

## IAPH Officers (2003-2005)

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## Port of Aarhus – Denmark

THE port is very well located at the mouth of the Baltic Sea. Port of Aarhus has a great potential for developing its present container handling business into a regional hub for deep-sea traffic.

Today the port has two independent container terminals, operated by APM Terminals and Aarhus Stevedoring Company. The feeder network covers more than 50 regular destinations. Hub activities have already been initiated through weekly calls by Maersk Sealand's S-Class vessels in regular service between Europe and East Asia.

Port of Aarhus is known for cost effectiveness, high efficiency and reliability and has an annual throughput of 10 million tonnes, including more than 400,000 TEUs.

Related article on page 18.

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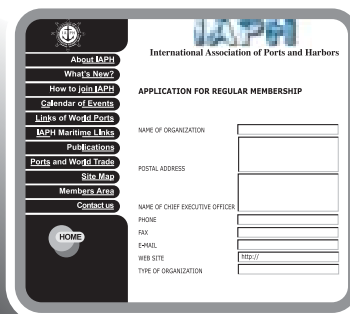
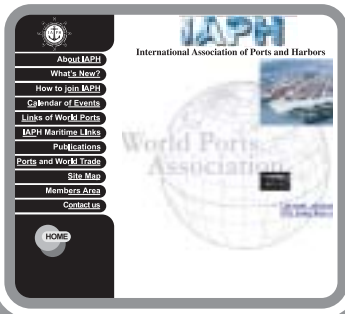
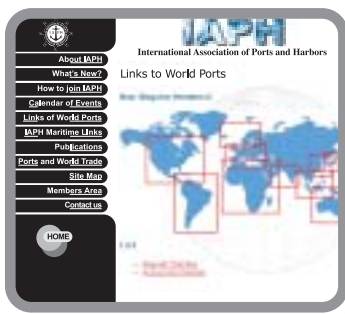
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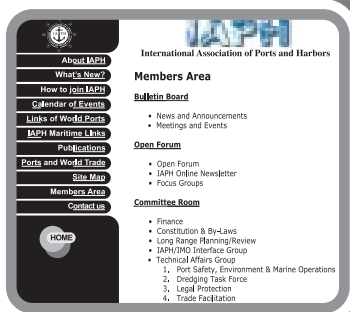
International Association of Ports and Harbors

<http://www.iaphworldports.org>

# Did you access the IAPH website?



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

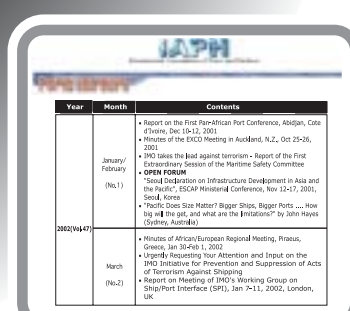
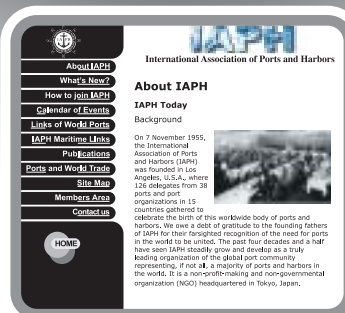
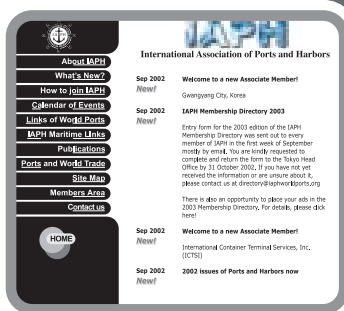


- Calendar of future IAPH meetings and other maritime events

- 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).

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# President's Message for IAPH's 48<sup>th</sup> Anniversary

**I**T is four months ago that I was elected president of the International Association of Ports and Harbors. It's good to stop for a moment and reflect on the developments that have taken place during that period. I am pleased to say that I have settled in nicely thanks to the support of the secretariat in Tokyo and the help of my colleagues of the Port of Rotterdam. I have a very good feeling about the next 20 months, because the first impression is the best.

In my inaugural speech in Durban, I stated that I particularly wanted to apply myself to three spearheads: port security, the intensifying of the relationship with the regional branch organisations and further improving the communication of our branch organization.

Recently, I have been especially busy with security. This doesn't only have to do with my role as president of the IAPH, but especially also with my everyday work as executive director of the Port of Rotterdam. Even before the turn of the century, we were already paying extra attention to security in Rotterdam. A port authority however cannot do this all by itself. You need to cooperate. With nautical services, but certainly also with the business community. For this, an organization has been set up. Following president Bush's Maritime Transportation Security Act, certain things have seen a more rapid development. This among other things has resulted in the fact that the port of Rotterdam has intensively focused on the International Ship and Port Facility Security (ISPS) Code.

## **ISPS Code**

As you all know, from the first of July 2004, port terminals all over the world must be in compliance with this code of the IMO, which has been greeted with open arms by the European Union. Government-approved safety plans must be drawn up which meet the international criteria. The Port of Rotterdam has developed an interactive software program which Rotterdam-based companies that must comply with this code can download free-of-charge via the Internet. It was out of dire necessity that the port decided to do this. In our port alone, there are 134 terminals that must comply with the ISPS Code. During our meeting in Durban, it

## **The first impression is the best Pieter Struijs**



turned out that too many ports had still not paid any attention to the ISPS Code. But time is running out. Eight months will quickly pass and many ports still have a substantial amount of work to do if they are to comply with this code. If a port wants to play at the international level, then it must meet the ISPS Code. I have indicated earlier that the IAPH must play a role in the introduction of the ISPS Code, so that all ports have information at their disposal telling them what to do. I am therefore particularly pleased with the fact that our port has developed a toolkit and is willing to share this with the entire international port community. In this way, the terminals themselves can easily and clearly carry out a risk assessment and find out what they need to do in order to comply with the international standards.

## **Regionalization**

In my inaugural speech, I have stated that the work of the IAPH must be based more on the activities of the regions. Ports must listen to and help each other. Together, we will have to carry across our

wishes and possibilities to national and international bodies. This means that the ties with the regional branch organizations must be strengthened. I am therefore particularly pleased that recently, we were able to do this regarding two regional branch organizations. The European Seaport Organization (ESPO) has decided to join the IAPH following a consultation with yours truly. In September, I attended a meeting of the American Association of Port Authorities in Curacao. The AAPA has decided to sign a letter of intent with the IAPH. Through the IAPH, these branch organizations will in the future be able to put forward their points of view at global port-related branch organizations such as the IALA, IMPA, IMMA and PIANC. Or at global client branch organizations such as BIMCO and the ICS.

## **Communications**

Over the past period, I have also paid a visit to the secretariat in Tokyo, where among other things we discussed my third spearhead: communication within the IAPH. Things have improved considerably in the last couple of years thanks to the intensive use of the Internet. But I want more. It is a very difficult and laborious task to produce a magazine like *Ports & Harbors* ten times a year, and especially at this high level. At the moment, the possibilities of doing things differently are being looked into. For orientation purposes, I have had some talks with publishers of existing international maritime magazines. In addition, proposals will be made to further improve the website.

It is with great satisfaction that I look back on the past period. But – and this is a good thing – a lot of work still needs to be done. Let's all put our backs into this together.

On November 7 the IAPH celebrates its anniversary. I want to congratulate all members. In two years' time, our organization will celebrate its 50th anniversary. A good opportunity to show the globe the important role ports play in today's world. I am glad that we have found Mr. Dommenic Taddeo willing to make himself available as chairperson of the IAPH 50th Anniversary Committee. This jubilee will be held in Shanghai in 2005. I am looking forward to it.

# IAPH ANNOUNCEMENTS AND NEWS



## President Struijs invited by AAPA



Mr. Pieter Struijs, IAPH President, was invited to the 2003 Annual Convention of the American Association of Port Authorities, held in Curaçao, where he spoke during the luncheon program on September 30.

### INTERNATIONAL PORT COOPERATION

#### Pieter Struijs

Ladies and Gentlemen,

Thank you for giving me the chance to speak here today. As president of the International Association of Ports and Harbors, I would gladly like to make use of this opportunity. We are a branch organization representing 250 ports in 90 countries. The member ports account for 90 percent of all global container transport and 60% of all sea-bound cargo. I am here on a mission. I want to try and get the American Association of Port Authorities - and with that the Latin-American ports - more closely involved in our interest group.

Cooperation means more ports can benefit from the knowledge that has already been acquired. They can nourish each other with policy visions relating to international matters such as air pollution, port reception facilities and

ballast water. But more can be gained by regional branch organizations such as the European Seaport Organization and also the AAPA. The IAPH represents the ports at the United Nations, the IMO and the ILO - in other words, in the global arena. Through the IAPH, the regional branch organizations can therefore exercise influence at the international level. I am therefore very much in favor of strengthening the ties between the AAPA and the IAPH, of making sure there is a thorough flow of American opinions and findings next to the opinions of my American member port friends so that we can take these into account in relation to the international forums.

Ladies and gentlemen,

Cooperation always goes best when there is a common interest or a common enemy. A fine example in this respect is security; currently the most important subject on the agenda of port operators, comparable to the millennium bug four years ago.

As far as I'm concerned, security is part of a much wider concept: the reliable port. But what exactly is the definition of a reliable port? In my opinion, the reliable port concept is the combination of performances within the port operations. Port and terminal management have to eliminate the risk elements that the different performances will not reach the quality goal they desire to offer to clients. The most important elements in this respect are:

- Safety, including industrial safety, nautical safety, transport safety and environmental safety
- Infrastructure
- Turn-around time of vessels
- Sustainability
- Price/performance
- Security

It is the joint responsibility of the business community, the central and local government and the scientific world to realise the reliable port concept.

Following the 9-11 attacks, security in my opinion is the most important risk-element that ports nowadays have to deal with and it will very much determine the reliability of a port.

Security can be defined as the extent to which a port is protected against organised criminality and terrorist threats.

In 2002, this spurred President Bush to introduce the Maritime Transportation Security Act, of which I would like to quote the opening statement, which is the basis for all the measures unchecked in this act:

1. Ports are international boundaries that are particularly vulnerable to breaches in security
2. Many ports present weakness in the ability of realising national or international security objectives
3. Many ports can fall victim to or serve as a target for terrorist attacks

I do not think there is much to say against this statement. As port authorities, we have to reach our security objectives - regional, national and glob-

al.

We should aim for a full integration in the logistics chain, within the limits of proportionality but without reducing efficiency and creating a lot of bureaucracy.

Security should be an integral part of every company's daily operations; it should be an essential part of one's corporate governance strategy.

I think this principle fits in with the responsibility we have as port authorities towards society.

Talking about security is talking about cooperation. There is no doubt in my mind whatsoever that anything to do with the environment, security and safety should be internationally organized as much as possible. There must be a level playing field. If not, at the expense of security and environment rules and regulations will be misused by ports for competitive reasons. By definition, this will not benefit the environment as the problem will simply be shifted from one port to the next.

One can clearly see that at present, Europe is also striving for a level playing field and reacting as if they think there is a disruption. For example, as recently as last year, the Netherlands were reprimanded. For what? The national Customs service had dared to unilaterally enter into a contract with US Customs about the port of Rotterdam regarding the Container Security Initiative. This is a program of US Customs aimed at the exchange of data between the various Customs services and at optimizing the pre-screening of containers. Members of the European Commission were of the opinion that because of this contract, the port of Rotterdam would have a competitive advantage due to the fact that many American containers would go to Rotterdam. This however was not the case: at present, the Container Security Initiative applies to the twenty largest ports in the world.

The CSI has however resulted in a reversal of roles. It was not that long ago that ports would ignore measures aimed at security out of fear that costs would increase or delays would occur. But now, ports actually participate in the Container Security Initiative out of fear that they would lose cargo otherwise!

The finger that was raised in Brussels on behalf of the European Union regarding the CSI is not an incident. Accidents

off the coasts of France and Spain with the Erika, Prestige and Tricolor have contributed to that. But the main reason is the discontent that seems to prevail regarding the IMO's limited decision-making abilities. The International Maritime Organization is currently focusing on international legislation, but unfortunately the measures are often 'too little, too late'. The organization looks after the interests of 196 countries. For a decision to be passed, at least fifteen countries must agree. And these countries must also represent at least half of the global tonnage of sea-going vessels.

In December 2002, the IMO proved that things did not necessarily have to be this way. Under great American pressure, the ISPS Code as part of the SOLAS (Safety of Life at Sea) Convention was issued. ISPS stands for International Ship and Port Facility Security, and the code was drawn up to protect ports against terrorism by boosting security in the limited area surrounding a moored ship. In IMO terms, this is referred to as the ship-port interface. The ISPS Code now forms the foundation for US and European legislation and with that it will have a binding character for international shipping. Before the first of July 2004, shipowners and terminals need to make sure that ships and ship-port interfaces comply with this code.

As the International Association for Ports and Harbors is applying itself to assist ports in this effort, I would like to focus on this for a moment. Government-approved security plans that meet international standards should be drawn up by the government. The port authorities, in my opinion, have a responsibility to support the private companies (terminals) to reach the required security level, for the benefit of each individual port as a whole. Therefore, Rotterdam has now developed an instrument for this. The so-called Port Facility Security Toolkit is an intelligent software program that has been made available to all 134 companies in Rotterdam that are subject to the ISPS Code; it is available free of charge via a secure internet connection. The program entails a comprehensive questionnaire. By answering the questions, the terminal carries out a risk analysis. This analysis shows which measures should be taken (the so-called plan of action) in order to arrive at a security plan that can be submitted to the proper authorities for approval. For

those of you who are interested it's an English-language product that can be used internationally.

Ladies and gentlemen, I would like to emphasize the importance of reliability. The new situation in the world makes stricter demands on the reliability of international ports.

As the new president of the IAPH, I will especially apply myself to positioning the IAPH as a regional basis for global activities. Ports in the same regions often have the same kinds of problems. During the regional meetings, these regional problems can be brought up for discussion. The ports must listen to and help each other. Together, we will have to carry across our wishes and possibilities to national and international bodies.

Over the years, many African ports have joined the IAPH and regional meetings were also staged in those parts. As a former vice president of the region Europe/Africa I can say: they meet a need. One of my aims for the coming period is to increase our popularity in Latin American countries. Ports in these kinds of regions could especially do with some encouragement.

The coming days, I will have the pleasure of meeting quite a few colleagues at this conference. Hopefully, these days turn out to be an important first step toward further strengthening the ties between the AAPA and the IAPH. This is a good thing, because only through cooperation can we stand up to environmental pollution and terrorism. But mind you, cooperation ends as soon as commercial interests start playing a role. This, however, is not that bad. In fact, I consider it a good thing. Healthy competition keeps ports sharp and alert. And this benefits both the tariffs and the level of service. I wish the American Association of Port Authorities all the best and a fruitful conference.

Thank you all for your attention.



# Committee Report Communication & Networking Committee

May 24, 2003, Durban, South Africa



José Perrot

## DRAFT MINUTES OF THE MEETING

### Attendants:

Naomi KOGON-STEINBERG  
Capt. NAKAYAMA  
Olivier HARTMANN  
José PERROT

### Agenda:

- 1 – Analysis of the IAPH's different communication tools
- 2 – IAPH Correspondents

### Introduction:

The objective of this meeting was to define the main focus of Committee activities for the coming two years.

### Main points discussed and proposals:

#### 1 – Analysis of the IAPH's different communication tools:

The analysis concerns the journal, Ports & Harbors, IAPH Online Newsletter, the website, the directory and the biennial conference.

#### The journal:

After a fruitful discussion the Committee recommends :

- to maintain the paper journal as it exists today, the journal being a good media for the Members of the Association,
- to optimize the number of copies distributed to Members (too many in certain cases), and to study the best way to cut mailing cost (if possible)
- to reduce the number of issues to 6 per year but to study the possibility of working with a professional journalist to make each issue more lively (surveys, interviews, synthesis of discussions on major issues in open forum...)
- to issue a yearly issue to the « outside world » to present the state of the port industry. The addresses for its distribution

should be provided by the Members, the advertisements paid for by the Members to cover the cost of this issue.

#### The "e" newsletter:

The contents are considered good, regarding the life of the association itself. Information regarding the port industry should also be provided by the newsletter to enhance its interest.

Regarding the presentation, since its first issue, continued improvements have been made. The Committee appreciates these efforts and hopes they will be sustained.

#### An "e" newsletter for the "outside world":

As already suggested in Kobe, a newsletter based on press releases issued by the different members could be sent to a list of companies, associations... related with the port industry. The e-mail addresses would be provided to Tokyo by Members themselves.

#### The website:

The present website was launched on January 1, 2000. To remain attractive a website should be revamped regularly. During the coming months, the Committee will work on in-depth changes that could be done.



Among the suggested improvements could be the possibility for visitors to download photographs of the different ports, and a didactic presentation of the ports' activities and their role in the world economy.

Moreover it seems that there are some technical problems occurring when opening the website (Japanese ideograms appearing on the screen).

The question of attaching a webmaster to the Secretariat (part time) was raised.

Another important point concerned passwords: many ports seem to have lost them, and the Committee recommends that the Secretariat General (if not already done) send a message to the different IAPH Correspondents to confirm their company passwords.

### The Membership Directory:

After a long discussion on the interest for the association to put the Directory on-line, it was decided not to do so. The Membership Directory is of great value, it takes time and money to keep it updated. As such, it shouldn't be freely accessible to non-members.

The Committee suggests optimizing the number of copies distributed to members (too many sent to the same member).

### The Conference:

The Committee discussed the cost of registration, considered quite high by some attendees.

### 2 – IAPH Correspondents:

At the moment for Regular Members, 150 out of 220, and for Associated Members, 80 out of 120 have appointed a Coordinator (list distributed by the Secretariat).

The idea is to value the function of IAPH Coordinators. To make them fully aware of what is occurring in the Association, the idea is to invite them to participate in the different Regional Meetings.

The Committee should make proposals in the coming months on the best way to create an effective network with IAPH Correspondents.

# Port Health and Safety News

## **“Safe receipt, keeping, handling and onward transmission of dangerous goods”**



**Mike Compton**

Proprietor, Circlechief AP

This new series of articles is aimed at discussion of topical issues that relate to safety and health in port operations and in the process will offer practical pointers as to what action ports might undertake

**A**T a time when significant international legal changes are about to be implemented and whilst there is considerable evidence of continuing non-compliance with the safety requirements, ports need to look at their arrangements for the safe receipt, keeping, handling and onward transmission of dangerous goods

It has been estimated that some 60,000 substances known as dangerous goods are shipped by sea and that every year they are carried in freight containers of at least 10 million TEU (and perhaps as many as 25 million TEU) together with many more ro-ro and break-bulk movements. Every port that handles packaged goods, therefore, almost certainly will be handling such cargoes and since 1965 there has been an internationally agreed standard to ensure that such maritime traffic is safe and without danger to those in the transport chain, specifically port and shipping personnel. The International Maritime Dangerous Goods Code (IMDG Code) is based upon the United Nations system of classification of dan-

gerous goods and closely follows the UN's Recommendations on the Transport of Dangerous Goods. That covers all modes of transport and since October 2000 the separate Codes for rail, road, sea and air have been harmonised.

The International Maritime Organisation (IMO), based in London, is responsible for the IMDG Code and it has overseen the biennial revisions, based on the regular reviews of the UN Recommendations. The current edition of the Code, published in 2002, incorporates amendment 31. In accordance with IMO procedures, amendment 31 came into effect on 1 January 2003 with the following 12 months considered to be a transition period when both amendments 30 and 31 could be used. On 1 January 2004, therefore, amendment 31 will come fully into effect. However, there is also another, more significant, change due to take place on that date. For the first time since 1965, the IMDG Code, with certain exceptions, will become a mandatory IMO instrument. This means that the mem-

ber Governments of IMO must ensure through their national laws that the IMDG Code must be carried and used on their flagships and in their ports.

The exceptions are listed on page 3 of volume 1 of the Code, and include the chapter on training, columns 15 and 17 of the Dangerous Goods List and Appendix B. The fact that training is excluded from the mandatory status does not signify any lack of intent, it simply reflects that IMO cannot make mandatory provisions for shore-side activities. Training for shipboard personnel is mandatory and it is expected that Governments will make shore-side training mandatory through their national health and safety at work legislation.

Ports are by far the largest cargo interface in the intermodal industry and IMO has developed and published guidance to assist them in safely receiving, handling, keeping and shipping dangerous goods. Its "Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas" was first published in 1973 and was last revised in the early 1990s and published in 1995. Many national regulations regarding port activities reflect this IMO guidance. The core element of the guidance is based upon prior notification to the Port Authority from both ship and shore before dangerous goods enter the port area.

There is one other aspect that ports should be aware of. IMO's Maritime Safety Committee (MSC) issued a circular in 1998 encouraging Maritime Administrations to carry out inspections of freight containers that were carrying dangerous goods and every year the Dangerous Goods, Solid Cargoes and Containers Sub Committee of IMO (DSC) receives reports on such programmes. DSC recently met during the last week of September when the IMO Secretariat tabled a consolidated summary of all the reports received in respect of inspections carried out during 2001/2, including five such reports submitted to the meeting. The overall deficiency or non-compliance rate was 48% and whilst this does not mean that those containers were dangerous to continue their intermodal journey, it does mean that there is a continuing substantial degree of non-compliance with the IMDG Code's provisions. This does clearly show that there is a problem regarding compliance and, furthermore, that there is the undoubted impli-

cation that things will go wrong and that incidents/emergencies/accidents will happen.

There have been at least two major ship accidents involving packaged dangerous goods in the past 12 months. The Hanjin Pennsylvania and the UT Utile both hit the headlines and resulted in substantial ship and cargo damages, fortunately (it is believed) without injury. Whilst the vast majority of dangerous goods movements are carried out safely and the consignments reach their destination intact and complete, the present situation is not one that can be, or should be, ignored. Whilst enforcement action is a matter for the enforcement agencies, the industry itself should be considering what more it could do. The IMDG Code has one prime aim and that is the protection of the personnel in the transport chain and the bottom line is that dockworkers as well as seamen are at risk if the rules are not being followed.

What action, therefore, should ports that handle packaged DG be taking at this time? The following ideas are not intended to represent an exhaustive list of issues but are intended to promote positive considerations -

- Review procedures to ensure that prior notification of the entry of dangerous goods shipments into the port area are received and the necessary consideration given to them
- Ensure that there are checks on the documentation to ensure as far as possible that it is correct
- Ensure that there are checks on the placarding, marking and signing of cargo transport units
- To consider a system of spot checks on dangerous goods shipments
- Ensure that there are systems in place to ensure the proper segregation of dangerous goods during the time that they are being kept in the port area awaiting onward movement in the transportation chain
- Ensure that there are adequate emergency plan provisions relating to the presence in the port area of quantities of dangerous goods across the classes normally handled by the port (most ports are likely to handle classes 2-9 and many will handle class 1 as well at special facilities)
- Make sure that all the staff who are involved with the receipt, handling and documentation of dangerous goods are trained in accordance with their duties
- Make sure that there are sufficient copies of the IMDG Code available for use and reference
- Make sure that the copies, whether hard copy or electronic, are the 2002 printing which includes amendment 31 - no other printings should be available for use
- Make sure that the organisation is linked into an information system which will inform it about changes to the Code and any relevant data concerning DG matters (work is already proceeding on amendment 32, for example, and in 12 months time that will be available for purchase from IMO - it will come into effect on 1 January 2005 and become mandatory on 1 January 2006)
- Liaise with the port's customers, both from the sea and from inland, regarding compliance with the Code
- In addition to the above, ensure that there is the necessary awareness on the part of all port personnel

By reviewing and keeping up-to-date our procedures, arrangements, training and awareness and liaising closely with our customers, we will be doing all that we can do to seek to ensure that dangerous goods cargoes will be safely handled and moved by the maritime mode.

## **IAPH** International Association of Ports and Harbors *on the Internet - Your gateway to the ports in the world!*

Come and visit us at

**<http://www.iaphworldports.org>**

to know more about IAPH, the world port community and much more!

- The latest news and information on the world maritime scene
- Calendar of the forthcoming IAPH events and other maritime-related events
- Links to IAPH members' websites and others'
- IAPH publications on-line \*
- Online Open Forum \*

\* limited to IAPH members only - if you need assistance in entering the Members Area with password, please contact us at [info@iaphworldports.org](mailto:info@iaphworldports.org)





# Port of Busan severely hit by typhoon "Maemi"

**P**OWERFUL typhoon "Maemi" hit the Korean Peninsula on Friday, September 12 during "Chuseok" or Korean Thanksgiving. The worst typhoon on record destroyed railways and roads, flooded rice paddies, orchards and marine farms and left 129 people dead or missing-feared dead in Korea. Damage was estimated at \$4.12 billion.

On September 13, The Ministry of Maritime Affairs and Fisheries announced relief measures to deal with the damage at Busan Port, which was pounded by the typhoon.

The Ministry plans to concentrate its administrative efforts on the work to repair or replace the damaged equipment at Busan Port by enouraging shipping companies to use other container depots such as Singamman and Gwangyang port.

The Ministry gave temporary permission to foreign shipping companies to transship container cargos of Gwangyang and Busan ports for the

time being. Foreign shipping companies are also allowed to freely adjust operation schedules concerning the port-operating companies. Meanwhile, officials at the two depots are also looking for opportunities to buy used container cranes from other countries or extra containers made by foreign manufacturers and were having intense negotiations with heavy industry groups Samsung, Hyundai, and Hanjin.

Dr. Lark-Jung Choi, Vice Minister of Maritime Affairs and Fisheries, visited Busan port to get a thorough grasp of the damage and discussed relief measures with the personnel concerned.

An official said that it would take considerable time to remove the destroyed cranes and a year to make the replacements for the Singamman container depot. The most ravaged areas within the port are the Jaseongdae and Singamman container depots. Of Jaseongdae's 12 container cranes, two were totaled and three derailed.

Officials say it will take workers about 45 days just to remove the destroyed cranes, and another 45 days to thoroughly inspect the derailed cranes and refit them in their tracks. Also, it will take a year from when the order goes in to make the replacement cranes. So Jaseongdae will be crippled for at least a year.

As for Singamman depot, six of its seven cranes were demolished, and will take the same amount of work and time to replace as at Jaseongdae. The one crane still standing is operative, but it cannot accommodate ships larger than 50,000 deadweight tons. The ministry said it would redirect three cranes now being manufactured for Gwangyang Port to be used at Singamman, to help normalize operations at Busan Port.

IAPH Secretary General Dr. Inoue sent letters of sympathy to Mr. Lee, Jong-Cheon, IAPH Director for Korea, Director of Ports and Harbors Bureau, Korean Ministry of Maritime Affairs and Fisheries; Mr. Lee, Jae-Gyoon, Director General of Busan Regional Maritime Affairs and Fisheries Office; and Mr. Kim, Yong-Nam, IAPH EXCO Member and President of Korea Container Terminal Authority to express our sympathy and hope for the earliest possible recovery.



## BUSAN REGIONAL MARITIME AFFAIRS AND FISHERIES OFFICE

October 2, 2003

Mr. Satoshi Inoue, Secretary General  
International Association of Ports and Harbors  
5th F, North Tower New Pier Takeshiba  
1-11-1 Kaigan, Minato-ku, Tokyo 105-0022  
Japan

**Dear Satoshi Inoue,**

As a member of IAPH, I would like to appreciate you the encouraging letters from the bottom of your heart.

The typhoon "MAEMI" hit hard the southeastern part of the Korean Peninsula and the Port of Busan suffered from the biggest natural disaster in its 100-year history.

However, Busan Regional Maritime Affairs & Fisheries Office, terminal operation companies and port labors all together are struggling for returning normal operation as soon as possible.

The Busan Port will make every preparation against any disaster that might happen.

Once again, I thank you for your heartfelt letters and wish you a good health.

Sincerely yours,

*Lee Jae Gyoan*  
Lee, Jae Gyoan  
Administrator



## Korea Container Terminal Authority

Mr. Satoshi Inoue  
Secretary General, IAPH

Sep. 23rd, 2003

Dear Mr. Inoue

I deeply appreciate your concern and encouragement for the port of Busan.

As reported by media, the port of Busan has been greatly damaged by the typhoon "Maemi" on Sep. 12nd. The damage includes total collapse and partial damage of 11 container cranes and stranding of several ships at the port. We were all at a loss with this sudden disaster at first. However, thanks to strength and encouragement you have extended to us, we are now exerting our utmost effort to rebuild the port.

Sooner or later, all the remains of the collapsed cranes will be cleaned up and we are trying to place an order of new container cranes. The port operation is also getting back to its normal condition through the close cooperation among terminal operating companies.

Once again, I would like to thank you for your concern and care. At the same time, I hope our relationship would be strengthened through this occasion more than before.

Sincerely yours,

*Kim, Young-nam*

Kim, Young-nam  
President  
Korea Container Terminal Authority

## Visits

### Visitors

ON October 1, IAPH Head Office received its first visitor at the new office. Ir. Dr. S.Y. Tsui, Director of Marine, The Government of the Hong Kong Special Administrative Region Marine Department, was welcomed by Secretary General Dr. Satoshi Inoue and Tatsuki Hioka, Deputy Secretary General. They exchanged comments on the current situation of port and shipping affairs in the region and various issues of common interest. To promote Hong Kong's shipping business in Japan, there was a trade seminar in Tokyo on that day where Mr. Tsui was engaged himself as one of speakers. The seminar was successful with about 80 participants.



From L to R: Kondoh, Inoue, Ir. Dr. S.Y. Tsui and Hioka

ON October 2, the delegates of AFRIJAPAN visited the head office. Secretary General Dr. Satoshi Inoue and Tatsuki Hioka, Deputy Secretary General welcomed them and exchanged views on economic development and ports in the region. The delegates took part in the 3rd Tokyo International Conference on African Development (TICAD) from September 29 – October 1 in Tokyo, and scheduled some technical meetings with development partners, associations and Japanese civil societies in an ongoing effort to further develop cooperative ties between Africa and Japan.



From L to R: Hioka; Mr. Tadahisa Takeda, Conseiller, AFRIJAPAN; Mr. John Francis Biney, Planificateur de l'Education; Mr. Adama Bamba, Administrative Department Director, Resource Manager of AFRIJAPAN; Mr. Ferdinand Bleka, Chairman of AFRIJAPAN; and Inoue

## Membership Notes

### New Member

#### Regular Member:

##### Autoridad Portuaria de Valencia [Spain]

Address: Muelle de la Aduana s/n, 46024, Valencia, SPAIN  
Telephone: +34-96-393-9510  
Fax: +34-96-393-9425  
E-mail: presidencia.apv@valenciaport.com  
Website: <http://www.valenciaport.com>  
Contact: Mr. Ramon Gomez-Ferrer, Strategic Planning Manager

##### Autoridad Portuaria de la Bahía de Algeciras [Spain]

Address: Po de la Conferencia, s/n, 11207 Algeciras, SPAIN  
Telephone: +34-956-585403  
Fax: +34-956-585442  
E-mail: direccion@apba.es  
Website: <http://www.apba.es>  
Contact: Mr. José Antonio Caffarena Laporta, General Manager

#### Associate Member:

##### Petro Environmental Services Company (PESCo) [Egypt]

Address: 2M sq. 1166, El-Shaheed, Sayyed Zackaria Street, Behind Sheriton Heliopolis, EGYPT  
Telephone: +20-22685888 / 999  
Fax: +20-22681900  
E-mail: info@pescoeg.com  
Website: <http://pescoeg.com>  
Contact: Capt. Richard Byrnes, In Country Manager

### Change

##### BMT Maritime Consultants Pty Ltd. [AUSTRALIA]

Formerly known as International Infrastructure Management Pty Ltd.

##### Israel Ports Authority [Israel]

Formerly known as Israel Ports & Railways Authority

##### Autoridad Portuaria de Santander [Spain]

President: Mr. Mariano Navas

##### Port of Reykjavík [Iceland]

Port Director: Mr. Bergur Thorleifsson

##### Mauritius Ports Authority [Mauritius]

Address: H. Ramnarain Building,  
Mer Rouge, Port Louis, MAURITIUS

# OPEN FORUM

## The Application of Digital Tidal Stream Atlas (DTSA) in the Port of Hong Kong



**Michael C.M. Chau**  
Head, Technology Development Unit  
Hydrographic Office, Marine Department  
Hong Kong SAR Government

### Introduction

The Marine Department of Hong Kong has always strived to provide useful and up-to-date information to the port users. Prior to the proliferation use

of Internet, port information such as ship movements in port, sailing and arriving schedules were delivered via dedicated lines to the subscribers. With the rapid advancement of IT, it is now possible for everyone to access informa-

tion in real-time through land-based computer networks or via Inmarsat at sea. We strongly believed that up-to-date and reliable information is vital for the port to run in the most efficient manner. Services such as real-time tide levels and vessels arrival and departure information are now available on the Internet. More useful and relevant information will be made available in a transparent fashion to port users in the future. The DTSA is only one of the projects evolved based on this philosophy.

### Background

In the past three decades, port users of Hong Kong had to rely on a small atlas for tidal stream information in the harbour area. The atlas was published by the British Admiralty in 1975 based on very primitive measurements by tracking pole logships. The tidal stream predictions were presented in diagrams at hourly interval with relation to time of high water. The atlas concealed considerable prediction errors due to the inequality diurnal tidal regime as well as the rapid and substantial changes in shoreline and bathymetry.

In recent years the Hong Kong Government used physical and mathematical hydraulic models to analyse the effects of tidal stream. The models were intended for specific projects only and the complexity of the models was not catered for general applications. However, heavy demands from harbour pilots, mariners and port operators for various usages are increasing.

### The Project

Inevitably, some simple and user-friendly programs by means of fast growing IT have to be developed. In mid 2001, the DTSA spun off the ground with the following goals :-

- 1) to develop a simple window based tidal stream prediction program for use on a personal computer; and
- 2) to develop an Internet version to facilitate users to access basic tidal stream predictions on the Internet.

A map-based interface with vectors visualizing the direction and magnitude

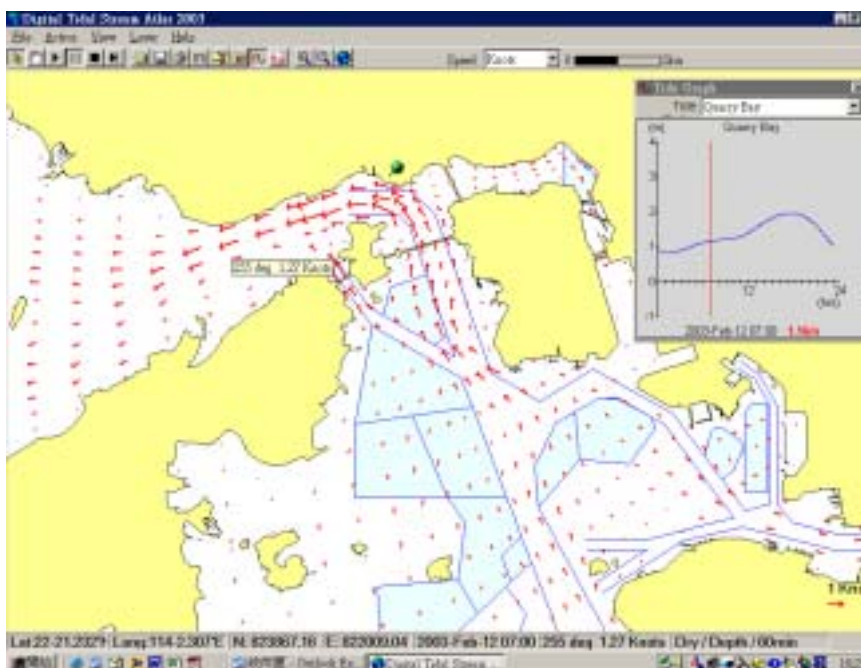


Fig. 1 Showing DTSA full version on a PC



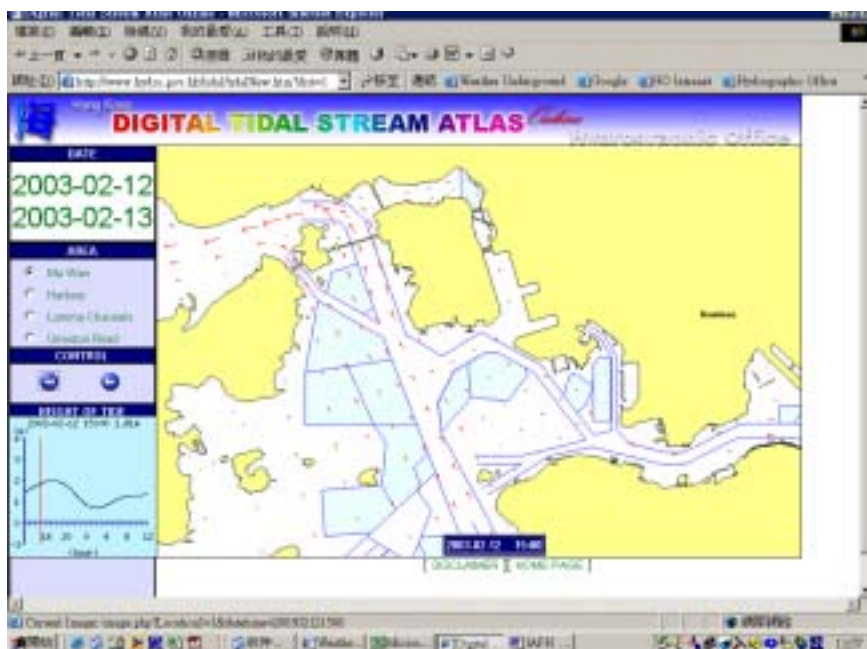


Fig. 2 Showing Internet access of the "DTSA Online"



of the tidal stream based on pre-calculated results of a mathematical hydraulic model formed the backbone. Various information layers such as fairways, anchorages have been embedded to illustrate the spatial relationship of the tidal flow and the harbour layout.

The project was implemented at end of 2001. A CD-ROM was produced which contained the full year (2002) tidal stream predictions. This was a "dummy" version, as it runs automatically on the PC showing status of tidal

stream at hourly intervals at four pre-delineated areas. The Internet version was also available with similar presentation allowing tidal stream predictions for 7 days ahead.

In 2002, the project was fine-tuned with numerous improvements. More comprehensive features have been added and interface becomes more user friendly. Tidal stream can now be predicted at 15 minutes intervals anywhere within the waters of Hong Kong. Direction and magnitude reading of

each tidal stream vector can be illustrated simply by placing the mouse over the vector. The density of the vectors can be adjusted and animation of vectors created a stream flow pattern for easy visualization. Pan, overview, zoom in/out functions, position indication, digital file output and tidal level have been incorporated in the new program. The DTSA full version for the year 2003 requires simple installation on a PC and only costs US\$10 per copy.

Free Internet access to the Hong Kong Hydrographic Office website ([www.hydro.gov.hk](http://www.hydro.gov.hk)) remains available for users that only wish to have basic tidal stream information. Enhancements such as the inclusion of tidal level calculations, phases of the moon and other useful information will be added in future editions.

The main accomplishment of the DTSA was the conversion of complicated mathematical hydraulic model predictions into a simple and user friendly interface that can be used on a PC and allow easy access on the Internet.

Port users can now rely on much more realistic, comprehensive and up-to-date tidal stream predictions for their specific operations. It would be extremely difficult, if not impossible, to achieve the same degree of detail predictions by presenting the results in hardcopy. It is estimated that at least 150,000 sheets of paper are required for one year's prediction.

The DTSA has taking into account many variable factors such as different volume of water flow in dry and wet seasons, dissimilar velocity on the surface and the entire water column. The use of DTSA and its predictions have been widely accepted by the pilots and the port administration in determining "tidal windows" for vessels transiting critical waterways with strong tidal effects. As a result, the restrictions imposed on deep draft vessels and tankers transiting narrow and critical waterways have been relaxed with confidence. The tidal windows have been opened up as much as 40% and the traffic flow increased considerably and delays minimized. The predictions of the tidal windows are also available on the Internet for all port users to abide and planning of vessel's transit can be done two months in advance.

Other port operators also rely on the DTSA in serious matters such as diving operations in the optimal tidal condition, carry out engineering works in the harbour. On the leisure side, yacht masters would take the advantage of the DTSA to plan their races.



## IMO: International Ship Sewage Regulations enter into force

INTERNATIONAL regulations for the prevention of pollution by sewage from ships enter into force on September 27, 2003 - nearly 30 years after their adoption.

The regulations are contained in the optional Annex IV of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

Annex IV contains a set of regulations regarding discharge of sewage into the sea, ships' equipment and systems for the control of sewage discharge, provision of facilities at ports and terminals for the reception of sewage, and requirements for survey and certification. It includes a model International Sewage Pollution Prevention Certificate to be issued by national shipping administrations to ships under their jurisdiction.

Annex IV is optional to Parties ratifying the MARPOL Convention, but concerns were raised at IMO during the 1990s that Annex IV was not receiving sufficient ratifications to achieve entry into force. The turning point for its entry into force was the decision of the Marine Environment Protection Committee (MEPC) in March 2000, at its 44th session, to approve a revised text of Annex IV, with the objective of making the Annex less restrictive and to enhance its chance of entering into force as soon as possible for the purpose of protecting the marine environment.

The revised Annex IV is scheduled to be adopted at the MEPC's 51st session in March 2004 (the revised Annex can only be adopted when the existing Annex IV enters into force.)

The MEPC also agreed that the provisions of the revised Annex IV of MARPOL 73/78 should be implemented upon the entry into force of the existing Annex IV of MARPOL 73/78. Resolution MEPC.88(44) resolves that "the Parties to Annex IV of MARPOL 73/78 should

implement the revised Annex IV of MARPOL 73/78 immediately after entry into force of the existing Annex IV of MARPOL 73/78, with a view to avoiding the creation of a dual treaty regime between the existing and the revised Annex IV of MARPOL 73/78."

The MEPC, at its 49th session (July 2003), recognized that although the revised Annex IV would be circulated for adoption by MEPC 51 in early 2004, the revised Annex IV would only become effective in July 2005 in accordance with the amendment procedures stipulated in MARPOL 73/78. To avoid the possibility of confusion as to which text - either the existing or revised Annex IV - should be applied among Parties to the Annex, the Committee reconfirmed by MEPC/Circ.408 that Parties are recommended to apply the revised Annex IV upon the entry into force of the existing Annex IV.

However, in order to avoid confusion among Parties to Annex IV, the MEPC agreed to request any Parties to Annex IV which may not be able to modify their national legislation to implement the revised Annex IV until its entry into force (anticipated in July 2005):

- not to apply, for the purpose of Port State Control, requirements of the existing Annex IV to ships of foreign flag falling under those categories of ships which will be exempted from application in the revised Annex IV; and
- not to apply any punitive measures for such ships during the transitional period from the date of entry into force of the existing Annex IV until the date of entry into force of the revised Annex IV.

### Main provisions of the revised Annex IV

The revised Annex IV applies to new and existing ships engaged in international voyages, which are of 400 tons gross tonnage and above or are certified to carry more than 15 persons. Existing ships shall comply with the provisions of the revised Annex IV five years after the date of entry into force of the Annex.

Every ship to which Annex IV applies shall be equipped with either a sewage treatment plant or a sewage comminuting and disinfecting system or a sewage holding tank.

The discharge of sewage into the sea is prohibited, except when the ship:

- has in operation an approved sewage treatment plant; or
- is discharging comminuted and disinfected sewage using an approved system at a distance of more than three nautical miles from the nearest land; or
- is discharging sewage which is not comminuted or disinfected at a distance of more than 12 nautical miles from the nearest land.

When a Party to Annex IV requires ships operating in the waters under its jurisdiction and visiting ships to comply with the above-mentioned discharge requirements then it shall ensure the provision of adequate facilities at ports and terminals for the reception of sewage.

The International Convention for the Prevention of Pollution from Ships (MARPOL) was adopted on November 2, 1973 following a conference at the London headquarters of the International Maritime Organization, the United Nations agency responsible for the safety of shipping and the prevention of marine pollution. The convention adopted in 1973 included five Annexes covering pollution by oil (Annex I), chemicals (II), harmful substances in packaged form (III), sewage (IV) and garbage (V). Annexes III, IV and V are optional.

The Protocol of 1978 relating to the 1973 International Convention for the Prevention of Pollution from Ships (1978 MARPOL Protocol) incorporated additional provisions, particularly relating to carriage of oil. The 1978 MARPOL Protocol absorbed the parent Convention. The combined instrument is referred to as the 1973 International Convention for the Prevention of Marine Pollution from Ships, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), and it entered into force on October 2, 1983 (for Annexes I and II).

Annex V (Garbage) entered into force on December 31, 1988. Annex VI on prevention of air pollution from ships was adopted in 1997 and has not yet entered into force.

*(September 27, 2003, IMO)*



## IMO: GloBallast Program wins IMarEST Queen's Golden Jubilee Marine Environment Award

THE GEF/UNDP/IMO GloBallast Program, a project, executed by IMO which is aimed at preventing the spread of unwanted alien organisms in ballast water, has won the Institute of Marine Engineering, Science and Technology (IMarEST) Queen's Golden Jubilee Marine Environment Award.

The GloBallast implementation team, including the Program Co-ordination Unit in IMO's Marine Environment Division, and counterparts in the six GloBallast Pilot Countries (Brazil, China, India, Iran, South Africa and Ukraine), was selected as one of three finalists for the IMarEST award.

The final "heat" was held on the evening of October 1, 2003, when the finalists made a presentation to the judging panel and a general audience at IMarEST's London headquarters.

The three finalists were:

- **GEF/UNDP/IMO Global Ballast Water Management Programme (GloBallast)**

Introduced by Steve Raaymakers: Technical Adviser, Programme Co-ordination Unit, GloBallast Programme, Marine Environment Division, IMO

- **Development of a ballast water processing system from laboratory to pilot aboard ship to a commercial system capable of managing the full**

### ship's ballast

Presented by Bud Leffler: Founder, President, Chief Executive Officer and Director, Marine Environmental Partners Inc and Dr Andrew Rogerson, Professor & Director of Ocean Research Center and Nova Southeastern Graduate Programs

- **The development of Foul Release coating for seagoing materials**

Presented by Dr Bob Townsin: Consultant and Dr Maureen Callow, Senior Research Fellow, School of Biosciences, University of Birmingham

### GloBallast Program

The problem of invasive species is largely due to the expanded trade and traffic volume over the last few decades. The effects in many areas of the world have been devastating. Quantitative data show the rate of bio-invasions is continuing to increase at an alarming rate, in many cases exponentially, and new areas are being invaded all the time. Volumes of seaborne trade continue overall to increase and the problem may not yet have reached its peak.

IMO is developing mandatory regulations to address the problem and a diplomatic Conference is scheduled to be held in February 2004 to adopt a new International Convention for the Control and Management of Ships' Ballast Water and Sediments.

The Organization has joined forces with the Global Environment Facility (GEF), the United Nations Development Programme (UNDP), individual countries and the private sector to imple-

ment the GloBallast Programme, which is an international technical co-operation programme executed by IMO, with funding from GEF, through UNDP, and with support from individual countries and the shipping industry. GloBallast activities commenced in March 2000.

The Nominee for the award was the implementation team of the GloBallast Programme, including the four-person Programme Coordination Unit at the International Maritime Organization (IMO) in London, the counterparts in the six Pilot Countries in Africa, East Asia, Eastern Europe, Middle East, South Asia and South America and other partners involved in the Programme.

(October 2, 2003, IMO)



## ISU: Opening up to associate members

IN a move to build closer relationships with industry and government, the International Salvage Union (ISU) is to admit associate members as from January 1, 2004.

ISU President Joop Timmermans says: "We hope all organizations and professionals with an interest in salvage will consider associate membership of the ISU. We welcome applications from P&I Clubs, Other insurers, law firms, ports national response organizations,



## कोलकाता पोर्ट ट्रस्ट KOLKATA PORT TRUST

### Extension Notice inviting Expression of Interest for 'transloading of dry bulk cargo' and 'setting up of Floating Terminal for container handling' at Sandheads.

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

Expression of Interest is invited by Kolkata Port Trust from reputed firms having sound financial condition and experience in vessels handling/port operations for providing the above facilities at Sandheads, about 232 kms. from the city of Kolkata, on "Own, Operate and Maintain" basis. Applications may be sent by 31st December 2003 to the Officer-on-Special Duty (Operations & Works), Kolkata Port Trust, 15, Strand Road, Kolkata-700001, West Bengal, India. Further details in this regard are available in the Website: <http://www.portofcalcutta.com>

shipowners and managers, coastal local authorities, environmental organizations, spill clean-up specialists, surveyors, brokers and others.

"We have already had positive responses from a number of the maritime industry's major representative bodies. In the case of the major industry organizations, reciprocal arrangements for Associate membership are under discussion.

"The ISU has an active policy of seeking closer cooperation with all users of salvage services, governments and their agencies and others with an interest in salvage, pollution prevention, wreck removal and related services. We believe associate membership is the best way forward.

"One priority is to make a contribution to improving the exchange of information between industry and government on important aspects of marine casualty response and spill prevention. We will make a start by holding the first ISU Associate Members' Day in London next March, during the ISU's 50th Anniversary year. This annual event will provide a platform for associate members and a new forum for open discussion of major issues such as casualty risk assessment and places of refuge."

The ISU President adds: "We look forward to working closely with our associate members. Where appropriate, we will seek opportunities to take joint initiatives with other sectors of the maritime industry and partners in other sectors."

Information on ISU associate membership is available from:

David Randell  
ISU Secretary General  
Tel: 0207 3455 122  
Fax: 0207 3455 722  
E-mail: [isu@randell.fsnet.co.uk](mailto:isu@randell.fsnet.co.uk)

(September 25, 2003, ISU)



## APEC celebrates 25th anniversary

ON the occasion of the 25th anniversary of APEC-Antwerp/Flanders Port Training Center, an academic session is organised at the Antwerp Province House. In presence of the Flemish minister for Mobility, Public Works and Energy, Mr. Gilbert Bossuyt, five APEC alumni will address

the public: Mr. Hong Sun (Dalian Port Corporation, China), Mr. Arthur Mzimela (National Ports Authority, South Africa), Mr. Thierry Rios (TECON, Brazil), Mr. Sigitas Dobilinskas (Klaipeda Sea Port Authority, Lithuania) and Mr. Chalermkeat Salakhom (Port Authority of Thailand). Dr. Jan Blomme, Head of the Research Department of the Antwerp Port Authority, deliver the key note speech on "The Role of Ports in Emerging Economies and the Changing Nature of Port Labour." Afterwards APEC offers a festive reception.

(September 25, 2003, APEC)

## Upcoming Conferences



### PAPC: 3rd Pan African Ports Conference PAPC-IAPH Africa/Europe Regional Meeting

December 9-11, Douala, Cameroon

3RD Pan African Ports Conference and PAPC-IAPH Africa/Europe Regional Meeting will be held during December 9-11 in Douala, Cameroon, hosted by the Port Authority of Douala.

Under the main theme, "African Ports in the Wake of Globalisation: Challenges, Mutation, Development and Synergy," there are four sub-themes to be covered in the conference sessions:

#### 1. Regional strategies through trade development and facilitation

Chaired by UAPNA

- The regional integration agenda of a selected regional community (SADC)
- The corridor approach (PMAESA)
- Private sector participation in African Ports: example of Cameroon
- Case study for port facilitation: example of GUCE at the port of Douala

#### 2. IT and Port Community System

Chaired by PMAWCA

- Regional cargo tracking projects (COMESA)
- Case study of port community systems:
  - North Africa (UAPNA)
  - West and Central Africa (PMAWCA)
  - Europe (Port of Marseille)

#### 3. Regional development: Mutation, Synergy and Challenges

Chaired by PMAESA

- The NEPAD infrastructure action plan (Port Authority of Dakar)
- Sub-regional port development:
  - North Africa (SG/UAPNA)
  - West and Central Africa (SG/PMAWCA)
  - Eastern & Southern Africa (SG/PMAESA)

#### 4. Regional development: Mutation, Synergy and Challenges

Chaired by Mr. Pieter Struijs, IAPH President

- European region:
  - Baltic Region (Port of Tallinn)
  - North Sea Area (Port of Dunkerque)
  - Mediterranean (Puerto del Estado)

#### 5. Safety and Environment

Chaired by Cameroon

- African ports and the implementation of the ISPS Code: example of Nigerian ports
- Environmental issues:
  - Dredging matters (Port Authority of Rouen)
  - Waste reception facilities (PMAESA)
  - Emergency response to oil pollution (Maroc/UAPNA)

#### Registration fee:

IAPH/PAPC member:	€350
Non-member:	€500
Honorary member:	No charge
Spouse:	Included in delegate fee

For further information:

Secretariat APCP 2003  
P.O. Box 4020 Douala, Cameroon  
Tel: +237 342 47 95  
Fax: +237 342 67 97  
E-mail: [infos@apcp2003.com](mailto:infos@apcp2003.com)  
URL: <http://www.apcp2003.com>



## AAPA: Latin American & Caribbean Executive Management Conference

Miami, Florida, U.S.A.  
January 28-30, 2004

THIS two-and-one-half-day conference will focus on the key issues for port professionals in the Caribbean and Latin America.

For further information:

Cerena Cantrell  
American Association of Port Authorities  
1010 Duke Street  
Alexandria, VA 22314-3579  
Tel: +1 703-706-4717  
Fax: +1 703-684-6321  
E-mail: [ccantrell@aapa-ports.org](mailto:ccantrell@aapa-ports.org)  
URL: <http://www.aapa-ports.org/programs/education.htm>

## Upcoming Seminars



### APEC Seminar on Port Management

**January 26 - February 6, 2004  
Antwerp, Belgium**

**T**HIS course applies to The IAPH Bursary Scheme.

Junior or middle management level of IAPH member ports in developing countries can apply to The IAPH Bursary Scheme. For details please visit IAPH website:

<http://www.iaphworldports.org> → Members Area (Members Only) → Committee Room → Human Resources Development → The IAPH Bursary Scheme / training

The seminar on port management covers all essential aspects of modern management in the port.

Strategic policy issues such as promotion, marketing, master planning, terminal management, distribution, privatisation and harbour master responsibilities are tackled from a public and private port point of view. Side visits in the ports of Antwerp, Zeebrugge and Ghent offer additional practical examples of daily management operations.

**Registration fee:** €2.478,94

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

Number of participants: 20 - 25

Closing date for registration: November 28

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

For further information:

Antwerp/Flanders Port Training Center  
Italielei 2

B-2000 Antwerp, Belgium

Tel: +32 3 205 23 22

Fax: +32 3 205 23 27

E-mail: [apec@haven.antwerpen.be](mailto:apec@haven.antwerpen.be)

URL: [http://www.portofantwerp.be/apec/NL\\_html/en\\_mainset.htm](http://www.portofantwerp.be/apec/NL_html/en_mainset.htm)



### AAPA: Commissioners Seminar

**January 14 - 16, 2004  
San Diego, California, U.S.A.**

**T**HE special seminar for members of port authorities, governing boards and commissions. This seminar is a two-and-one-half day seminar which covers the latest issues in the port industry, port management and planning. This comprehensive program explores the unique duties and responsibilities of governing board members and allows participants to share valuable information. Port directors are encouraged to accompany their commissioners to the seminar.

### Cruise Workshop

**February 11 - 13, 2004  
Quebec City, Quebec, Canada**

**F**OR both homeports and ports of call, this two-and-one-half-day workshop is

an invaluable program. Designed for port managers, operations and engineering professionals, cruise facility consultants and marketers. Topics will include emerging trends for cruise lines; effective cruise/port partnerships; update on environmental issues; developing cruise facilities for multiple uses; and more. Network with cruise line executives and others in the cruise port business.

For further information:

Cerena Cantrell

American Association of Port Authorities  
1010 Duke Street

Alexandria, VA 22314-3579

Tel: +1 703-706-4717

Fax: +1 703-684-6321

E-mail: [ccantrell@aapa-ports.org](mailto:ccantrell@aapa-ports.org)

URL: <http://www.aapa-ports.org/programs/education.htm>

## New Publications



IMO:

### "ISPS - Port Facility Security Officer, 2003 edition"

**T**HIS model course aims to provide knowledge to those who may be designated to perform the duties and responsibilities of a port facility security officer (PFSO), as defined in section A/2.1.8 (and section A/17) of the ISPS Code, and in particular the duties and responsibilities with respect to the security of a port facility, for ensuring the development (or for developing) of a

## Tokyo News Service's Website

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



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

**Information posted:** 1. Sailing schedules a. Liner shipping schedules (export/import) to and from Japan b. Liner schedules (export) from Asian countries other than Japan c. Feeder schedules to and from Singapore

2. Ship details 3. Telephone and fax numbers of shipping firms and agents 4. Surcharges 5. News

**Tokyo News Service, Ltd.**

port facility security assessment, for ensuring the development (or for developing) of, implementing, maintaining and updating a port facility security plan and for liaising with ship security officers (SSOs) and with company security officers (CSOs). Those who successfully complete this course should be able to undertake the duties and responsibilities as port facility security officer, as defined in section A/17.2 of the ISPS Code, which include, but are not limited to:

- conducting an initial comprehensive security survey of the port facility taking into account the relevant port facility security assessment;
- ensuring the development and maintenance of the Port Facility Security Plan;
- implementing and exercising the port facility security plan;
- undertaking regular security inspections of the port facility to ensure the continuation of appropriate security measures;
- recommending and incorporating, as appropriate, modifications to the port facility security plan in order to correct deficiencies and to update the plan to take into account of relevant changes to the port facility;
- enhancing security awareness and vigilance of the port facility personnel;
- ensuring adequate training has been provided to personnel responsible for the security of the port facility;
- reporting to the relevant authorities and maintaining records of occurrences that threaten the security of the port facility;
- co-ordinating implementation of the port facility security plan with the appropriate company and ship security officer(s);
- co-ordinating with security services, as appropriate;
- ensuring that standards for personnel responsible for security of the port facility are met;
- ensuring that security equipment is properly operated, tested, calibrated and maintained, if any; and
- assisting ship security officers in confirming the identity of those seeking to board the ship when requested

**Price:** GBP20.00

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**INTERTANKO:**

## **"Guide to the Vetting Process - 5th Edition"**



INTERTANKO handles many enquiries for up-to-date information on the different ship inspection systems carried out by oil companies, port state control authorities, insurers, underwriters and other bodies. Such inspections form an essential part of the tanker vetting process.

To overcome the lack of available information on vetting inspection systems, and to assist tanker crews and onshore personnel, INTERTANKO has published 'A Guide to the Vetting Process'. The publication provides a concise, yet comprehensive description of the principal tanker vetting systems.

**Price:** Member: USD100.00  
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## **CONTAINERISATION —INTERNATIONAL—**

## **"Future Supply and Demand for Liner Services 2003/04"**



**A**N awkward trend in the container shipping industry today continues to be market volatility, making forecasting difficult for ocean carriers, shippers, port operators and financial institutions. Shipping lines need to predict how full their ships are likely to be, as it is critical to profitability, and their customers want to know the likely impact of this space availability on freight rates, as it is critical to the outcome of freight contract negotiations.

Containerisation International's updated "Future Supply and Demand for Liner Services 2003/04" report examines this situation for both sides in 11 of the world's major trade lanes.

Future cargo demand for each trade lane up to the end of 2004 is predicted by the well respected trade forecasting specialist, Global Insight, and ship capacity is assessed by Containerisation International's own team of experts, assisted by industry contacts.

The end results, presented in an easy-to-understand format, "Future Supply and Demand for Liner Services 2003/04" will help you assess:

- the way that global trading conditions are expected to change up to the end of 2004
- global ship capacity growth up to the end of 2004
- the balance between supply and demand in 11 major trade lanes in six-monthly intervals from July 1, 2003 to the end of 2004. These routes include Asia, Western Asia, North America - West and East Coast, South America East Coast, Europe, Northern Europe, Mediterranean, Australasia and Southern Africa
- current freight rate levels in each trade lane, and the way that these are likely to change up to the end of 2004
- cargo flow forecasts for each trade route
- details of all services available on each route, including port rotations, plus the way that these have changed since July 1, 2002

**Price:** GBP 800.00 / USD 1,288.00  
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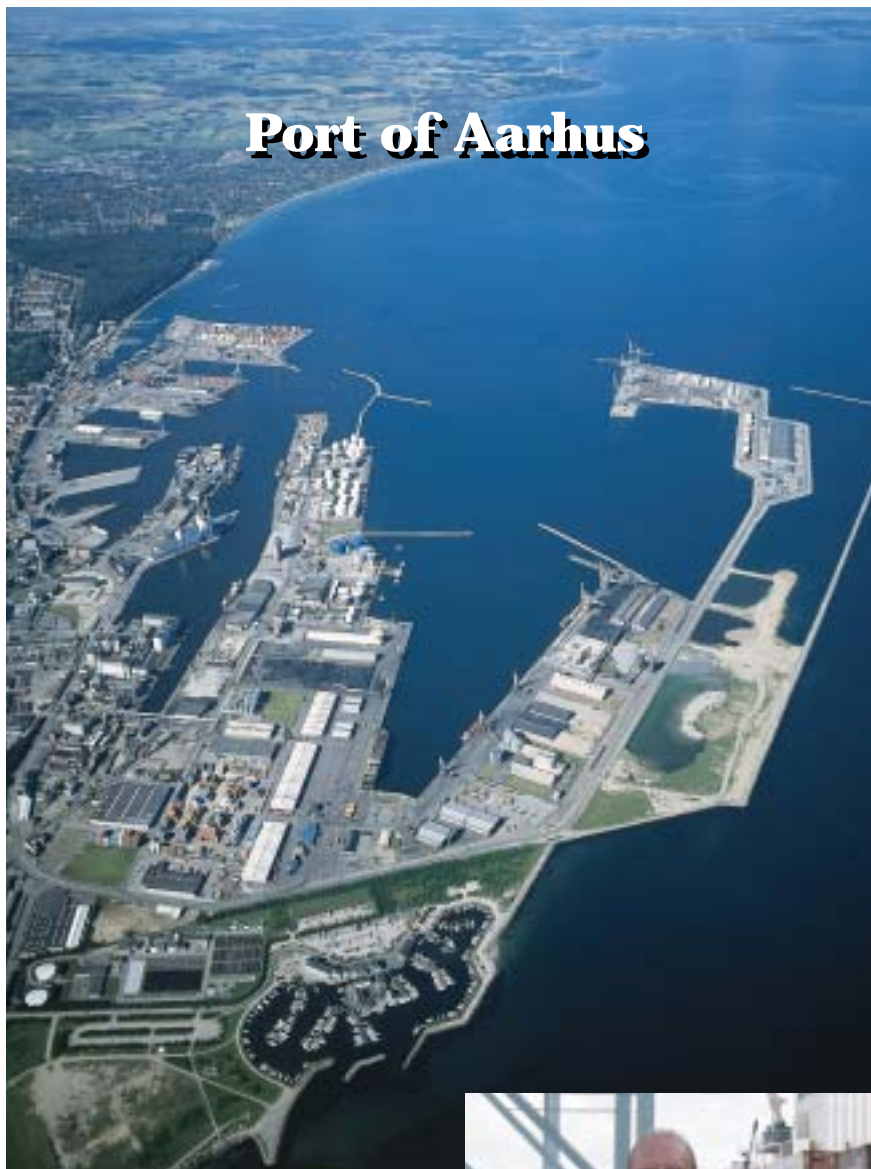
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## Cover of the Month

### Port of Aarhus



**T**HE Danish port, Port of Aarhus is located near the mouth of the Baltic Sea, which is surrounded by Russia and a number of current and future members of the European Union - Sweden, Finland, Estonia, Lithuania, Latvia, Poland and Germany. Aarhus has acquired the status of an outer border point of the EU. Each year approx. 10 million tonnes of goods are loaded or unloaded.

The container activity in the port has developed gradually since the early seventies. Based on a favourable position in the regional network these activities



**Bjarne Mathiesen**  
Port Director

now include regular feeder services to more than 50 European destinations. Since May 2002 Maersk Sealand has been calling Port of Aarhus with S-class container vessels operating in a weekly

service to East Asia.

Two container terminals with growth the yearly turnover of more than 400,000 TEUs are handled in two independent terminals, considered among the most efficient in Europe. The east terminal is operated by APM Terminals whereas the north is operated by Aarhus Stevedoring Company. Water depths are up to 14 metres, three post-Panamax cranes and five Panamax cranes are essential features along the 1.3 km quay. Both terminals are fully equipped with sophisticated terminal logistics systems. Close to the quays are a modern advanced warehouse and a distribution centre for fashion and electronics from the Far East

The port's development plans are approved for expansion up to a yearly capacity of 1 million TEUs. This also includes establishment of further logistics centres. This covers for the port's ambition to develop into a regional hub for container vessels in deep-sea traffic between the Baltic region and the American and the Asian continents.

During the first half of year 2003 the turnover of containers has grown with 11% compared to 2002.

#### **Multi-Terminal for ro-ro and bulk**

The basins in the eastern part of the port has 13 metres water depth. Five Panamax vessels can be operated simultaneously. The terminal is equipped with conveyor systems for modal transfer of bulk goods between ship, rail and truck. The turnover of dry bulk amounted to 2.8 million tonnes in 2002. The deep sea facilities together with modern spacious warehouses at quay side makes it attractive for transit goods.

#### **A competitive environment**

The port management is focused on business development according to market economy principles. Internal competition among the port's more than 150 independent companies is strongly supported. The Port Authority provides 24 hours services in open competition with other service providers. This includes also tug boat service and pilot service, both of which are non-mandatory.

The Port of Aarhus is a municipal self-governing port, headed by the board of Directors, with the City Mayor as chair-





man of the board. Financially, the port is an independent entity with no public subsidies.

## Commodities

Port of Aarhus plays an important role in the supply chain for commodities for human consumption. Agricultural products are exported in trailers or reefer containers to European and overseas destinations. A very large share of the Danish export of pork, chicken and dairy products is passing through the port of Aarhus.

Animal feedstuff is imported in deep sea bulk vessels and processed in production plants located within the port area. Products are distributed locally and regionally by coasters, rail and truck. Furthermore, large volumes of raw materials for production of vegetable oil products and soya protein products are imported and the processed products are exported.

## Wind Turbines World-wide

The Danish wind energy industry plays a dominant role in the world market and the Danish export of wind turbines for installation on land or offshore is in continuous growth. The size and weight of the individual parts calls for transport by ship rather than by truck. The port of Aarhus is providing speedy heavy-lift services by a rail-mounted crane in a dedicated terminal well suited for the handling of units up to 180 tonnes.

## Cruise Liners

The Port of Aarhus is attractive to

cruise liners due to the easy transfer of passengers from the terminal to the city area. The city centre with its shopping areas and tourist attractions is within 5 minutes walking distance from the cruiser berths. During the season 2003 more than 25 major cruise ships visited Aarhus.

## A Master Plan for Future Development

The overall development plan for the port has been established in 1997 and covers the period up to 2022. First phase of the plan was completed in 2001 when Container Terminal East was inaugurated. A 2.6-km long outer breakwater has been completed and the environmental impact assessment has been carried out for the remaining phases.

The next major expansion is tentatively planned for completion in 2012. The actual implementation will be carried out on the basis of the actual need for larger capacity based on future growth rates. The overall transport policy of the EU - to deal with the future transport growth in Europe by the help of sea and rail - supports the development plan for the Port of Aarhus.



## The Americas



### AAPA: Annual AAPA Awards Luncheon

**T**WENTY seven ports were recognized today for exemplary projects and initiatives at the American Association of Port Authorities (AAPA) Annual Awards Luncheon, held in conjunction with AAPA's 2003 annual convention in Curacao, Netherlands Antilles. Winners were announced in the association's national Communications, Information Technology, Environmental Improvement and Facilities Engineering Competitions.

Engraved plaques were bestowed at the ceremony upon the Port of Tacoma and the port of Portland, winners of this year's Information Technology Awards; The Port Authority of New York and New Jersey, the port of Portland, the Virginia Port Authority and the port of Tacoma, winners of the Environmental Improvement Awards; the port of Vancouver, U.S.A. and the port of Los Angeles, winners of the first annual Facilities Engineering Awards; and 26 ports winning in the 37th annual Communications Competition. Plaques were presented to 18 ports winning Awards of Excellence in the Communications Competition, and certificates were bestowed upon 17 winning Awards of Merit.

The port of Tacoma, which earned Awards of Excellence in the Special Events and Miscellaneous categories and Awards of Merit in Videos and Annual Reports, was honored with the Communications Competition's Award of Overall Excellence.

A complete list of all winners and their entries follows:

#### Information Technology Awards

The port of Tacoma and the port of Portland are winners in the second annual AAPA Information Technology Awards competition, organized by the Information Technology Committee. These awards were developed to recognize and highlight the great progress that ports are making with regard to technology and port operations. Five judges selected one winner from each of two categories, Port Operations &

Management Systems and Improvements in Intermodal Freight Transportation.

Port Operations & Management Systems  
Port of Tacoma  
Central Point of Coordination

Improvements in Intermodal Freight Transportation  
Port of Portland  
LOADMAX River Level Forecast System

#### Facility Engineering Awards

There are three winners in this inaugural AAPA Facilities Engineering Awards Competition. This program has been developed over the past two years by AAPA's Facilities Engineering Committee. The goal of the program is to recognize excellence, innovation and performance by port engineering professionals.

Small Project Category  
Port of Vancouver, U.S.A.  
UHMW Fender System

Large Project Category  
Port of Los Angeles  
World Cruise Center Renovation Project

Special Project Category  
Port of Los Angeles  
Pier 400 Phase I Terminal and Transportation Corridor Program

#### Environmental Improvement Awards

Since 1963, AAPA's Harbors, Navigation and Environment Committee has administered the Environmental Improvement Awards to highlight activities at ports which benefit the environment. The Committee considers four project award categories: Environmental Enhancement, Mitigation, Community/Public Involvement and Comprehensive Environmental Management.

Comprehensive Environmental Management  
Port of Portland  
Natural Resource Assessment and Management Plan

Community/Public Involvement  
The Port Authority of New York and New Jersey  
Green Ports Tenant Environmental Awareness Training

Environmental Enhancement  
Port of Tacoma  
Clear Creek Habitat Improvement Project

Mitigation  
Virginia Port Authority  
Norfolk International Terminals – Voluntary Mitigation Project

#### Communications Competition Awards

AAPA's Annual Communications Competition has for 37 years recognized excellence in the products and services which ports produce to meet their public relations and marketing goals. Entries are divided into Categories One and Two, based on each port's financial and personnel resources.

The winner of the Award of Overall Excellence is the Port of Tacoma, which received Awards of Excellence in two categories – Special Events and Miscellaneous – and Awards of Merit in two categories – Annual Reports and Videos.

Award of Overall Excellence  
Port of Tacoma

(October 1, 2003, AAPA)

### AAPA: Names Mike Leone Chairman



**T**HE American Association of Port Authorities (AAPA) has named Mike Leone, Port Director of the Massachusetts Port Authority, as Chairman of the AAPA Board for 2003-2004. The appointment was made October 2 at AAPA's 91st Annual Convention, held September 29 - October 2 in Curacao, Netherlands Antilles.

"Mike Leone is extremely well respect-

ed by his colleagues in the port industry," said AAPA President Kurt Nagle. "Mike has led our association's task force on port security – the industry's top priority – and was unanimously elected to be Chairman of the Board by port officials throughout the Western Hemisphere. We look forward to his leadership in these challenging times."

A graduate of the US Coast Guard Academy and George Washington University Law School, Leone came to Massport from the Coast Guard after a 22-year career as regional counsel for Northeast commands and as a military judge. After serving as acting port director and as chief legal counsel to Massport's maritime division, Leone was appointed port director five years ago.

As director of the Port of Boston, Leone has overseen the implementation of terminal optimization, a \$60 million harbor dredging project, the emergence of Boston into one of the top cruise ports in North America, more than \$50 million in

port infrastructure investments, vital new shipping service and the inauguration of direct connections to Asian ports that have tripled the pace of trade through Boston.

Challenges to the nation's ports to increase capacity, secure trade routes and find necessary funding are priorities Leone says AAPA will continue to actively address. He expresses concern about over-burdening ports with increased security costs that could reduce their ability to keep pace with the burgeoning growth in trade.

"Seaports have not yet received nearly the amount of government funding that other facilities have," said Leone. "Expanding capacity and securing port facilities put a significant financial burden on ports. Since all US ports need financial assistance from the federal government, we must work together with our industry partners to find solutions."

(October 2, 2003, AAPA)



## Canaveral: Automated Baggage System - Only 1 of 2 ports in the nation

WITH larger cruise ships and increasing numbers of cruise passengers, the Canaveral Port Authority has installed its first automated baggage conveyor system to meet the demand. Port Canaveral is only the second U.S. seaport to offer cruise passengers the automated baggage system. The \$1.4 million system, comprised of four conveyors, is located at Cruise Terminal 9/10 on the Port's north side. Each conveyor accommodates nearly 500 pieces of luggage at a time, which is placed onto the conveyors from the ship by deck and color codes. Passengers then are disembarked by deck and color code, making for easier and less-crowded retrieval of luggage and faster departure. Previously, baggage was stacked together by color for passengers to sort through and retrieve.

Cruise Terminal 9/10 is home to the some of the world's largest cruise ships sailing, including the new superliners Carnival Glory, which homeported at Port Canaveral in July, and Royal Caribbean's new Mariner of the Sea, which homeports at Port Canaveral in November.

(September 17, 2003, Canaveral Port Authority)



## DRPA: Regional Corporation of the Year

ON September 16, the Delaware River Port Authority was named "Regional Corporation of the Year" for 2003 by the Minority Supplier Development Council of Pennsylvania, New Jersey and Delaware for DRPA's commitment to minority business development. The award is the first time the district council cited a regional corporation for national recognition.

The Minority Supplier Development Council of Pennsylvania, New Jersey and Delaware is one of 39 districts of the National Minority Supplier Development Council. Each year the local districts select a national corporation in each district to be recognized. This year for the first time, the local district, which represents businesses in Pennsylvania, New Jersey and Delaware, created a special award called the "Regional Corporation of the Year" to honor DRPA as a regional organization and a national model for small business development. The Development Council took this unprecedented step because DRPA, while not a national corporation, has consistently demonstrated its commitment to the success of small businesses.

The Development Council noted that even in times of fiscal tightening, DRPA does not retreat from its commitment to

provide training and assistance to small businesses. The Development Council also cited DRPA's aggressive calendar of events designed to provide in-kind assistance to small businesses; its interactive website, [www.drpa.org](http://www.drpa.org), which allows vendors to learn about upcoming bids and contracts, as well as training opportunities; its interactive CD-ROM directory; its year-end report detailing monies paid to minority and women-owned businesses; its monthly newsletter to the small business community and sister agencies; and the commitment by DRPA Chief Executive Officer John J. Matheussen to further the efforts of an already successful program. The District Council lauded DRPA's commitment from "the top" and encouraged other companies, private and public, to follow the DRPA's lead.

"The DRPA, through its charter, is committed to be an economic development engine for this region," said Mr. Matheussen. "Small business is the backbone of commerce. DRPA has made a strong commitment to small business development and looks forward to its continued success. It is through the leadership and commitment of Toni Brown, the Director of the Office of Business and Equal Opportunity, who has been with the DRPA for many years, that the DRPA has been able to realize this prestigious award."

Of the \$101 million DRPA spent on contracts and purchases last year, \$24 million or more than 23 percent went to minority, women and disadvantaged businesses, many of them locally owned. This figure represents more dollars paid to minority, women and disadvantaged businesses than at any time in DRPA's history.

DRPA's program for vendor diversity and its outreach efforts began in 1994 and has helped steer DRPA's spending to a diverse group of businesses without the use of set-asides, price preferences, or loss of quality goods or services. From 1989 to 1993, before outreach efforts began, minority, women and disadvantaged businesses' share of DRPA spending totaled just 3.18 percent. Since 1994, DRPA and PATCO have awarded more than \$122 million to minority, women and disadvantaged businesses.

The success that these small businesses have enjoyed is directly linked to the in-kind educational sessions offered by DRPA's Office of Business Development and Equal Opportunity.

This is not the first time that DRPA has been recognized for its commitment to minority and women-owned business. In 2001, the African American Chamber



of Commerce of PA-NJ-DE named DRPA its "Corporation of the Year." And in 1994, TV personality Vernon Odom, on his show "Visions," commended DRPA for its commitment to the success of the small business community.

*(September 17, 2003, Delaware River Port Authority)*



## Georgia Ports: New Carrier Services

**M**R. Doug J. Marchand, Executive Director of the Georgia Ports Authority (GPA), announced today that Georgia's ports started off the new fiscal year with two consecutive months of double digit gains in container growth. Records show a total of 260,790 TEUs (Twenty-foot Equivalent Units) were handled through the Port of Savannah during July and August 2003, the first two months of GPA's 2004 fiscal year. The additional cargo represents a 14.2 percent increase over this time last year.

Records also show that 133,320 TEUs were handled through the Port of Savannah during August alone, or a 12.1 percent increase over last year.

"When many of the major container load centers on both the West and East coasts are experiencing either flat or decreasing drops in container volumes, GPA continues to experience double-digit growth," said Mr. Marchand. "That is a direct result of ten new services calling on GPA since last year. Five of those are Asian services helping to boost our share of South Atlantic imports from Asia from 63 percent in FY02, to 68.2 percent in FY03."

Savannah's market share of South Atlantic exports to Asia increased from 52.7 percent in FY02 to 63.6 percent in FY03, he added.

"We have clearly demonstrated to our customers that our new services are helping to give shippers more choices, better frequency and assurance of competitive rates for both inbound and outbound freight." "I believe the success of the Port of Savannah will continue to be a catalyst for future economic recovery in Georgia." "New containers mean new jobs for Georgians," said Mr. Marchand.

*(September 22, 2003, Georgia Ports Authority)*



## Halifax: Expanded Cruise Pavilion



**I**N front of an audience of over 700 local and international guests, the Halifax Port Authority (HPA) officially opened their expanded Cruise Pavilion on September 8. The newly renovated space doubles cruise passenger facilities to 48,000 square feet. The new Cruise Pavilion North will mirror the existing Cruise Pavilion South which features over 20 vendors offering Nova Scotian products, crafts, and souvenirs, along with tourism information and a central departure point for shore excursions.

"In the past decade, the Halifax Port Authority has invested \$4.2 million into cruise facility improvements and this latest addition is key to accommodating the continued growth expected in the cruise sector," said Alan Abraham Jr., Chairman of the Halifax Port Authority as he opened the facility Monday night. "With our cruise passenger numbers having doubled in 5 years, we are seeing near 180,000 passengers arriving this cruise season aboard 101 ships, resulting in \$17 million in passenger spending in the local economy."

Captain William Wright, a Senior Vice President with Royal Caribbean Cruises and Rod MacLean, Pipe Major with the 78th Highlanders Halifax Citadel Pipes & Drums, joined in the ribbon-cutting ceremony during a Lobster Feast which completed the two-day annual Port Days event. Captain Wright represents one of the major cruise lines calling Halifax, including "The Serenade of the Seas" cruise ship in Port yesterday. Mr. MacLean represented the award-winning 78th Highlanders who greet each visiting cruise ship as part of Halifax's Cruise Welcome Program.

*(September 9, 2003, Halifax Port Authority)*



## Los Angeles: Port Initiates Environmental Management System



**T**HE Board of Harbor Commissioners today approved a far-reaching environmental policy and the spending of \$345,000 over the next two years to develop an Environmental Management System (EMS) for the port of Los Angeles.

According to Dr. Ralph Appy, the port's Director of Environmental Management, the EMS will provide an introspective, organized approach to environmental management, further incorporate environmental considerations into day-to-day operations and achieve continual environmental improvement.

"I applaud the Board of Harbor Commissioners and the port's Environmental Management staff for working to develop a comprehensive Environmental Management System at the port," said Mayor Jim Hahn. "This EMS will create a framework to measure our progress as the port works toward the goal of no-net increase in air emissions and other important environmental initiatives."

The Environmental Management Policy adopted by the Board and port of Los Angeles states, in part, that "the port is committed to managing resources and conducting port development and operations in both an environmentally and fiscally responsible manner. The port will strive to improve the quality of life and minimize the impacts of its development and operations on the environment and surrounding communities."

"The port of Los Angeles Environmental Management Division has consistently come up with new and innovative programs for the port," stated Commission President Nicholas Tonsich.

"As a national leader in forward-

thinking environmental programs and an environmental steward to this community, the board looks forward to full implementation of the Environmental Management System and its many benefits."

The port of Los Angeles EMS will include existing environmental initiatives for the port and its customers such as the voluntary Vessel Speed Reduction program, the Source Control Program, the Least Tern Nesting Site Agreement, the Hazardous Materials Management Policy, and the Clean Engines and Fuels Policy.

The EMS will also encompass new initiatives such as a pilot program with the port's Construction and Maintenance Division, a Clean Marina Program, and a voluntary pilot program by one of the port's customers.

The port will seek training and accreditation from the American Association of Port Authorities, the U.S. Environmental Protection Agency, and the Global Environment and Technology Foundation for its EMS.

The port of Los Angeles is the leading containerport in the nation and encompasses 7,500 acres of land and water. The port's growth and developments are balanced with an aggressive, broad-based environmental program and diversified community outreach efforts.

The port of Los Angeles was among the first ports in the nation to form an in-house Environmental Management Division in the 1970s.

*(August 27, 2003, Port of Los Angeles)*

## Panama Canal: Two records set in one day - Most Panamax Transits, Most Cargo

ON July 3, 2003, a record 24 Panamax-sized vessels transited the Panama Canal, the Panama Canal Authority (ACP) announced today. Furthermore, nearly one million (934,488 Panama Canal/Universal Admeasurement System PC/UMS) tons of cargo were transported through the Canal. Never before has the Canal broken two significant records in the same day. Recent Canal improvements and operational efficiencies have reduced Canal Waters Time (CWT), particularly important to transiting Panamax vessels and enhancing reliability. Over the past several months, the ACP has seen a significant rise in Panamax traffic.

The previous Panamax record was 21 vessels in one day, set December 2,

2002; the previous tonnage record was 929,915 PC/UMS tons, set November 14, 2002. Panamax vessels, with beams more than 100 feet, were specifically engineered to navigate the Panama Canal. Piloting one of these enormous vessels through the Canal and lock chambers rapidly and safely is a demanding task.

"Day in and day out, everyone at the ACP strives to make the Canal more efficient, safe and reliable. All of this hard work is paying off as we set new standards, raising the bar for excellence and increasing capacity. These records are a credit to our exceptional personnel - our traffic schedulers, pilots, line handlers, locomotive operators, tugboat and launch crews and many others,"

said Canal Administrator Alberto Alemán Zubieta.

Recent improvements in Canal efficiency are the result of the ACP's permanent modernization program, with projects such as: the widening of the Gaillard Cut, the acquisition of new locomotives and the rehabilitation of the locomotive tracks, the implementation of a sophisticated navigation system - AIS, the addition of new tugboats and the deepening of Gatun Lake. As the permanent modernization program continues, efficiency increases and CWT plunges, which leads to increased capacity.

*(September 23, Panama Canal Authority)*



## Philadelphia: Fall Cruise Season



cruise season. The headhouse project replaced steps with escalators and elevators for easier elevation of passengers to the boarding platform, which delivers customers to the ships' main passenger boarding doors.

In addition to making the terminal more customer-friendly, the headhouse provides a safety and security enhancement to the operation because now all passengers, including those with disabilities, will be off the pier while port operations are taking place. Additionally, the service improvements at the facility because of the headhouse mean that the terminal is more competitive to market itself for additional cruise business.

"The DRPA has worked hard over several years to market and upgrade the Philadelphia Cruise Terminal. It is very gratifying to see that hard work pay off in the form of five major cruise lines calling on the port this year," said John J. Matheussen, CEO, Delaware River Port Authority.

DRPA has partnered with the Greater Philadelphia Tourism Marketing Corporation to aggressively market Philadelphia to major cruise lines. As a result, Philadelphia will host 17 cruises this year - 16 in the fall from five major cruise lines - Celebrity Cruises, Norwegian Cruise Line, Royal Caribbean International, Carnival Cruise Lines and Holland America Line. Next year at least 18 cruises are scheduled to sail from the Philadelphia Cruise Terminal.

*(September 3, 2003, Delaware River Port Authority)*

THE Delaware River Port Authority announces the start of its fall cruise season on August 31, at the Philadelphia Cruise Terminal at Pier 1, with the arrival of the *Celebrity Horizon*.

The *Horizon's* arrival marks the first time since 1999 that it has sailed from Philadelphia on a scheduled basis. The *Horizon* will make seven Bermuda sailings closing the season with an Eastern Caribbean sailing on October 19.

Since 1998, the Port of Philadelphia and Camden, a department of the Delaware River Port Authority has invested \$15 million in upgrading the Philadelphia Cruise Terminal at Pier 1 in an effort to attract major cruise lines. Completion of the latest capital investment, the "headhouse," has just been completed in time to service the fall



## Africa/Europe



### ESPO: 10 Environmental Commandments

**T**HE European Sea Ports Organisation published a new version of its environmental Code of Practice, which reflects the advances that EU ports have achieved in environmental management since 1994, date of publication of the first ESPO Code. The new Code proves that the port sector itself is taking up its environmental responsibility.

Over the last ten years, European ports have developed good practices to integrate environmental protection in their management. Moreover, their perception of environmental issues is changing: ports understand that effective environmental management can mean cost efficiency and can contribute to their integration in the wider community.

Pursuing this process, the new Code of Practice sets out ten environmental objectives that European ports will aim to achieve in the forthcoming years. The Code is also a practical document which contains guidelines to assist port managers in implementing the increasing number of environmental requirements imposed upon them.

The new Code was officially presented yesterday to the press, the European institutions, transport stakeholders, etc., in the presence of the European Commission (both DG TREN and DG Environment). In his opening statement,

the Chairman of ESPO, Mr David Whitehead, said:

"ESPO is very proud of its role in promoting good environmental practice - it has been a high priority since ESPO was set up. We have set ourselves some challenging targets. It is all about keeping pace with change - the expectations of our customers get higher and higher.

The publication of this Code and the involvement of many ports in the ECO-PORTS project shows our strong commitment to progress."

European port authorities are nevertheless confronted with certain pieces of European environmental legislation which put excessive burdens on them and make it difficult for ports to play their role in the development of a sustainable transport system. That is notably the case of the Birds and Habitats Directives, the application of which very often hamper investments in port infrastructure and hinterland connections, without taking into account the environmental advantages that such projects would bring by contributing to the promotion of short sea shipping and intermodal transport.

Speaking at the launch of the Code, Mr Wolfgang Elsner, Head of Unit "Ports & Short Sea Shipping" in DG TREN, welcomed the publication of the Code: "We cannot close our eyes to the increasing

environmental constraints imposed on ports. This Code of Practice will be a very useful tool for ports to deal with them. The European Commission very much supports this initiative and encourages efforts, such as the ECOPORTS project, that the European port sector is making to improve its environmental performance. Environmentally friendly ports will be a stronger case in the promotion of Short Sea Shipping."

"The Commission is confident that it will pursue its good and professional cooperation with ESPO," Mr Elsner concluded.

(September 18, 2003, ESPO)

### ESPO: Port Services Directive at a critical stage

**T**HE European Sea Ports Organisation urges Parliament and Council to reach a successful conclusion following the conciliation procedure which the Directive proposal on market access to port services is now undergoing.

"The purpose of the Directive is to introduce clear procedures for potential providers of port-specific services," said ESPO Chairman, David Whitehead. "It is about clarifying relationships between port authorities and service providers, both existing and potential. A lot of work has been put in over the past two years to make the original Commission proposal a workable instrument."

The Council's Common Position reached in November 2002 solved many of the key concerns which ESPO had with the original proposal. However, some of the new amendments introduced by Parliament at second reading have

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caused concern and will need to be resolved if the Directive is to work.

"We believe that an acceptable compromise on the limited number of issues, such as self-handling and pilotage, which are still outstanding has to be found without jeopardising the overall aim of the Directive," added Mr Whitehead.

ESPO expects the port services' Directive to be part of a coherent policy framework for the European port sector which is undergoing a period of expansion to meet new demand. "From now on," said Mr Whitehead, "the focus should be on fair and transparent competitive relations between ports."

(September 29, 2003, ESPO)



amsterdam port authority

## Amsterdam: Decline of goods transshipment

**A**FTER years of continuous growth, the first six months of 2003 saw Amsterdam ports goods transshipment decline. Given the worldwide economic recession and the war in Iraq, not entirely unexpected. Goods transshipment in the Amsterdam ports (Amsterdam, Velsen, Beverwijk and Zaanstad) reached 31.4 million tons, a 12% decline against the (remarkably good) 35.7 million tons in the first half-year of 2002.

### New companies

Nevertheless, activity at the port continues to grow thanks to the arrival of new companies. So far this year the Port Authority has issued 10 hectares of sites for the expansion of existing companies and the establishment of new ones.

### Cruise sailing growing

Cruise sailing too is experiencing better times. This year 94 cruise ships and 750 inland waterway cruise vessels are expected to visit Amsterdam. That is a 25.3% and 6.4% growth on last year respectively.

The Municipal Port Authority's figures show the decline is particularly in the bulk sector. The 4.3 million-ton drop was in particular the result of stagnating trade in oil products. Transshipment of oil products went down by 2.2 million tons. According to the Port Authority this decline is incidental. The organisation expects transshipment of oil products to start to grow again in the course of this year.

6.3 million tons of liquid bulk goods (-28.1%) and 22 million tons of dry bulk goods (-8.5%) were transshipped in the past six months. The amount of general cargo, however, increased by more than 5% to 3.6 million tons.

"Despite the setback I expect transshipment to recover in the second half of this year," said Port Alderman Mark van der Horst.

(September 16, 2003, Amsterdam Port Authority)



## Antwerp: The concessions on the Deurganckdok

**T**HE Board of Directors has given the green light for the further execution of the decisions and options which the Board had decided upon earlier this year in connection with the concessions to the Deurganckdok and the reconfiguration of same.

Amongst others this is feasible as the result of intensive deliberations held with all parties concerned in this matter.

As a basic assumption for the reconfiguration, the optimal use of space was taken into account. Previously the Flemish Government had pressed this point in its decision dated May 19, 2000. Additionally during the previous weeks the Minister-President Somers, the Minister for Environmental Planning, Van Mechelen and Minister Bossuyt, as a result of the talks regarding the progress of the works to the Deurganckdok, once again referred to the importance of the efficient use of space.

With the implementation of the decisions taken, it will mean that:

- the western side of the Deurganckdok will be available for HNN, even though the actual useable surface area of same remains limited at the level of the Verkortingsdijk.
- the eastern side of the Deurganckdok will be available for the P&O Ports consortium. The irregular character of the eastern side ensures that through the integration here the largest productivity profit is made and at the same time better possibilities arise for the inland navigation and feeder services.

In the concession agreements stringent demands will be made regarding the use of space by the concessionaires. Taking into account the real use, certain parts of the terminal could be retracted and reallocated due to under utilisation.

Should the Maersk shipping company meet with the proposed conditions for further volume growth, then as from 2007 Maersk would be able to dispose exclusively of a to be defined terminal site at the Deurganckdok.

In the future the MSC shipping company will see its vessels handled on an own "hometerminal" located at the Delwaidedok in collaboration with HNN.

After major reinvestments, the facilities for the handling of the MSC vessels may be further developed up to a part of the present P&O Ports facilities at this dock.

The Port Authority is convinced that the options taken represent the highest possible contribution for an efficient use of space and through this also allow the port to absorb the ever growing container traffic (15.9% during the first 8 months of this year!) and additionally to firmly embed the major client-shipping companies in the port.

(September 24, 2003, Antwerp Port Authority)



## Cyprus: Anti-drug smuggling agreement with BIMCO

**O**N September 23, 2003, BIMCO established its fifteenth anti-drug smuggling agreement when the latest Memorandum of Understanding (MOU) was signed in Nicosia between BIMCO and the Cypriot Department of Customs & Excise.

With the increasing frequency in the movement of illicit drugs to North America and Europe, combined with the increased attention given to maritime security since the tragic events of 11 September 2001, the importance of such agreements with Customs authorities becomes ever more essential for shipowners and Customs administrations alike.

"These agreements represent a commitment from both sides to cooperate in the battle against drug smugglers," said Ove Tvedt, Deputy Secretary General of BIMCO. "As efforts are now being made on an international scale aimed at tightening security on ships and ports, owners that are participating in the anti-drug smuggling programs will be a step ahead of companies that have not chosen to do so. These agreements also protect the free movement of innocent cargoes whilst helping Customs detect contraband."

Shipowners that are covered by such

agreements can avoid delays and in some cases fines when drugs are found on board. The exchange of information between Customs and owners is also enhanced.

Mr. Tvedt and Mrs. Zeta Emilianidou, Director of the Dept. of the Cyprus Customs & Excise, signed the MOU at the Cypriot Customs headquarters. BIMCO has previously established similar agreements with the Customs administrations of Belgium, Canada, Denmark, Finland, France, Germany, Greece, Ireland, Italy, the Netherlands, Norway, Sweden, the United Kingdom and the United States. More than 60% of BIMCO's owner members are participating with one or more of the anti-drug smuggling programmes.

(September 24, 2003, BIMCO)



## Göteborg: MSC adds Port of Göteborg



The MSC *India* berthing at Göteborgs Skandia Container Terminal for the first time

**M**EDITERRANEAN Shipping Company (MSC) has started making weekly calls at the Port of Göteborg.

The MSC service connects the port to Antwerp for transshipment to MSC motherships bound for Asia, Africa, the Americas, and Australasia. MSC will use the 1,100-TEU vessel *India* for the service.

Departures from Göteborg's Skandia Container Terminal are scheduled for Tuesday evenings, with arrival at Antwerp Friday mornings. Norwegian ports Larvik and Oslo are also on the loop.

Geneva-based MSC is the world's second-largest container carrier in terms of TEU capacity and number of vessels. Between 1998 and 2002, the company's TEU capacity doubled to reach 780,000 TEU. The MSC vessel intake capacity last year was 460,000 TEU, a 100-percent increase in five years.

(September 24, 2003, Port of Göteborg AB)



## Rotterdam: RMPM becomes Havenbedrijf Rotterdam N.V.



**T**HE Rotterdam City Council has decided to turn the Rotterdam Municipal Port Management (RMPM - 'Gemeentelijk Havenbedrijf Rotterdam' in Dutch) into a government corporation as per January 1, 2004. This government corporation (in Dutch: 'overheids-N.V.') will have the same responsibilities that the RMPM has today, but legally it will be structured differently. In the short term, the transformation into a government corporation is not expected to have major consequences. It is more a strategic choice for the future. The name of the government corporation will be 'Havenbedrijf Rotterdam N.V.'

### Background

The RMPM was founded in 1932 as a municipal service with the task of running the port and further develop it. Since then the port grew into one of the largest port and industrial complexes in the world. Changes have taken place in recent years that are extremely important to the proper functioning of the port. International competition between companies and ports has increased dramatically, and the influence of the state (Dutch national Government) and the European Union on the way the port operates has become increasingly apparent. For instance in new rules and regulations and investments in hinterland connections. The RMPM not only manages the port, but also increasingly takes on the role of facilitator and partner of private enterprise in all sorts of activities aimed at strengthening the position of the port and its industrial complex.

Against this background, much discussion has taken place in recent years in regards to the RMPM's positioning. The

developments outlined above and the changes that took place in the role of the port management as a result of these developments, led to the existing position of the port management as a municipal service no longer being the most suitable for realizing its objectives. Various independent studies show that a government corporation is the structure that would best allow the port management to fulfill its role.

### Government corporation ('overheids-N.V.')

Legally, a government corporation is a body governed by civil law, in contrast to a municipal service. As a government corporation, the port organization can operate and cooperate with others in a more decisive and commercially more efficient manner. At the same time, the City of Rotterdam is the sole shareholder. It is possible for other government bodies to eventually acquire shares in the company.

### Consequences for the region

Increasing strength, running the organization on a more commercial footing and boosting professionalism are the main aims of the corporatization of the port. Objectives and responsibilities of the 'Havenbedrijf Rotterdam N.V.' are the same as those of the RMPM. The difference is that the organization will have more options to achieve those objectives. Therefore, it is not to be expected that others in the Rotterdam (port) region, from customers to interest groups, are to notice a real difference in their dealings with the port management, at least not in the short term.

The so-called 'public interests', such as the care of safety and the environment, are just as secure with the new government corporation as they are today in the hands of the RMPM. The port management is mainly an implementing organization that does not make its own policies in areas such as spatial planning and the environment. That will continue to be the case. It is, for instance, the City Council's responsibility to draw up zoning plans and port regulations. The nautical-maritime responsibilities (ensuring safety on the water, regulating shipping traffic, dealing with calamities on and from the water) will be with the harbor master - employed by the new government corporation - in just the same way as they are now.

### Consequences for contract relations

From a company law point of view, there will be no changes as a result of the



corporatization. The RMPM's rights and duties will seamlessly be taken over by the new government corporation. For companies that rent or have long leases in the port area it will be relevant to know that the City of Rotterdam will continue to own all land and water. The 'Havenbedrijf Rotterdam N.V.' will receive the land under a long-term lease. Where land has already been given under a long lease to others, the government corporation will have economic ownership of the land. De facto, this does not lead to any changes for companies established in the port area. Where the RMPM has signed contracts with suppliers and other parties, these contracts will become the responsibility of the new government corporation. In concrete terms, this means that the City transfers all rights flowing from the contracts to the government corporation and that the government corporation will become responsible for all obligations resulting from these contracts. In short, nothing will change in this respect.

## Consequences for employees and organization

The principle is that the whole of the port management, with all its duties and responsibilities, will be corporatized. The transformation from a council service into a government corporation has no consequences for employees, other than that the employees exchange their public service status for a labor agreement with the government corporation under civil law. The whole organization with all its employees will be transferred to the new company lock, stock and barrel. So the organizational structure remains unchanged and people who have dealings with the port management will keep their contacts after the corporatization.

## Development Corporation 'CityPorts Rotterdam'

The City Council will set up a separate development corporation for the dock areas within the urban area of Rotterdam. This new organization has to come up with a vision for the future of this area and direct the changes in the function(s) of different parts of these inner-city dock areas. The shift of port activities into a westerly direction is continuing. As a result, a number of locations within the urban area are expected to lose some if not all of their port function in the coming decades. In this way, space will be created for new urban economic functions, allowing people to live, work and spend their leisure time in these areas. The port management will transfer control of dock areas whose function is going to change

to the new development corporation. The Development Corporation CityPorts Rotterdam will be a collaborative effort of the City and the 'Havenbedrijf Rotterdam N.V.'

## Planning

In July 2003, the Mayor and Executive Committee of Aldermen of the City of Rotterdam formally decided to turn the port management into a government corporation. They did so after the proposal had been debated at a meeting of the full council and by the employees' council of the RMPM. The main outlines of the new structure have been determined: statutes, long-lease agreements and the manner in which the financial entanglement of the City and the port management will be severed are known. The second half of 2003 will be needed to work out the details and help ensure a flawless transition on January 1, 2004.

## Rotterdam: New Fruit Terminal



THE Dutch company Van Bon, will start to operate a new fruit terminal in the Waalhaven area of the port of Rotterdam. The terminal is set up in cooperation with stevedoring company Steinweg Handelsveem. Both containerized (appr. 70%) as well as palletized cargo will be handled in the new facility. Basic load for the terminal will originate from a new project of fruit importation from Southern Spain. The fruit will be shipped "shortsea" instead of by road. The European Union is asked to include the project in the "Marco Polo" program to shift cargo from road to water and rail. Van Bon and Rotterdam Municipal Port Management cooperate with five Spanish ports and logistic service providers to realize this goal.

Van Bon already operates a small terminal, without quay facilities, in Rotterdam Fruitport (northbank). This area does not offer enough space for the desired expansion. With the new terminal Rotterdam again has a second operator in the fruit sector which strengthens its competitive position.

## Phases

The first phase of the terminal consists of a coldstore facility with a capacity for 6000 pallets, directly aside the water of the Waalhaven (southbank). It shall be ready before the new season begins next November and has three berths. After unloading, cargo will be transported directly to the final destination or to the Van Bon Fruit Logistics Center in the horticultural area of Barendrecht (6 km. distance). From there the distribution of pallets is organized.

Phase Two will end in approximately three years and comprises a coldstore facility with a capacity of 65,000 pallets and office buildings which will also be available for customers wishing to open offices in Rotterdam. There will be some 140 chambers varying in size from 120 to 2000 pallets each. The smaller chambers will be dedicated to specialized cargo with more specific handling needs.

## Short sea Spain

Nowadays Van Bon is concentrating on locating new markets in order to attract new cargoes. Shortly, a new regular maritime transportation service will be initiated, which will depart from Southern Spain arriving in Rotterdam. Currently Van Bon is collaborating with the ports of Cadiz, Algeciras and Cartagena for this project. In the second phase, the ports of Huelva and Almeria will be added. Van Bon is building a cold store facility in the port of Cadiz which will be operational next October. The ports of Algeciras and Cartagena already have the required facilities.

During the first season, 100,000 tons of fruit are expected to be transported. This amount can be doubled during the following season and the transportation of fresh vegetables will also be included in the service. The 'shortsea' project was born due to the concern expressed by several Spanish fruit exporters, who are very preoccupied about the current problems with road transportation, which they believe will become worse in the near future.

This is the reason why this project is asked to be included in the 'Marco Polo' program developed by the European Union, which stimulates the shifting of cargo from road transportation to other means of transportation such as barging or rail transport.

## Inland shipping

The fruit will be loaded every Thursday afternoon in Spain and will

arrive in Flushing or Rotterdam on Monday morning. From there the fruit will be delivered to the large market-places such as Barendrecht (6 Kms away) and Venlo-Grubbenvorst using inland shipping transportation and barge terminals.

More specifically, the barge terminal of Wanssum (North Limburg) will be used to deliver fruit to the market of Venlo-Grubbenvorst and other barge terminals located in Germany will be used to distribute fruit to Central European and Eastern European countries. Some products such as citrus are ideal for this type of transportation.

*(September 16, 2003, Rotterdam Municipal Port Management)*



## St. Petersburg: New Liner Service between St. Petersburg and Germany

**T**HE newly founded Swan Container Line LTD. of Douglas, Isle of Man will start its weekly liner service between the FCT Terminal in the Seaport of St. Petersburg to Terminals in the Seaports of Hamburg and Bremerhaven on September 12 with the sailing of the containership MV "Heike".

The shareholders of Swan Container Line LTD., each with 25%, are Eurogate International GmbH, Doehle Schifffahrtslinien-Agentur GmbH & Co. KG, FESCO (Far Eastern Shipping Company) and NC Services LTD.

The customer group envisaged by Swan Container Line LTD. is that of overseas shipping lines with transit cargoes via Hamburg or Bremerhaven to/from Russia, forwarding agents and NVOCCs, as well as shipping lines already operating their own "dedicated" feeder services between Russia and Germany.

The general agency for the liner service of Swan Container Line LTD. will be with Doehle Schifffahrtslinien-Agentur GmbH & Co. KG in Hamburg. Your local contact in St. Petersburg will be the recently appointed port agent Neva-Delta S.A.

The increase in transit volumes via Hamburg and Bremerhaven to and from St. Petersburg covers the last few years and forecasts for the future confirm that Russia is the market with the strongest growth in the Baltic region.

*(September 8, 2003)*

## Asia/Oceania



## Devonport: \$1 Million upgrade to Spirit of Tasmania Devonport Terminal



**P**REMIER Jim Bacon announced today that the Spirit of Tasmania (TT-Line) Devonport terminal would undergo \$1 million of work to be completed by mid-December 2003 and that a Sydney berth for Spirit of Tasmania III had been finalised.

"Work at the Devonport Terminal will include expanding the call centre to cope with increased customer enquiries and bookings, as well as the financing, purchasing and hospitality departments. The call centre is often inundated with customer enquiries and bookings and the expansion directly relates to the purchase of Spirit of Tasmania III. The expansion will result in between 30-50 more jobs for Tasmanians at the terminal." The Premier said that local businesses would be involved in the works. "A number of local businesses in Tasmania have benefited from the Bass Strait ferries and the upgrade to the Devonport terminal will see this continue."

The Premier also announced today that negotiations for berthing facilities with the Sydney Ports Corporation and Patrick Corporation had been finalised for Spirit of Tasmania III.

"The vessel will berth at dock Seven next to the International Terminal, which is located adjacent to Darling Harbour. There will be about 21 days during the first 18 months when dock Seven cannot be used because a cruise ship is using dock Eight and on those occasions dock Five will be used.

"A purpose-built loading facility is being constructed by Sydney Ports for the operation and office space and a passenger terminal facing onto Hickson



Road has been leased from Sydney Ports," said Mr Bacon.

"Patrick Corporation will provide space for parking passenger cars and freight units in an area currently leased by them. The facilities will provide Spirit of Tasmania III with a highly visible premium berth. Additionally, TT-Line has brought forward the start of its \$1.5 million advertising campaign for the Spirit III service with the new 'magic' advertisements appearing in Sydney for the first time from September 29, 2003," the Premier said.

The new service has already attracted 6700 bookings.

The Premier also said it had been a great honour to attend the Lloyds List Magazine Dinner in Sydney last night to receive on behalf of the Tasmanian people Lloyds List's Newsmaker of the Year Award for the purchase of Spirit of Tasmania III and for the assistance given to Incat.

"It was a great opportunity to 'talk up' Tasmania and in particular the new Sydney to Devonport ship," the Premier said.

*(September 25, 2003, Port of Devonport Corporation)*



## Hong Kong: Shipping Register's new quality control system

**T**HE new pre-registration quality control system (PRQC) launched by the Hong Kong Shipping Register (HKSR) will boost the quality of vessels that fly the Hong Kong flag and safeguard the registry's reputation, a Marine Department spokesman said today (September 17).

"If a ship intends to join our register, theoretically it should be of good quality," said the spokesman. "However, we have the responsibility to make sure of a ship's quality before allowing it to fly



the Hong Kong flag.

"In the past, we have found cases, through the Flag State Quality Control inspection and Port State Control inspection data, where some ships did not meet the required standards, although they had supposedly been inspected by classification societies in the change-of-flag survey."

If any such cases are discovered in future, he said, the classification society surveyor responsible for inspecting the vessel may be blacklisted.

Under the new PRQC system, which was launched in July after consulta-

tions with the industry, the Marine Department searches all available sources for information about any ship which applies to join the Hong Kong Shipping Registry.

The quality of the ship is then assessed taking into account a number of factors, including age, type, the number of port-state detentions in the past three years, accident record, and the effectiveness of the ship's management company.

"If there is doubt about the quality standards of the ship and her management company, a shipowner will bear

the costs of a ship inspection conducted by a Marine Department surveyor before registration. The industry has supported this move to maintain the high quality standards of the HKSR."

The register had 835 vessels of gross tonnage (GT) 18.67 million as at early September this year, compared to 726 vessels of 15.72 million GT a year ago.

The Marine Department expects the register to reach 19 million GT by the end of this year, the spokesman added.

*(September 17, 2003, HKSAR Marine Department)*

## Indian Ports Association: Overseas and Coastal Traffic via Indian Ports 2000-2001 and 2001-2002

(in 000 Tones)

Port	Period	Overseas				Coastal				Total			
		Unloaded	Loaded	Tran - shipment	Total	Unloaded	Loaded	Tran - shipment	Total	Unloaded	Loaded	Tran-shipment	Total
Kolkata	2001-2002	1719	503	1885	4177	931	266	-	1197	2650	869	1855	5374
	2000-2001	1949	893	2786	5628	1234	296	-	1530	3183	1189	2786	7158
Haldia	2001-2002	17110	3138	12	20260	1345	3424	-	4769	18455	6562	12	25029
	2000-2001	15559	1454	18	17031	1691	4120	-	5811	17250	5574	18	22842
Paradip	2001-2002	5742	4415	-	10157	920	10054	-	10974	6682	14469	-	21131
	2000-2001	6015	3794	-	9809	834	9258	-	10092	6849	13052	-	19901
Visakhapatnam	2001-2002	13438	9037	4595	27070	4429	7870	4975	17274	17867	16907	9570	44344
	2000-2001	12289	8170	4102	24561	4716	10016	5392	20124	17005	18186	9494	44685
Ennore	2001-2002	-	-	-	-	3401	-	-	3401	3401	-	-	3401
	2000-2001	-	-	-	-	-	-	-	-	-	-	-	-
Chennai	2001-2002	11951	12142	-	24093	11087	833	102	12022	23038	12975	102	36115
	2000-2001	13001	11567	186	24754	15547	733	186	16466	28548	12300	372	41220
Tuticorin	2001-2002	4094	3147	-	7241	5717	59	-	5776	9811	3206	-	13017
	2000-2001	3698	2396	-	6094	6141	49	-	6190	9839	2445	-	12284
Cochin	2001-2002	5770	1222	-	6992	4307	758	-	5065	10077	1980	-	12057
	2000-2001	6356	1066	-	7422	4681	1014	-	5695	11037	2080	-	13117
New Mangalore	2001-2002	7329	5724	-	13053	1433	3024	-	4457	8762	8748	-	17510
	2000-2001	8226	5349	-	13575	966	3350	-	4316	9192	8699	-	17891
Mormugao	2001-2002	3564	18153	-	21717	1036	156	19	1211	4600	18309	19	22928
	2000-2001	2558	15813	-	18371	1016	125	116	1257	3574	15938	116	19628
Mumbai	2001-2002	13180	3380	1378	17938	2752	5743	-	8493	15932	9123	1378	26433
	2000-2001	13606	3579	1207	18392	2159	6512	-	8671	15765	10091	1207	27083
J.N.P.T.	2001-2002	10025	9748	568	20341	1405	434	341	2180	11430	10182	909	22521
	2000-2001	8843	7829	92	16764	1298	316	197	1811	10141	8145	289	18575
Kandla	2001-2002	24867	6854	1567	33288	3590	850	-	4440	28457	7704	1567	37728
	2000-2001	22853	4400	3851	31104	5250	387	-	5367	28103	4787	3851	36741
All Ports	2001-2002	118789	77563	9975	206327	42353	33471	5437	81261	161142	111034	15412	287588
	2000-2001	114953	66310	12242	193505	45533	36176	5891	87600	160486	102486	18133	281105

(Source: Indian Ports Association)



## Oman: Renewal of contract between MSC and Port Services Corp.

MEDITERRANEAN Shipping Company (MSC), have renewed their contract of Transshipment at Port Sultan Qaboos, for the year 2003 - 2004. PSC team headed by the Executive President - Mr. Saud Bin Ahmed Al Nahari, visited Geneva, to sign this important agreement under the auspices of Minister of Manpower of Sultanate of Oman, H.E. Juma Bin Ali Bin Juma on June 16, 2003.

The contract is with higher volume guarantees over the previous year.



MSC have expressed their satisfaction towards the services offered by Port Services Corporation (S.A.O.G) and also expressed their desire for future long-term relationship with Port Services Corporation.

*(Port Services Corporation)*



## PSA: JV Agreement with COSCO



COSCO and PSA signed the Heads of Agreement at Golden Coast Hotel in Boao, Hainan Province on August 30, 2003. COSCO Pacific Ltd and PSA Corporation Ltd ("PSA") will join hands to establish the COSCO-PSA Terminal Private Limited ("COSCO-PSA") of which COSCO Pacific will hold 49% interest.

The Joint Venture will manage and operate two berths of the Pasir Panjang Terminal in Singapore in two phases. Firstly, the Joint Venture will manage and operate an existing berth with a quay length of 360 meters, a total area of about 114,000 square meters and a water depth alongside of up to 15 meters. Its designed annual container handling capacity is 500,000 Teus. The Joint Venture will expand to manage and operate 2nd berths before 2008.

Captain Wei Jiafu, Group President & CEO of China Ocean Shipping (Group) Company ("COSCO Group") and Chairman of COSCO Pacific, point out that COSCO-PSA is the result of the global strategic partnership between COSCO Group and PSA.

COSCO-PSA is a win-win cooperation between COSCO Group and PSA. COSCO Group is the largest shipping company in China and one of the largest in the world. COSCON the world's seventh largest container liner operator. PSA and COSCO Pacific are both leading container terminal operators, ranking 2nd and 8th respectively.

The Joint Venture is COSCO Pacific's first overseas port investment, which will provide the company with a solid foundation to further expand fast-growing terminal business in Asia. This also represents a milestone of COSCO



## Philippine Ports: PPA launches e-Port System

A new remarkable milestone for the Philippine Ports Authority. This, in a few words, may be a fitting description of the event that transpired on July 11, 2003.

Coinciding with the 29th anniversary celebration of the Philippine Ports Authority (PPA), the Electronic Port (e-Port) launch propelled the PPA to another big leap forward, this time into the world of information technology. The occasion marked the official announcement to the port community and the public the implementation of the Authority's ambitious computerization system, therefrom to be known officially as PROMPT (Providing Reliable Operation and Management of Ports thru Technology) of which e-Port is an integral part.

PPA General Manager Alfonso G. Cusi provided the welcome message after which Mr. Virgilio Peña, Undersecretary for Information and Communication Technology of the Department of Transportation and Communication (DOTC), delivered his heart-warming address. The Undersecretary particularly praised the PPA for the endeavor and the accomplishment. He was met with rousing

applause when he announced that PPA would now be in Stage 4 of the E-commerce implementation, the next-to-highest level among the categories that were formulated by the Information Technology and Electronic Commerce Council (ITECC), the body formed to implement and monitor the Philippine E-Commerce Act of 2000. After his speech, Mr. Peña did the formal launching by logging in and submitting the port documentation through the system.

As envisaged, PROMPT is expected to implement and manage an integrated information system that will improve mission-critical systems and business operations of PPA through automation of information processing and business processes.

E-port, as integral part thereof, is envisioned to provide a common trade facilitation platform interconnecting all members of the Philippine port user community and become part of a global information network link to other port community systems abroad. Initially, e-Port, a web-based solution, shall provide port users with the facility to transact electronically with PPA in the areas of document submission and billing.

With PROMPT, and its significant e-PORT component, PPA may now be considered to be at par with international standards, in terms of technological capability.

*(APA Newsletter August 2003 Issue)*

Pacific to develop as regional leader in container terminal operations.

(September 2, 2003, COSCO)

## PSA: Wallenius Wilhelmsen makes PSA its South-East Asian Hub

**W**ALLENIOUS Wilhelmsen and PSA Corporation Ltd (PSA) have renewed their Appropriated Berth Agreement (ABA), marking a new chapter in their long-standing partnership. Signing on behalf of Wallenius Wilhelmsen was Mr Anders Boman, Head of Region Asia and for PSA, Mr Tan Puay Hin, Head of Operations, Singapore, PSA Corporation. The ceremony was witnessed by Mr Ng Chee Keong, President & Chief Executive Officer, Singapore, PSA Corporation.

Under the ABA, Wallenius Wilhelmsen will enjoy a customised suite of services which includes priority berthing and price certainty for its vessels. The global shipping and logistics company will occupy more cargo storage space and facilities better suited for Wallenius Wilhelmsen's regular Singapore port calls.

"This is a positive development for Wallenius Wilhelmsen and particularly for our customers and service providers who will benefit from the additional storage space and facilities at PSA," said Mr Anders Boman, Head of Region Asia, Wallenius Wilhelmsen.

"This agreement re-affirms the committed partnership between Wallenius Wilhelmsen and PSA - a relationship we look forward to continuing."

Said Mr Ng Chee Keong, President and CEO, Singapore, PSA, "I would like to thank Mr Anders Boman and Wallenius Wilhelmsen for their continued commitment to Singapore and patronage of PSA. We are most honoured that Wallenius Wilhelmsen has chosen Singapore as its Southeast Asian hub. We will provide excellent services to Wallenius Wilhelmsen to enable it to realise its full potential of hubbing in Singapore. PSA has a rich heritage in container and conventional terminal businesses. Both are experiencing encouraging growth. We thank all our customers for their support and we will work closely with them to grow Singapore into a global maritime and transshipment hub."

(September 18, 2003, PSA Corporation)

Reports from  
**Capt. Dr. Peter Heathcote**  
The Regional Maritime Legal Advisor

## Maritime Security in the Cook Islands



**T**HE ports of Avatiu in Rarotonga and Arutanga in Aitutaki now comply with the new IMO-mandated standards for Maritime Security.

The Regional Maritime Legal Advisor, Captain Dr. Peter Heathcote recently visited Rarotonga and Aitutaki to assist Andrew McBirney, CEO and General Manager of the Cook Islands Ports Authority and Ned Howard, Director of Marine, to develop Port Security Plans for each facility.

In order to accomplish this, a Maritime Security Committee had to be constituted, comprising representatives from the Police, the Patrol Boat, Customs, Immigration, Foreign Affairs, Agriculture (Quarantine), Crown Law, Marine Resources, together with the Ports Authority and the Marine Department of the Ministry of Transport. This Committee then conducted a security assessment of the Cook Islands, which considered threats to society and infrastructure from terrorists, pirates, people traffickers, drug smugglers, militant groups, malcontents and criminals. The Threat Assessment was considered to be generally low in most areas, rising to medium when considering the effect on port operations in the event of a ship sinking in the harbour entrance, a fire and/or explosion at the oil terminal manifold (which could spread along the pipeline to the oil storage depots near the airport), or an explosion and/or fire at the gas reception and storage facility located within the port area at Avatiu.

The reason for the sudden interest in Maritime Security is a direct effect of the events of 11 September 2001 in the United States. There is a general belief that security in ports is much more lax than at airports. Many States believe that terrorists could enter their country illegally while posing as seafarers, or

that weapons, chemicals or biological agents could be introduced in ISO containers by being intentionally misdeclared or wrongly described. The International Maritime Organization (IMO) held a diplomatic conference in London in 2002, which agreed to amendments to the SOLAS Convention, and added a completely new chapter incorporating the provisions of a document known as the International Ship and Port Facility (ISPS) Code. This new Code requires Contracting States to set security levels and provide guidance for protection from security incidents on ships flying their flag and in ports that are used by ships engaged in international trade.

There are three security levels, the lowest, Level 1 being the level for which minimum appropriate protective security measures shall be maintained at all times. Security Level 2 is the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident, while Level 3 is the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Under the ISPS Code, shipping Companies have to appoint a Company Security Officer and each ship has to nominate a Ship's Security Officer. Port facilities have to appoint a Port Facility Security Officer. Once the contracting government has set the Security Level, the Company Security Officer, together with the Ship Security Officer have to carry out a Ship Security Assessment and develop a Ship Security Plan. This has to be approved by Government, who will issue an International Ship Security Certificate, which must be carried aboard at all times. This will suffice to inform the Port State Control Officer that an approved Ship Security Plan is in place, without having to reveal the actual plan, which is to be retained as "Confidential." Similarly for ports, a port facility security assessment is to be carried out, which will form the basis of the port facility security plan.



In the Cook Islands, it was first necessary to draft Maritime Security Regulations to be promulgated under the Shipping Act, 1997. This done, the RMLA had then to draft a Mandate for the Maritime Security Committee and assist the committee carry out the security assessment process. After the threat level had been assessed, a full inspection of the port was carried out, noting existing security provisions and the need for improvements, new infrastructure and assets, as well as for improved human resource allocation, training and processes. After the port security assessment was complete, then the port security plan could be developed. In Avatiu there is a "Port Facility" within the boundaries of the port, which is used by Origin Energy for discharging liquid petroleum gas from special tankers and for storing, bottling and distribution of gas throughout the country. The gas company will be responsible for developing a port facility security plan, to be integrated into the overall port security plan.

Once the port security plan was completed for Avatiu, the same exercise was carried out in Arutanga in Aitutaki. Here the port was much smaller with vessels

having to anchor off or stand off beyond the reef. Cargo and containers are discharged into lighters and brought through the narrow channel to a small wharf where two 20-ton cranes lift the cargo ashore. There is not much out-bound cargo, but what little there is and empty containers are handled in the same manner and loaded aboard the ship at the roadstead. Here the threat was deemed to be extremely low, although possibly the main threat could be against the cruise ships that occasionally visit Aitutaki, although they have to stand off and the passengers are ferried ashore by the vessel's own combination lifeboat/tenders.

All that remains to be done in respect of ports in the Cook Islands is the approval of the port security plans by the Director of Marine and the issuance of the Statement of Compliance of a Port or Port Facility. Then a similar exercise will have to be carried out on the ships listed in the Cook Islands Register of Ships to which the SOLAS Convention applies and which will have to comply with the ISPS Code. However, the Cook Islands is in good shape to comply with the provisions of the Code, which come into force on July 1, 2004.



possible to develop a ship security plan, also nominating the Company Security Officer and the Ship Security Officer.

Then a similar assessment was carried out for the Port of Pohnpei using the Port Facility Assessment Form prepared by the RMLA, which was then used as a basis for the port security plan. The Committee inspected the port facilities located within the Port area, including that of Mobil Oil Micronesia Inc and a fish transfer/cool store facility, and another area used by a local company for the transfer of fish. The Mobil Oil facility was a model of safety and security, with two gates and a reception area in between and the second gate protected by a security guard. Other parts of the port might need improvements in perimeter fencing and gates, along with controlling the access of the general public to secure areas.

While the Ship Security Plan and the Port Security Plan are "Confidential" documents, the Secretary of Transport will approve the plans and issue a statement of Compliance of a port or port facility indicating that the port of Pohnpei complies with the ISPS Code, and issue an International Ship Security Certificate to the m.v. *Caroline Voyager* indicating compliance with SOLAS and the ISPS Code.

Maritime security regulations were drafted that will give effect to these provisions as soon as they are promulgated. The SOLAS Amendments and the ISPS Code come into force on 1 July 2004 and there will be no extensions and no exemptions. Failure to comply could be extremely serious for a country's ports or ships. Fortunately the FSM is well on the way to compliance, and hopefully all Pacific Island Countries will be able to comply before the deadline date.



## Maritime Security in the Federated States of Micronesia



*Caroline Voyager*

THE m.v. "*Caroline Islander*" became one of the first ships in the Pacific to have a Ship Security Plan. This came about as a result of the recent mission of the Regional Maritime Legal Advisor (RMLA) to Pohnpei in the Federated States of Micronesia (FSM) to assist the government in complying with the recent Amendments to the SOLAS Convention and the new International Ship and Port Security (ISPS) Code.

One of the first tasks of the RMLA was to convene a Maritime Safety Committee comprising representatives of FSM

National Police, the National Patrol Boat Programme, Pohnpei State Police, Customs, Immigration, Quarantine, the Department of Justice, the Port of Pohnpei and the Marine Division of the Department of Transport, Communications & Infrastructure. This Committee turned out to be very enthusiastic, dedicated and informed and assisted in the process from Monday until Friday when all the tasks were done and the documents completed.

The next task was to carry out a formal security assessment of the situation in the FSM in general, the State of Pohnpei in particular and the Port of Pohnpei specifically. This is where the knowledge and information of the security forces came in. Certain tables and formulae were used to assess the overall security risk.

This done, the Committee then carried out a detailed Ship Security Assessment Survey aboard the m.v. *Caroline Voyager*, together with the Captain and Chief Officer and completed the Ship Security Assessment Form prepared by the RMLA. From this assessment, it was