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Contents

IAPH ANNOUNCEMENTS AND NEWS

IAPH 50th Anniversary Events in 2005	3
Looking Back 50 years of IAPH: Ports & Harbors – The 435th issue since 1956.....	4
Looking Back 50 years of IAPH: History of IAPH Technical Committees.....	6
Reports from IAPH Europe Office	8
Committee Report: Port Safety, Environment and Marine Operations	9
IMO Legal Committee debate on Places of Refuge.....	11
Chair's Report on the activities of Trade Facilitation Committee	12
IAPH Bursary Scheme Participant's Report – Workshop on ILO/IMO Code Practice on Security in Ports	13
Chair of "International Save the Children Alliance" visits IAPH Secretariat	16
Visitors.....	16
Membership Notes • IAPH Meetings	16

OPEN FORUM

Container Control Pilot Program – United Nations Office on Drugs and Crime working in partnership with World Customs Organization	17
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MARITIME NEWS & INFORMATION

IMO: Revised MARPOL Annex I, Annex II and IBC Code adopted at MEPC.....	20
PLANC: Updates Report on "Horizontal and vertical dimensions of fairways".....	22
RTisa: First Round Table of International Shipping Associations (RTisa) Forum held in London • The Green Award Foundation: Celebrates 10th anniversary in London	23
Upcoming Conference: 3rd Intermodal Africa 2005.....	23
TOC2005 ASIA.....	24
Upcoming Seminars: ICC: Port State Control Course • IPPPM: Port Planning and Management International Training Program.....	24
New Publications	25

WORLD PORT NEWS

The Americas

U.S. Army Corps: U.S. Foreign Waterborne Transportation Statistics • Charleston: BMW increases shipping through Charleston	26
Halifax: Gateway to Halifax Harborwalk opens • Los Angeles: Largest vessel to date "Plugs in"	27
NYNJ: Port Authority receives 2004 Award for Excellence • Panama Canal: Waterway safer than ever in its 90-year history • Redwood City: Record Business Year for Port	28
San Diego: Port of San Diego and Army Corps of Engineers begin Harbor Dredging Project • Seattle: Cruise business makes economic, environmental gains in 2004	29
Tacoma: Working with Yang Ming toward long-term lease of Terminal 7-D.....	30

Africa/Europe

ESPO: Publishes Issues Paper to explain implications of Water Framework Directive • Amsterdam: New measures to fight North Sea pollution • Constantza: € 16 million loan for Barge Terminal	31
Göteborg: "Your name shall be Göteborg" • Marseille: Approves Fos 2XL terms with MSC • Nampton: Progress with new software.....	32
Riga: Cooperates with Port of Le Havre in seaborne cargo carriage • Rotterdam: Port goes electronic – Streamlined, paperless procedures	33

Asia/Oceania

Colombo: Handles highest ever container volume.....	33
Dalian: NYK to conclude strategic partnership with Dalian Port • Gladstone: Magpies take up residence at marina • Gwangyang: Ceremony for completion of Phase II-2 development project	34
Incheon: Incheon Port Authority (IPA) to be launched in July 2005 • Kaohsiung: New Port Information System officially commences • MPA (Singapore): Signs MOU on Maritime Co-operation with Chile.....	35
PSA: PSA Singapore wins Best Container Terminal Award; PSA China secures Best Emerging Container Terminal	36

IAPH Invites Your Entry

IAPH IT Award 2005

Commemorating IAPH's 50th Anniversary

The Trade Facilitation Committee organises this award to demonstrate their commitment to promoting the use of information technology in ports and maritime transportation and the award is presented to outstanding projects in this arena.

Conditions of entry

The 7th award, to be presented in Shanghai in 2005, is open to entries from any Regular or Associate Member of IAPH.

Any application of information technology within a port may be submitted, whether purely internal to the port authority or involving outside organisations.

The winner will be the project or application, implemented in the previous 2 years, that resulted in the greatest benefit to the port as assessed by the Selection Committee on the following criteria:

- Reduced costs
- Increased revenue
- Improved safety
- Environmental protection
- Enhanced efficiency

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

Project Description

Submissions for the award should follow these guidelines:

- Project Summary - Briefly describe (up to 400 words) the project. Include the business problem, the technical solution, the date of implementation and the time taken to achieve results.
- Results achieved - (up to 400 words) - Provide specific performance measurements to show the improvement resulting from implementation of the project. Examples would be cost savings, increased revenue, time savings and increased operational capability.
- Technology used - (up to 200 words) - Detail hardware, software and services that were used in the project.
- Obstacles overcome - (up to 300 words) - Explain the primary problems

(technological, organisational, human etc) overcome or avoided in the progress of the project, and how these were countered.

- Technology Base - (up to 300 words) - Provide an indication of the level and extent of technology in use within the organisation before implementation of the submitted project.

Gold, silver and bronze plaques will be presented for the best entries.

Selection Committee

The Selection Committee will review and judge the merits of all the projects submitted. The four members of the Committee will be:

- Chairman of the IAPH Trade Facilitation Committee;
- Nominated representative of the port of Shanghai (Hosts for 2005 Conference);
- A member to be nominated by the Chairman of the Trade Facilitation Committee from a region not represented by the other two members
- Satoshi Inoue, Secretary General of the IAPH.

Language

Submissions should be in English.

Notification of Results

The winners of the three awards will be notified in good time to allow the presentations to be made during the 25th IAPH World Ports Conference in Shanghai, China, May 21-27, 2005

Publicity

The award-winning entries will be published in the IAPH journal "Ports and Harbors".

Entry submission to

Entries should be provided in quadruplicate

(4 copies), and sent by mail, e-mail or fax to:

IT Award 2005

International Association of Ports and Harbors

7th Floor, South Tower, New Pier, Takeshiba,

1-16-1 Kaigan, Minato-ku,

Tokyo 105-0022, Japan.

Tel: +81 3 5403 2771

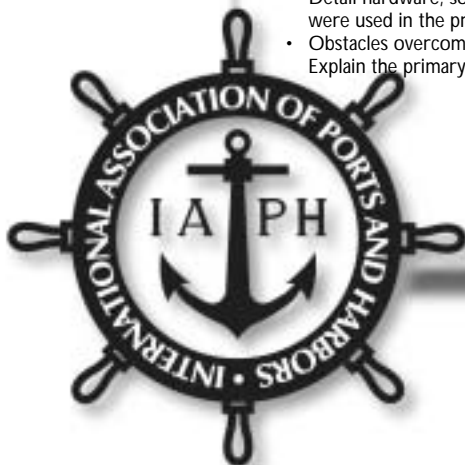
Fax: +81 3 5403 7651

E-mail: info@iaphworldports.org

Deadline for Entries

4 p.m. Japan Time

February 28, 2005



Contacts:

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IAPH ANNOUNCEMENTS AND NEWS



IAPH 50th Anniversary Events in 2005

COMMEMORATING IAPH's 50th Anniversary, three "Global celebration events" are being prepared, starting in Tokyo on January 14, 2005, then moving to Shanghai on May 23, and finally to the birthplace of IAPH, Los Angeles, in the first week of October 2005.

Also, "Regional celebration events" will be held in Teheran, Iran, on February 2, 2005 (for Asia/Oceania), London, U.K., on March 10 (for Africa/Europe) and perhaps in Africa in December 2005 in conjunction with each regional meeting.

IAPH Honorary Members will be cordially invited to these global/regional events, in particular to the Shanghai Conference event.

To be presented at those events are a video program and a booklet to introduce IAPH, its activities, and ports and people's lives.

The video (CD-ROM) and the booklet will be available in early January.

Tokyo Forum

This is the launching event to initiate a series of events, taking place globally throughout the year 2005, to celebrate IAPH's 50th anniversary. It will be scheduled on the afternoon of January 14 at KEIDANREN (the Federation of Economic Organizations) Kaikan Building in Tokyo, attracting distinguished guests and speakers from around the globe, including Mr. Norio Ohga, Honorary Chairman / former Chairman & CEO of SONY Corporation.

Program

14:00-14:30 **Session 1: IAPH 50th Anniversary Ceremony**

- Opening Remarks by President Struijs
- Opening Remarks by Minister of MLIT
- Presentation of Commemorative Film
- Others

14:30-15:00 Coffee Break

15:00-17:00 **Session 2: Symposium**

Keynote Address

Norio Ohga, Honorable Chairman/Former Chairman and Group CEO, Sony Corporation

Panel Discussion

"Port's New Challenges-Work together for the Quality Port"

(Panelists)

- H. Thomas Kornegay, IAPH 1st Vice President
- Koichi Sueyoshi, Mayor, City of Kitakyushu
- Yuji Hirano, Senior Advisor, NYK Line
- Barry Cable, Director, Transport and Tourism Division, UNESCAP

(Coordinator)

Hitoshi Ieda, Dr. Eng., Professor, School of Engineering, Dept. of Civil Engineering, University of Tokyo

Tehran Event

Asia/Oceania regional members will celebrate IAPH's Golden Jubilee during the 6th IAPH Asia/Oceania Regional Meeting. This will be the second to celebrate this important occasion following Tokyo Forum.

The Asia/Oceania Regional Meeting will be held from February 1 to 4, 2005 in

Tehran, I.R. Iran, kindly hosted by Ports & Shipping Organization. Experts from the Asia and Oceania as well as scientific communities of all around the world will take part in the meeting to exchange their views and experiences on the latest developments of the ports and shipping industry.

It is evident that in order to effectively realize the slogan of the IAPH: World Peach through World Trade, World Trade through World Ports, joint meetings of this kind have to be organized for achieving a corporate approach to address the challenges currently facing the shipping and port industries.

At the time being, utmost efforts are underway to hold the meeting in the best way practicable. For details please visit www.iaphmeeting.ir.

London Event

London is to be the venue of the Europe-Africa Regional IAPH 50th Anniversary celebrations in 2005 to coincide with the three-day regional meeting on March 9-11, 2005.

To be hosted by the Port of London Authority (PLA) and Associated British Ports (ABP), in association with the Port of Rotterdam, the 50th celebrations will take place at an evening buffet reception on Thursday March 10, attended by a VIP special guest at Somerset House, the home of the Gilbert Collection – the most astounding collection of European decorative arts, spectacular silver and gold, and remarkable mosaics.

The regional meeting is to be held at the Marriott Hotel in County Hall, which overlooks the River Thames and the Houses of Parliament. A panel of external expert speakers from within the European and African shipping and ports industry is being invited to generate debate among the delegates. Under the overall Chairmanship of IAPH President Mr. Peter Struijs, Port of Rotterdam, three individual sessions will be chaired by IAPH Third Vice-President Mr. Siyabonga Gama, NPA South Africa, along with Mr. Simon Sherrard, Chairman PLA, and Mr. Bo Lerenius, Chief Executive of ABP.

Full details of the program will be advised soon via IAPH Online Newsletter and website.



Looking Back 50 years of IAPH

Ports & Harbors The 435th issue since 1956

Our Journal will relaunch in the year of IAPH's 50th Anniversary

THIS issue of "Ports & Harbors" is the last issue in the current style, the production of which IAPH Secretariat Office has directly taken responsibility for 48 years, an activity that has included planning, editing and even mailing by IAPH Secretariat staff. As reported in IAPH Online Newsletter and Ports & Harbors, we have been discussing the improvement of Ports & Harbors at the Communication & Networking Committee, Executive Committee, Mid-term Board and Officer's meetings, and an open bid for outsourcing of the journal production was executed last December. After discussions and negotiations, it was decided that Ports & Harbors would be re-launched in March next year in collaboration with Lloyd's Register Fairplay. All Ports & Harbors subscribers will receive an introductory issue in January 2005.

First Issue born in 1956

In December 1956, one year after the IAPH was founded, IAPH's English lan-

guage journal was named Ports & Harbors and the first issue was published. The content of the journal consisted mainly of information and source material concerning major ports solicited from members. The journal was intended to spread the news of the Association's activities throughout the world. Recall the 50s, it was shortly after World War II. There were no e-mails, facsimile nor even telex! Ports & Harbors was so important and the only medium regularly for exchanging information, views and opinions among members around the world.



Mr. Gaku Matsumoto
IAPH Founding Father
& First Secretary General

Mr. Gaku Matsumoto, IAPH Founding Father and the first Secretary General (known then as Chief of the Central Secretariat) wrote on the first page of this historical first issue as follows:

"It was exactly one year ago that the International Association of Ports and Harbors was brought into existence on November 7, 1955, at the Hollywood-Roosevelt Hotel, Los Angeles, Calif., U.S.A. and I was undeservedly installed in the responsible office of Chief of the Central Secretariat, Tokyo, Japan. On returning to Tokyo from Los Angeles, I set about organization of the Central Secretariat on the basis of the former Preparatory Council for the International Port and Harbor Association, with the cooperation positively extended by all of

the members of the new Association. Thus, the Association has been fairly launched, by somehow finding its way by now out of its first stage of difficulty - a shortage of funds which may not be unusual to many new born organizations.

During the past year, the Central Secretariat has continued to go ahead, gradually but steadily, by (1) effecting its organization, (2) announcing its formal opening, (3) deciding its offices, (4) realizing the appointment of the Permanent Council and holding its meetings, (5) energetically staging a campaign to publicize the objects of the Association and to invite memberships therein throughout the world, (6) drafting the Association budget for the 1956-1958 fiscal period and the plan of operation for the period, etc. By the end of November of this year its enrolled members, including regular and supporting members, had numbered over 40 port authorities, etc., representing 18 countries.

The three Standing Committees, on which hinge the activities of this Association, are now ready for appointment and proposed work programs for them have also been worked out. They are explained elsewhere in these pages.

In forwarding this first issue of the Association organ to our fellow members, let me fall back on each of them for further guidance and encouragement for helping realize the objects of the Association, to which attainment the Central Secretariat pledges itself."

The first issue of Ports & Harbors with Port of Los Angeles on the front cover reported;

- Review of I.A.P.H. activities since its formation
- The Standing Committees of I.A.P.H. - Functions and Organizations, Work Programs
- Membership List (44 Regular Members, 11 Corporation Supporting Members, 18 Individual Supporting Members)
- Present Status of Japanese Mercantile Marine
- People (present "Visitors")
- Improved Plans for Japanese Major Ports

History of renovation

The first IAPH Executive Committee meeting was held in May 1959 in Honolulu. The first proposal by the Executive Committee suggested publication of a monthly IAPH International News Letter. News concerning ports was to be assembled from sources all over the world - both members and non-members - and edited, published and



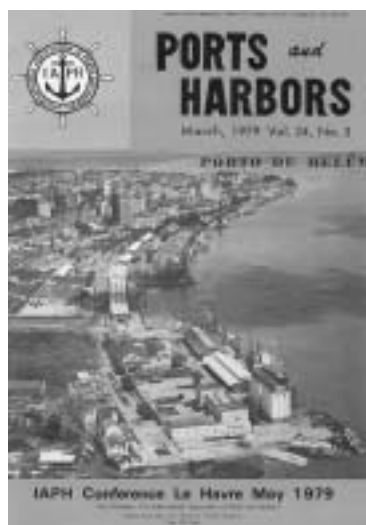
Vol. 1 No. 1 December 1956



IAPH International News Letter
No. 1 January 1961

distributed monthly by the IAPH Secretariat. The Secretariat, with this resolution, began immediate preparations and, in January of 1961, published the first issue of the IAPH International News Letter. In January 1968, this monthly News Letter was integrated into the Ports & Harbors. By the end of 1968, Monthly Ports & Harbors had been published for 13 years.

In accordance with the guidelines agreed upon by the Executive Committee (based upon the suggestion of the Mombasa meeting in April 1978), endeavors have been made to renovate the journal. Starting with the June 1978 issue, the annual number of journal issues was reduced from 12 to 10 by combining January-February and July-August issues due to the financial difficulty caused by the rising value of the Japanese Yen in the world money market.



Vol. 24 No. 3 March 1979

New content, which was nearly the same as the current Ports & Harbors, was introduced in the February 1979 issue and came off in the March 1979 issue.

- **“IAPH Announcement and News”**

Announcements, reports and messages from the Officers, Executive Committee, Board of Directors, Committees or Liaison Officers for the biennial conferences, committee meetings and all other activities of the Association as well as notes on the membership, such as newly joined members or changes in personnel.

- **“Open Forum”**

Contributed by the Executive Committee Members or other individuals at the request of IAPH Executive or Board Members. Opinions on current port problems held by the world's leading figures in port, trade and transport circles. Topics will be news, new proposals, new scientific papers and treatises on new technological and mechanical or philosophical developments, new devices and principles etc. by which to improve the efficiency of port construction, maintenance, administration, operation, etc. of both member and non-member ports. News in relevant fields such as shipping and transportation, new ideas in shipbuilding, new railroad extensions, new hinterland connections, newly applied transportation techniques, etc. New trends in trade development and the part played by ports in that development as above.

- **“Port Release”**

Contribution of importance by member ports including highlights of annual reports.

- **“International Maritime Information”**

Information in abridged form on the activities of UN, IMCO, UNCTAD, ECOSOC, ESCAP, PIANC, ICHCA, IALA, ICS, ICC and other international organizations with which IAPH maintains friendly relationships.

- **“World Port News”**

Press releases of all kinds from member ports.

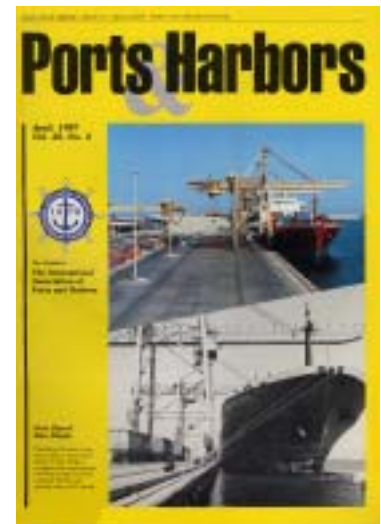
- **“Voice – I would like to know”**

Letters from members and readers at large, in question and reply form.

The topic upon inauguration of “Open Forum” was “Operation of back-up areas

– their importance in increasing port efficiency, with special reference to Limassol Port, Cyprus by Ms. Daphne Phinopoulos, Cyprus Ports Authority, the First Prize winner of IAPH Award Scheme 1978

A full-color front cover, replacing the traditional Orange Yellow + Black/White



Vol.32 No.4 April 1987

was introduced in April 1987 issue. Based on a series of surveys and recommendations from the Ad Hoc Committee, the current format of Ports & Harbors started from this issue.

The question of how to improve the journal has been given continuous scrutiny by IAPH officers and the secretariat staff. Our goal continues to be to make the journal as attractive as possible for our members and subscribers.



Vol.49 No.10 December 2004



Looking Back 50 years of IAPH

History of IAPH Technical Committees

LOOKING back over the past five decades of IAPH history, technical committees have played a very important role of addressing, monitoring and analyzing the current topics of interest and concern to the global port industry. Up until today they have continued not only to identify the current issues, but also to share experiences and best practices among the members and to offer solutions to new challenges faced by the port industry.

1. First Ten Years of Standing Committees (1955 – Mid 1960's)

In the 1950's and 1960's, when the Association was still in its infancy and containerization was yet to arrive, there were 3 standing committees concerned with collecting and analyzing basic data on port management and operations, namely "Port Administration and Utilization" concerned with port dues, port labor and their welfare; "Commerce and International Relations" investigating

obstructions to the navigation of vessels and cargo handling to realize "quick turn round of vessels"; and "Cooperation with Other International Organizations" tasked to exchange information and materials with other international organizations.

It is remarkable to note that as early as 1965 the "International Port Development Committee" - known today as "Human Resource Development Committee" - was established to fill the gap between developed and developing ports by making financial and technical assistance available to those personnel employed at IAPH developing member ports.

2. Expansion of Special Committees (Mid 1960's – 1970's)

Starting in the late 1960's and lasting for the entire 1970's, when containerization was rapidly introduced around the world, the subjects of interest for IAPH changed accordingly. It was in this period that the IAPH established two committees on

"Containerization" and on "Large Ships". The "Large Ships Committee" came into being in the late 1960's to address the issue of ship size increases, namely, of container ships, super tankers and large ore carriers.

The "Containerization Committee" was established in the late 1960's to address containerization, namely, how to handle containers effectively on a relatively small area that had been used for conventional cargo handling.

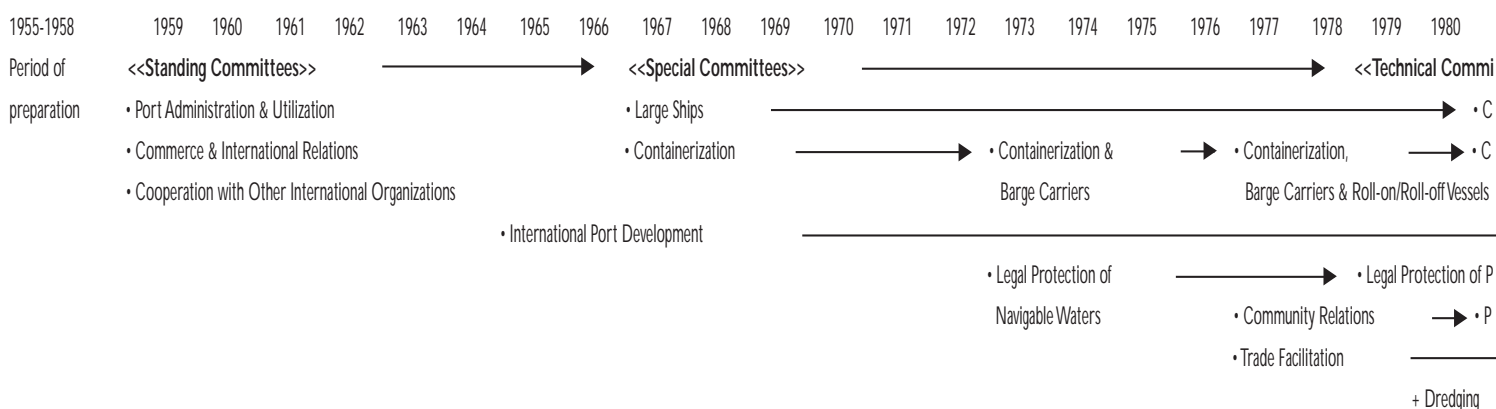
3. Diversification of Technical Committees: 1980's

Special Committees were officially renamed as Technical Committees in 1979, under which committee activity became more active and diversified.

The Large Ship Committee evolved in 1981 into a big committee known as "Port Safety, Environment and Construction Committee" in the early 1980's, having underneath it sub-committees for "Ships", "Marine/Terminal Safety", "Port Engineering/Planning" and "Dredging". Prior to 1981, "Dredging Task Force" had already been established in 1980 as an ad hoc committee to address dredging. In 1992, Sea Trade Sub-Committee was added to address a macro-economic aspect of world seaborne trade.

The Containerization Committee evolved to cover topics of barge carriers and roll-on/roll-off vessels and changed its name in 1981 as "Cargo Handling Operations

Evolution of Technical Committees: 1955 – 2004



• Committee
+ Sub- or Ad Hoc Committee

* Port Safety, Environment & Construction

Committee".

In the same period, as the volume of cargo increased dramatically, due mainly to containerization, there arose a need to provide more efficient and user-friendly port services – handling of documents and releases and communications under EDP (Electronic Data Processing), leading to the creation of the **"Trade Facilitation Committee"** that still exists today. Today, application of Information Technology (IT) in ports has become the norm.

"Legal Protection Committee" that we know dates back to the early 1970's when it initially started its operation as **"Legal Protection of Navigable Waters Committee"** in an effort to make ports open at all times to vessels desiring to use them by addressing the removal of wrecks or other obstructions to navigation. In fact, IAPH adopted a resolution in 1971 at the Montreal Conference to collect the information on international treaties, laws and rules regulating the subject. Since then the committee has endeavored to study and monitor issues addressed by the IMO's Legal Committee, e.g. international conventions on wreck removal, (HNS - Hazardous and Noxious Substances), places of refuge, etc.

As early as 1977, IAPH had already started to address the subject of relations between ports and their communities by creating **"Community Relations Committee"**. The committee then

changed its name to **"Public Affairs"** to **"Port Communities"** and finally to **"Communication & Networking"**.

4. Structural Changes of Technical Committees (1990's)

During the 1980's, IAPH saw the number of committees and sub-committees increase in parallel with the number of subjects to be addressed by the port industry. Under such a situation and effective from 1993, IAPH technical committees were grouped under three subject areas of "Ports", "Trade" and "Human & External Affairs". This arrangement was designed so that three IAPH vice presidents be assigned to the three groups respectively to promote, coordinate and provide overall guidance for the benefit of the entire membership.

Ports Group

- Port Planning & Construction
- Dredging Task Force
- Port Safety & Environment
- Marine Operations & Safety
- Cargo Operations

Trade Group

- Sea Trade
- Ship Trends
- Combined Transport & Distribution
- Trade Facilitation

Human & External Affairs Group

- Human Resources
- Legal Protection

- Port Communities

5. Restructuring of Technical Committees (2000 to present)

The second phase of committee restructuring was executed in 1999, as a result of the recommendation made by IAPH 2000 Special Task Force mandated to review the association's structure and activities with a view to better responding to the needs of its members at the turn of the new millennium.

Technical Affairs Group

- Trade Facilitation
- Dredging Task Force
- Port Safety, Environment & Marine Operations
- Legal Protection

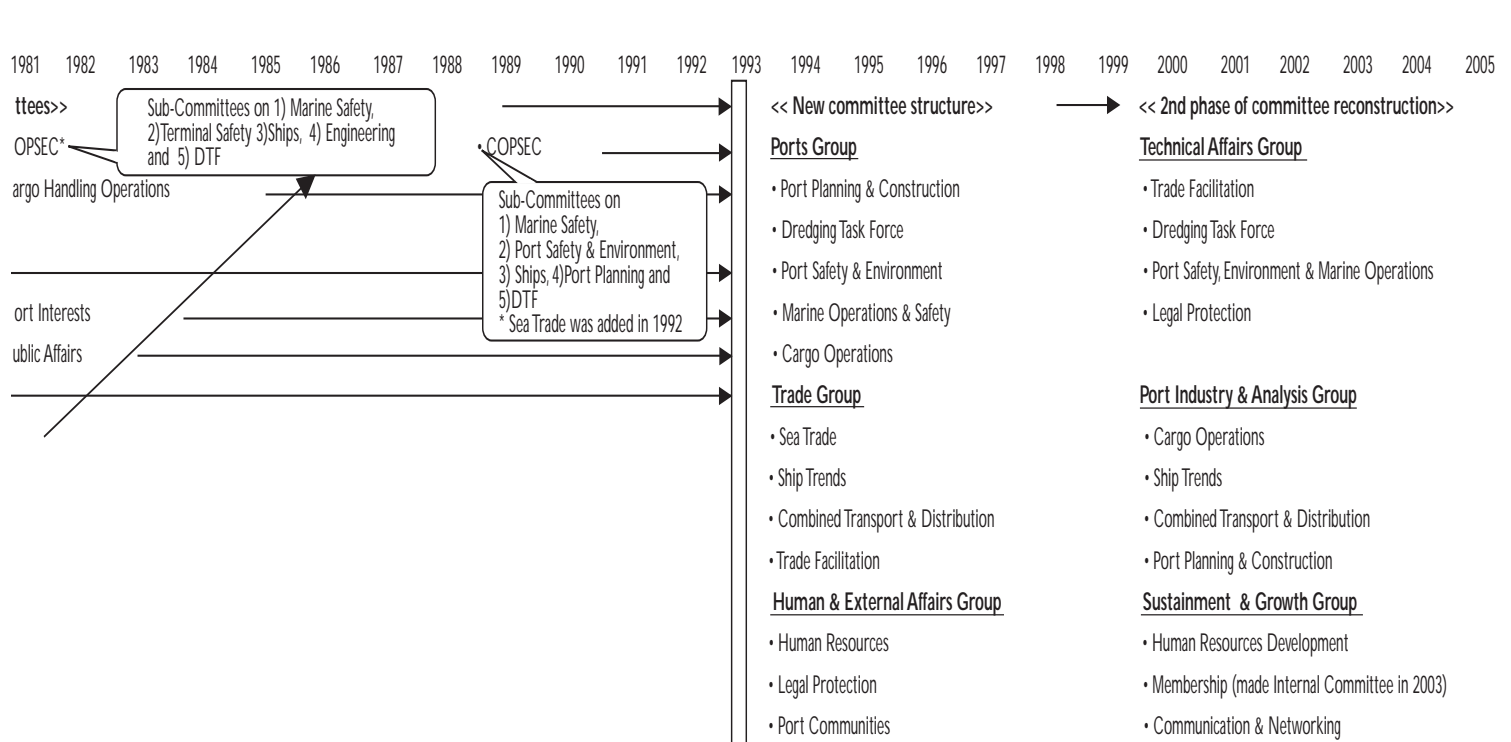
Port Industry & Analysis Group

- Cargo Operations
- Ship Trends
- Combined Transport & Distribution
- Trade Policy
- Port Planning & Construction

Sustainment & Growth Group

- Human Resources Development
- Membership (made Internal Committee in 2003)
- Communication & Networking

As can be seen above, technical committees have always formed the core of IAPH activities.



Reports from IAPH Europe Office



Peter van der Kluit

Managing Director, IAPH Europe Office

Intertanko Port Reception Facilities Forum September 21, 2004, London

It was the third meeting of the Forum and comprised representatives from the shipping sector, the reception facilities branch and ports represented at IMO and the European Union. The forum addresses problems related to the disposal of ships' wastes in ports. Shipping still complains that there are inadequacies in the availability of suitable reception facilities although the reporting system of member states to IMO does not seem to support this. The reporting system will again be brought to the attention of member states.

The existence of the Forum will be officially reported to IMO by means of a joint submission by the participating organizations.

Issues that will be addressed include standardization in the format of the required advance notice by ships of

their intention to dispose ships' wastes in port. EMSA, the European Maritime Safety Agency, will collect existing waste management plans with the aim to draw up a model waste management plan. IMO is in the process of updating its online database on waste reception facilities. Although this is primarily a matter for member states, IMO considers involving ports and other bodies. It was also reported that ISO is in the process of developing standardized pictograms for garbage handling. It is obvious that all this is of importance to IAPH members and we will keep track and report on developments

Inter-Industry Shipping and Ports Contact Group September 22, 2004, London

The meeting of the Inter-Industry Shipping and Ports Contact Group was one in the regular schedule of two

meetings per year to exchange information and views and to see whether joint actions could/should be taken towards IMO. Mooring lines and the associated dangers of breaking lines have become a recurring issue on the agenda. It now looks like mooring lines will become included in the ISM process and that inspection criteria will be based on industry practice.

Obviously, security was an important item on the Group's agenda. ICS had gathered information from its members and reported on a number of unexpected side effects of the implementation of the ISPS Code. Among others these problems related to crews leaving ships, or more precisely, not being allowed to leave the ship and problems when crews tried to test their lifeboats in ports. Crew members that went onto the quay to read the ships' marks got arrested for "illegal entry into the port country". All these problems will be brought to the attention of IMO's MSC that meets in December. (Please refer to News Item 1 above: Shipping Industry submits Joint Report for IMO MSC 79th Session.) The Group also discussed the strange situation that the US (Coast Guard) together with Japan submit a paper to MSC that has – at least in our view – the same intentions as the ISO PAS in which development the same US Coast Guard Officer was involved. ICS was already in the process of writing a submission describing the US/Japan initiative.

* IAPH PSEMO Committee discussed how to interpret and react to this issue, on the occasion of its meeting held in Penang, Malaysia on November 4-5, with the intention to firm up IAPH's position for its representation at IMO MSC 79th Session this December.



Essay Contest - IAPH Award Scheme 2004/2005

Commemorating IAPH's Golden Jubilee
running till December 31, 2004

For details please visit <http://www.iaphworldports.org/link/main-link.htm> or please contact info@iaphworldports.org

Committee Report

Port Safety, Environment and Marine Operations

November 4, 2004, Penang, Malaysia



Fer van de Laar
Chair, PSEMO

DRAFT MINUTES OF THE MEETING

1. Opening

Apologies: Geraldine Knatz, Hans-Juergen Roos, Henk Regelink, Nouhoum Diop, Hans de Goeij, Jan Fransen, Jerry Cotter, Brian Watt, Nick Cutmore, John Hirst

Capt. Rahim, as host of the meeting, welcomes the participants to Penang. It has been a long time since the Committee met in the Asia/Australia region.

2nd Vice President, Mrs. O.C Phang, explains that she is pleased that the PSEMO meets in her region and she intends to participate in the meeting on Thursday.

Responding to the kind words of the previous speakers, chairman Van de Laar underlines his appreciation for Captain Rahim's invitation, made earlier in the year during the Charleston meeting, to hold the PSEMO meeting in his home port Penang. He expresses his thanks to the participants, a number of whom have traveled extensive distances to attend the meeting. He praises the excellent arrangements of the Port of Penang in facilitating a smooth and efficient conduct of the meeting as well as the excellent social programme that has been prepared.

In his response to the words of Mrs. Phang, he expresses the appreciation of the Committee for her making time available from her busy work schedule to attend the meeting.

The participants then introduce themselves. For a list see the appendix to these minutes.

2. Minutes Charleston April 2004 meeting

The draft minutes are approved without amendments.

3. UNEP Key principles for Port and Harbour Development

The meeting is advised about the UNEP initiative that has lead to a joint publication in which IAPH has participated. The publication is aimed to raise awareness with port managers about potential environmental consequences of port developments. Where this publication is primarily aimed at new developments, the question arises how to deal with existing ports. The Chairman advises that an Environmental Impact Assessment was developed some years ago, ultimately leading to PEMSEA publications. The Chairman will circulate this document among the members of the Committee and the non-members present at the meeting.

To note: The UNEP document can be downloaded from UNEP website:

www.gpa.unep.org

4. Port Facility Security

Chairman van de Laar provides the meeting with a brief historical overview of the security dossier at IMO that started in the fall of 2001.

The efforts have led to the adoption of the ISPS Code that came into force on July 1st of this year. Whereas the USA has declared that the Code covers the whole port area, in IMO terms the ISPS Code only addresses the port facility and the ship/port interface. A joint ILO/IMO project guidance has been developed for the port area as a whole: Code of Practice on Port Security.

IAPH has been involved in IMO and ILO activities and based its contributions on the view that each and every port would have some system in place to protect the security of its customers and their cargo. The events of 9/11 therefore did not require something completely new; it meant that measures needed to be added on to existing regimes.

At the moment there are some new developments in that ISO is in the process of developing a standardized approach for port facilities to implement the ISPS requirements. The document has reached the stage of a Publicly Available Specification (PAS) and, subject to comments received from facilities using the PAS, it will probably evolve into a formal ISO standard within the next few years.

The USA and Japan have submitted a paper to IMO's MSC (December 2004) with extensive checklists to enable member states to evaluate the implementation of the ISPS Code at the port facilities in the country's ports.

Although the original views considered the ISO and IMO papers as giving rise to confusion, the Committee, after extensive deliberations, concluded that the US/Japan paper is aimed at the Governmental level, whereas the ISO PAS addresses the individual port facility. As such both initiatives could be considered as complementary and should both be recognized by IMO through MSC Circulars. In that context IAPH could support comments by the shipping industry in their IMO submission in reaction to the US/Japan paper, where they advise that both initiatives should take each other into account. In practice this would mean that both activities should be synchronized.

The Chairman will attend MSC in December and will base his contribution to the discussions on this position. He will also be provided with the results of an IAPH enquiry among mem-

ber ports on particular experiences since the entry into force of the ISPS Code. The shipping industry has submitted a similar paper to IMO with anecdotal evidence of mishaps in ports.

The reported experiences seem to indicate that at times, the effect of the ISPS Code seems to be the opposite to what it should be. A disturbing fact is that AIS information that should in principle be treated as confidential, is freely available on the Internet.

5. Port Reception Facilities Forum

The meeting was advised that IAPH has joined the Forum, an initiative of Intertanko, and has committed itself to provide input. The establishment of the Forum will be formally reported to IMO.

It has been noted that shipping does not, or insufficiently, report experienced problems with reception facilities in ports to the flag states. Flag states in turn do not report alleged inadequacies to IMO. IMO is in the process of restarting these processes and ports have been asked to carry out self-assessment regarding their adequacy in respect of port reception facilities.

A suitable methodology has been developed by IMO and put down in a ready-to-use format and the Committee agreed that this should be circulated among IAPH members, urging them to apply the self-assessment method.

6. Inter-Industry Shipping and Ports Contact Group

The chairman explains briefly the main items that were discussed at the last meeting of the Group in September in London.

The revision of the International Safety Guide for Oil Tankers and Terminals, ISGOTT, by OCIMF, ICS and IAPH is an important achievement. IAPH has been involved in this important publication since the early eighties and has been active in a number of revisions. The latest revision has resulted in the 5th edition that will be officially launched in Rotterdam early January 2005.

The chairman advises that the newly updated ILO Code of Practice on Safety and Health in Dock Work is available for downloading from the Internet. Those interested should contact him for further information.

7. "Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas"

The Committee is invited to note the latest IMO developments; a new version is almost ready. Documents are available from the IMO documents website; these are DSC 9/WP.5 and DSC 9/9/1. ICHCA International and IAPH, which were closely involved in earlier editions, may consider a joint submission to DSC 10 in 2005 where the final version of the document will be endorsed.

In that context both organizations need to prepare comments before the next meetings of the International Safety Panel (Cyprus, April 2005) and PSEMO (Shanghai, May 2005) respectively.

Members that are interested in participating in drafting comments on the draft document are requested to contact the Chairman.

ICHCA International will suggest at IMO that the document be submitted to the Ship Port Interface Working Group, SPI.

8. ICHCA/IAPH submission to DSC 9 on the reporting of incidents of containers containing dangerous goods

The Committee is invited to note that IMO has endorsed a joint ICHCA International/IAPH proposal that will now be discussed and endorsed at MSC 79, during its December 2004 meeting. The context of the submission has been described in an article in the November 2004 issue of Ports and Harbors.

9. "Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives"

The committee is invited to note that this important document has been finalized by DSC 9, last September, and should be used as guidance in member ports with solid bulk terminals. The document contains down-to-earth and clear advice and will be made available by the chairman on request from IAPH members.

10. Any other business

Problems with shipments of Cobalt 60

At DSC9 IAPH was approached by a Cobalt 60 producing company, which complained that although these shipments were carried out exactly according to IMDG regulations, on many occasions these shipments were not accepted by shipping companies or at terminals. Given the importance of this material as a disinfectant for medical products and also the food industry the problems experienced are seen as a threat.

The chairman advises that he has received a PowerPoint presentation that he has circulated among the PSEMO Membership. He will ask the company concerned to write an article on the subject for the renewed Ports and Harbors in May 2005

The meeting was advised about discussions in IMO, SPI and DSC, on the matter. IMO has concluded that there is no reason to refuse Cobalt 60 when a shipment is handled in accordance with the IMDG Code provisions. Apparently ignorance and unfounded fear of radioactivity are suspected to be the underlying reasons for the reported problems.

ICHCA International Safety Panel will address the matter and its Chairman, Mike Compton will pay attention to the issue in his regular column in Ports and Harbors.

Shore supplied energy

This matter, elsewhere also referred to as 'cold ironing' has become an issue in efforts to reduce harmful emissions by ships when in port. The port of Los Angeles provides a selected number of containerhips with electricity when they are loading/unloading in the port.

The Committee places a number of critical remarks regarding the environmental gains of this approach. A 'dead' ship may also represent a dangerous situation when it would be required to urgently leave its berth or the port e.g. due to climatic conditions or a fire ashore.

The Committee notes that shore supplied energy is a phenomenon that exists in certain ports, but it sees no reason for taking an active stance on the matter, although views and comments are welcome.

IMDG awareness seminars

Andrew Webster of the TT-Club advises the Committee that his organization, FIATA and ICHCA International have jointly developed a seminar that promotes IMDG Code awareness. The seminar is organized on a global basis at no cost for participants.

He requests and receives endorse-

ment by the Committee, following which supporting documentation will be prepared by the three cooperating organizations for dissemination by IAPH among its membership.

11. Closure

In his closing remarks the Chairman once more expresses the heartfelt thanks of the Committee to the Penang Port Commission and Capt. Rahim in particular for the excellent arrangements for the meeting and the warm welcome extended to the PSEMO members. He also recognizes the kind support of Mr. Patrick Foong Yat Weng of the Penang Port Commission before and during the meeting.

He then closes the meeting after thanking the participants for their contributions.

List of Participants PSEMO Penang November 4, 2004

- **Mrs. Datin Paduka O.C Phang**
Port Klang Authority,
2nd Vice President
IAPH
- **Capt. K. Subramaniam**
Port Klang Authority
- **Dato' Capt. Hj Abdul Rahim Abd**
Penang Port Commission
- **Capt. Abdul Rahim Bin Akob**
Bintulu Port Authority
- **Mrs. N. Saggi**
Jawaharlal Nehru Port Trust
- **Capt. M.M. Saggi**
Directorate General of Shipping, India
- **Mr. Nik Rahiman Bin Nik Wan**
Kuantan Port Authority
- **Mr. Takao Kakei**
Japan Port and Harbour Association
- **Capt. T. Nakayama**
Nagoya Port Authority
- **Mr. M. Compton**
ICHCA International
- **Mr. A. Webster**
TT-Club
- **Mr. P.C. van der Kluit**
IAPH Europe Office, Minutes
- **Mr. F.M.J. van de Laar**
IAPH Europe Office, Chairman

Note: the meeting was also attended by two officials of the Penang Port Commission; however, regrettably, their names were not recorded on the attendance list.

IMO Legal Committee debate on Places of Refuge

René Bos

IAPH Legal Protection Committee
Legal Department, Port of Rotterdam

IN the 89th session of IMO's Legal Committee the subject of Places of Refuge was on the agenda. There were two submissions on this topic. The first submission was made by the Comité Maritime International (CMI). CMI, at its thirty-eighth Conference in Vancouver, Canada in June 2004, devoted a day to discussing several topics relevant to places of refuge issues. IAPH was represented and participated intensively in the debates. IAPH pointed out that it was a strong advocate for an international convention in this area.

CMI presented in its submission for the Legal Committee the conclusions of the Vancouver Conference. CMI identified a number of legal lacunas in the current system. Furthermore CMI noted several concerns identified in the present system. CMI brought up the following solutions in order to remedy the deficiencies in the present regime identified in the report: either an International Convention or amendments to existing Conventions, or Guidelines covering the different topics in the Report.

The International Group of Protection and Indemnity Clubs submitted a paper on the provision of financial security to authorities in relation to vessels granted a place of refuge. The International Group of P & I Clubs is conscious of the concerns of ports and other authorities, that, in absence of the entry-into-force of the entire framework Conventions, they currently lack appropriate security when granting a vessel refuge. In order to address these concerns, the International Group has drafted a standard letter of guarantee (indicator of maximum amount of security US\$ 10 million).

Although the Chairman of the Legal Committee suggested setting a later date to consider the CMI paper thoroughly, there were several delegations that gave a reaction with regard to the contents.

The Swedish, Danish, Norwegian, German, Italian and British delegation and the International Chamber of Shipping shared the opinion that the current conventions, including subsequent ratification of HNS Convention, Bunker

Convention and Wreck Removal Convention, cover sufficiently the liability and compensation issues concerning places of refuge. They stated that there was no need for a new Convention.

The Spanish delegation referred to their submission (LEG 87/7/1) where they did point out that there exist some loopholes and deficiencies; the compensation system is not complete and the coverage of 'other' damage like the blocking of a port is not taken care of. The delegation stated that it is necessary to consider the matter in further depth and that it is premature to make conclusions now. The Spanish, Indian, Greek and Korean delegations support a new convention.

IAPH repeated its advocacy for a new convention and stressed that, despite the broader coverage once the HNS Convention, Bunker Convention and Wreck Removal Convention enter into force, there still remain gaps in the liability and compensation regime.

In respect of the proposal of the International Group of P & I Clubs some delegations asked if there could be interference with national legislation. Other delegations stressed the arbitrary limit.

The Chairman concluded the debate by saying that there was a division on the need for a new convention. He referred to the argument that was raised by different delegations that deficiency in the existing conventions will be resolved if the HNS Convention, the Bunker Convention and the Wreck Removal convention will be ratified. This subject needs further study in a future meeting. There is some urgency as the Assembly expects an answer from the Legal Committee. Concerning the proposal of the International Group of P & I Clubs the Chairman concluded that there is a need to explore whether or not there is already national legislation.

Finally, I want to bring once more to attention the fact, as stated before in Ports and Harbors of April 2004, that it is of the utmost importance, for reasons as mentioned above, that our respective governments are stimulated to ratify the HNS Convention and Bunker Convention.

Chair's report on the activities of Trade Facilitation Committee

October 2004



Santiago Garcia-Mirà
Chair, Trade Facilitation Committee

Introduction

This report is a summary of the activities of the Trade Facilitation Committee since the last report that was presented at the last IAPH Board meeting, in April 2004. Since then, no TFC meeting has taken place and the next one is scheduled for December. Further details of TFC activities have been published at the IAPH website and in "Ports and Harbors".

Work Program

The main issues currently being covered by the TFC work program include:

- IAPH Information Technology Award
- Regional and Information Technology developments
- Customs procedures
- Involvement with other Organisations
- Electronic Commerce developments

At the latest TFC meetings, the development of e-business standards in the field of transport and ports has been an important issue developed by the Committee and it is expected to contin-

ue having a remarkable role in TFC activities.

Moreover, it should be underlined that Mr Emili Arbós, TFC Chairman, left the Port of Barcelona and that Mr Santiago Milà, former TFC Secretary, has succeeded him as TFC Chair, as the IAPH Secretariat was informed and agreed.

Regional and Information Technology developments/ Electronic commerce developments

The Trade Facilitation Committee had the honour, at its last meeting, of hosting the presentation of the Business Collaboration Framework (BCF), the last UN/CEFACT development for the South of Europe.

As previously noted, the presentation was a great success with 90 representatives of government, industry, and academia attending and showing a great interest in the BCF. The BCF's objective is to provide businesses with a solution to define their external information

interchanges and related business activities (business collaborations) independent of the underlying implementation and infrastructure technology.

After this presentation, a late afternoon meeting took place between the UN/CEFACT delegation and the TFC members attending. At this meeting, the most important subjects regarding maritime standards were discussed as well as the use of BCF in the port sector.

Customs procedures/Involvement with other Organisations

Regarding the involvement of the TFC in the UN/CEFACT (United Nations Center for Trade Facilitation and Electronic Business), the process of restructuring that this organisation undertook in the last months should be highlighted. As a consequence of this process, Mr Santiago Milà, TFC Secretary and IAPH representative in this organisation, was named a special advisor to the UN/CEFACT President.

The TFC is also involved in the World Customs Organisation. Mr Alan Long, TFC member from Felixstowe, attends regularly the WCO meetings representing the IAPH and the TFC. Following this, he is planning to attend the next meeting that is scheduled on November 8, 2004.

IAPH Information Technology Award

In this 2005 Award edition, the brochure was prepared by TFC explaining the conditions for entry, how the project description should be, the selection committee, deadline and other important issues of the Award. It was published in the July/August issue of "Ports and Harbors" and at the IAPH website recently. The deadline for submission of entries is February 28, 2005. The Award will be announced at the Plenary Session of the Shanghai Conference.



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World Ports
Association

IAPH Bursary Scheme Participant's Report

Workshop on ILO/IMO Code of Practice on
Security in Ports
October 14-16, 2004, Turin, Italy

Capt. A.W. Al Diwani

Consultant, Marine Affairs, Abu Dhabi, United Arab Emirates

THE IAPH Bursary Schemes have been awarded to four candidates and attended by the following three:

- **Capt. A. W. Al Diwani**
Consultant, Marine Affairs,
Abu Dhabi Seaport Authority,
Mina Zayed,
Abu Dhabi, United Arab Emirates.
- **Capt. Paul N. Josef**
Harbor Master/Dy. PFSO,
Cochin Port,
India.
- **Mr. Pranab Thakur**
Chief Executive Officer,
Indian Port Association
New Delhi.

International Labor Organization (ILO)

Founded long before the U.N. in 1919, it became the first UN specialized agency seeking to promote social justice, human rights and labor rights, and the only UN Agency to be awarded the "Nobel Prize For Peace" (1969). It has a tripartite structure: Workers, Employers and Governments as equal partners. Headquartered in Geneva, ILO has 177 member states and its organizational structure consists of:

1. International Labor Conference: Supreme governing body.
2. Director General: (Currently Mr. J. Somavia from Chile).
3. International Labor Office

ILO's current motto for the 21st Century is
"DECENT WORK FOR ALL"

It establishes minimum standards of basic labor rights through Conventions, Recommendations, Codes of Practice, training and technical assistance.

It has 22 Sectorial Activities Departments one of which is "Maritime, Shipping, Ports, Fisheries, Inland Waterways" where 2 codes of practices originate

1. Code of Practice on Security in Ports 2004.
2. Code of Practice on Safety and Health in Ports 2005.

International Training Center of the ILO:

Established 40 years ago in Turin, Italy in a beautiful spacious location (nearly 8 hectares) comprising about 10 pavilions including classrooms, accom-

EMIRATE OF ABU DHABI
SEAPORT AUTHORITY
MINA ZAYED

إمارة أبوظبي
دائرة الموانئ البحرية
ميناء زايد

Reference : SPA / 35 / 3311
25th October, 2004.

Alta Dhabl : _____

Dr. Satoshi Inoue,
The Secretary General,
International Association of Ports and Harbors,
7th Floor, South Tower, New Pier Takeshiba,
1-101 Kaigan, Minato-Ku,
Tokyo 1050-0022

Sub: IAPH Bursary Scheme
ILO/IMO Code of Practice on Security in Ports Workshop
Torino, Italy, 14-16 October, 2004.

Dear Sir,

First and foremost, I hereby express my profound gratitude to the IAPH Head Office focusing on your goodness for enabling the IAPH Bursary Scheme to grant me financial as well as recommendatory assistance to participate in the workshop of ILO/IMO Code of Practice on Security in Ports (ILO/IMO COP) held in Torino, Italy 14 to 16 October, 2004.

Heartfelt thanks is also due for the panel of experts from ILO, IMO, Governments, Employers and Workers, and others who delivered state of the art presentations on the subject from its various aspects thereby enlightening the difference in scope, coverage and practice between the ILO/IMO COP and the ISPS Code, the core purpose of the Workshop, despite the short notice they have had to prepare for it and the short duration of 2-1/2 days to deliver it, and considering that most of them had participated in the original panel of experts nominated by ILO/IMO Governments, Employers, Workers and NGOs formulating the ILO/IMO COP on Security in Ports during 2003, just approved and published May 2004.

Gratitude is also due to the ILO Social Dialogue Programme whose Senior Programme Officer, Mr. Fernando Fonseca and his able staff have efficiently deployed the International Training Center of the International Labour Organisation (ITC/ILO) based in Turin, Italy to deliver a number of training programmes (25 programmes during 2003) with very balanced consideration to recruitment of lecturers and participants as well as accommodation, logistical and recreational matters.

I also appreciate my colleagues the participants holding senior positions in their countries ports who through their deliberations, discussions and exchange of information on the subject we all benefited and learned.

Enclosed is a brief report of the workshop.

Sincerely yours,

Capt. A.W. Al Diwani
Consultant Marine Affairs
Abu Dhabi Seaport Authority - Mina Zayed
United Arab Emirates.

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www.gportayed.gov.ae Email: minazayed@emirates.net.ae

modations, messrooms, athletic facilities with a soccer field, gymnasiums, social gatherings and efficient management.

The Center's annual activities exceed 300 programs and projects, benefiting more than 8000 participants from about 170 nations delivered in Arabic, English, French, Portuguese, Russian and Spanish. It also utilizes Internet technology to offer distance learning and tutoring services.

ILO/IMO Code of Practice on Security in Ports (ILO/IMO COP)

Since the IMO adopted the ISPS Code in December, 2003 as an amendment to SOLAS 74 Convention and it entered into force on 1st July 2004 through the Tacit method, it is obvious that the contracting governments in SOLAS 74 have added to their concern in Safety at Sea, the element of Security in Ports & Ships related more towards the deterring of terrorist activities ashore and at sea.

In a joint effort the ILO and the IMO formulated the "Code of Practice on Security in Ports" as a recommendatory guidance to put the ISPS Code into actual practice.

A draft was prepared by a joint ILO/IMO Working Group with specific Terms-of-Reference and guidelines. The TOR include, inter-alia that the ILO/IMO COP should not repeat or duplicate the ISPS Code and should not be prescriptive with the approach of identifying tasks and roles rather than responsibilities, using ISPS Code terminology and definitions as far as they apply to its requirements and to identify a comprehensive port-area-security-strategy as well as to specify counter-measures for identified security threats.

"ILO/IMO Code of Practice on Security on Ports" was adopted by a "Tripartite Meeting of Experts on Security, Safety and Health in Ports" in Geneva 8-17 December 2003. following the IMO Diplomatic Conference which adopted the ISPS Code in London 12 December 2003, the ILO Governing Body approved the COP in March 2004 and the IMO Maritime Safety Committee approved it on May 2004. (MSC 78)

ILO/IMO COP is designed as a complementary code aiming to put into practice the principles of the IMO ISPS Code and acting as a valuable practical tool to enable the extension of Port Security beyond the area of the Port Facility which could have an impact on

the security of the Port Facility. It helps in formulating and implementing government strategies in identifying potential risks to port security and promotes a common approach in the roles and measures to detect and deter unlawful acts against ports.

The crucial issues of training, exercises, drills, and tests are well addressed in the ILO/IMO COP. It also added a mathematical method to assist in formulating the Port Security Assessments and Port Security Plans through its TRAM MATRIX methods in its Appendices A and B.

The Seafarers Identity Document "SID" Convention No. 185 was adopted by International Labor Conference in June 2003 where a uniform, global and verifiable identification template for seafarers was designed and adopted as a more accurate way of controlling the human element on board ships as well as on shore leave, joining ship or repatriated.

The ILO/IMO COP includes a broader identification of "Port Infrastructure" adding services and installations to the "Port Area" as demarked and identified by each contracting government taking into consideration its jurisdiction in the extension of the ship/port interface areas as it varies from just a few meters beyond the quay to 200 nautical miles offshore.

The issue of confidentiality and non-disclosure of information about any secretly related matters as part of the port business to persons who do not have direct need to know is further stressed in the ILO/IMO COP.

Workshop on ILO/IMO COP, Torino 14-16 Oct, 2004

Workshop participants:

Total number of workshop participants was 28 from Europe, Asia, Africa, North and Central America (list is enclosed) divided later into 4 groups for workshop group-exercises.

Lecturers, lectures and presentations

During the 2-1/2 days of the Workshop 11 lecturers delivered 15 presentations and activities supported with power point briefings covering most of the ILO/IMO COP though the ILO Social Dialogue Technical Programs as well as a contribution from UNICRI (United Nations Interregional Crime & Justice Research Institute) headquar-

tered in Turin, Italy as follows:

Introduction to ILO and the background of the Code of Practice was delivered by Mr. Marios Meletioui, Technical Specialist (Ports and Transport) at the Sectorial Activities Department of the International Labor Office in Geneva and winner of the IAPH Akiyama award 1985 for his work on port efficiency.

The presentation focused on what is mentioned above about the ILO and the background of ILO/IMO COP.

Introduction to IMO and the link between ILO COP and the ISPS Code was delivered by Mr. Chris Trelawny, Senior Technical Officer, Maritime Security of the IMO based in London.

Mr. Trelawny being an ex Aviation Security Training Officer in Canada and ex Custom's Cargo Operations officer in the U.K. delivered a valuable presentation on the link between ISPS Code and ILO/IMO COP Chapter 1 and two other presentations about Roles and Tasks as mentioned in Chapter 5 ILO/IMO COP and the Port Security Plan.

Mr. Pedro Roman, Manager of the Department of Safety and Security in the Spanish Government Ports Administration (Puertos del Estado) highlighted in his presentation the experience of Spain in the implementation of the ISPS Code and how they benefited from the potential in ILO/IMO COP on Security in Ports.

It is interesting to know that Spanish Ports complied to the ISPS Code, but were not issued the "Statement of Compliance of a Port Facility" as mentioned in Part B of the ISPS Code. Mr. Roman explained that the ISPS Part B is recommendatory and since you have to report to IMO that you have an approved Port Facility Security Plan (PFSP) plus the other relevant information, a port is not required to have the recommendatory "Statement of Compliance" and it is up to the contracting government to choose that form or another to prove actual compliance with the mandatory Part A of the ISPS Code.

Capt. David L. Scott, Chief Officer of Operating and Environmental Standards, Maritime Standards Directorate U.S. Coast Guard Headquarters, Washington, D.C., U.S.A. who led the U.S. delegation in developing ILO/IMO COP had the tasks of lecturing about "Aim of Security Measures" as in Chapter 3 of ILO/IMO COP and a joint presentation in Port Security Assessment with Mr. Pedro Roman, Mr. Kees Marges, Dockers' Section Secretary at the International

Transport Workers Federation (ITF), and Capt. H.J. Roos, Head of Shipping and Nautical Division of the Ministry of Economy and Ports, the Designated Authority for implementation of the ISPS Code in the ports of Bremen and Bremerhaven, Germany.

Capt. Scott also conducted the Group Work Exercise in the use of the TRAM MATRIX Method mentioned in ILO/IMO COP Appendix A to assign a Threat Score and Action Priorities for a given scenario in a port. Capt. Scott also took part in the session of "Workers Rights, Role of Governments & Employees"

Mr. John Platts, who was the Special Advisor to the Director General, Security & Emergency preparedness at the Department of Transport in Canada lectured on the vital role of a govern-

ment to establish a written "Security Policy" relating it to Chapter 4 ILO/IMO COP and in another presentation he highlighted the formation of the physical security of the Port.

The link between the ILO/IMO COP and ILO Seafarer's Identity Document Convention 185 was presented by Mr. Martin Hahn of the International Labor Office, where he demonstrated the rationale, objective, structure and contents of Convention 185.

Mr. Massimiliano Montanari, Consultant to the United Interregional Crime and Justice Research Institute (UNICRI) demonstrated in his presentation how the ILO/IMO COP can contribute to the prevention of crime, deterrence of terrorism, and trafficking of

persons, weapons, drugs and other prohibited materials through proper judicial reform contributed by UNCRI.

The Workshop ended on 16th October, 2004 with a feedback session where participants expressed their opinions about the various aspects of the Workshop and their gratitude to ILO Training Center and the well organized administrative and logistical matters by the Course Manager, Mr. Fernanand Fonseca, the Senior Program Officer at the Social Dialogue Program of the International Training Center and his able and efficient staff and secretarial team as well as to Col. (Ret) Michael Chen, Chief Executive Officer of ST Educational Training (STET) in Singapore, Course External Auditor.



Chair of "International Save the Children Alliance" visits IAPH Secretariat



MR. Barry Clarke, OBE, Chair of International Save the Children Alliance, the world's largest Non-Governmental Organization helping children in need, paid a courtesy visit to IAPH Head Office on October 19, with his colleagues from Save the Children Japan.

His visit was to appreciate the IAPH's decision made among IAPH Officers on the occasion of their meeting in New York last September, based on a proposal of the Secretariat, who had been requested to seek an appropriate recipient of the IAPH donation to children, commemorating IAPH's 50th anniversary, to follow the decision made at the Charleston Mid-term Board meeting.

(*) Save the Children

Given birth in 1919 in the United Kingdom, by the initiative of an English woman Eglantyne Jebb, the organization now has 27 independent organization offices, including Save the Children Japan, acting in over 115 countries throughout the globe to help children in such areas like education, health, exploitation/abuse and even emergency aid to children caught in a conflict or disaster. Its oldest independent organization is Save the Children U.K. the Patroness of which is Her Majesty The Queen and the President is Her Royal Highness The Princess Royal. The International Save the Children Alliance, based in London, was created to coordinate among all the Save the Children organizations throughout the world, currently chaired by Mr. Clarke. For more details of Save the Children, please access:

<http://www.savethechildren.net/alliance/index.html>



Visitors

Barcelona

A trade mission of Catalonia, Spain, visited Japan on October 21 and 22 to promote trade between the two countries. The top key officials of the Port of Barcelona also participated in the mission, namely, Mr. Joaquim Coello, President, Mr. Santiago Garcia-Milà, and Mr. Juan Madrid, Marketing & Commercial Director. As Mr. Milà has recently taken over chairmanship of the IAPH Trade Facilitation Committee from Mr. Arbos, who left the Port earlier this year, it was a good opportunity for the IAPH secretariat to exchange views and opinions with Mr. Milà on the current and future activities of the said committee.



From L-R: Mr. Santiago Garcia-Milà; Hioka; Mr. Joaquim Coello; Mr. Takeshi Suzuki, Port of Barcelona, Representative in Japan; and Mr. Juan Madrid.

Santander

ON October 25, IAPH Secretariat welcomed 7 officers from Port of Santander who were visiting Tokyo as members of Cantalea Region Trade Mission to China/Japan. They exchanged information and views on various issues in the region with Secretary General Dr. Inoue, Deputy Secretary General Hioka and Assistant Under Secretary Nagai.



From L-R: Mr. Ignacio Merino, C.E.O., World Trade Center Santander; Ms. Natalia Craido, Business Director, Port Logistics Division, World Trade Center Santander; Mr. Mariano Revestido, Managing Director, Santander Port Authority; Dr. Inoue; Mr. Javier del Olmo Ilarza, President, Santander Port Authority; Mr. José Manuel Manrique, President, Cluster of the Port of Santander and Managing Director of Bergé Santander; and Mr. Andrés Gómez Bueno, C.E.O., COBASA

Membership Notes

Changes

Members Matter:

Port Authority of New York & New Jersey [USA]

Executive Director: Mr. Kenneth J. Ringler Jr.

Honorary Member: Mr. W. Don Welch

Address: 516 6th Street Reno Beach, FL 32962 USA

IAPH Meetings

- December 13-15, 2004
IAPH Africa/Europe Regional Meeting
Alexandria, Egypt
- January 10-13, 2005
IAPH EXCO Meeting
Yokohama, Japan
- January 31, 2005
IAPH Americas Regional Meeting
Houston, U.S.A.
- February 1-4, 2005
IAPH Asia/Oceania Regional Meeting
Tehran, Iran
- March 9-11, 2005
IAPH Africa/Europe Regional Meeting
London, U.K.
- May 21-27, 2005
24th IAPH World Ports Conference
Shanghai, China
- October 5-7, 2005 (t.b.c.*)
IAPH EXCO Meeting
Los Angeles, U.S.A.
- May 20-25, 2006
IAPH Mid-Term Board Meeting
Dunkirk, France
- October, 2006 (t.b.c.*)
IAPH EXCO Meeting
- April 27-May 4, 2007
25th IAPH World Ports Conference
Houston, Texas, USA

* Notes: To be confirmed.

OPEN FORUM



United Nations Office on Drugs and Crime working
in partnership with World Customs Organization

Container Control Pilot Program

A new Initiative in the Global Fight
Against Illicit Drug Trafficking,
Organized Trans-National Crime and Terrorism



UNITED Nations Office on Drugs and Crime (UNODC) and WCO just launched the operational phase of a Pilot Container Control Programme at the Guayaquil port, Ecuador, together with Ecuadorian Government officials and donor representatives from France, Germany, Italy and Spain.

The aim of the Pilot Container Control Program is to assist the Governments of Ecuador and Senegal in establishing effective container controls that will serve to prevent drug trafficking and other illicit activity. Joint port control units comprising officers from different law enforcement bodies (e.g. Customs, police) will be created at the ports of Guayaquil and Dakar. They will receive expertise, equipment and training for targeted operations against illicit drug trafficking, other trans-national organized crime and terrorism conducted via maritime freight containers.

The program also aims at the formation of alliances between the trade and enforcement communities in their joint efforts to prevent the abuse

of legitimate commercial trade for organized crime purposes.

In the framework of this Pilot

program, WCO and UNODC, in cooperation with other partners, will assist the two ports in implementing principles of risk assessment and targeting to improve their effectiveness in detecting and preventing trans-national crime.

Abuse of commercial containers for illicit purposes:

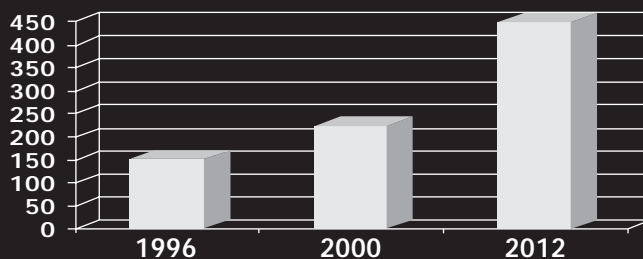
THE volume of trade via commercial containers has risen considerably over recent years – and is expected to double by the year 2012. At present, more than 220 million containers move around the globe per year.

The growing abuse of maritime and other commercial freight containers for illicit purposes is well evidenced, in particular for the trafficking of illicit drugs and the smuggling of contraband.

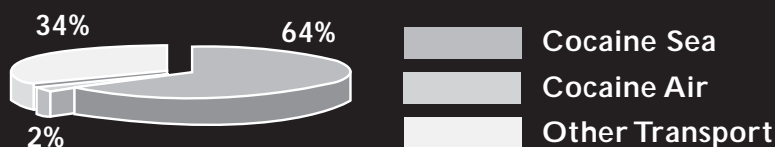
Less figures, however, exist on the extent of container trafficking in stolen and falsified goods, weapons and explosives, dangerous chemicals, and even for trafficking in human beings.

All these illegitimate operations abuse global trade facilitation arrangements, pose a threat to the security of the supply chain, and challenge legitimate trade. Daily seaport throughputs

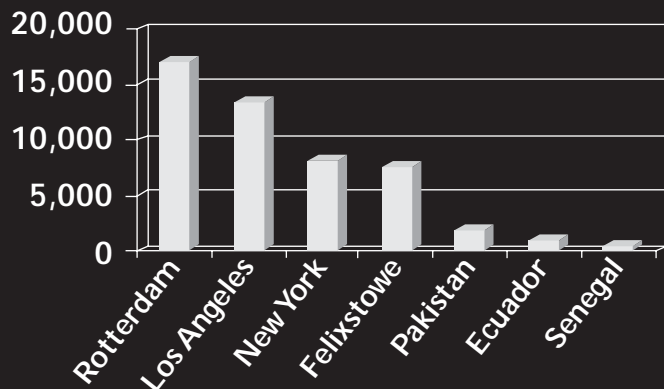
Global Annual Container Movements
(million TEUs)



WCO Reported Cocaine Seizures
by Mode of Transport
(1999)



Daily Container Throughput at Selected Seaports (2000)



range from several hundreds to about 50,000 containers and require fast processing. A full overhaul by enforcement experts of just one commercial container, however, requires hours.

Hence, port enforcement teams require sophisticated profiling systems and modern control techniques to ensure proper control and enforcement that do not cause unnecessary disruptions of the legal supply chain.

Developing countries require support in building up these capacities, particularly in areas that serve as illicit trafficking hubs. The Global Container Pilot Programme addresses these needs.

Pilot Ports along key trafficking routes for Cocaine and Afghan Heroin

The four pilot ports under this Programme serve as major hubs for maritime container shipments of cocaine from Latin America, opiates from Afghanistan, and South-East Asian heroin. The same routes serve the movement of precursors used for the processing of coca leaves into cocaine, and of opium into heroin. Africa is used increasingly as a transit route. Major drugs and precursors seizures in maritime containers include the following:

Spain, 2001:	3 tons of cocaine from Ecuador
Portugal, 2001:	1 ton of cocaine from Uruguay
Ecuador, 2002:	2.5 tons of cocaine for Europe
Ecuador, 2002:	2.4 tons of cocaine for USA
South Africa, 2002:	0.36 tons of cocaine from Peru
Pakistan, 2004:	seizures of outbound containers with Afghan heroin
Karachi, 1998:	10 tons of Acetic Anhydride (Korea)
Iran, 2001:	15.6 tons of Acetic Anhydride (Korea)
Australia, 1999:	0.2 tons of heroin
Belgium, 2004:	1.5 tons of Cannabis Resin (transit through Dakar)
Belgium, 2001:	12.7 tons of cannabis from Morocco
Djibouti, 2001:	2.6 million amphetamine pills
Durban, 2001:	37 tons stolen platinum

In addition to the above seizures, there are more recent reports and cases in which the smuggling of large amounts of money stemming from organized crime was intercepted or prevented. Similarly, cases of attempted container trafficking of explosives and dangerous chemicals, or of trafficking in human beings, could be stopped.



Contents of Programme:

Port operations will start in Ecuador and Senegal in 2004. New port control teams that bring together experts from various enforcement bodies will be formed, and provided with expert advice, training and equipment to introduce profiling techniques. Based thereon, focussed and targeted controls can be conducted by trained staff with proper search equipment. In summary, project action at pilot sites will comprise of:

Action at Ports:

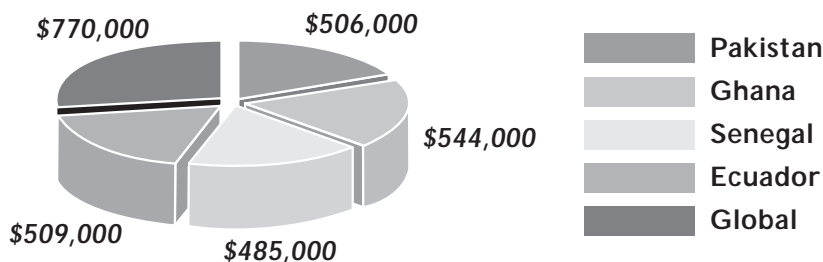
- Conclusion of MoU among enforcement bodies
- Creation of Port Control Units (Customs/Police)
- Training of Managers and Team Members in:
 - management, oversight, internal control/audit
 - information gathering and analysis process
 - screening, inspection and search
 - cooperation with trade and business
- Provision of Basic Equipment (pooling where feasible)
- Frequent Expert Monitoring and Mentor-Services on Site.

Further to the measures directly at ports, UNODC and WCO will undertake accompanying measures at global level, to ensure that this new programme is fully coordinated with action of bilateral donors and related work of international organizations, and can be constantly reviewed, at senior expert levels, on its results and successes. The Programme aims at fostering new forms of cooperation between trade authorities and enforcement units. This is to raise the level of trust and awareness, and the agreement to cooperate and exchange often sensitive information. The programme will also develop new reporting and analytical tools that are needed to better monitor this relatively young, albeit severe, crime pattern. Resulting analysis will then support the creation of focussed countermeasures in identified problem areas or regions.

Global level action:

- Constant Expert Review and Monitoring
- New Partnerships with Trade and Business
- Cooperation between Enforcement Partners
- Data/Information Exchange
- Container Crime Analysis and Reports

Planned Total Program Budget for 4 Pilot Sites (US\$2.94 million)



- Development of Standard Practices for Port Control.

Conclusions:

With relatively moderate investments, this programme will provide an essential contribution to capacity-building process for anti-organized crime measures in priority countries.

Previous smaller projects in African ports have shown that new law enforcement results can be achieved within months. Some new teams reported first ever container seizures of drugs, contraband or stolen articles, sometimes just weeks after their start of operations. The level of cooperation between Customs, Police and other Services stepped up measurably. Joint investigations followed seizures, and international cooperation against the organizers and networks behind seized shipments, were among the results. Building upon these new structures and

capacities, increased bilateral and regional cooperation can be effected. Joint operations can be conducted between enforcement authorities at ports of origin, transit and destination. Thus, developing countries will be enabled to participate in the global enforcement effort.

Equally important is the growing involvement of trade and shipping associations into this programme, and to improve their direct cooperation and exchange of information with enforcement authorities at the ports. With such partnerships on the ground, decisive steps can be set against corruption in the public and private sectors, which forms a strong enabling element for organized crime.

UNODC hopes to expand port activities to Pakistan and Ghana as of 2005, and to expand this programme to other ports, if sufficient donor support and funding is received.

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IMO: Revised MARPOL Annex I, Annex II and IBC Code adopted at MEPC

MEPC 52nd Session,
October 11-15, 2004

- Revised MARPOL Annex I (oil)
- Oman Sea - new special area under MARPOL Annex I
- Revised MARPOL Annex II (noxious liquid substances carried in bulk)
- Transport of vegetable oils
- Consequential amendments to the IBC Code
- Particularly Sensitive Sea Areas (PSSAs)
- Review of PSSA guidelines
- Harmful aquatic organisms in ballast water
- Recycling of ships
- Air pollution
- Oil and HNS Pollution Preparedness, Response and Co-operation
- Inadequacy of reception facilities

Revised regulations to prevent marine pollution by ships carrying oil or chemicals were adopted by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), when it met for its 52nd session from October 11-15, 2004.

The MEPC also designated the Oman Area of the Arabian Seas as a special area and the Western European Waters as a new Particularly Sensitive Sea Area (PSSA). Work also continued on other issues including guidelines on ballast water management, ship recycling and prevention of air pollution.

Revised MARPOL Annex I (oil)

The revised MARPOL¹⁾ Annex I Regulations for the prevention of pollution by oil was adopted by the Committee and is expected to enter into force on January 1, 2007.

It incorporates the various amendments adopted since MARPOL entered into force in 1983, including the amended regulation 13G (regulation 20 in the revised annex) and regulation 13H (regulation 21 in the revised annex) on the phasing-in of double hull requirements for oil tankers. It also separates, in dif-

ferent chapters, the construction and equipment provisions from the operational requirements and makes clear the distinctions between the requirements for new ships and those for existing ships. The revision provides a more user-friendly, simplified Annex I.

New requirements in the revised Annex I include the following:

- Regulation 22 Pump-room bottom protection: on oil tankers of 5,000 tonnes deadweight and above constructed on or after 1 January 2007, the pump-room shall be provided with a double bottom.
- Regulation 23 Accidental oil outflow performance - applicable to oil tankers delivered on or after [date of entry into force of revised Annex I plus 36 months] 1 January 2010; construction requirements to provide adequate protection against oil pollution in the event of stranding or collision.

The MEPC also adopted a resolution giving explanatory notes on matters related to the accidental oil outflow performance required under regulation 23.

The MEPC approved the revised Unified Interpretations to the revised MARPOL Annex I and a Circular on cross-reference lists between the "old" and "new" regulations of MARPOL Annex I which is intended to facilitate familiarisation with the new numbering system of the revised Annex I.

Oman Sea - new special area under MARPOL Annex I

The MEPC agreed to designate the Oman Sea area of the Arabian Seas as a special area and the designation is included in the revised Annex I.

The other special areas in Annex I are: Mediterranean Sea area; Baltic Sea area; Black Sea area; Red Sea area; "Gulfs" area; Gulf of Aden area; Antarctic area; and North West European Waters. In the special areas, there are stricter controls on discharge of oily wastes.

Revised MARPOL Annex II (noxious liquid substances carried in bulk)

The revised Annex II Regulations for the control of pollution by noxious liquid substances in bulk includes a new four-

category categorization system for noxious and liquid substances. The revised annex is expected to enter into force on 1 January 2007.

The new categories are:

- **Category X:** Noxious Liquid
Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a major hazard to either marine resources or human health and, therefore, justify the prohibition of the discharge into the marine environment;
- **Category Y:** Noxious Liquid
Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the discharge into the marine environment;
- **Category Z:** Noxious Liquid
Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a minor hazard to either marine resources or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment; and
- **Other Substances:** substances which have been evaluated and found to fall outside Category X, Y or Z because they are considered to present no harm to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning or deballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing these substances are not subject to any requirements of MARPOL Annex II.

The revised annex includes a number of other significant changes. Improvements in ship technology, such as efficient stripping techniques, has made possible significantly lower permitted discharge levels of certain products which have been incorporated into Annex II. For ships constructed on or after 1 January 2007 the maximum permitted residue in the tank and its associated piping left after discharge will be

set at a maximum of 75 litres for products in categories X, Y and Z – compared with previous limits which set a maximum of 100 or 300 litres, depending on the product category.

Alongside the revision of Annex II, the marine pollution hazards of thousands of chemicals have been evaluated by the Evaluation of Hazardous Substances Working Group, giving a resultant GESAMP² Hazard Profile which indexes the substance according to its bio-accumulation; bio-degradation; acute toxicity; chronic toxicity; long-term health effects; and effects on marine wildlife and on benthic habitats.

As a result of the hazard evaluation process and the new categorization system, vegetable oils which were previously categorized as being unrestricted will now be required to be carried in chemical tankers. The revised Annex includes, under regulation 4 Exemptions, provision for the Administration to exempt ships certified to carry individually identified vegetable oils, subject to certain provisions relating to the location of the cargo tanks carrying the identified vegetable oil.

Transport of vegetable oils

The MEPC also adopted a resolution on Guidelines for the transport of vegetable oils in deep tanks or in independent tanks specially designed for the carriage of such vegetable oils on board dry cargo ships. The guidelines have been developed to allow general dry cargo ships that are currently certified to carry vegetable oil in bulk to continue to carry these vegetable oils on specific trades. The guidelines will take effect on January 1, 2007.

Consequential amendments to the IBC Code

Consequential amendments to the International Bulk Chemical Code (IBC Code) were also adopted at the session, reflecting the changes to MARPOL Annex II. The amendments incorporate revisions to the categorization of certain products relating to their properties as potential marine pollutants as well as revisions to ship type and carriage requirements following their evaluation by the Evaluation of Hazardous Substances Working Group.

Ships constructed after 1986 carrying substances identified in chapter 17 of the IBC Code must follow the requirements for design, construction, equipment and operation of ships contained in the Code.

Particularly Sensitive Sea Areas (PSSAs)

The MEPC agreed to designate the Western European Waters as a new PSSA.

There are now seven designated PSSAs: the Great Barrier Reef, Australia (designated a PSSA in 1990); the Sabana-Camagüey Archipelago in Cuba (1997); Malpelo Island, Colombia (2002); Around the Florida Keys, United States (2002); the Wadden Sea, Denmark, Germany, Netherlands (2002); Paracas National Reserve, Peru (2003); and Western European Waters (2004).

In relation to the proposed extension of the existing Great Barrier Reef PSSA to include the Torres Strait Region, the MEPC agreed to refer the legal aspects of compulsory pilotage in straits used for international navigation to the Legal Committee for advice.

Review of PSSA guidelines

The MEPC agreed to establish a correspondence group to review, with the objective of clarifying, and, where appropriate, strengthening the current PSSA Guidelines (contained in resolution A.927(22)). The group is expected to report to the next session of the MEPC and any revisions proposed are expected to be presented to the next Assembly in late 2005 for adoption.

Harmful aquatic organisms in ballast water

The MEPC finalized the Guidelines for approval of ballast water management systems and approved the Procedure for approval of active substances, with a view to their consideration for adoption at MEPC 53 by an MEPC resolution. The development of other guidelines will continue at the Bulk Liquids and Gases (BLG) Subcommittee and future sessions of the MEPC.

Member Governments were urged to work towards ratification of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, adopted in February 2004.

Recycling of ships

The MEPC, having considered the need for developing mandatory measures for ship recycling, agreed that certain parts of the IMO Guidelines on Ship Recycling might be given mandatory effect.

The Working Group on Ship Recycling developed an initial list of the elements of the Guidelines for which a mandatory scheme might be regarded

as the most suitable option for their implementation. In considering how the implementation of such a possible mandatory scheme could be achieved, the Working Group agreed that a new IMO instrument could be developed with a view to providing legally binding and globally applicable ship recycling regulations and that further work was needed before a concrete proposal could be made on this issue.

Regarding the reporting system for ships destined for recycling, the MEPC developed, as a starting point, a draft outline of this system in order to identify, in a schematic way, what should be reported, to where and by whom. It was noted that additional work was needed for the further development of this system with the aim of considering, amongst other issues, the appropriate time-frame for the reporting, a harmonized reporting format and the possible need for additional flow of information between the involved stakeholders.

The MEPC approved the Guidelines for the development of the ship recycling plan, which provide further technical information and guidance for the preparation of a suitable ship recycling plan (SRP), as recommended in section 8.3.2 of the IMO Guidelines on Ship Recycling.

The MEPC agreed that a "single list" of the potentially hazardous materials on board should be developed replacing the existing Appendices 1, 2 and 3 of the IMO Guidelines and providing guidance on the identification of potentially hazardous materials on board ships and the preparation of the relevant inventories.

The MEPC considered a proposal to establish an International Ship Recycling Fund with the aim of facilitating the technical co-operation activities for capacity building, training and the necessary funding mechanisms.

It was agreed that ship recycling should be included in the future thematic priorities of the Organization's Integrated Technical Co-operation Programme (ITCP) with the aim of assisting developing countries to improve environment and safety levels in ship recycling operations and the Technical Co-operation Committee was invited to consider further the arrangements to establish a dedicated fund.

The MEPC noted the continued co-operation with the International Labour Organization and the relevant bodies of the Basel Convention on ship recycling. The first Joint ILO/IMO/BC Working Group on Ship Scrapping is scheduled to take place at IMO Headquarters from

February 15 to 17, 2005.

The MEPC, taking into account the need to progress the work on ship recycling issues in an expeditious manner:

- agreed to the establishment of a correspondence group to further progress the work in the intersessional period;
- approved a three-day intersessional meeting of the Working Group on Ship Recycling during the week before MEPC 53; and
- agreed to re-establish the Working Group on Ship Recycling at the next session of the Committee.

Air pollution

Regulations for the Prevention of Air Pollution from Ships, contained in MARPOL Annex VI, will enter into force on May 19, 2005.

The MEPC further reviewed the draft amendments to MARPOL Annex VI which were approved at previous sessions of the Committee, with a view to their adoption at MEPC 53. The draft amendments relate to the designation of the North Sea area as a "SOx Emission Control Area" and the introduction of the Harmonized System of Survey and Certification into MARPOL Annex VI.

In addition, the Committee instructed the Sub-Committee on Ship Design and Equipment to consider a number of proposed Unified Interpretations.

The Committee made progress on developing draft Guidelines on the CO₂ Indexing Scheme and urged Members to carry out trials using the scheme and to report to the next session. One purpose of developing guidelines on CO₂ emission indexing is to develop a simple system that could be used voluntarily by ship operators during a trial period.

The Committee agreed that a CO₂ indexing scheme should be simple and easy to apply and take into consideration matters related to construction and operation of the ship, and market-based incentives.

Meanwhile, the Committee recognized that IMO guidelines on greenhouse gas emissions have to address all six greenhouse gases covered by the Kyoto Protocol: Carbon dioxide (CO₂); Methane (CH₄); Nitrous oxide (N₂O); Hydrofluorocarbons (HFCs); Perfluorocarbons (PFCs); and Sulphur hexafluoride (SF₆).

Oil and HNS Pollution Preparedness, Response and Co-operation

The MEPC agreed to the development of a joint IMO/UNEP Manual on Natural Resource Damage Assessment and

Restoration Following Major Oil Spills, to be submitted for consideration at MEPC 53.

Following work by the Oil Pollution Preparedness, Response and Co-operation (OPRC)/OPRC-HNS (Hazardous and Noxious Substances) Technical Group, the MEPC approved draft Guidelines on facilitation of response to pollution incidents for submission to the 24th Assembly in November 2005 for adoption.

The MEPC also approved OPRC Model Training Courses (Introductory course and Levels 1, 2 and 3).

Inadequacy of reception facilities

Recognizing that provision of reception facilities is crucial for effective MARPOL implementation, the MEPC strongly encouraged Member States, particularly those Parties to the MARPOL Convention as port States, to fulfill their treaty obligations on providing adequate reception facilities. Governments were also urged to respond to a questionnaire on alleged inadequacy of port reception facilities (MEPC/Circ.417) and to report their experiences to MEPC 53 with the aim of identifying problem areas and developing a future action plan.

¹⁾ International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78)

²⁾ Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP)



PIANC: Updates Report on "Horizontal and vertical dimensions of fairways"

THE International Navigation Association (PIANC) is calling for experts to update the 1997 joint PIANC-IAPH Working Group report II-30, established in co-operation with IMPA and IALA.

The recently approved Terms of Reference (TOR's) of the new Working Group 49 on "Horizontal and Vertical Dimensions of Fairways" include the following issues and items to be considered:

- Design Vessels (current and new generation)
- Water Datum (CD/MLLW/MSL)
- Tidal Ranges

- Wind/Wave/Currents
- One/Two-Way Traffic
- Tug Assistance and Tug Efficiency
- Restrictions on pilot boarding and tug connection
- Protected Channels
- Entrance Channel/affects
- Speed Restrictions
- Bank Clearance
- Manoeuvring Lanes
- Manoeuvring areas and turning circles
- Manoeuvring in adverse conditions
- Clearance Between Ships (underway and moored)
- Buoy Clearance
- Channel Bends
- Channel Design/Alignment Studies
- Obstructions (submerged, overhead)
- Pitch/Roll/Heave
- Draught and Trim
- Squat
- Underkeel Clearance
- Shallow water effects
- Sinkage in Fresh Water
- Seawater Intake Clearance
- Air draught
- Use of High Tides
- Safety criteria and risk assessment
- Study methodologies and appropriateness
- Visibility
- Ice

In particular, the Working Group should give priority to:

- Vertical motions of ships in approach channels (due to squat, wave-induced motions, dynamic effects etc.)
- Vertical clearances under bridges, overhead cables etc.
- Safety criteria, assessment of levels of risk and appropriate clearance margins
- Simulation of ships in channels
- Methods for assessing environmental (Metoccean) operating limits
- New and future generation ship dimensions/manoeuvring characteristics
- Manoeuvring limits in adverse conditions (e.g. tug effectiveness at speed and in adverse wave, current and wind conditions)
- Restrictions on pilot boarding, tug attachment and detachment and the time required.

The final report will provide guidelines and recommendations and should be completed within two years. It is proposed that the Working Group be composed of port engineers with contact to their peers, marine engineering consultants, naval architects, port pilots and tug operators.

Contact: Mr. W. Verhagen at
w.verhagen@dnz.rws.minvenw.nl.



RTisa: First Round Table of international shipping associations (RTisa) Forum held in London

AST week saw the first Round Table of international shipping associations (RTisa) Forum take place in London. The Forum brought together, not only the Presidents and Secretary Generals of the four organisations, but also the members of the respective committees behind the organisations.

The Forum was an opportunity to discuss issues of common interest and INTERTANKO Chairman, Stephen Van Dyck, addressed the Senior Executives attending with a presentation under the heading P&I, Owners and Quality shipping. In his presentation, Mr. Van Dyck said that every link in the chain of responsibility has a particular role to play in the pursuit of continuous improvement and that the Round Table organisations are committed to this continuous improvement and will "not try to duck it". He called for "CCC" "Cooperation, Co-ordination and Collaboration" from all links in the chain.

Mr. Van Dyck, who is also the Chairman of West of England P&I Club, focussed on one of the links in the chain saying that P&I Clubs by issuing certificates, also issue a license to trade which is based on the presumption of good intent, trust that all will meet their obligations and sharing of risks, pooling buying power. In his presentation, Mr. Van Dyck gave some examples of "broken links" and urged the P&I Clubs to provide incentives for good performers.

The second presentation of the day entitled How Does the Industry Defend the International Maritime Law against Regional/National Interests? was given by Patrick Griggs, former President of Comité Maritime International (CMI).

In his presentation, Mr. Griggs called for a level playing field with uniformity throughout. Traditionally, new laws have emerged in consultation with the players with a commercial interest in the maritime industry, the "grass roots". Laws, which are merely seen as a political instrument, will most likely not satisfy commercial needs and furthermore, may undermine the international law regime.

In his closing remarks, Mr. Griggs called for the industry to be more proac-

tive and less reactive, getting close to the IMO Secretariat and identifying areas of legal activity.

At the ensuing Press Conference, other areas of action within the Round Table were discussed, amongst other common standards in shipbuilding. The President of BIMCO, Mr. C.C. Tung, said that the Round Table organisation has been building closer links with IACS and even though progress had been made on tanker issues, there was still concern with regard to bulk carriers, where a number of issues had been raised with IACS.

The Forum was seen as an important step forward in promoting a common voice for the shipping industry and comments from the floor recommended that issues discussed were converted into executive decisions within the Round Table associations.

(November 4, 2004, RTisa)



The Green Award Foundation: Celebrates 10th anniversary in London

To mark the occasion of the 10th Anniversary of the Green Award Foundation a reception was organised at the IMO Building on October 11, 2004. The Secretary General of the International Maritime Organization, the Chairman of the Green Award Foundation and the Head of the IMO/MEPC Delegation of The Netherlands invited the IMO/MEPC Delegation and several external guests for this reception.

Immediately after the conclusion of the first day of the MEPC meeting, several speeches were addressed to Green Award. Reference was made to Green Award's past, present and future. Green Award felt flattered by all the compliments given and took note of the advice to continue the efforts to promote quality shipping.

After the speeches, a reception was held. The Green Award Foundation is delighted that we could welcome about 400 people. The Green Award Foundation and the Ministry of Transport, Water Management and Public Works of The Netherlands, as co-founders, jointly hosted the reception.

(Green Award News 2004 #4)

Upcoming Conferences



3rd Intermodal Africa 2005

February 3-4, 2005
Dar Es Salaam, Tanzania

Conference Program

February 2, 2005

9:00 a.m. A Technical Site Visit to Dar Es Salaam Port

February 3, 2005

9:00 a.m. Conference and Exhibition Opening Ceremony

9:00 a.m. Session 1:
Managing Trade Growth – Defining Individual Roles in the Total Logistic Chain

10:15 a.m. Session: 2
Achieving and Maintaining a Safe and Secure Supply Chain – Dealing with the Growing Need for Tighter Security and Managing the Integrity of the Entire Supply Chain

11:35 a.m. Achieving ISPS Compliance and Certification for Ports – Case Study – The National Ports Authority of South Africa
Session 3:

A Review of Port Investment and Terminal Operations

2:00 p.m. Session 4:
Continuing Changes in the Processes of Containerisation and Globalisation

3:45 p.m. Initiating Sustainable Growth in African Transportation Infrastructure

February 4, 2005

Session 5:
Synchronising the Total Logistics Process-I

9:00 a.m. Session 5:
Synchronising the Total Logistics Process-II

11:25 a.m. Container Transshipment – An Indian Ocean Perspective
Session 6:

Exploiting Innovative Tools Finding the Right Technology to Manage Port Performance – Does Size Matter?

2:30 p.m. Session 7:
Special Feature on the

Challenges of Growing International Trade Out of Africa – An Insight into the Direction and Shape of African Container Shipping Trade

Registration Fee:

- International Delegate Rate
US\$1495.00 / € 1250.00
- African National Delegate Rate
(ID required)
US\$695.00 / TZS775.00
- 15% discount for IAPH Members
- If 2 Or More International Delegates
Register from the same company, a 3rd
delegate from the same company is enti-
tled to register free of charge

For further information:

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E-mail: info@transportevents.com
URL: <http://www.transportevents.com>



TOC2005 ASIA

March 15-17, 2005
Hong Kong

TOC ASIA CONFERENCE

THE TOC Asia conference runs in parallel to the exhibition and adds considerable value to the exhibiting experience by attracting top tier management and directors from the leading Asian and international port providers to share their experience and expertise. The conference will present and debate the global and immediate issues surrounding terminal operations as well as addressing the latest technological developments. Exhibitors will benefit from the opportunity to network and do business with these hard-to-reach decision makers.

For further information:

Informa Maritime & Transport,
69-77 Paul Street, London EC2A 4LQ
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Fax: +44 20 7017 4987
E-mail: donna.watson@informa.com
URL: www.toc-events.com

Upcoming Seminars



ICC: Port State Control Course

March 14-24, 2005
London, U.K.

Program Highlights

- The operation of Port State Control
- Latest developments and amendments to the major conventions including:
- SOLAS
- MARPOL 73/78 Annexes I-V
- BCH/IBC Code
- International Ship and Port Facility Security (IPS) Code
- ISM Code Implementation
- Relationship between PSC and Flag State Control
- Revised procedures on ship documentation and harmonized certification and enhanced inspection practice
- PSC and the IMDG Code
- Port State Control Inspection Systems
- Developments in Regional Co-operation
- Visits to ports and specialized vessels

PORT State Control is a rapidly and constantly changing area for ship owners, operators and maritime administrations.

It demands particularly high standards of technical knowledge with respect to ship operations and their related regulations according to international conventions, and other national or regional instruments in order to promote both maritime safety and the flow of commerce.

This well established certificated course, which is a pioneer in its field - now in its seventeenth year - is well respected internationally, having been attended in that period by representatives from a large number of countries. Their backgrounds have included maritime officials, port state inspectors, surveyors, port and harbour managers, P&I clubs, regional MOUs, marine superintendents and DPA's.

The course provides a thorough and clear up-to-date guide and analysis to the main port state control conventions, amendments and related codes, inspection procedures and key developments in port state control in MOU, to the limit of knowledge and beyond! Further feature of the course concentrates on the new International Ship and Port Facility Security Code (ISPS).

Above all, there is considerable opportunity to discuss issues and raise questions in what is an informal and lively atmosphere.

For further information:

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URL: www.icc-ccs.org.uk



IPPPM: Port Planning and Management International Training Program

March 28-April 8, 2005
New Orleans, U.S.A.

THE twenty-first annual International Program for Port Planning and Management (IPPPM) will be held at the World Trade Center in New Orleans, Louisiana, March 28-April 8, 2005.

The object of this training program is to help maritime industry executives sharpen practical skills and strengthen conceptual understanding in a broad array of general maritime planning and management fields.

During the last twenty years, 593 participants from 102 countries have graduated from IPPPM.

The curriculum covers three broad areas: port systems- port authority management and administration-port planning and operations.

Courses are taught in English by public sector maritime officials and private sector maritime executives from around the United States and abroad, personnel from the Port of New Orleans, the staff of the University of New Orleans National Ports and Waterways Institute, University faculty, and practitioners from the local maritime community.

The two-week training program provides over 70 hours of classroom instruction in approximately two dozen segments. Supplemental organized activities include site visits to terminal facilities, the port, and recent commercial and recreational waterfront development reception.

- Tuition: U.S.\$2,100.00

For further information:

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New Publications



PIANC: "Disability Access Guidelines for Recreational Boating Facilities"



THE International Navigation Association (PIANC) has released a report, prepared by its Recreational Navigation Commission (RecCom) Working Group 14: "Disability Access Guidelines for Recreational Boating Facilities."

The purpose of this report is to present guidance from a global perspective for reasonable and cost-effective access to recreational boating facilities by persons with disabilities. Statistics show that 1 in 4 people throughout the world have some type of disability. Those with disabilities, on the other hand, have greater barriers to overcome and may be precluded from boating activities regardless of their desire to participate. In many cases, laws and regulations were developed with landside activities in mind and have caused problems when inappropriately applied to boating facilities. Making such facilities more accessible is desirable and has resulted in increased participation by persons with disabilities in recreational boating.

The primary function of a recreational boating facility is to provide berthing and/or launching of a variety of recreational boats,

including sail, power, and paddle types. Berths and moorings can serve long- or short-term needs; launch sites can use ramps, hoists, or simple "carry-down." Ancillary activities may be found at boating facilities as well, including auto parking, toilet facilities, showers, food stores and services, boat sales, fuel sales, boat stores and storage, clubs and other recreational pursuits. When considering access improvements at a boating facility, it is desirable to provide an unobstructed path of travel for the full range of activities.

This guidance document is provided from the perspective of those with disabilities. While the overall goal is to provide disability access on a cost-effective basis, the methods used to reach the goal can vary around the world. The design suggestions emphasize the architectural approach that can usually be accommodated in new facilities with sufficient area for implementation, but may be problematic on sites with limited area when combined with large changes in elevation, and especially so with existing fully developed facilities. For these difficult sites, the designer is challenged to find an appropriate solution that meets the goal for disability access. Solutions are not necessarily highly technical or costly, but do need to be well thought out.

The "access for all" concept can create design conflicts of its own. An improvement for one type of impairment may not improve access for all users. Until ideal solutions can be found for these access conflicts, reasonable compromises are desirable. Sometimes it is judged too difficult to improve access for wheelchair users, and then other access improvements are assumed to be infeasible as well, or simply overlooked.

Ultimately, the goal is to make boating more accessible for all, which requires properly outfitted watercraft and support programs. In particular, this report includes information on these resources for persons with disabilities.

Price: € 30 (VAT included)

To order: Order online at
<http://www.pianc-aipcn.org>,
 or e-mail to
sabine.vandeveld@pianc-aipcn.org

PIANC: Report on "Technical and Economic Problems of Channel Icing"



THE International Navigation Association (PIANC) has released a report, prepared by its Inland Navigation Commission (InCom) Working Group 23 on "Technical and Economic Problems of Channel Icing."

The objective of the Working Group was to investigate the practicability of extending the navigation period, in order to guarantee continuous navigation on inland waterways during the winter. Consequently, the Group reviewed, assessed and researched knowledge available concerning the following aspects:

- A general description of inland waterways and related ice problems
- A description of different ice forms
- Ice formation and ice development on inland waterways
- Organisation of icebreaking operations
- Icebreaking and its new technologies
- Information and operating systems
- Technical and other solutions for the winter operation of inland waterways
- Possible new solutions
- New and reconstructed waterways in terms of winter navigation
- Costs and benefits of winter navigation
- Conclusions and recommendations

Price: € 35 (VAT included)

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WORLD PORT NEWS

The Americas



US Army Corps
of Engineers

U.S. Army Corps: U.S. Foreign Waterborne Transportation Statistics

THE U.S. Army Corps of Engineers has released the June 2004 preliminary U.S. foreign waterborne transportation statistics. These statistics are based on U.S. Bureau of the Census trade data matched to U.S. Customs vessel entrances and clearances, enhanced by the U.S. Maritime Administration. Year-to-date figures through June 2004 show

an increase in volume of 9% for imports and an increase of 11% for exports over the same time period for 2003. The following cargo summary contains value and weight information by type of service on U.S. waterborne imports and exports for June 2004, along with year-to-date figures. Inbound and outbound in-transit data are not included.

Preliminary U.S. Foreign Waterborne Cargo Summary June 2004

Value (millions of dollars) and Weight (thousands of metric tons)

Type of Service	Imports		Exports ¹		Total ²	
	June	Year-to-Date	June	Year-to-Date	June	Year-to-Date
Liner Value	32,214	179,473	11,194	71,790	43,408	251,263
Liner Weight	9,078	49,519	5,453	35,987	14,530	85,506
Tanker Value	14,360	73,873	1,504	9,213	15,864	83,086
Tanker Weight	55,755	311,258	4,131	28,499	59,885	339,757
Tramp Value	15,651	81,057	5,080	30,331	20,732	111,389
Tramp Weight	21,029	103,173	17,043	105,963	38,072	209,136
Total Value	62,225	334,403	17,778	111,335	80,003	445,738
Total Weight	85,861	463,950	26,626	170,449	112,487	634,399

1. Export weight does not include commodities removed from the Waterborne Databank due to confidentiality restrictions of the U.S. Bureau of the Census. This restriction has been applied historically, although not always footnoted. Value represents the total for all commodities.
2. Figures in total column may vary due to rounding.

(October 13, 2004, U.S. Army Corp.
Navigation Data Center)



Charleston: BMW increases shipping through Charleston



BASED on a new service agreement between the Port of Charleston and BMW Manufacturing Co., shipping of BMWs through the port will increase, officials for BMW and the S.C. State Ports Authority announced November 9.

"BMW has been a tremendous force for economic development across South Carolina," said Bernard S. Groseclose

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.

Jr., president and CEO of the S.C. State Ports Authority. "They and their suppliers impact every community in the state in a very positive way. BMW is a highly respected customer that the Port of Charleston is proud to serve. We look forward to many years of growth and success."

Based on the success of the past 10-year relationship between BMW and the Port of Charleston, the decision was made to renegotiate another 10-year service agreement based on BMW's vehicle imports and exports.

BMW entered into the original agreement in 1995 as the company was establishing a presence with its manufacturing facility in upstate South Carolina. In 1995, the Port of Charleston imported only 65 units for BMW Manufacturing Co. in Spartanburg.

According to Carl Flesher, BMW Manufacturing's vice president of associate and corporate communications, environmental services, "Over the past 10 years, the Port of Charleston has continuously maintained professional service as our imports and exports have increased significantly to over 115,000 imported and exported vehicles in 2003. We expect to increase our annual import and export totals to more than 150,000 vehicles during the next 10 years."

"BMW does business in more than 120 countries, and the Port of Charleston continues to be one of the most efficient and effective ports in the world. Based on our past relationship, we feel certain the Port of Charleston will be able to expand to support BMW as our market share grows," Flesher added.

During the last decade, BMW has exported Z3, Z4 and X5 vehicles produced in Spartanburg to overseas markets, as well as imported finished vehicles through the Port of Charleston to meet the growing market demand in its 11-state southern sales region. Imports will increase in the future as BMW Manufacturing Co. expands its support of U.S. sales by now importing vehicles destined for dealerships in 22 states.

In addition to the import and export of finished vehicles, BMW also imports parts, such as engines from BMW plants in Germany and Austria and transmissions produced in Central Europe, which are used in the Spartanburg manufacturing plant. Over the last 10 years, BMW's parts imports have increased over 100 percent, from approximately 70 containers per week in the late 1990s to more than 7,500 a year in 2003.

"The Port of Charleston's established presence and the state-of-the-art infrastructure played a major role in attracting BMW to South Carolina, and this new agreement reconfirms the importance of the port to BMW's success and growth," Flesher said.

(November 9, 2004, South Carolina State Ports Authority)



**Halifax
Port Corporation**

Halifax: Gateway to Halifax Harborwalk opens



THE Halifax Port Authority revealed a new "Gateway" to the Halifax Harborwalk on Saturday, September 25. This new public space was unveiled at an event scheduled to coincide with the arrival of the Queen Mary 2 to the Port of Halifax.

The park area was officially opened by Halifax Port Authority Board chairman, Alan Abraham, Jr., and DRUM, a performance group featuring singers, dancers, musicians and entertainers, at a ceremony on Saturday morning.

"We have heard from the community that the Halifax Harborwalk should be better connected through to Piers 20-23. We thought that this Gateway would be the perfect way to start. We were inspired to turn a parking lot into a new public area where local people and tourists can gather and enjoy the waterfront," says Karen Oldfield, President and CEO, Halifax Port Authority.

This space will become a venue for special events and a vantage point to view harbour activity. "People love to come to the waterfront and this new area will be a great vantage point to watch cargo and cruise ships go by," says Oldfield.

The park area will also become a venue to showcase the sculptures of Nova Scotian artists. "We wanted to create a special place where local art

and creativity can be celebrated. We are building on the artistic theme that is present in this part of the waterfront and expect to build on this concept over time," says Oldfield.

The Halifax Port Authority is working with the Art Gallery of Nova Scotia to display the talent of local artists throughout the year at the Gateway. The first two sculptures featured are works by Dennis Gill and Alexander Graham, two Nova Scotian artists.

(September 24, 2004, Halifax Port Authority)



Los Angeles: Largest vessel to date "Plugs in"

THE largest "AMP-outfitted" China Shipping container ship to date steamed into the Port of Los Angeles during October, switching off its diesel exhaust-emitting engines and plugging in to clean electric power at the Port's Alternative Maritime Power source at Berth 100. The 5600 TEU (twenty foot equivalent unit) Xin Fu Ahou, is the fifth China Shipping vessel to call on the Port and tap into the AMP electrical power source instead of burning fuel. Alternative Maritime Power technology prevents one ton of nitrous oxide (NOx) and particulate matter from entering into the local environment each day the ship is docked.

"This is exactly the scenario we envisioned for AMP'd vessels at the Port of Los Angeles," said Mayor Jim Hahn. "Vessel after vessel arriving at the Port and plugging into clean power while off-and on-loading cargo, and not releasing pollutants into the air. AMP is key to the Port's efforts to meet my 'no net increase' pledge. China Shipping has been a great partner in the AMP program, and we're looking forward to working with our other shipping lines to AMP more vessels and terminals."

Since July, AMP'd China Shipping vessels have made more than 20 ship calls utilizing AMP power at the berth, preventing the discharge of more than 100 tons of emissions into the Los Angeles Basin. The Port of Los Angeles is currently the only port in the world utilizing AMP for container ships.

(October 14, 2004, Port of Los Angeles)

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



NYNJ: Port Authority receives 2004 Award for Excellence

THE Port Authority has received the prestigious 2004 Award for Excellence from the New Jersey Business & Industry Association.

The agency won the award in the Enterprise category because of its work with community-based organizations to identify and certify small, minority-owned and women-owned businesses eligible to work on its transportation contracts. The agency has created programs to support the growth of these businesses and reaches out to both public and private sector partners to develop programs to increase the supply of skilled laborers to work with these businesses.

The award was presented to the agency at the NJBIA 2004 Awards for Excellence Dinner at the Westin Princeton at Forrestal Village in Princeton, N.J., on October 19.

"The Port Authority has clearly demonstrated a concern for small, minority-owned, and women-owned businesses. Its efforts on their behalf have created more than 1,660 jobs in the region that have generated \$73 million in wages and \$313 million in regional economic activity over the past year," said NJBIA President Philip Kirschner. "This is a record that deserves to be recognized."

Wil Chabrier, the Port Authority's General Manager of Business and Job Opportunity, said, "For more than 30 years, we have worked to create opportunities for small firms in the construction industry. The Port Authority recognizes the significant job-creating potential of these companies and what that means for New Jersey and the region. We are honored to be recognized for our efforts."

During the past year, the Port Authority has sponsored and participated in networking events that provide businesses with opportunities to cultivate relationships with industry leaders and potential clients. The Port Authority co-sponsors the Senator Lipman seminar series, which helps small, minority-owned and women-owned businesses acquire the knowledge and skills necessary to operate more efficiently. The agency also supports pre-apprenticeship training programs in both New York and New Jersey. These programs help high school students acquire the skills necessary to compete for entry into state-registered construction training programs.

Since the mid-1970s, the Port Authority has been assisting minority-owned, women-owned and small companies in

acquiring contracts with the agency. The agency's Business and Job Opportunity staff provides information on contracting opportunities, financial and technical assistance, business and labor development programs, seminars, workshops and referral services.

The Port Authority of New York and New Jersey operates some of the busiest and most important transportation links in the region. They include John F. Kennedy International, Newark Liberty International, LaGuardia and Teterboro airports; the George Washington Bridge; the Lincoln and Holland tunnels; the three bridges between Staten Island New Jersey; the PATH rapid-transit system; the Downtown Manhattan Heliport; Port Newark; the Elizabeth-Port Authority Marine Terminal; the Howland Hook Marine Terminal on Staten Island; the Brooklyn Piers/Red Hook Container Terminal; and the Port Authority Bus Terminal in midtown Manhattan.

The agency is self-supporting and receives no tax revenue from either state.

(October 7, 2004, Port of New York & New Jersey)



Panama Canal: Waterway safer than ever in its 90-year history

CROSSING the Isthmus of Panama from the Pacific to Atlantic and back is now safer than ever. In 2004, only 10 official accidents occurred at the Panama Canal. The Panama Canal Authority (ACP) made the announcement today saying that even with a rise in total transits and a spike in Panamax vessels using the Canal, the ACP was able to reduce accidents.

Out of 14,035 transits in FY2004 (September 2003–October 2004) 10 accidents occurred – compared with the previous mark of 12, which occurred in 2003. The drop occurred while Canal transits were on the rise: a 6.3 percent increase in 2004 – 13,154 vessels transited the Canal in FY2003. Additionally, many more of the wider and longer ships transited the Canal in 2004 than 2003 – 592 more Panamax-sized vessels transited during FY2004 – a 12.5 percent rise compared with FY2003.

"The safety of our customers and employees is paramount. As we have proven over the past few years, our total focus on our customer has yielded great results. The ACP's world-class workforce ensures safe and reliable transits for all vessels. We will continue to improve and mod-

ernize the Canal to ensure that we provide the best service for our customers," said Administrator/CEO Alberto Alemán Zubieta.

An official accident is one in which a formal investigation is requested and conducted.

Compared to the first years of Canal's operation, when the waterway was only open during daylight hours, 17 accidents occurred out of 2,500 transits in both 1919 and 1921.

The reduction in accidents is largely attributed to the ACP's workforce which has cultivated their skills and abilities, as demonstrated in several achievements noted this past year. The ACP's permanent modernization program has also contributed greatly to these significant results. Recent projects implemented include: the acquisition of new locomotives; the replacement of the locomotive tow tracks; the implementation of the Automatic Identification System (a sophisticated navigation tool); the addition of a new launch; the implementation of the Automated Data Collection System; and the deepening of Gatun Lake. These projects increase efficiency, reliability and safety and reduce Canal Waters Time, leading to increased capacity.

(October 19, 2004, Panama Canal Authority)



Redwood City: Record Business Year for Port



A record 1,490,624 metric tons of cargo crossed the Port of Redwood City docks during the fiscal year that ended June 30, 2004. The tonnage surpasses the Port's record of 1,111,404 set last year, and becomes the third million-ton year in port history.

The record is reflective of the busy construction industry and the strong demand for scrap metal overseas and is driven by increases in imports of cement, construction sand, gypsum, and export of scrap metal.

Executive Director Michael J. Giari said that the Port's success underscores how much the construction industry relies on

the Port for the trans-shipment of much-needed building materials. Cement, aggregates and gypsum imported from China, Canada, and Mexico are used in many of the major infrastructure and building projects in Northern California.

Cement imports from China to RMC Pacific Materials reached 440,483 metric tons for the fiscal year, up 21% over the prior year. Pabco Gypsum imported 282,863 metric tons of gypsum, a 22% increase over the prior year. Sims Metals America exported 278,780 tons of scrap metal generated mostly from old vehicles for an increase of 2%. Sand and other aggregates made up the balance of the tonnage, with imported sand increasing from 95,676 metric tons in FY03 to 281,989 metric tons, nearly a 200% increase.

All in all, 142 ships and barges called upon the Port during the period, up from 100 the year before.

*(Currents Fall 2004,
Port of Redwood City)*



San Diego: Port of San Diego and Army Corps of Engineers begin Harbor Dredging Project

THE Port of San Diego and the Army Corps of Engineers have begun a project that will dredge the main shipping channel of San Diego Bay to a depth of 42 feet. When completed, this project will result in improved access in and around San Diego Bay and the smoother transfer of goods. The project will also allow the Port of San Diego to attract deeper draft vessels with new cargoes, promoting the region's economy.

Beginning at the mouth of the harbor near the Point Loma submarine base and the northern tip of North Island Naval Air Station, the San Diego shipping channel has been the passageway for 432 cargo vessels and numerous naval ships this year. The project entails dredging near Tuna Harbor to approximately 200 feet north of the San Diego Coronado Bay Bridge, removing an estimated 300,000 yards of sand. Once extracted from the bay's floor, the sand will be transported by barge to Imperial Beach where it will be deposited on the south side of the Imperial Beach pier. Scheduled to be completed in January 2005, the project construction cost is \$2.2 million, which will be paid by both the Port and the Army Corps of Engineers.

(October 25, 2004, Port of San Diego)



Seattle: Cruise business makes economic, environmental gains in 2004



Photographer: Don Wilson

THE Port of Seattle posted another record year in passenger volume and cruise ship calls in 2004 while improving protections for the Puget Sound region's air and marine waters.

Passenger volume climbed 62% over 2003 levels to reach 562,000. Vessel calls totaled 150 – a 52% increase over 2003. Both of the Port's cruise terminals and all three vessel berths were fully utilized on Saturdays and Sundays during the May through September Alaska cruise season. The Bell Street Pier Cruise Terminal also had sailings every Friday this past season.

The regional economic impact of the cruise industry grew by an estimated 50% in 2004, according to a study released by the Port earlier this year.

"The cruise industry is creating jobs and business opportunities and generating tax revenue for our region," said Port of Seattle Commission President Paige Miller. "The industry is still young here. As it grows, so will the economic benefits that it brings."

According to the study the cruise industry was responsible for more than 1,700 jobs, \$59 million in payroll, \$208 million in business revenue and \$5.9 million in state and local taxes in 2004.

Additional growth in the Port's cruise business is anticipated in 2005. Celebrity Cruises will add seven sailings of three-, four- and five-day Pacific Northwest Cruises that will be in Seattle on Saturdays, Thursdays and Mondays in the fall. Norwegian Cruise Line will make Seattle the homeport for a dozen 10- and 11-day Alaska cruises that will be in Port on Mondays and Thursdays.

"Adding these weekday calls com-

bined with the high utilization we're already seeing on the weekend will help us get even more out of the investments we've made in our cruise facilities," said Port of Seattle CEO M. R. Dinsmore.

The Port will retain all of the seven day cruises homeported in Seattle in 2004 by Holland America Line, Norwegian Cruise Line and Princess Cruises Line. Total passenger count in 2005 is expected to reach 700,000 and the number of vessel calls will climb to 170.

In the environmental arena, the Port and the cruise lines that call here took steps to add new protections for the state's marine waters and reduce air emissions from cruise ships by 30%.

In April the Port, the state Department of Ecology and the Northwest Cruise Ship Association signed an agreement that prohibits the discharge of untreated waste water from cruise ships, encourages the use of the most advanced waste water treatment systems available, and requires strict monitoring and documentation of wastewater management practices.

"The Port has been very clear about its expectations regarding the protection of our marine waters," said Miller. "The cruise lines have met those expectations and worked with us to make this region a leader within the cruise industry."

In regard to air quality, the Port worked with Princess Cruise Line, the Puget Sound Clean Air Agency, the Environmental Protection Agency and Seattle City Light to bring shore power to one of the two cruise ship berths at Terminal 30 beginning with the 2005 cruise season.

"The result of providing shore power at this berth will be a dramatic 30% reduction in air emissions from cruise ships in Seattle," said Dinsmore. "Princess, the EPA, the Clean Air Agency and City are to be congratulated for their work."

"I think in 2004 the Port and the cruise industry clearly demonstrated that we can have a positive effect on the economy and protect the natural environment that makes our region such a special place," said Dinsmore.

(October 29, 2004, Port of Seattle)



Tacoma: Working with Yang Ming toward long-term lease of Terminal 7-D



Mr. W.H. Huang, President of Yang Ming (right) and Timothy J. Farrell, the Port of Tacoma's Acting Executive Director (left), sign a Memorandum of Understanding.

OFFICIALS from Yang Ming Marine Transport Group and the Port of Tacoma have signed a Memorandum of Understanding (MOU), acknowledging negotiations to work toward a terminal lease agreement at the Port's Terminal 7-D by the close of 2004.

Brendan Dugan, the Port's Senior Director, Container Terminal Businesses,

said the MOU "anticipates the success of Yang Ming in Tacoma and provides the Port the ability to meet Yang Ming's future growth requirements."

Located on the Port's 51-foot-deep Sitcum Waterway, Terminal 7-D offers Yang Ming 54 acres adjacent to the Port's North Intermodal Yard. The MOU outlines an option to expand to 76 acres. A final lease agreement will be subject to the approval of both Yang Ming management and the Port of Tacoma Commission by the end of 2004.

Port of Tacoma Acting Executive Director Timothy J. Farrell spoke to an audience of Yang Ming executives, elected officials and Port staff, noting Yang Ming's philosophy of 'teamwork, innovation, honesty and pragmatism.' "That philosophy is very consistent with that of the Port of Tacoma, which emphasizes customer service, fiscal responsibility, a dedicated and productive workforce, economic growth for our region and responsiveness to business opportunities and challenges."

Through vessel-sharing agreements with long-time Port customer "K" Line, Farrell noted that Yang Ming has operated through the Port of Tacoma since 1996.

"Yang Ming officials have taken note of how the Port of Tacoma values relationships and the premium we place on the success of our customers," Farrell said. "With their own Tacoma terminal on deep water, Yang Ming will now realize the benefits of Tacoma's extensive and uncongested rail and highway transportation system, productive labor and a surrounding community that is supportive of the maritime industry."

To work through the details of the terminal's operations and lease agreement, Yang Ming and Port officials expect continued talks throughout the fall. If approved by Yang Ming and the Port of Tacoma Commission, Port officials anticipate that Yang Ming will occupy the terminal by mid-2005.

International Transportation Service, Inc. (I.T.S.), a member of the "K" Line Group, currently leases terminal 7-D from the Port. I.T.S. recently signed a re-stated lease with the Port of Tacoma to expand its operation onto Terminal 3 / Terminal 4 on the Blair Waterway. The Port expects to complete this re-alignment by the spring of 2005.

(October 18, 2004, Port of Tacoma)

Port Director/CEO

Six figure package



Tampa, Florida

As Florida's largest port... Tampa handles nearly 50 M tons/year, or half of the State's total seaborne cargo tonnage. The Port of Tampa is also the largest economic engine in West Central Florida. It continues to grow and diversify, attracting new investment and facilitating trade growth while enhancing security and safety.

The Port of Tampa is home to a vibrant and diverse traffic base, which moves efficiently through an extensive array of terminal facilities encompassing container, bulk, break bulk, ro-ro, project cargoes and cruise passengers, plus North America's largest dockside cold storage terminal. Their strategic location provides the most direct route to Mexico, Latin America and the Caribbean and the region's rapidly expanding load center hubs providing worldwide services.

Lead and Direct... planning, directing, coordinating, controlling and evaluating all activities of TPA divisions responsible for seaport operations which include administrative functions, fiscal activities, governmental relations, public relations, economic development and planning, port security and safety, maintenance, environmental compliance and regulation, port engineering, business development & marketing, promotion, and development of TPA property and business activities, and staffing and personnel operations. Based in Tampa, Florida, the Port Director/CEO reports directly to the Tampa Port Authority Board of Commissioners.

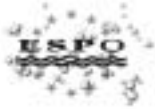
Seasoned Candidates... will possess a Master's degree in business or public administration, engineering or related field, ten years of progressively responsible management and administrative experience in the operation of a major seaport facility with at least seven years at a senior managerial level or an equivalent combination of education and experience. He/She will have demonstrated management and leadership background with a record of definable success.

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Africa/Europe



ESPO: Publishes Issues Paper to explain implications of Water Framework Directive

THE Water Framework Directive 2000/60 will undoubtedly have far-reaching effects for the port, navigation and dredging sectors. There are many ways in which their activities could be affected by the WFD. The Issues Paper that ESPO has just published on the implications of the WFD for ports highlights the potential challenges which the sector is likely to be faced with (i.e. extra regulation, delays and costs on activities, unlevel playing field, impact on port development etc.).

The paper outlines the main requirements of the Directive, its various implementation steps and deadlines, and provides some advice on the issues which port authorities should bring to the attention of decision-makers. It is essential that, when implementing the Directive at national level, they bear in mind the reality of port and maritime operations and take well-informed decisions, based on sound scientific and technical data.

The first important step in the WFD's transposition is the characterization process, which must be completed by the end of this year. National competent authorities must characterise all water bodies and carry out an initial 'pressures and impacts' assessment of the effects of human activities (including navigation and dredging), as well as an analysis of the economics of water use.

The outcome of this exercise will be the identification of 'heavily modified' and 'artificial' water bodies (HMWBs and AWBs), for which slightly lower ecological targets than 'good ecological status' will be set. This step is of particular relevance to ports, as these designations can have significant long-term consequences for their future operations.

It is therefore essential that EU port authorities monitor and, if necessary, influence the process.

Lack of involvement of port authorities may lead to unrealistic decisions, such as not designating port entrance channels as HMWBs, as it worryingly seems

to be the intention in several Member States.

Even though the WFD itself promotes public participation in the implementation process, it seems that Member States do not necessarily consult their ports. Port authorities should therefore actively seek to participate in the discussions with their national competent authorities. The ultimate aim of the Issues Paper is to prepare them for these discussions by providing guidance on the issues they should raise and on which information they should provide to support their arguments.

The Issues Paper is available at:
<http://www.espo.be/policy/position%202004/issues%20paper%20-%20FINAL%20-%20October%202004.pdf>

(October 15, 2004, ESPO News Plus+)



amsterdam port authority

Amsterdam: New measures to fight North Sea pollution

AS of November 1, 2004 all ocean-going vessels in the North Sea Canal Area are required to deposit their ship-generated waste in accordance with the relevant EU directive. To implement this, ports along the North Sea Canal (Amsterdam, Zaanstad, Beverwijk and IJmuiden/Velsen) have collectively created a Port Waste Plan that applies to the whole area.

The measure naturally aims to counter the pollution of seawater. The Amsterdam Port Authority will be serving as contact point on behalf of the four ports for the plan's implementation.

Port Alderman Mark van der Horst is positive about the plan. He explains: "I know it will involve some extra work for vessels and ports, but it will create a cleaner environment. But the one plan for all four regional ports will make it easier for everyone."

To encourage proper waste discharge in port and discourage its dumping at sea, every ocean-going vessel will automatically pay a levy on arrival in the North Sea Canal Area, irrespective of whether it will be discharging waste or not. They will then be wholly or partially reimbursed for the waste they deposit. Vessels will have to keep an accurate record of the waste discharged and where this has been done, and how much they still have on board.

The waste will be given to companies authorised by the region as specialised for processing waste and cargo residues – so-called port reception facilities. The region has also set up a Central Reporting Point for Waste and incorporated it in the Amsterdam Port Authority.

European directive

This statutory obligation stems from European directives from end-2000 and applies to all seaports in the European Union. The start date varies by country, depending on the measure's introduction into national legislation.

Dutch legal position

As of November 1, 2004 ocean-going vessels in the Netherlands are required by law to discharge their waste and cargo residues when docking in a Dutch port. All ports must have a Port Waste Plan detailing the reporting and discharge procedures, rates and port reception facilities.

(October 29, 2004, Amsterdam Port Authority)



Constantza: €16 million loan for Barge Terminal



THE European Bank for Reconstruction and Development is lending Romania's Port of Constantza €16 million to help construct a new barge terminal to improve efficiency at the Black Sea's largest

port. This is the first loan without state guarantee for the transport sector.

The eight-year loan to the National Company "Maritime Ports Administration" SA Constantza (MPA Constantza) will help remove bottlenecks slowing traffic within the port. One of the problems is the lack of dock space for barges, when cargoes (including coal, gas, petroleum, metals and cereals) are transferred from the Danube to the Black Sea, leaving the barges to clog the port area. A new quay wall of 2,200 m will provide berths for barge mooring and will allow assistance in convoy preparation. A small basin will be created in order to hold pushers and tugs.

After signing the loan, Ricardo Puliti, Director for Transport at the EBRD, mentioned that the new barge terminal will help streamline port activities making the transport of goods along the river-maritime route more efficient, ultimately benefiting users of the port. The project, added Mr. Puliti, is an important milestone for Romania: it could lead to more projects in the transport sector without governmental help.

The EBRD is the largest investor in Romania, having invested around 2.5 billion Euros in nearly 120 projects across the country. The Bank helped mobilise almost a further 5 billion Euros by working with partners in sectors ranging from banking to natural resources and municipal infrastructure to entrepreneurial start-ups.

(news@portofconstantza.com)



Göteborg: "Your name shall be Göteborg"



Queen Silvia, the godmother of Göteborg.

"YOUR name shall be Göteborg. May happiness and success follow you and your crew on the seven seas." Queen Silvia of Sweden cut the ribbon holding the champagne bottle,



which duly shattered as it hit Göteborg's bow.

There was sun, blue skies, a lot of people and a good atmosphere when the East Indiaman Göteborg was christened at the Port of Göteborg on September 3.

The King and Queen, ministers of state, the country governor and municipal leaders topped the official list of national dignitaries. But this was an event at which foreign destinations were also represented.

There were representatives on the mayoral level from the cities that Göteborg will visit on its voyage in 2005-2007. She will sail in the wake of the Swedish East India Company's vessels which, between 1731 and 1813, made 132 voyages to East India with an emphasis on China.

Göteborg is a fascinating project on three levels:

A forerunner with the same name ran aground in 1745 off Göteborg after a two-year voyage to China. With just an hour left before reaching port, she sank.

Now the almost completed Göteborg has been built with material that was the same as the material used in the 1700; an achievement in itself as the skills had to be largely recreated.

In the wake of its forerunners the voyage will be an adventure and a promotional project for Sweden and Swedish industry from Göteborg via Cadiz and Recife to Cape Town. Göteborg will then proceed on to Fremantle and Djakarta, Shanghai and Canton. Further ports will be on the list for the homeward voyage.

(RE:PORT No. 2, 2004)



Marseille: Approves Fos 2XL terms with MSC

THE Port of Marseilles Authority board has approved the terms of the agreement under which Mediterranean Shipping Company is to operate one of two new facilities within the port's Fos 2XL container terminal development.

The MSC concession covers 700 metres of quay and 54 hectares shoreside. Following the PMA board's go-ahead at its meeting on October 29, the agreement is now ready to be signed when the French government approves technical and financial details.

Under the agreement, MSC has been given operating rights for 35 years in return for attracting guaranteed minimum traffic levels. Lease charges would be subject to penalty or bonus depending on whether or not the operator reaches annual targets. The terms also set out the operator's responsibilities for superstructure investment, which will complement the publicly funded infrastructure development.

MSC's concession tender was selected last March. Bids to operate the other Fos 2XL facility saw CMA-CGM/P&O Ports joint venture Port Synergy chosen in 2002. The PMA board says it expects the Port Synergy agreement to be presented no later than January 31 next year.

(November 2, Port Autonome de Marseille)



Namport: Progress with new software

GIVEN the international thrust of Namport's current business development drive, particularly for imports and exports through the Port of Walvis Bay and the Walvis Bay Corridor linking the SADC region with global markets, it has become imperative for us to provide world class customer service, not only in operations but also on the administrative and systems side of our business. To this end, the use of appropriate business software together with the required computer hardware represents the backbone of such a financial and administrative support system.

Recognizing this, Namport installed the

SAP/R3 computer software on its systems some 17 months ago, following a comprehensive tender process. Today brings us to a significant first milestone in our association with this software, with a total number of 10,000 purchase orders being created within this period. This occasion also recognises the ongoing commitment of all our staff using the system and ensuring its continuing success. For this period up to now we have made payments in excess of N\$300 million in total to all our suppliers and service providers whereby close to N\$40 million has been paid to the State (The Ministry of Finance) in value added taxes. The contribution towards the local authorities in Walvis Bay and Lüderitz amounts to more than N\$8 million which is indeed a hefty investment in the local economy. A major achievement for the Namport team was to implement the system within required time and budget parameters.

This would not have been possible without the assistance and co-operation of the group of SAP staff members, and the Namport team of Mr Pieter Heunis, Mr Jan Serfontein, Mr Danie du Toit, Mr Widux Mutwa, Mr Wessels Feris and Mr Gerhardt du Plessis who were responsible for the implementation of this system at Namport. Mr Avril Green was the Namport Project Manager for this installation.

Since the implementation of this system we have also succeeded to obtain valuable information, built up during a short period of time, which is critical for long-term planning of the company. Our future plans include the possible implementation of other modules of the SAP/R3 system, which will enhance our business operations and service to our clients. As it is with all systems, some minor teething problems are to be expected, but we have been very fortunate in resolving them without major time delays.

Namport's success with the system is based on ensuring that the information captured is correct, continuous verification of data and making sure that we are up to date with all the updates, changes and new developments on the system. Namport is also currently looking at the implementation of other systems from a Port operations perspective, which will be used to interface with the system to improve client service. The process of Information Technology (IT) development at Namport is done to stay in line with international trends and development and to assist with the improvement of productivity and profitability. To mark this occasion today, we would like to hand a token of recognition to the Civils Department, for processing order No. 10,000 through the

system, and we look forward to many more milestones in this regard.

(Namibian Port Authority - Latest Headlines on the website)



Riga: Cooperates with Port of Le Havre in seaborne cargo carriage

TODAY in France Mr. Guntars Grinvalds, Member of the Board of the Freeport of Riga Authority signed a Sister port agreement with the Port of Le Havre, that states to foster the development and enlargement of the Freeport of Riga, experience exchange with regard to environmental protection, cooperation in sea-borne cargo carriage and attraction of leading European shipping operators to open shipping lines between France and Latvia.

Mr. Grinvalds will be visiting France until October 7 and during his stay will also meet with representatives of three other ports of France in order to discuss cooperation possibilities with the Freeport of Riga.

(October 4, 2004, Freeport of Riga Authority)



Port of Rotterdam

Rotterdam: Port goes electronic - Streamlined, paperless procedures

ON November 3, the port of Rotterdam saw the official launch of the electronic services 'Notification ship' and 'Notification cargo EDI'. The introduction of these services will mark the end of 'paper communication' between companies and government bodies (especially Customs). The new, efficient working method will apply to the entire port, starting with the container sector. The first group of shipping companies/cargo handling agents to link up already accounts for almost 2.1 million TEU of import containers and almost as many documents.

The services 'Notification ship' and 'Notification cargo EDI' are part of the new coordinating Port Community System for the port of Rotterdam. The system comprises a wide range of practical information and communication services that allow all links in the logistics chain to optimally communicate with one another - and therefore operate more efficiently - using the Internet and EDI. The Port Community System is a new, fully fledged part of Rotterdam's port infrastructure.

(November 5, 2004, Port of Rotterdam)

Asia/Oceania



Colombo: Handles highest ever container volume



THE Colombo Port handled its highest ever container volume last month. The 210,588 tons handled by Colombo Port during October is reported to be the highest container volume yet handled by the Port in a single month.

"Compared with October 2003, the



turnout increase in 2004 is 26 per cent which is again the highest for the year 2004," a Ports Authority spokesman told the Daily News yesterday. He said the Jaya Container Terminal also recorded its highest volume this month - 128,202 tons. He noted that even the average gross crane productivity at JCT has exceeded 24 containers, which is an all time high in a month. "What is significant here is that since June 2004, container volumes and productivity at JCT and also SAGT has been steadily increasing under the new SLPA Management and staff," he added.

Referring to statistics, he said as against 1.96 million TEU handled in 2003, the SLPA had forecast a turnout of 2.2 million TEU in 2004. "Significantly in July, August and October the Colombo Port continuously handled the container volumes exceeding 200,000 TEUs in 2004."

The spokesman also said as against the previous practices the "Business Development Plan" of the SLPA is customer focused to the extent of ensuring that service delivery and reliability plays the crucial role in encouraging Shipping Lines to look at Colombo Port as a viable option.

He also said enhanced service levels are in place coupled together with a highly competitive tariff.

Colombo Port is well on its way to achieve a thorough output that can be attributed to the first signs of success of the "Business Development Plan" of the new management.

"With the major emphasis on direct meetings with the customers and regular exchange of information with the industry watchdogs the Port is now charting a new course that would pay dividends to the whole industry," he added.

In addition to mapping out new capital intensive infrastructure development within the Port, such as extending JCT quay wall by 100m, deepening JCT 1 and 2 and basin to 15 meters, new super-post panamax quay cranes for JCT, widening the South Entrance and fast tracking the procurement of a new IT system to enhance productivity have been undertaken.

(Sri Lanka Ports Authority website: DN 091104)

Dalian: NYK to conclude strategic partnership with Dalian Port



On September 28, 2004, Nippon Yusen Kaisha (NYK) exchanged a "Memorandum of Understanding" for its strategic partnership with Dalian Port Corporation in Dalian, China, in the presence of Dalian

Mayor, Xia De Ren, aiming for further improvements of container terminals on the China seacoast.

The Company already established a joint venture company, Dalian Automobile Terminal Co., Ltd., for the purpose of having a joint automobile terminal business with the Corporation in December 2003. Upon conclusion of the "Memorandum of Understanding," NYK promises to enhance cooperative relations regarding the investment, development and construction of container terminals and further aims to develop other possible categories, so as to cooperate with each other for both parties' benefits.

Dalian is a major urban city for the three northeastern provinces of China and, as the hub of the northeastern industrial region, also one of the leading cities in China. Dalian seaport plays strategic roles in its region and aims to be a crucial international hub port in northeastern Asia.

NYK has aggressively planned business deployments group-wide in China for its logistics division, liner services division, terminal & harbor transport services division, specialized carriers division, and so on. In relation to this, in January 2004, the Company launched the branch office of NYK Line (China) Co., Ltd. in Dalian. Secretary of Dalian, Sun Chun Lan and Mayor Xia De Ren place great expectations on the establishment of the strategic partnership between the Corporation and NYK believing that it answers the needs of this age.

As the Company has urged aggressive business deployment for its total logistics business in China, the function of its terminal & harbor transport services is becoming increasingly important in terms of stable door-to-door services. Taking this "Memorandum of Understanding" as a starting point, NYK intends to keenly implement the terminal & harbor transport services policy, which firmly supports the total logistics business of its infrastructure, by aggressively promoting cooperation and partnerships with other Chinese harbors.

(October 5, 2004, NYK Line)



Gladstone: Magpies take up residence at marina

THE Gladstone marina has become home to a number of bird species this spring, however it is one particular resident's spring-time behavior that the Central Queensland Ports Authority (CQPA) has prepared for – the Magpie.

In an effort to maintain a safe environment for marina visitors, CQPA landscaping and revegetation department employees have erected signs throughout the marina parklands, warning of the magpie swooping that can occur from September until November.

CQPA Community Relations Officer Kim Norton said the signs are installed each magpie nesting season to remind people to take preventative steps against the magpies' aggressive behavior during their nesting period.

"We ask that people visiting the marina be patient, alert and if possible avoid the nesting area during this time," Ms Norton said.

(October 11, 2004, Central Queensland Ports Authority)

Gwangyang: Ceremony for completion of Phase II-2 development project



THE Ministry of Maritime Affairs and Fisheries and Korea Container Terminal Authority held a ceremony for the completion of Gwangyang Port phase II-2 development project on October 29, inviting distinguished guests in and out of the nation.

The Gwangyang container terminal development project, a massive government policy project, is designed to build a comprehensive logistics hub port for Northeast Asia by 2011, constructing 29

berths for 50,000-g/t ships and 4 berths for 20,000-ton ships and developing extensive hinterland and transportation networks.

Along with 8 berths of Phase I and II-1, which entered operation in 1998, Phase II-2 is set to open after this ceremony. Phase II-2 is capable of accommodating two 50,000-ton and two 20,000-ton container vessels, annually handling 815,000 TEU. With completion of 3.7 million m² of its hinterland, Gwangyang Port will grow into an international logistics center.



Incheon: Incheon Port Authority (IPA) to be launched in July 2005



THE Ministry of Maritime Affairs and Fisheries held its 3rd Founding Committee meeting for IPA on Oct. 26, 2004, where decisions on various issues regarding the foundation of the Authority were made with the Incheon Metropolitan City government.

In this regard, a new era for privately managed ports is foreseen with the launch of IPA as well as the Busan Port Authority (BPA) established in last January.

According to the enactment of the Port Authority Act in May 2003, a port authority system was introduced to boost the management efficiency of ports and ensure the international competitiveness of Korea's ports, while competing with other northeast Asian ports for a new hub port.

The Port of Incheon, as a gateway, supports the sea transport business of the Seoul and Incheon metropolitan area, Korea's largest and most important economic zone. The port has contributed significantly to local economic growth by handling US\$6.7 billion worth of goods, or 35 percent of the total production of the Incheon region, in 2002. It also strengthens its position as an important trade center due to its geographical proximity with China and

the Gaeseong Industrial Complex.

With initiatives such as building a new port in Songdo and developing North Harbor, the Port of Incheon will be a centerpiece for East Asia's logistics industry, which is a strategic goal for the Participatory Government. The plan is to develop Incheon not only as a center for air and sea traffic, but also a center of the Yellow Sea Rim in which humanity, culture and information come together through the linking of logistics, information, commerce, shopping and leisure activities.

The Incheon Port Authority will be an effective system to take the competitiveness of the Port of Incheon to a higher level by introducing private management methods. The Ministry of Maritime Affairs and Fisheries will make its utmost efforts to complete all preparatory work necessary for the foundation of the IPA.

Source: Port Logistics Division, Shipping & Logistics Bureau

(October 29, 2004, MOMAF)



Kaohsiung: New Port Information System officially commences

THE new Port Information System - accessible via the Internet - was initiated two years ago by Kaohsiung Harbor Bureau (KHB) and has successfully replaced the previous system with the cooperation of the shipping industry. After applying for an account number and password, customers can complete electronic application forms, payment and inquiries about port business, online. Most importantly,

customers can trace real-time information via the web.

The new system is composed of four sub-systems: harbor, warehousing, shipping equipment, and loading/unloading. In combination with the Vessel Traffic Service System (VTS), shipping dealer and port clearance management, the automatic system for vehicle entry & exit control in the Fifth Container Terminal, KHB is providing customers with the most efficient service possible through state-of-the-art information technology system structure

(KaoPort Newsletter, October 2004, No. 21)

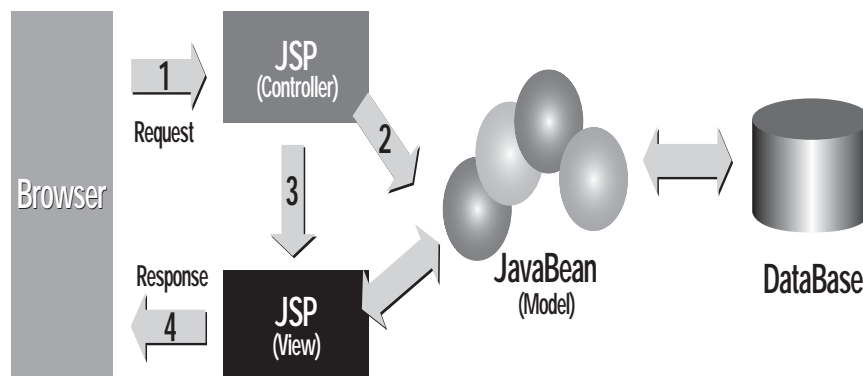


MPA (Singapore): Signs MOU on Maritime Co-operation with Chile



THE Maritime and Port Authority of Singapore (MPA) signed a Memorandum of Understanding (MOU) on Maritime Co-operation with the Directorate General of the Maritime Territory and Merchant Marine (DIRECTEMAR) of the Republic of Chile

New Port Information System officially commences



today.

The MOU will support mutual consultation and co-operation on issues of common concern at international and regional organizations. It will also allow both administrations to share and exchange experiences and information in areas such as maritime safety and security, marine environment protection, recognition of seafarer certification, and implementation of IMO Conventions.

Another area of co-operation under the MOU would be maritime training. To kick-off the MOU, MPA will offer one Graduate Diploma/Certificate in Maritime and Port Management Programme (GDMPM) Fellowship Award to Chile each year. The MPA also welcomes Chile's national citizens to attend any of its scheduled maritime training courses.

The MOU was signed by Rear Admiral (NS) Lui Tuck Yew, Chief Executive, MPA, and Vice Admiral (VADM) Rodolfo Codina, Director-General, Directorate General of the Maritime Territory and Merchant Marine (DIRECTEMAR), Chile.

VADM Codina is presently in Singapore for a two-day visit (8 to 9 October 04) under the MPA's Distinguished Visitors Programme (DVP).

Said RADM Lui on the MOU, "The MPA is delighted to formalize a maritime working relationship with the DIRECTEMAR through the signing of this Memorandum of Understanding. We look forward to having closer consultations and mutual support at the various multi-lateral fora with Chile to advance shared maritime interests. The MOU will enhance possibilities of developing joint projects that could build up the maritime capabilities of both countries."

VADM Codina, who holds a Master Degree in Maritime and Naval Sciences majoring in Strategy, stated, "Undoubtedly, this new MOU that we have signed is of great relevance for our countries since both Maritime Administrations have made efforts for maintaining state-of-the-art technology as well as highly professional skills in order to accomplish the tempo imposed by this globalized world. Hence, our Maritime Administrations rely on proper training facilities which permit us to have a significant exchange of technology and instruction among our personnel. I should also emphasize that both countries have successfully complied with the ISPS Code requirements implementing it in due time, therefore we are in a privileged position to exchange

experiences in having implemented same and about how we will manage the improvement of security in the future."

VADM Codina was appointed the Director-General of the DIRECTEMAR in December 2001. He reports directly to the Commander-in-Chief of the Navy as the DIRECTEMAR is part of the Chilean Navy, Armada de Chile. The DIRECTEMAR is the Maritime Authority of Chile. It oversees the responsibilities of 16 Maritime Governors and 61 Captains of the Port, and handles maritime education and certification, including management of the Marine Instruction and Training Centre (CIMAR).

During his Singapore visit, VADM Codina will be calling on Mr Peter Ong, Permanent Secretary for Transport and Chairman of MPA. He will also be visiting MPA's maritime facilities and the port terminals of PSA Corporation Ltd.

Established in 1997, MPA's DVP continues to be a useful platform for the MPA to meet and establish long-term working relationships with key personalities from the international maritime community. The Program has been an effective channel for exchanging opinions on global maritime issues and enhancing Singapore's bilateral maritime relations.

(October 8, 2004, The Maritime and Port Authority of Singapore)



PSA: PSA Singapore wins Best Container Terminal Award; PSA China secures Best Emerging Container Terminal

PSA emerged a double winner at the Lloyd's List Maritime Asia Awards when PSA Singapore secured the Best Container Terminal and PSA China secured Best Emerging Container Terminal award for Guangzhou Container Terminal.

The Lloyd's List Maritime Asia Awards are a unique annual event which honors the best in the Asian Maritime Industry. This year, the awards ceremony was held at the Grand Hyatt Hotel in Hong Kong on November 4. Lloyd's List Maritime Asia is recognized as a leading source of maritime and transport news and reports on Asia by senior executives in

the region. Lloyd's List Maritime Asia is supplied to leading shipping and transport companies throughout Asia.

Ms Grace Fu, CEO of PSA Singapore Terminals, said: "PSA Singapore is most honored to receive this award. We would like to thank our valued customers and business associates who have voted for PSA Singapore. We value the support that our customers have given us. This has been a very busy year for us. The Award would not have been possible without the total dedication of our staff towards providing quality services to our customers. Our deep appreciation to every one of our staff for their commitment and relentless hard work."

Mr. Aaron Mak, PSA China CEO, said: "We are deeply honored by the strong vote of confidence from our customers and associates for Guangzhou Container Terminal. We will continue to strive to deliver the best quality services at all our port projects in China, namely Dalian, Fuzhou and Guangzhou."

The Lloyd's List Maritime Asia Awards winners are selected through a two-stage voting process. There are altogether 13 voting categories. The first stage is a popular vote by the readers of Lloyd's List Maritime Asia and Lloyd's List to determine the three finalists in each category. The readers make their choice based on their own professional experiences and the set of guidelines laid down by the magazine. For the Best Container Terminal and Best Emerging Container Terminal categories, the criteria were cost of service, value for money, average speed to berthing, onsite facilities, overall efficiency – truck turnaround time, and frequency of liner calls.

In the second stage, an independent panel of judges, which comprises industry experts, decides on the winner for each category from among the finalists. Every judge is asked to vote for categories for which they hold direct relevant experience and where there is no conflict of interest.

(November 5, 2004, PSA)