Shipping Industry. The deadline is imminent – it is now time for the EU and its member states to deliver.

The Round Table of international maritime associations:

BIMCO

ICS - *International Chamber of Shipping*

INTERCARGO – *International Association of Dry Cargo Shipowners*

INTERTANKO – *International Association of Independent Tanker Owners*

Customs administrations in the developing world.

A new WCO capacity building strategy and a revised Arusha Declaration on Integrity in Customs were also considered and adopted by the Council. A programme of work was established to develop a plan to implement the capacity building strategy.

On the issue of drug trafficking, the Council issued a Declaration on the Illicit Traffic in Drugs which reaffirmed their commitment to actively fight against international drug trafficking and the need for increased co-operation with other competent international organizations such as the UNODC and INTERPOL.

Finally, the Council approved a new three-year strategic plan for the organization to enable it to face the challenges that had been identified.

WCO: New interactive multimedia training program

THE World Customs Organization (WCO) today launched its new interactive Internet-based multimedia training tool. Designed to enhance the organization's international training capacities, this tool will provide Customs officials from the WCO's 161 member administrations with access to state-of-the-art, high quality training, regardless of their experience and geographical location. Compared to traditional classroom training techniques, e-learning makes it possible to teach a greater number of students, whilst providing individually tailored and supervised training programs.

In recognition of the new threats of terrorism and trans-border organised crime, priority was given to the development of a course relating to risk assessment, profiling, targeting and Customs controls. During the current WCO Council meeting in Brussels, the Director Generals of Customs and other senior Customs administrators will have an opportunity to view these initial course modules.

It is intended to make a further three courses available on-line during the 2003/2004 year. These will relate to Customs procedures, the valuation of goods in international trade and Customs controls concerning the protection of endangered species. The WCO is considering the possibility of making relevant training programs available to partner organizations and the private sector.



WCO: Approves several initiatives to improve the security and facilitation of the international trade supply chain

THE World Customs Organization Council, which met in Brussels 1st week of July, adopted a series of measures that will provide a solid framework of international best practices and standards to be used by its 162 Customs member administrations. These will assist them to secure the international trade supply chain while facilitating the flow of legitimate trade and to implement the requirements of their respective governments.

In this context, the WCO's Director Generals of Customs also approved a number of measures that had been under discussion within a WCO Task Force which it had established in June 2002 to examine specific requests from G8 and the International Maritime Organization and respond to increasing concern that the international trade supply chain might be used as a means of delivery for weapons of mass destruction.

With respect to this, the Council approved the following:

- A new international convention and commentary on mutual administrative assistance in Customs matters;
- The WCO Data Model and a list of essential data elements required for the identification of high risk consignments;
- International Customs guidelines on advance cargo information;
- Guidelines for the development of national laws for the collection and transmission of Customs information;
- High level guidelines for co-operative arrangements between WCO members and the private sector to increase supply chain security;
- Enhancements to the WCO's information and intelligence strategy including the operation of its global RILO (Regional Intelligence Liaison Offices) network ;
- A new Internet-based technology databank to enable WCO members to identify technology to assist detection of illegal consignments and contraband.

On the important issue of trade facilitation, the WCO Council approved a message from the international Customs community to national trade negotiators who will attend the September 2003 WTO Ministerial Meeting in Cancun. This will highlight the critical role that Customs administrations have in facilitating international trade and the importance of improving the capacity of

Upcoming Conferences



Intermodal Transport & Logistics

Bridging the gap between intermodality and logistics

**November 4-6
Rotterdam, Netherlands**

FOR 2003, ITL has a new conference format. Following the intermodal plenary session on the morning of November 4, participants can choose from a number of concurrent workshops and discussion forums to suit individual need.

Plenary Session

Tuesday, November 4

- Ports and the intermodal logistics chain
Pieter Struijs, Executive Director, Rotterdam Municipal Port Management
- PANEL DEBATE:
Can intermodal transport fulfil the requirements of modern logistics chains?
- PANEL DEBATE:
How can transport industry and shippers mitigate the effects of new road freight charging regimes across Europe?

A La Carte

Afternoon Tuesday, November 4

- Intermodal logistics forum, part 1
- Cold Chain 2003 - market background & supply chain management
- Security and the intermodal supply chain

A La Carte

Morning Wednesday, November 5

- Intermodal logistics forum, part 2
- Cold Chain 2003 - operations & technology

A La Carte

Afternoon Wednesday, November 5

- Intermodal transparency
- Eastern Europe - preparing for accession
- Railfreight liberalisation and the Trans European Railfreight Network
- Trailers on trains

A La Carte

Morning Thursday, November 6

- Inland waterways - coming barge and rail transport short distance intermodalism
- Short distance intermodalism

- Fee: 714 euros (600 euros +19%VAT)

For Further information:

The Bookings Department
Informa UK Limited
PO Box 406, West Byfleet
England KT14 6NN
Tel: +44(0)1932 893 860
Fax: +44(0)1923 893 893
E-mail: cust.serv@informa.com
URL: www.intermodal-events.com



Airport, Port and Terminal Security Exhibition and Conference

November 11-13, London, U.K.

THIS conference is designed to equip decision makers with the relevant information to evaluate new solutions and develop more effective security procedures within their terminals focussing on the areas of strategic concern and highlighting the key issues worldwide.

Some of the topics being discussed at APTS 2003:

- Current status of the terrorist threat
- The security measures in response to the terrorist threat in Australasia
- Systems' approach and implementation plans for global security
- Securing the homeland - an international challenge
- New and enhanced passenger security strategies for airports, ports and terminals
- New philosophies in immigration techniques
- What can be done to improve the flow of information between governments and enforcers for security?
- How can we standardise standards globally?
- Who is the ultimate watchdog?
- What is the real relationship between airport and port security with national security?
- What is happening in the maritime industry in relation to security for ports and shipping?
- Where are the risks in security Insurance?
- How much does it cost port operators to implement the new security code?
- What effect do the commercial aspirations of terminal owners have on security standards?
- Evaluating new threats versus old.

- Hand-held missile launchers? Are they a 'real threat' to aviation security?
- The impact of enhanced security measures on cruise liners and ports.

Plus panel discussions and intergovernmental debates.

* Future Terminal and International Aviation Safety and Security Conference also take place at Olympia, London, from November 11 - 13. As a delegate you can also attend relevant presentations at these conferences

• Fee:

3-Day Conference (November 11-13):
£822.50 (£700 + VAT/£122.50)
2-Day Conference (Only 11, 12 or 13):
£663.88 (£565 + VAT/£98.88)

For further information:

IIR Exhibitions
5th Floor, 29 Bressenden Place
London, SW1E 5EW, U.K.
Tel: +44 (0) 20 7915 5134
Fax: +44 (0) 20 7915 5021
e-mail: jknaggs@iirx.co.uk
URL: <http://www.terminalssecurity.info>



EURO PORT 2003

**November 18 - 22
Amsterdam, Netherlands**

EUROPORT 2003, the international maritime exhibition, will be held in Amsterdam from November 18 to 22. During Europort over 575 exhibitors representing more than 800 maritime suppliers from throughout the world are expected to display their products and services. Despite the sluggishness of the world economy, the number of exhibitors at Europort 2003 is therefore unlikely to be affected. Owing to an increase in the number of national pavilions, Europort will also have a stronger international character than before. The trade exhibition covers all sectors of the maritime industry such as sea shipping, inland shipping, the offshore industry, the dredging industry and ports. Europort 2003 will be supported by a number of conferences and annual meetings, including the MARE FORUM 2003 in Amsterdam's Grand Hotel Krasnapolsky.

MARE FORUM Conference November 17 - 18

The theme of the official Europort conference is: 'Restoring trust in the triangular relationship between shipowners - regula-

tors - charterers / shippers / cargo owners, and its effect on quality in shipping today'. The aim of the conference, which will be held in English, is to contribute to the restoration of confidence between the above-mentioned parties by putting forward concepts which can result in 'A fair price for good shipping service', 'A balanced deal between contracting parties' and 'A reasonable recognition of a quality shipping operation'.

The CEDA Dredging Days November 20 -21

The two-day conference intended for professionals from the dredging industry. This year's topics are 'Specialist Dredging Techniques' and 'Inspiring Dredging Solutions'.

Annual meetings of (Trade) Organisations

Various maritime trade associations such as IRO (Dutch Association of Suppliers to the Oil and Gas Industry), KNVTS (Royal Dutch Association of Naval Architects), KVNOR (Royal Association of Netherlands

Shipowners) and VNSI (Netherlands Shipbuilding Industry Association) will hold their (annual) meetings and seminars at the exhibition. Europort is thus proving to be a major forum for the maritime industry at national as well as international level.

EUROPORT and METS under a single roof

METS (Marine Equipment Trade Show) will be held at the same time as Europort, Amsterdam RAI. Visitors to Europort can register on the spot and thus visit METS 2003 too.

For further information:

EUROPORT 2003-08-14
Postbus 77777
1070 MS Amsterdam
Europaplein
1078 GZ Amsterdam,
The Netherlands
Tel. +31 (0)20-5491212
Fax +31 (0)20-5491843
E-mail: europort@rai.nl
URL: <http://www.europort2003.com>



PEMSEA: The East Asian Seas Congress

December 8-12
Kuala Lumpur, Malaysia

PREPARATIONS are underway for the East Asian Seas Congress 2003, which will be held from December 8 to 12, 2003 in Kuala Lumpur, Malaysia. The GEF/UNDP/IMO Regional Programme on Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) is organizing the events aimed at paving the way for a new level of collaboration in the East Asian region.

The Congress will highlight two major events, namely, the Ministerial Forum and the International Conference on the Sustainable Development of the East Asian Seas: Towards a New Era of Regional Collaboration and Partnerships. Three-side events would also be held during the congress: The 3rd Forum of the Regional Network of Local Governments Implementing Integrated Coastal Management; the Media Forum on Partnerships in Environmental Communication; and the Environmental Investments RoundTable.

The Ministerial Forum will provide a venue for concerned ministers and officials from the host country, Brunei Darussalam, Cambodia, People's Republic of China, DPR Korea, Indonesia, Japan, Philippines, Republic of Korea, Singapore, Thailand and Vietnam, to adopt the Sustainable Development Strategy of the Seas of East Asia (SDS-SEA). The SDS-SEA provides the framework for developing linkages among programs concerning poverty alleviation, sustainable livelihood, reduction of vulnerability to natural hazards, long-term security, economic growth and the health of human beings, ecosystems and the natural resource base — all within the purview of the calls made at the United Nations Conference on Environment and Development (UNCED) and the World Summit on Sustainable Development (WSSD), as well as in other international meetings which called for more concerted efforts at regional and international levels to curb environmental degradation and to safeguard the world's remaining natural coastal and marine resources.

The Ministerial Forum would consider innovative and sustainable regional collaborative arrangements and financing mechanisms for strengthening and sustaining



Port China 2003

**The All China Maritime Conference
& Exhibition**

Marintec China 2003

December 2-5, Shanghai, China

PORT China is a concurrent event to be held alongside Marintec China – The All China Maritime Conference & Exhibition in Shanghai. This year's event will be held from December 2-5, 2003 at the Shanghai New International Expo Centre. Marintec China has the full support and endorsement of China's government, its major trade associations and leading organisations in both domestic and international maritime circles. Since its inception in 1981, the exhibition has evolved into the predominant maritime event in Asia where prominent industry professionals from across the globe conduct business and preview the latest technologies and products in the maritime industry.

Running concurrently with the Marintec China, the Senior Maritime Forum is a high-level event providing an important platform for the global maritime industry to exchange information and views. The forum will carry a specific theme in order to address key issues in the ever-changing international land-



scape of shipbuilding and port development. Presented by senior government officials, industry leaders and professionals, Senior Maritime Forum has evolved over the years into the meeting point for the industry's key decision makers to exchange ideas and share experiences.

Admission:

Free admission by registration and open to invited buyers and trade visitors only.

Visitors under 18 will not be admitted.

For further information:

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URL: <http://www.marintecchina.com>

regional coastal and ocean governance as obligated under the Agenda 21 of UNCED, and in response to the recommendations of the WSSD and other related instruments. This high-level gathering, scheduled on 12 December to immediately follow the International Conference, is expected to foster stronger partnerships between and among nations and to give rise to strengthened commitments to environmental management and protection in the region.

According to Dr. Chua Thia-Eng, PEMSEA Regional Programme Director and Secretary General of the events, the International Conference will consist of plenary and workshop sessions focusing on two themes: 1) Review of international and national efforts towards and progress in addressing the main sectoral concerns regarding the Seas of East Asia; and 2) Essential cross-sectoral approaches and processes: Towards achieving sustainable development. The conference would focus discussions on the progress in joint efforts to address key regional concerns, especially pertaining to the implementation of international instruments and the recommendations of world summits on the environment and sustainable development. Best practices and lessons learned in the application of integrated approaches to the management of coastal and ocean-related ecosystems and natural resources would also be presented and discussed. The obstacles to the effective management of shared waters and the actions needed to overcome governance, finance, scientific, communication, and capacity barriers would also be presented, while regional mechanisms for collaboration and partnerships in developing effective and sustainable regional and subregional mechanisms for environmental and natural resource governance would be highlighted.

"The forum and conference are timely considering that for many years, environmental issues of national concerns have been the sovereign responsibility of the nations and the respective sectors while transnational/transboundary issues are relegated to international bodies," Dr. Chua added. "A multi-tiered, multisectoral, integrated approach at the regional, national and local levels synchronizes well with the advent of globalization and regional economic realignment, while effectively addressing the worsening environmental crises of our times," he said.

- PEMSEA is a regional program supported by the Global Environment Facility with Brunei Darussalam, Cambodia, People's Republic of China, DPR Korea, Indonesia, Japan, Malaysia, Philippines, Republic of Korea, Singapore, Thailand and Vietnam as participating countries. Its implement-

ing agency is the United Nations Development Program, with the International Maritime Organization as the executing agency.

For more information:

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Upcoming Seminars



AAPA: Port Administration and Legal Issues Seminar

November 17-19
Jacksonville, Florida, U.S.A.

THIS two-and-one-half-day seminar covers the latest issues in port administration. Topics to be discussed can include: downsizing/rightsizing, management audit; human resources development and productivity strategies; port insurance and risk management policies; approaches to better management; legal issues related to employee relations and Total Quality Management.

Registration Fee: \$510 (members)
\$625 (non-members)

For further information:

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New Publications



IMO:

"Code of Safe Practice for Cargo Stowage and Securing - 2003 Edition"

THE Code of Safe Practice for Cargo Stowage and Securing was adopted by the Assembly of IMO at its seventeenth regular session (November 1991) by resolution A.714(17). The Assembly recommended that Governments implement the Code at the earliest possible opportunity and requested the MSC to keep it under review and amend it as necessary. This has been done.

The first major changes to the Code were the amendments to MSC/Circ.664, adopted in December 1994, and MSC/Circ.691, adopted in May 1995, which were published as the 1994/1995 Amendments to the Code of Safe Practice for Cargo Stowage and Securing, introducing annex 13, which has been incorporated into this consolidated edition.

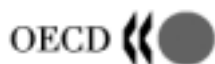
The present edition also includes amendments to annex 12, on safe stowage and securing of unit loads, issued as MSC/Circ.740 in June 1996, and amendments adopted by the MSC in May 2002, issued as MSC/Circ.1026, which saw significant changes in the contents of annex 13. Circular 1026 also includes an extension on the scope of application recommending all lashing assemblies to be fixed to strong or fixed points, a new table on friction coefficients and new texts on an advanced calculation method and an alternative method on balance of forces.

The book contains, as appendices, various texts which have been issued by the Organization and are considered relevant to cargo stowage and securing.

• Price: £15.00

For further information:

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Fax: + 44 (0)20 7587 3241
E-mail: publications-sales@imo.org
URL: <http://www.imo.org>



OECD:

“Regionalism and the Multilateral Trading System”



REGIONAL trade agreements (RTAs) are increasingly portrayed as a threat to the free global exchange of goods and services. They involve an ever-growing share of world trade. The proportion of world trade covered by such accords is expected to grow from 43% today to 55% in 2005, if all regional agreements now in discussion are actually put into place. Moreover, in the event of a log jam in the ongoing Doha round of multilateral trade talks under the WTO, many WTO members are ready to place even greater emphasis on regional initiatives.

Against this backdrop, this study compares rule-making provisions in regional trade agreements with those of the WTO in individual chapters covering ten specific areas: services, labour mobility, investment, competition policy, trade facilitation, government procurement, intellectual property rights, contingency protection, environment, and rules of origin. Three main questions are addressed: How far do RTAs go beyond existing multilateral trade rules in the WTO? Do they present a divergence from or a convergence with the multilateral system? What are the effects on non-members?

It emerges clearly from the ten papers that precisely because they are both a sub-set of liberalisation and an exception to the most-favoured-nation (MFN) principle, RTAs have

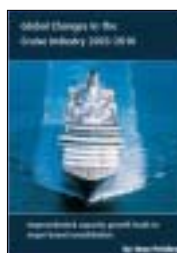
both positive and negative impacts. How these positive and negative elements play out is, accordingly, a central theme of this study. The principal purpose of this book is to clarify the relationship between regionalism and the multilateral trading system. It also aims to provide an analytical framework for WTO members' ongoing consideration of how best to manage that relationship and how to foster the complementarities between RTAs and the multilateral system.

• Price: US\$38.00 / 35.00 euros / £23.00

For further information:

- OECD Online Bookshop
<http://www.oecd.org/home/>
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- OECD Washington Centre
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“Global Changes in the Cruise Industry 2003 – 2010”



THIS research report provides in-depth analysis of the implications of this industry-changing takeover and also is the comprehensive analysis to includes:

- a review of the worldwide cruise industry

with a UK, European, Asian, Australasian and South American as well as the usual North American perspective

- a detailed study of the economic impact of cruise tourism worldwide - how many jobs it creates and how much money it pumps into local, regional and national economies
- an in-depth review both of the major cruise companies and also of their key partners in the industry's dramatic growth: the specialist cruise shipbuilders
- a report with detailed data on cost trends for new and secondhand ships
- an overview focusing on emerging as well as established source markets for cruising and on emerging as well as established cruise destinations
- Separate analysis of each market segment: Luxury, Premium, Contemporary and Budget
- Detailed supply and demand projections through to 2010
- Port developments worldwide
- Safety, environmental, staffing and other current and potential cost issues
- Trends in revenue streams, technology and distribution channels for cruise lines...

- Pre-published price
(before October 2003):
£450 / 699 euros / US\$739
(including postage and packing)
- Published price
(after October 2003):
£495 / 765 euros / US\$819
(including postage and packing)

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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.

Cover of the Month



The Port of Port-of-Spain A Model for Progress



THE Republic of Trinidad and Tobago is undoubtedly one of the most flourishing economies in the English speaking Caribbean. Situated only a few miles from Venezuela on the South American Continent, Trinidad and Tobago are the most southerly islands of the Caribbean Archipelago.

Small by many standards, Trinidad and Tobago has a surface area of 5,128 squared kilometers, and comprises a population of 1.3 million, albeit one of the most diversified and industrialized of the Caribbean economies. The twin island republic boasts large resources of petroleum and natural gas, and well-developed heavy industries, which include iron, steel, methanol, nitrogen fertilizers, and other petroleum based products. Manufacturing, agriculture and tourism also contribute significantly to the country's financial well-being.

In the capital city of Port-of-Spain, resides the country's main port facility, The Port of Port-of-Spain, which handles over 80% of the country's containerised cargo, 100% of all the roll-on roll-off vehicles cargo, and 100% of all cruise visitors to Trinidad. The Port benefits from a naturally sheltered harbour, which is rarely threatened by hurricanes and tropical storms.

The Port of Port-of-Spain is currently managed by the Port Authority of Trinidad and Tobago, which was established in 1962 by an Act of Government. The Port Authority of Trinidad and Tobago is the terminal operator and landlord for both the Port of Port-of-Spain in Trinidad, and the

Port of Scarborough in Tobago. In addition to its core business, cargo handling, the Port Authority owns and operates the cruise facilities in Trinidad and in Tobago, owns and manages 2 tugs, and acts as an agent of the government for operating the inter-island ferry service.

From its inception in 1962 until 1987, the Port Authority of Trinidad and Tobago depended heavily on state financing in the form of government loans and subsidies. During this period, the organization experienced operating deficits from year to year, notwithstanding government assistance. "Drastic times, call for drastic measures", was a common statement applied to the Port at the time, but unfortunately not put into practice. Thrown into the "deep end" the Port Authority was eventually mandated by Government to operate as a self-financing commercial entity.

Subsequent to the mandate, the Port Authority implemented a number of cost-cutting strategies to resolve the then crisis. The cost-cutting strategies together with an overall increase in global container trade helped the Port of Authority to propel from an operational deficit of USD 11.0 Million in 1989, to a deficit of only USD 2.0 Million in 1993. In 1994 the Port Authority experienced its first operating surplus of USD 0.8 Million. There has been no looking back since, and operating surpluses have grown to as much as USD 10 Million in recent years.

As mentioned, our core business is cargo handling, in particular containerised cargo. In this area, throughput has grown by over 600% in the last 12 years, from

50,000 Twenty Foot Equivalent Units (TEUs) in 1989, to 300,000 TEUs in 2002, and the projection for 2003 is 350,000 TEUs based on year-to-date statistics. About half of this cargo is transshipment cargo, which is identified as the growth area in the region, and the main focus of the Port of Port-of-Spain.

The journey has been challenging, and the rewards outstanding, and this trend must continue. In order to meet growing container demand in the '90s the Port Authority launched and successfully implemented 2 major capital upgrade programmes of the facility. These upgrades resulted in moving the Port of Port-of-Spain's capacity from 60,000 TEUs in 1989 to the current capacity of 400,000 TEUs.

The Port of Port-of-Spain is poised for a quantum leap, a leap that is expected to result in throughputs of 1,000,000 TEUs by the year 2010. The first phase is on stream with the Port Authority in the process of expanding its berthing capacity, with the construction of the Port's 5th dedicated container operations berth. The berth will be equipped with its own Post-Panamax Rail-Mounted Ship-to-shore Gantry Crane, only the second of its type at the port, together with a full complement of back-up equipment. This facility will be operational by the 2nd Quarter of 2004. The development of berths 8 to 10 is also planned for the future.

The Port Authority is currently well in the midst of a transformation and restructuring exercise, which will decentralize the various functions of the current organization. Already the Government-owned Port-of-Spain Infrastructure Company (POSINCO) has been established to be the landlord, which will lease property to the Port of Port-of-Spain (PPOS), the cargo terminal operator, a joint venture in which POSINCO will hold the minority share while a strategic partner will hold the majority. The new entities are expected to be fully operational by November 2003. All other functions will be operated under management contracts.

The future is now, and the Port Authority of Trinidad and Tobago will give rise through the present restructuring to new, modern and competitive entities. POSINCO and PPOS are the first of the bright new entities to be formed. The transformation and restructuring exercise will therefore realize the vision for more profitable, more efficient, more advanced, and more diverse businesses. It is a journey to success.

The Americas

MARAD: Cruise Passenger Travel Increases by 11%



CRUISE lines carried 11 percent more passengers from U.S. ports in the first quarter of 2003 than they did in the first quarter of 2002, the U.S. Maritime Administration (MARAD) reported today. Carnival Cruise Line and Royal Caribbean International maintain the largest market share among the top 10 cruise lines, accounting for 32.7 and 26.4 percent, respectively.

The statistics are part of a new statistical series issued by MARAD on U.S. cruise passenger traffic, which covers the 10 major cruise lines operating cruise ships with a capacity greater than 750 passengers. The cruise lines included in the database are Carnival, Royal Caribbean, Disney Cruise Line, Celebrity Cruises, Holland America Line, Costa Cruise Line, Norwegian Cruise Line, Crystal Cruises, Princess Cruises, and Cunard Line.

Cruises in the 6-to-8 day category had the largest share of both cruises and passengers, accounting for 64 percent of the total passenger-days during the first quarter 2003. Miami and Fort Lauderdale were the departure ports for 49.2 percent of the total traffic, while the western Caribbean was the most visited destination, accounting for 43 percent of the passengers. For calendar year 2002, the data identifies 3,575 cruises and 7.6 million passengers carried by 10 cruise lines.

MARAD's new data product will provide the industry with a new source of timely and accurate market information, useful not only for industry analysts, but also for port authorities wishing to increase their cruise line traffic. With very few exceptions (such as transatlantic positioning cruises), all North American cruises with a U.S. port of call are included. For each cruise, the data-

base provides the departure port and date, destination, cruise length, ship capacity and number of passengers carried.

The data is being issued quarterly in both Access or Excel format. It is being offered on a subscription basis at \$1,200 per year. Two years of historical data (2001 and 2002) are also available. A sample dataset for July 2002 is being made available free of charge to anyone interested. Certain high level aggregate data from the database will be available on the Maritime Administration website at www.marad.dot.gov/marad_statistics. Inquiries regarding the new data series should be made to:

U.S. Maritime Administration
Office of Statistical & Economic Analysis
400 Seventh Street, SW Room 8107
Washington, DC 20590
Tel: (202) 366-2287
Fax: (202) 366-8886
E-mail: data.marad@marad.dot.gov



Canaveral: Tops in Security for 3rd Year

PORT Canaveral continues its role as a model for seaport security, earning the state's substantial compliance certification for the third consecutive year.

"It is quite evident that security is a high priority for Port Canaveral," said Mr. Randy Ball, Seaport Security Administrator with the Florida Department of Law Enforcement (FDLE). "Commissioners and Staff have been both pro-active and responsive in providing security plans, staffing, and procedures necessary to protect people and cargo." Ball today briefed port officials on the state's evaluation of Port Canaveral.

In 2001, Port Canaveral became the first of Florida's 14 deepwater seaports

to earn the FDLE certification for substantial compliance with the Florida Legislature's new laws for seaport security. Port Canaveral is the world's second largest multi-day cruise port.

"We are honored to be recognized for our leadership in seaport security, but we won't rest on our laurels," says Canaveral Port Authority Executive Director Malcolm McLouth. "We will continue to work with state and federal officials to provide the best protection possible."

To meet heightened security requirements since the September 11 attacks, the Canaveral Port Authority has spent more than \$3 million for fencing, lighting, and badging. In addition, the Port Authority has purchased two harbor patrol boats and closed circuit television systems in the cruise terminals.

The Canaveral Port Authority has been awarded \$2.7 million in federal security grants.



Charleston: Joins C-TPAT Anti-Terrorism Partnership



ON July 2, The South Carolina State Ports Authority announced that it will play an active role in the war on terrorism by signing up for the world's first global supply chain security initiative.

At a ceremony in the U.S. Custom House in Charleston, Ports Authority President and CEO Mr. Bernard S. Groseclose Jr. signed an agreement pledging South Carolina's ports to the Customs-Trade Partnership Against Terrorism, or C-TPAT.

Mr. Groseclose was joined by Customs & Border Protection's Interim Charleston Port Director, Ms. Pam Zaresk, and Mr. Robert Gomez, C&BP's Interim Director of Field Operations in Atlanta. "We are committed to this program and to securing the supply chain," said Mr. Groseclose.



Houston: Increasing Trade with Asia through the Panama Canal



WITH the majority of Panama Canal traffic originating from or travelling to the Gulf Coast and East Coast of the United States, the Panama Canal Authority (ACP) today announced an historic move to boost trade by striking a strategic alliance with the Port of Houston Authority. The alliance will increase cooperation - such as joint marketing and coordination on modernization projects - between the Panama Canal and the PHA. Specifically, the two will seek to boost trade along the increasingly important All-Water Route, the global commerce link from Asia to America's Gulf Coast and East Coast via the Panama Canal.

A ceremony at Houston's Downtown Club at Plaza between the ACP and the PHA was highlighted with a formal signing of a Memorandum of Understanding (MOU) by the Administrator of the Panama Canal, Mr. Alberto Aleman Zubieta, and Mr. H. Thomas Kornegay, the Executive Director of the Port of Houston Authority. Leading business and government figures from Texas, shipping dignitaries and distinguished guests attended the ceremony.

Containerized cargo flowing through the Panama Canal on the Asia-U.S. Gulf Coast and East Coast route has experienced significant growth during the past few years because of shippers' demand for all-water services. The PHA is creating jobs and producing economic development in the region because of increased volume and investment - and the two entities hope to continue this trend and increase traffic through the Canal.

Specifically, the parties involved may conduct the following activities:

- Joint Marketing Activities to generate new shipping business via promotions, advertising and public relations activities;
- Data Sharing to forecast future trade flows and market trends;

- Market Studies Exchange that may benefit either party in future product development or business venture;
- Sharing of Information Related to Modernization and Improvement projects that serve as a benefit to business and spur increased demand; and
- Technological Interchange of advanced technology capabilities and programs to spur cutting-edge programs in the shipping and maritime community.

All joint activities pursued will be done to provide the highest level of reliability and improved services for both parties' customers. The strategic alliance established through the MOU will continue for one year, and will be renewable on an annual basis.

"Through the years the Port of Houston has been the heart of Houston's international infrastructure. As the nation's leading foreign waterborne

cargo port ranked second in total tonnage, the Port of Houston is confident that participation in this historic agreement with the Panama Canal Authority will help deliver the goods for this region by increasing trade and commerce, spurring economic development and creating jobs," said Mr. Kornegay.

"Having recently shifted our model to run the Canal as a business, this alliance with our friends at the Port of Houston Authority is an example of the ACP's aggressive strategy to improve services for our customers, generate economic development in Texas and increase trade along the All-Water Route," said Mr. Aleman. "The Canal can no longer be a stand alone entity; we must continually pursue smart business alliances. Today's agreement will bring real tangible benefits - a win-win for our customers, the people of Texas and the people of Panama," Mr. Aleman concluded.



Port of Montreal
Port de Montréal

Montreal: Traffic increases in all cargo sectors except grain

THE Port of Montreal posted traffic increases in all cargo sectors but one in the first half of 2003. The port's total traffic of 9.5 million tons in the first six months of the year reflected an increase of close to 840,000 tons, or 9.6 per cent, compared to the same period last year. As North America's top container port in the North Atlantic market, Montreal handled 4.8 million tons of containerized general cargo in the first half of 2003. This increase of close to 260,000 tons, or 5.6 per cent, compared to the same period in 2002, suggests the port is on its way to another record year for container traffic. The port handled a total of 527,735 TEUs (twenty-foot containers or the equivalent) by June 30, 2003, compared to 498,719 TEUs during the first six months of 2002 - an increase of 5.8 per cent.

The Montreal Gateway's competitive services and the strength of the economy both helped to stimulate container traffic at the Port of Montreal in the first half of 2003. "Economists have forecast that the European and North American economies will not be as strong throughout the second half of the year, but they should be strong enough to ensure another record year for our container traffic," said Mr. Dominic J. Taddeo, President and Chief Executive Officer of

the Montreal Port Authority. "Container traffic accounts for just over half of our total traffic," said Mr. Taddeo. "We are gratified by our sustained growth in that sector, because it generates the most jobs and the most economic spin-offs."

Traffic in non-containerized general cargo reached nearly 248,000 tons in the first six months of 2003, for an increase of some 30,000 tons, or 14.4 per cent. Steel products were in large part responsible for the increase.

Liquid bulk traffic increased by some 657,000 tons, or 42.3 per cent, to total 2.2 million tons. Traffic in petroleum products, which had been down in the first half of 2002 because of mild weather, bounced back to total 1.8 million tons, for an increase of more than 600,000 tons, or 50.5 per cent. Greater demand from the thermal power plant in Tracy was also a major factor in the increase. Other liquid bulk traffic amounted to some 372,000 tons, an increase of some 40,000 tons, or 12.1 per cent. Greater deliveries of hydrocarbons and methanol contributed to the increase.

Grain was down in the first half of 2003 due to a severe drought in the Canadian Prairies in 2002. The grain export market's sharp decline caused a significant drop in the port's grain traffic, which came to 436,000 tons: down 40.1 per cent when compared to the 728,000 tons handled over the same period in 2002. "We hope that the Prairies will finally have a good harvest after two consecutive years of shortages," said Mr. Taddeo.

Other dry bulk traffic totalled 1.8 mil-

lion tons in the first six months of the year, for an increase of 11.3 percent, or some 185,000 tons. Road salt, scrap metal, fertilizer, ferrous alloys and raw sugar were the main dry bulk commodities on the increase. The Port of Montreal is a vital provider of raw materials to the local industries which depend on them.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY



New York & New Jersey: Extend Real-Time Navigation Data Program

A 9-year-old program that provides critical navigation data on tides, weather, depths and currents needed to safely maneuver ships in and out of the port of New York and New Jersey will continue under an agreement approved by the Port Authority Board of Commissioners.

The Port Authority will extend an agreement with the National Oceanic and Atmospheric Administration, on behalf of the states of New York and New Jersey, for its continued operation and maintenance of the Physical Oceanographic Real-Time System, or PORTS, for an additional year at an estimated cost of \$190,000. Funds for this contract were released by New York and New Jersey from the Bi-State Dredging Fund.

PORTS uses sensors, communications lines and communications software to generate maritime navigation data every six minutes to assist ships traveling in and out of the New York-New Jersey port. It provides continuous information to the harbor pilots, who are responsible for maneuvering large vessels through the channels.

Port Authority Chairman Anthony R. Coscia said, "The amount of cargo moving through our ports continues to grow at a phenomenal rate, which means it is more important than ever that we have the most state-of-the-art resources to help ships safely navigate in and out of our New York and New Jersey marine terminals. Providing ships with accurate, real-time information will allow goods to reach our communities and our families more safely and more quickly."

Port Authority Vice Chairman Charles A. Gargano said, "The current program to dredge New York and New Jersey harbor channels to 45 feet provides a major challenge for large vessels trying to safely navigate their way to terminal berths. PORTS provides vital information

that allows mariners to maneuver ships safely around dredging operations."

Port Authority Executive Director Joseph J. Seymour said, "More than 5,000 commercial vessels and thousands of ferries and pleasure craft traveled in and around the Port of New York and New Jersey last year. PORTS is a critical tool to safely manage vessel activity in the east coast's busiest harbor."

PORTS was installed in the Port of New York and New Jersey in August 1994 under a federally funded program. It has been installed at eight other ports around the country - Houston-Galveston, San Francisco, Los Angeles-Long Beach, Narragansett Bay, Chesapeake Bay, Delaware Bay, Soo Locks in Sault Ste Marie, Michigan, and Tampa Bay.

The Port Authority of New York and New Jersey operates some of the

busiest and most important transportation links in the region. They include John F. Kennedy International, Newark Liberty International, LaGuardia and Teterboro airports; the George Washington Bridge; the Lincoln and Holland tunnels; the three bridges between Staten Island and New Jersey; the PATH rapid-transit system; the Downtown Manhattan Heliport; Port Newark; the Elizabeth-Port Authority Marine Terminal; the Howland Hook Marine Terminal on Staten Island; the Brooklyn Piers/Red Hook Container Terminal; and the Port Authority Bus Terminal in midtown Manhattan. The agency also owns the 16-acre World Trade Center site in Lower Manhattan. The Port Authority is financially self-supporting and receives no tax revenue from either state.



Tacoma: TOTE Terminal opened



WITH a loud blow of the horn and a shift into gear, a yard tractor smoothly rolled forward and broke a red ribbon - officially opening Totem Ocean Trailer Express's (TOTE) terminal at the port of Tacoma.

"TOTE has been an important customer of the port of Tacoma since 1976, helping us earn the reputation as America's 'Gateway to Alaska'," said port of Tacoma Commission President Dick Marzano. "We have watched TOTE grow over the years, and together with our labor partners, we have worked closely with TOTE to ensure that they have the services and facilities to meet their needs."

The ribbon breaking was, in fact, a grand re-dedication of TOTE's existing facility on the Blair Waterway. The port of Tacoma invested \$12 million in termi-

nal upgrades to make the facility more operationally efficient for the line's two new vessels, the M.V. Midnight Sun and the M.V. North Star, which are being phased into service this year.

Remarkably, noted Mr. Marzano, the terminal upgrade was accomplished without significantly disrupting TOTE's regular service.

At 840 feet long and 118 feet wide, the new TOTE vessels are 50 feet longer and 13 feet wider than their existing steamship fleet. To accommodate this larger size, the port of Tacoma restructured and expanded the TOTE Terminal. The project involved a complete re-organization of the facilities, including repaving, construction of new buildings and expansion of storage rows for more efficient cargo movement with 53-foot trailers. To further increase the efficiency of operation, row space was widened and refrigerated plugs now occupy a dedicated location on the terminal.

"We applaud TOTE's investment in their new vessels, which are also an investment in - and a commitment to - the future of the Tacoma-Alaska trade," said Mr. Marzano. "For many years, Alaska has been a key trading partner for our port, and it will continue to be a vital part of our future."

In 2002, Alaska was the port of Tacoma's third-largest trading partner, behind only Japan and China, accounting for more than \$3.4 billion in commerce. This trade directly translates to jobs and significant economic development for the economies of both Alaska and Puget Sound.

Africa/Europe



ABP: Agreement with Conservation Bodies Safeguards Important Habitat



A pioneering agreement between Associated British Ports (ABP) and leading UK conservation organisations has helped to safeguard the future of the Humber Estuary as one of Britain's key habitats for migrating birds.

ABP has applied for Harbour Revision Orders to develop two riverside berths on the Humber – the Immingham Outer Harbour and Quay 2005 developments*. The leading conservation bodies had previously raised objections to these developments, which they will now withdraw, following this unique agreement with ABP. The agreement ensures that ABP will provide valuable wildlife habitat, which should compensate for the habitat which will be lost as a result of the developments.

ABP is the first UK ports company to reach such an agreement without the need for a potentially lengthy and costly public inquiry. It breaks important new ground, with business and conservation groups working closely together to resolve potential conflicts between the needs of wildlife and port developments.

The proposed Immingham Outer Harbour and Quay 2005 developments would result in a loss of about 31 hectares of inter-tidal mudflats currently used by migrating birds. ABP has committed to the creation of 57 hectares of mudflat and salt marsh, and six hectares of grassland on the Humber Estuary, to replace habitats that will be damaged due to new port developments. This compensatory measure should enable waders and wildfowl to continue to use the estuary as a 'filling

station' on their migrations.

ABP – which owns and operates the Humber Ports of Grimsby & Immingham, and Hull & Goole – has worked closely with English Nature, The Environment Agency, The Royal Society for the Protection of Birds, The Lincolnshire Wildlife Trust and the Yorkshire Wildlife Trust to find the suitable areas to create the replacement habitat on the Humber, an area of international importance for conservation. The agreement ensures that new compensatory habitats contribute to the long-term sustainable management of an internationally-important estuary. Over 175,000 water birds feed and roost on the Humber Estuary over the winter months, and even more pass through the estuary en route to southern Europe and Africa, or to Iceland and the Scandinavian countries. The Humber Estuary, with its extensive mudflats and salt marshes, is vital to the survival of these birds.

The conservation bodies involved in this agreement will continue to collaborate closely with ABP throughout the construction phases to ensure that the developments minimise adverse effects on the environment and that the compensatory habitats meet the needs of wildlife affected by the schemes. Throughout the process, ABP has balanced the need to develop its business while acknowledging its responsibilities to conserve areas of environmental significance, especially in estuaries and areas considered to have outstanding international conservation value.

The agreement is the latest in a string of moves by ABP to ensure that its operations and developments contribute to sustainable development and fulfil its obligations under the EU Habitats Directive.

Bo Lerenius, Group Chief Executive, Associated British Ports Holdings PLC, said:

"The key to this ground-breaking agreement has been the high level of involvement of nature-conservation organisations at every stage. I am proud that our port management and environmental teams have worked very

closely with them to bring this about. This proves once again that business can and does work with environmental groups to reach agreements that benefit industry as well as protect the environment. And it is very much our intention to continue to work with these groups long after the construction work on the new Humber developments has been completed, to ensure that the new habitats continue to deliver the benefits they are designed to provide."

Nicola Melville, Conservation Officer for the RSPB, said:

"Our key aim has always been to secure the best outcome for the birds of the Humber, and this agreement is a step in the right direction. We are pleased that ABP has now committed itself in a far-reaching legal agreement. If the Government grants permission for the port developments, then ABP must provide replacement roosting and feeding areas for the birds affected. In addition, ABP must monitor the new habitats and may be required to take further remedial action in the future, if they prove inadequate.

"The RSPB would always prefer to see the existing wildlife habitat protected in the face of development, but in this case, the agreement that has been reached between ABP and a consortium of conservation organisations provides habitats that should be of sufficient size and quality to meet the needs of the birds affected by the developments."

Tony Edwards, the Environment Agency's Humber Strategies Manager, said:

"This agreement demonstrates how both the Humber wildlife riches and the local economy can both be enhanced in a very practical way."

Ruth Waters, Senior Officer of English Nature's Humberside Team, said:

"The agreement ensures that the negative impacts of this development are offset, to maintain the incredible wildlife interest of the Humber into the future, and enables us to remove our objections to the ports' facilities."

Yorkshire Wildlife Trust's Chief Executive, Victoria Chester-Kerr, said:

"As Yorkshire's leading wildlife conservation organisation, the Yorkshire Wildlife Trust is pleased to have had this opportunity to work in partnership with ABP and other conservation organisations, including the Lincolnshire Wildlife Trust. Any loss of Yorkshire's natural heritage is to be resisted, but the positive approach taken by ABP here has ensured crucial replacement sites for estuarine birds. We look for-

ward to working with ABP at this site and on other ongoing projects such as our nature reserves at Welwick and Spurn Head; this is a partnership with a long-term future!"

Heather Bingley, Conservation Manager of Lincolnshire Wildlife Trust, said:

"Lincolnshire Wildlife Trust has had a long-standing association with the wildlife and habitats of the Humber Estuary through its nature reserves, such as Far Ings, and its local members. The approach taken by ABP in the Humber has resulted in a legal agreement that should meet the needs of business and our obligation to protect an internationally-important wildlife resource. We are pleased to continue working with ABP and other partners to secure a sustainable future for the estuary."



amsterdam port authority

Amsterdam: 2002 - Good year for the Port



DESPIET the economic slow-down that became clearly visible in the course of the year, the port of Amsterdam showed good growth figures in 2002, the recently published Annual Report of the Amsterdam Municipal Port Authority confirms. Both goods transshipment and business activity in general at the port increased. The port's economic significance in terms of employment and added value remained stable and even improved in certain areas. However, the continuing economic conditions mean the Port Authority expects 2003 to show slightly less favorable results than 2002.

Mr. Hans Gerson, Executive Director of the Municipal Port Authority, is pleased with 2002 performance. "Given the economic situation, however, we cannot expect the same results for 2003. For the first time since 1990 we may

have to face a decline in goods transshipment levels. So we have adapted our commercial approach and upgraded our sales efforts to bring in more cargo and business. Our target is to protect the port's economic importance as the engine of the economy, 70,000 jobs and 5 billion euro added value, and as a source of income for the city. In view of the city's financial situation, this will be very important. Besides cutbacks which the Port Authority and other municipal units will have to introduce, we are paying special attention to the income side of the equation."

Goods transshipment

In 2002, goods transshipment exceeded the magical limit of 70 million tons for the first time ever. Versus 2001 transshipment increased by 3.1% to 70.5 million tons which put Amsterdam into fourth place in the so-called Hamburg-Le Havre port range. Not only did Amsterdam maintain its position as the largest 'cocoa port', it also reached number one in agri-bulk (grain, animal feed and oil-bearing seeds), sand, gravel and molasses.

Increased business activities

Business activities too increased due to various business expansions and the arrival of new companies. Facilitating this the Port Authority let 34 ha. (80+ acres) of site, which was considerably more than the average annual letting of 25 ha. (60 acres).

Port's economic importance

According to the annual study of the National Port Board, direct maritime employment increased by 1.7% up to 38,660 in the Amsterdam port area. Direct added value remained stable at 3 billion euros. Factoring in indirect effects, added value reaches 5 billion euros and employment 69,800 - outcomes almost identical to those of the previous year.

Future

Port Alderman Mark van der Horst too was very pleased with the results. "In the coming years the Port Authority will intensify its international logistics function to continue to grow and develop into an innovative and diversified port complex. In order to do this we will increasingly work together with public and private partners to strengthen the port's economic structure and employment. And we will always bear in mind the environment, as the Port Authority targets economic growth in a responsible and sustainable manner."



Hamburg: European main port for coffee



HAMBURG is Europe's leading coffee trading centre. 675,000 tons of green coffee reached markets via the Port of Hamburg last year. The coffee is mainly imported from Brasil, Indonesia, Columbia and Peru. The total throughput of green coffee in the Port of Hamburg reached 1,111,736 tons in 2002. Coffee leaves the Port of Hamburg mainly in direction to Finland with 105,950 tons in 2002, to Poland, Sweden and the Russian Federation each country with about 45,000 tons last year. On the average every German consumes 160 litres of coffee per year. That means that coffee is the favourite drink of the Germans, beer is on the second place with 123 litres per year.

Also of growing importance is transit trade via Hamburg. In 2001, for instance, around 226,268 tons of coffee for Eastern, Southern and Northern Europe were handled via Hamburg. Excellent transport links by truck, rail and feeder ship permit almost complete market coverage. The Hanseatic City of Hamburg the second biggest coffee-trading centre after New York.

Hamburg's premier position as European mainport for coffee is not in the first instance due solely to the quantity handled, but also to the know-how accumulated over many decades in this world trading centre and special expertise in dealing with green coffee as a highly sensitive product. In Hamburg as a mainport for green coffee, all forms of handling and storage are available. Whether landed in sea containers, special bulk containers or in bags, coffee is stored here in conditions providing optimal conservation during storage, whether in the traditional premises in warehouse city or in the modern warehouses and silos of the freeport. Numerous additional services catering for the coffee bean are offered as a matter of course. The range on offer includes cleaning, de-stoning, washing, polishing, sieving, electronic size monitoring, creation of mixtures, and steam and pressure treatment.



Le Havre: +15% for Containers



TOTAL traffic in goods, fuelling included, reached 35 MT at the end of June 2003 compared to 34.2 MT for the corresponding period of 2002, i.e. + 2.4% (+ 0.8 MT).

Tonnage for liquid bulk unloaded, which had sharply increased at the beginning of year, has now fallen 1.3% (- 251,000 T). It seems that the poor results for June 2003 for offloading crude oil, standing at 1.987 MT as against 3.275 MT in May 2003 and 3.057 MT in June 2002, are due to a combination of the drop in consumption (caused by the mild winter and the slowdown in air traffic), the low profit margins in oil refining, and the irregularity of tanker arrivals (from 1 - 4 July 2003, 537,000 T of oil were offloaded, indicating a return to more "normal" levels of traffic in July). Imports of refined products fell by 35.4% (- 728,000 T).

Exports of liquid bulk increased by 15.4% (+ 365,000 T).

Imports and exports of solid bulk dropped by 13.1% (337,000 T) mainly because of the fall in coal offloaded (- 45.9% or - 543,000 T). Figures were positive for grain exports (+ 29.4% or + 58,000 T) and cement (+ 24,000 T imported and + 13,000 T exported).

Traffic in general goods stood at 10.8 MT, up 10.7% (+ 1.05 MT).

Tonnage for containers reached 9.4 MT, up 15.5% (+ 1.26 MT). Box numbers should reach 940,000 TEU, an increase of 14.5% (+ 119,000 TEU). This high level of growth no longer seems solely due to transshipments, which are continuing to rise (+ 34.8 % or + 833,000 T) but also to the traffic generated by the terrestrial hinterland of the Port of Le Havre, which expanded + 7.5% (+ 430,000 T). The transshipment rate stood at 34.7% as against 29.8% for the corresponding period in 2002.



Nantes - Saint Nazaire: First call by the "CMA CGM Fort Saint-Louis"

THE new vessel is one of a series of 4 reefer vessels of which the CMA CGM Group has recently taken receipt; the latest in the series, the "CMA CGM Fort Saint-Georges", was delivered to the French shipping company on July 3 last by its Taiwanese shipyard. Offering increased carrying capacity, these RCS* vessels are to replace the MRCS** vessels that have provided a maritime link between Metropolitan France and the French overseas departments of Guadeloupe and Martinique for nearly a quarter of a century. With a geometric capacity of 2,262 TEU, they are fitted with 550 reefer plug-in facilities making it possible to load the equivalent, in 40-foot containers, of 1 100 reefer TEU, or 11 000 tons of bananas.

Parallel to the renewal of its shipping fleet, the CMA CGM Group has engaged in the purchase of 2,500 new 40-foot reefer high-cube containers and in investments in port installations in the French West Indies, in order to speed up handling operations and to improve transport quality and reliability for shipments of West Indian bananas to Metropolitan France.

At the Port of Nantes - Saint Nazaire, the complete renewal of the fleet on the West Indies service does not modify the current turnaround of European ports, with Montoir de Bretagne remaining the last port visited outbound each weekend. The next calls by the "CMA CGM Fort Saint-Pierre", "CMA CGM Fort Sainte-Marie" and "CMA CGM Fort Saint-Georges" are scheduled on July 27, August 3 and August 10 respectively, at Montoir de Bretagne.

* RCS : reefer container ship ;

** MRCS : multipurpose reefer container ship



Riga: A new project of oil products terminal

ON June 20, 2003, Naftas Serviss Ltd. will hold a public discussion regarding the new project of construction of oil products terminal within the territory of the Freeport of Riga in Kundzinsala.

"Naftas Serviss" will inform participants about the possibilities to develop the terminal and arrangements planned regarding environmental protection.

The planned cargo turnover of the terminal would be 2 million tons per year. The terminal is planned to handle and store dark oil products.

The project of construction of the new terminal is submitted to the State Bureau of Effect Evaluation on Environment. Practical propositions and suggestions regarding the terminal can be submitted to the bureau until July 3, 2003.



Rotterdam: New Board-Board Service



DONAU Jetty Service (DJS) launched a new service for the board-board transshipment of liquid bulk cargo, at the Wetrop Terminal in Rotterdam Europoort. In DJS, Wetrop works together with Saybolt, one of the world market leaders when it comes to cargo inspection. Saybolt also co-ordinates the arrival of ships, so that waiting times are avoided wherever possible, and it sees to the hoses and other appendages. DJS is responding to the increasing demand for direct transshipment facilities. To this end it has access to two jetties: one for deep-sea vessels up to 40,000 tons (draught of up to 13 metres) and one for lighters and coasters up to 5,000 tons (draught of up to 7 metres). In addition, there is a jetty where lighters can await their turn for board-board transshipment, both for ships of up to 5,000 tons.

In addition to handling liquids, DJS also wants to further extend its services. It is thinking in terms of supplying nitrogen, water (rinsing, drinking and demineralised water) and bunker oil, the collection of slops, the handling of shipments to /from tank trailers, etc.

Rotterdam Municipal Port Management (RMPM) also wants to

strengthen the port's function as logistic hub for chemical products. This involves products originating from and destined for elsewhere. These flows are "free" and thus extra cost-sensitive. One of RPM's spearheads is therefore to expand the potential of (the cheaper) board-board transshipment.

Rotterdam: More container ships, improved loading

IN the past half year, far many more small container ships called at the port of Rotterdam. Average throughput per ship also grew. The very big ships, more than 6000 TEU, expanded their share virtually exclusively by carrying more, both imports and exports, per vessel. Their number will grow in the second half of the year. Developments on both sides of the spectrum indicate that the transshipment function of the container port is becoming stronger again.

In the first half of the year, 5500 ships called at the port of Rotterdam to load and unload containers. This is over a third of the total number of ships calling in. Most ships, 85%, were full-container ships. The number of ships that carry containers in addition to other cargo, roll-on/roll-off ships and ships for general cargo is falling.

For full-container ships the throughput from/to ships up to 1000 TEU, the shortsea/feeder ships, increased by over 35%. The number of ships calling in rose by more than 30%. The average throughput per ship visit rose from 390 to 435 TEU (+ 12%).

The share of ships in the mid-range between 1000 and 4000 TEU fell. The class 4000-6000 TEU has the biggest share in the container throughput: 35 %. Of the ships between 1000 and 6000 TEU, the smaller ones run the North-South routes and the bigger ones sail to North America.

Ships of 6000+, most of which sail to the Far East, are very much on the rise. The throughput in this class increased by a third, up to 436,000 TEU.

This was in part due to a somewhat bigger number of ships, 165 compared to 151 in 2002, but was primarily due to an average twenty percent bigger throughput per ship.

First port of call

Rotterdam is the first port of call on the continent in a relatively large number of services from Asia. On average,

more containers are unloaded per ship. On the one hand, this reduces the draught of the ship, making the access to Hamburg easier. On the other hand, it is possible to move containers with time-critical cargos faster and further. If this happens per sea-going ship, the feeders, this will result in an extra throughput action for the port. The policy of the Port Management is therefore geared to further increasing the attraction for sea-sea throughput. The increasing degree of loading and the growth of the number of ships of around

8000 TEU has a positive effect in this respect.

8000 TEU

There are four of these very big ships on the seas: the Axel and the Anna Maersk and the OOCL Shenzhen and Long Beach. At present, 69 fixed orders have been placed for ships between 7400 and 8200 TEU. With this number it would be possible to maintain eight services between Europe and the Far East. At present there are 25 of these services.

Asia/Oceania



Bangkok: Cool idea at the port

BANGKOK Port's Full-cycle Container Service Station now has a new Pre-Trip and Pre-Cool service catering for the needs of reefer transportation. This will vastly improve the facilities to support Thailand's burgeoning frozen goods export industry. Both Pre-Trip and Pre-Cool services are focused on providing better facilities and cutting costs to Thailand's chilled exporters. The service means that reefer containers can be prepared in advance at the container service station, and then sent directly to the customer for their goods to be loaded and immediately return to the port to be loaded quickly and conveniently.

The export of frozen goods from Thailand brings a substantial benefit to the Thai economy, and comprises largely of frozen vegetables, seasonal fruits, chicken, shrimp, and a variety of other seafood. In the past, exporters had little choice but to check their reefer equipment and set the appropriate temperature at their own loading area often miles from the port. This is a costly process, which can now be significantly lessened thanks to the specialist services provided at Bangkok Port.

The Pre-Trip Pre-Cool initiative was introduced thanks to Bangkok Port's recognition that this was an area of rising costs for the individual exporter. The port is also ideally situated as its

close proximity to producers means less travel time. All of this means that Bangkok Port has successfully introduced a much needed service which will further enhance the competitiveness of Thai products in overseas markets.



Gladstone: Records steady trade results



QUEENSLAND's largest multi-commodity port - has recorded steady trade results for the 2002/03 financial year, with approximately 54.5 million tons of cargo handled across its wharves. This represented a 630,000-tonne (1.2%) increase on last financial year's record result.

"Gladstone port has just emerged from a major growth period where trade

grew by over 11 million tons in three years," Gladstone Port Authority (GPA) chief executive officer Leo Zussino said. "Tonnage for 2002/03 showed a considerable slowdown in growth, primarily in coal exports."

Whilst record tonnages were recorded at both the RG Tanna Coal Terminal (RGCT) and Barney Point Terminal (34.1 million tons and 4.1 million tons respectively), coal exports were down almost 4% on forecast, primarily because of production problems experienced at a number of mines served by the port.

Tonnages of cargoes associated with local industries including Queensland Alumina Limited (QAL), Queensland Cement Limited (QCL), Boyne Smelters Limited (BSL), Orica, Ticor and Southern Pacific Petroleum (SPP) all remained steady during the year.

New trades for 2002/03 included trial shipments of Rolleston coal and limestone from Tarago.

Continued drought conditions in western Central Queensland affected port trade, with grain exports just over 123,000 tons and cottonseed exports non-existent during 2002/03.

"2003/04 is expected to be a similar year for port trade, with the strengthening dollar and increasing market competition for all exporters expected to impact on tonnages through the port," Mr Zussino said.



Hong Kong: New cargo area in Chai Wan to take over Wan Chai operations

A new cargo-handling area in Chai Wan will soon take over the cargo-handling activities of a cargo area in Wan Chai.

The 21,200-square-metre area at the Chai Wan Basin with 620 metres of usable seafront has been gazetted as Chai Wan Public Cargo Working Area (PCWA) for re-provisioning the cargo-handling activities in the Wan Chai PCWA.

A Marine Department spokesman said today (July 7) that the re-provisioning of the Wan Chai PCWA, which is adjacent to the Royal Hong Kong Yacht Club was made for the development of two projects – a helipad at the breakwater to replace the Central Helipad at Fenwick Street; and reclamation of the

basin to build urban infrastructure.

The Chai Wan PCWA will begin operation on September 1.

The spokesman said the department managed eight PCWAs and in the past year the total cargo throughput amounted to 11.8 million tons.



Inchon: Incheon-China Route



THE port of Incheon will operate container shipping service to China, which facilitate trade between the two countries, the Ministry of Maritime Affairs and Fisheries said.

Most cargo to and from China was handled at Pusan, Kwangyang and Pyongtaek until Incheon, the nation's second-largest port, was added in June.

The addition of Incheon is welcome news for traders in the metropolitan area of Seoul, as it is expected to cut their transportation and other costs. In the past, they had to ship their products through Pyongtaek which is farther from Seoul than Incheon.

Korea's Pan Ocean Shipping Co. was the first to use the port of Incheon for its business by opening a route to Qingdao in late June, followed by Hansung Shipping, which launched a route to Weihai earlier this month.

The ministry said Incheon will be able to open routes to five more Chinese cities by the year's end.

China's Gingham Shipping is scheduled to run container vessels twice a week on the Incheon-Yantai seaway from this week, while China Shipping and Sangin Ferry also plan to operate container ships on the Incheon-Dalian route and the Incheon-Shanghai course from next month.

Inchon: 3 berths to be constructed in the port

3 berths of 50,000-ton class, multi-purpose guay, will be constructed at the northern port of Incheon, invested by private capital.

The port of Incheon, in the mean time, has been troubled with a huge amount of cargos due to lack of port facilities despite increasing trade with China.

The construction, which will be evaluated as the biggest privately-invested port, will have working expenses of a total of KRW 254.3 billion until the end of 2007. The port facilities to be constructed will be equipped with new loading equipment and cargo storage facility to process oxide and general merchandise of about 4 million tons per year.

The facilities, which will belong to the government at the same time of completion of construction, are managed by Dongbu Incheon port construction company for 50 years.

The active process of cargo at the northern port of Incheon will serve to relieve the difficulties of Incheon citizens such as heavy traffic.



MPA: Financial assistance to bunker suppliers



THE Maritime and Port Authority of Singapore (MPA) is providing financial assistance to bunker suppliers who meet the qualifications for the Accreditation Scheme for Bunker Suppliers within the two-year period from 1 June 2003 to 31 May 2005. First announced at the Singapore International Bunkering Conference in September 2002, the accreditation qualifications include having a minimum paid-up capital of S\$200,000, having in place a Quality Management System for Bunker Supply Chain (QMBS) based on Technical

Reference 8 (TR8): 2003 published by SPRING Singapore, and satisfying a set of key performance indicators.

The QMBS is a quality management system covering the entire process of bunker supply from product procurement to bunker delivery. To put in place a QMBS, bunker suppliers are required to engage a certification body accredited by the Singapore Accreditation Council for quality management system to certify their conformance to the TR8 : 2003 by May 31, 2005.

The MPA financial assistance scheme will provide a 30% relief on the certification fee of the TR8: 2003 on QMBS. Bunker suppliers may apply for the financial assistance upon attaining the accreditation status. This assistance scheme is expected to benefit about 100 bunker suppliers operating in the Singapore port.

This financial incentive aims to encourage bunker suppliers to attain the accreditation status within the two-year time frame.



Sydney: The role of ports in developing intermodal links

GAINS already made in port efficiencies need to be supported by enhanced land-side infrastructure planning and logistics efficiencies along the supply chain.

Speaking in Sydney at the Australian Rail Summit 2003 on July 8, Sydney Ports Corporation's CEO, Mr. Greg Martin, said that "Sydney is one of the most efficient ports in Australia; however, it is no point holding this mantle if land-transport logistics and infrastructure do not facilitate and build on port efficiency gains."

"Sydney Ports has a leading role in ensuring the efficient transportation of cargo to and from the ports is achieved.

"To this end, the current intermodal network servicing the needs of Sydney's growing trade demand must expand further, focussing on the need for larger hubs such as Minto and St Mary's and provision of dedicated freight rail track where freight trains currently share track with passenger services on the metro rail network beyond Enfield/Chullora.

"Given 85 per cent of container cargo is moved within a 40 kilometre radius of the ports, short distance rail haul should play a larger role in moving cargo within the metropolitan area.

"It is the Ports' objective to facilitate at least a 40 per cent rail modal share in the medium term," Mr Martin said.

Sydney: New Trade Record

A new all time high for New South Wales' container trade has been set by Sydney's ports, with more than 1.16 million containers* traded through the ports during the 2002/2003 financial year.

Sydney Ports Corporation Chief Executive Officer, Mr Greg Martin, said the end of year trade of 1,160,747 teus is a significant 15 percent increase on the previous financial year and a 14.2 percent increase on the previous high set for container trade in 1999/2000 during the run up to the Sydney Olympics.

"Sydney is an import dominant port with full container imports of 586,899 teus - up 15.7 percent on the previous financial year (507,042 teus). Whereas full container exports at 293,777 teus were 4.4 percent down on the previous financial year (307,529 teus)," Mr Martin said.

"These end of year preliminary container trade figures are indicative of the demand generated for imported goods by Sydney consumers and manufacturers, as the majority of containers moved through the ports are destined within only 40 kilometres of the ports."

Preliminary empty container throughput for 2002/2003 was 280,071 teus.

Mr Martin said that although container exports have suffered through a combination of poor overseas trading conditions, the NSW drought and the strengthening Australian dollar, there

are some highs in container exports, such as increased exports of aluminium from the Hunter Valley; growth in wine exports; a rise in paper exports from Western Sydney; and increased exports of pet food from the Central West.

In terms of non-containerised cargo, more than 190,000 vehicles were imported this year, setting another record performance above the 183,000 vehicles imported during 2001/02.

Shipments of bulk chemicals and gases were up on last year by 0.8 per cent, with imports showing a 4.3 per cent increase. Non-containerised timber shipments were 3.7 per cent higher than last year. Petroleum oil imports through Port Botany's Bulk Liquids Berth remained stable. However, petroleum imports through the ports' private berths fell 2.5 percent, reflecting the reduced demand for aviation fuel.

Vessel visits to Sydney's ports at 2,338 in 2002/03 were an increase of three percent from 2,259 calls in 2001/02 reflecting the greater trade throughput. Gross vessel tonnage increased by eight percent above the previous year reflecting the increase in vessel numbers and the deployment of larger vessels that are now servicing Australia's major ports.

Mr Martin said that the year's container trade growth record exceeded the average seven percent annual growth achieved over the past 30 years. "Sydney's container throughput is expected to triple over the next 20 years, exceeding some three million containers by 2025."

*Container: a standard container which is a twenty-foot equivalent unit (teu).

