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Port of Osaka – Japan

 **O**SAKA metro-politan district with the City of Osaka as its core forms an extensive production and consumption area with a population of approximately 21 million and plays a central role in Japan's industry and economy along with Tokyo metropolitan district.

Located at the center of Osaka metropolitan district, the Port of Osaka is linked with some 710 ports in more than 130 nations and areas mainly by liner routes and handles the cargoes nearly 100 million tons per year that are directly transported to its vast hinterland via efficient expressway and highway networks, making the Port one of the foremost international trade ports and the domestic distribution centers of the nation.

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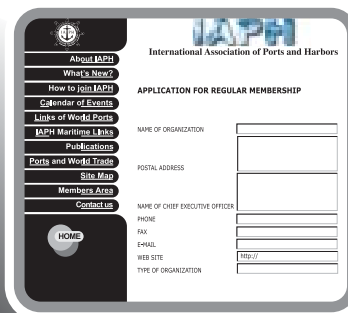
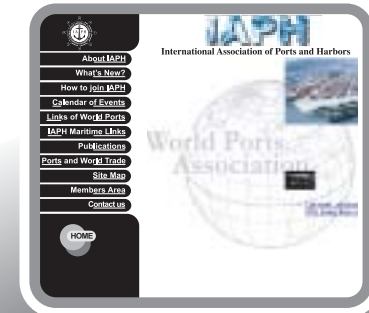
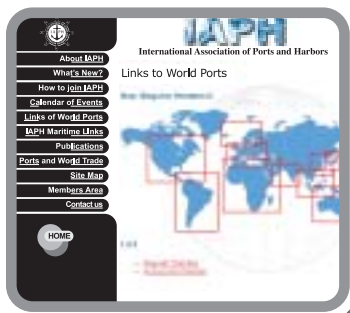
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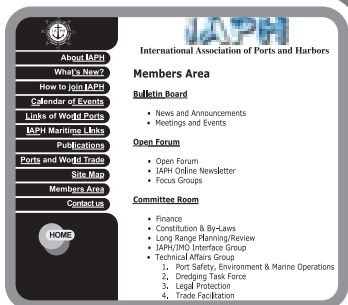
International Association of Ports and Harbors

<http://www.iaphworldports.org>

Did you access the IAPH website?



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

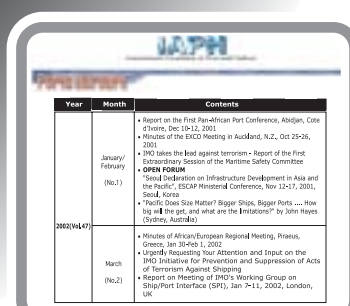
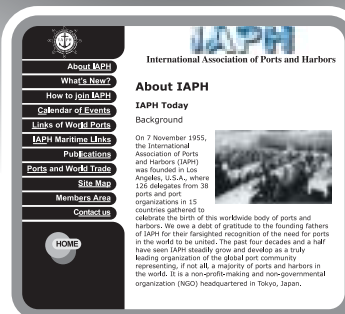
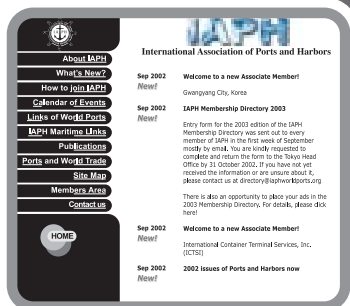


• Calendar of future IAPH meetings and other maritime events

• Minutes of and reports on IAPH Conferences and Technical Committees



• All about IAPH - history, mission and organization



- In "Open Forum" – "Members Area", you can express your opinions.
 - To enter the Members Area, you need User ID and Password.
- For assistance, please contact us at [<info@iaphworldports.org>](mailto:info@iaphworldports.org).

IAPH ANNOUNCEMENTS AND NEWS

2004 Mid-Term Board Meeting in Charleston now being called

ON behalf of President Struijs, Secretary General Dr. Inoue is now calling IAPH Board members to attend the 2004 Mid-Term Board Meeting in Charleston.

The 2004 IAPH Mid-Term Board Meeting will be held from Sunday, April 25 to Wednesday, April 28 at Doubletree Guest Suites, Charleston, South Carolina, U.S.A. The South Carolina State Ports Authority will kindly host the meeting.

Major functions of the Mid-Term Board meeting are to examine the activities since the previous Conference and to set out the format of the forthcoming Conference in detail, such as registration fees and programs, and to lay down the action programs towards the next conference and onward. On top of these vital aspects, issues related to IAPH's 50th anniversary and the "Ports & Harbors" renewal project are of prime importance for the forthcoming Charleston Mid-Term Board Meeting. In addition, there will be a new program, a 3-hour session for views and discussions on current issues from each region.

Provisional Agenda of Mid-Term Board Meeting (April 27 – 28)

- Financial situation of IAPH
- Membership promotion
- 50th Anniversary
- Shanghai Conference 2005
- Intensifying relationship with international organizations
- Ports & Harbors renewal project
- Security / ISPS Code
- Europe Office activity report
- Members' Needs Survey by Long Range Planning/Review Committee
- Others

The Mid-Term Board Meeting will be preceded by meetings of various Internal and Technical Committees.

As of February 28, following committees are planning to be held in Charleston in the morning and afternoon hours of Sunday, April 25.

Internal Committees

- Finance
- Long Range Planning/Review
- Membership

Sustainment and Growth

- Communication and Networking

Technical Committee

- Port Safety, Environment and Marine Operations
- Dredging Task Force
- Combined Transport, Distribution and Logistics

Provisional Schedule

Sunday, April 25

- 9 a.m. – 12 p.m. Technical Committee Meeting
- 2 p.m. – 5 p.m. Technical Committee Meeting
- 6 p.m. – 7:30 p.m. Social Event: Cocktail Reception*

Monday, April 26

- 9 a.m. – 12 p.m. Technical Tour – Harbor Tour
- 2 p.m. – 5 p.m. Exchange of Views & Discussions

- 6 p.m. – 7 p.m. Evening Reception
- 7 p.m. – 8:30 p.m. Social Event: Welcome to Charleston Dinner**

Tuesday, April 27

- 9 a.m. – 12 p.m. Regional Board Meetings
- 2 p.m. – 5 p.m. Board Meeting: Session I
- 6 p.m. – 9 p.m. Social Event: Lowcountry Oyster Roast***

Wednesday, April 28

- 9 a.m. – 12 p.m. Board Meeting: Session II
- 2 p.m. – 5 p.m. Board Meeting (Reserved)

* A cocktail reception with light hors d'oeuvres will be hosted in the restored home of John Rutledge, one of the fifty-five signers of the U.S. Constitution. Built in 1763, it is one of only fifteen homes belonging to the signers that survive today. America's first president, George Washington, visited here in 1791, and an entry in his diary shows a breakfast with Mrs. Rutledge. A draft of the U.S. Constitution was written in the hotel's ballroom where the reception will be held.

** The evening reception and dinner will be hosted at the Old Exchange Building & Provost Dungeon. Built in 1771, the Old Exchange Building is considered to be one of the three most historically significant Colonial buildings in the United States. The evening's events will be hosted in the Great Hall, where South Carolina ratified the U.S. Constitution.

*** Founded in 1681, Boone Hall Plantation has a beautiful avenue of oak trees and one of the few remaining slave streets in America with original slave houses. The evening event will feature a Lowcountry oyster roast, Plantation Singers, and other regional dishes at the Plantation's Cotton Dock

Updates will be announced through our bi-weekly Online Newsletter or please visit <http://www.iaph-charleston.com>



"Code of Practice on Security in Ports" IMO/ILO Draft finalized

PRODUCED by the joint IMO/ILO working group in July 2003, the draft Code of Practice was reviewed and adopted by the Tripartite (governments, employers and workers) Meeting of Experts on Security, Safety and Health in Ports held in Geneva on December 8-17, 2003.

This draft Code pending formal adoption in March 2004 by ILO and in May 2004 by IMO is designed to provide guidance to all those responsible for addressing security in the entire port area beyond the immediate ship/port interface. It is not a legally binding instrument.

This Code of Practice is the product of cooperation between IMO and ILO based on Resolution No.8 adopted by the 2002 SOLAS Conference entitled "Enhancement of security in cooperation with the International Labour Organization (Seafarers' Identity documents and Work on the wider issues of Port Security)". Mr. Fer van de Laar, Chair of PSEMO (Port Safety, Environment and Marine Operations) and Mr. Peter van der Kluit, Managing Director of IAPH European Office, took active part in the meeting.

The full text can be found at the IAPH website at:

<http://www.iaphworldports.org/new/messhp-cp-a.pdf>

Final Draft

Code of Practice on Security in Ports Tripartite Meeting of Experts on Security, Safety and Health in Ports

Geneva, 2003

Preface

The Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (2002 SOLAS Conference) (London, 9-13 December 2002), adopted amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS). Amendments to SOLAS include a new Chapter XI-2 on special measures to enhance maritime security. Chapter XI-2 of SOLAS is supplemented by the International Ship and Port Facility Security (ISPS) Code, which contains, inter alia, requirements that relate to the security of the ship and to the immediate ship/port interface. The overall security of port areas was left to further joint work between the International Labour Organization and the International Maritime Organization (IMO). Resolution No. 8, adopted by the 2002 SOLAS Conference, entitled "Enhancement of security in cooperation with the International Labour Organization (seafarers' identity documents and work on the wider issue of port security)", required the

two additional elements shown in the brackets to be addressed. This code of practice is the product of this cooperation.

The ILO adopted at its 91st Session in June 2003 the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185). The Convention provides for a uniform and global identity document that will permit the positive verifiable identification of the seafarer.

The Governing Body of the ILO at its 286th Session in March 2003, and the Maritime Safety Committee of the IMO at its 77th Session in May-June 2003, established a working group of interested parties to draft a Code of Practice relating to security in ports. This draft was completed by the joint IMO/ILO working group in July 2003. The Governing Body of the ILO also agreed that the output of this working group should be formalized at a meeting of experts to be held in 2003 and adopted at that meeting. The working group consisted of representatives from employers, workers and governments along with other organizations with a proper interest in the development of the

subject. A draft text was circulated to member States for comments in October 2003, before the meeting of experts, and those comments were collated and summarized for the experts in December 2003.

This Code of Practice is not a legally binding instrument and is not intended to replace national laws and regulations. It is not intended to affect the fundamental principles and rights of workers provided by ILO instruments or the facilitation of workers' organizations' access to ports, terminals and vessels.

The practical recommendations contained in this Code have been designed to provide guidance to all those responsible for addressing the issue of security in ports. This Code will assist in the identification of the roles and responsibilities of governments, employers and workers. The Code provides a proactive approach to security in ports and follows, where practicable, the practice and principles identified in SOLAS Chapter XI-2 and the ISPS Code.

1. Introduction

- 1.1. The objective of this code of practice (COP) on security in ports is to enable governments, employers, workers and other stakeholders to reduce the risk to ports from the threat posed by unlawful acts. The COP provides a guidance framework to develop and implement a port security strategy appropriate to identified threats to security.
- 1.2. The COP on security in ports is part of an integrated approach to port-related security, safety and health issues where security fits into existing health and safety guidance documents.
- 1.3. This COP is intended to promote a common approach to port security amongst member States.
- 1.4. This COP is intended to be compatible with the provisions of SOLAS, the ISPS Code and resolutions adopted by the 2002 SOLAS Conference. Where terms used in this COP differ from those contained in the ISPS Code, they are specified.
- 1.5. This COP is not intended to replace the ISPS Code. It extends the consideration of port security beyond the area of the port facility into the whole port.
- 1.6. The measures proposed within this COP will apply to the entire port, including port facilities, as defined in the ISPS Code; however, they should not replace the security measures in place within the port facility. The PSA and PSP should take into account the security measures in

place within the port facilities, paying specific attention to the relationship between each port facility and the rest of the port.

- 1.7. This COP provides a method of identifying potential weaknesses in a port's security and outline security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic and maritime operations by:
 - 1.7.1. Recommending that a security assessment is carried out by an appropriate authority in each port.
 - 1.7.2. Recommending that a port security advisory committee be formed.
 - 1.7.3. Recommending that a security plan be produced covering the issues identified in the assessment and identifying appropriate security measures to be implemented.
 - 1.7.4. Applying security guidelines to all areas and functions of the port, and those working in, having business with and requiring access to the port or transiting through the port. This includes port workers and other port personnel, seafarers, passengers and passengers' baggage, cargo, material and stores, vehicles and equipment originating from within and outside the port area.
 - 1.7.5. Promoting security awareness in the port and the training of personnel appropriate to their roles and responsibilities.
 - 1.7.6. Maximizing the effectiveness of security measures through systematic drills, exercises, tests and audits of security procedures to identify and correct non-compliance, failures and weaknesses.
- 1.8. The port security guidelines in this COP may also form a basis for security in domestic ports and maritime operations.
- 1.9. The COP should be aligned with member States' security and safety strategies. Nothing in this document is intended to prejudice the rights or obligations of States under international law or to compromise the responsibility of national and local security organizations or other authorities and agencies to protect the safety and rights of people, property and operations within their area of jurisdiction.
- 1.10. This COP is not intended to affect the fundamental principles and rights of workers provided by ILO instruments or the facilitation of workers' organizations' access to ports, terminals and vessels.

- 1.11. This COP does not affect obligations to comply with applicable national laws, regulations and rules.

2. Scope and definitions

- 2.1. **Scope.** This COP applies, as appropriate, to all persons, organizations or entities operating in, transiting through or having any other legitimate reason to be in the port.
- 2.2. **Definitions** used in this part of the COP are, to the extent practicable, in keeping with those contained in the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. For ease of reference certain terms used in this COP are defined in this section.
- 2.3. **Port.** For the purposes of this code, port means:
"The geographic area defined by the member State or the designated authority, including port facilities as defined in the International Ship and Port Facility Security (ISPS) Code, in which maritime and other activities occur."
- 2.4. **Designated authority.** The governmental organization(s) or the administration(s) identified within the member State responsible for the security of ports.
- 2.5. **Security.** A condition whereby the level of risk is deemed acceptable.
- 2.6. **Threat.** The likelihood that an unlawful act will be committed against a particular target, based on a perpetrator's intent and capability.
- 2.7. **Security incident.** Any act or circumstance affecting the security of a port.
- 2.8. **Security level.** The qualification of the degree of risk that a security incident will be attempted or will occur.
 - 2.8.1. Security level 1 – The security level for which minimum appropriate protective security measures shall be maintained at all times.
 - 2.8.2. Security level 2 – The security level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.
 - 2.8.3. Security level 3 – The security level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent although it may not be possible to identify the specific target.
- 2.9. **Port security officer (PSO).** ¹⁾ The

person or persons tasked to manage and coordinate security in the port.

- 2.10. **Port security advisory committee (PSAC).** A committee established by the member State or the designated authority responsible, inter alia, to act as a security consultative body and to be involved in the continuous development and implementation of the port security plan.
- 2.11. **Port security assessment (PSA).** A comprehensive evaluation by the member State or the designated authority of threats, vulnerabilities, capabilities, preparedness and existing security measures related to a port, forming an essential and integral part of the process of developing a port security plan.
- 2.12. **Port security plan (PSP).** A written document that describes the measures the member State or the designated authority and members of the port community should take to reduce vulnerabilities, deter threats and respond to security incidents. It should address issues impacting upon the security of the port and, where applicable, may take into account issues relating to any port facility security plan or other security plan.
- 2.13. **Port facility.** A location as determined by the member State or by the designated authority where the ship/port interface as described in the ISPS Code takes place.
- 2.14. **Infrastructure.** Is used in its broader meaning, which includes superstructures, services and other installations.
- 2.15. **Security sensitive information.** Information, the disclosure of which would compromise the security of the port (including, but not limited to, information contained in any personnel-related file or privileged or confidential information that would compromise any person or organization).

¹⁾ The definition of port facility security officer is contained in Part A of the ISPS Code, p. 8, item 2.1.8.

3. Aim of security measures

- 3.1. The aim of port security measures is to maintain an acceptable level of risk at all security levels.
- 3.2. Security measures should be devised to reduce risks and should in the main revolve around procedures to establish and control access to restricted areas and other vulnerable or sensitive key points, locations, functions or operations in the

port.

- 3.3. Some examples of the aim of security measures that may be considered are to:

- 3.3.1. Prevent access to the port by persons without a legitimate reason to be there and prevent those persons with legitimate reasons to be in the port from gaining illegal access to ships or other restricted port areas for the purpose of committing unlawful acts.
- 3.3.2. Prevent introduction of unauthorized weapons, dangerous or hazardous substances and devices, into the port or vessels using the port.
- 3.3.3. Prevent personal injury or death, or damage to the port, port facility, ship or port infrastructure by explosive or other devices.
- 3.3.4. Prevent tampering with cargo, essential equipment, containers, utilities, protection systems, procedures and communications systems affecting the port.
- 3.3.5. Prevent smuggling of contraband, drugs, narcotics, other illegal substances and prohibited material.
- 3.3.6. Prevent other criminal activities, such as theft.
- 3.3.7. Protect against the unauthorized disclosure of classified material, commercially proprietary information or security sensitive information.

4. Security policy

- 4.1. Member States should produce a "ports security policy statement" that provides the foundation to develop directives, rules and regulations as appropriate. Port security policies should take into account relevant international conventions, codes and other established national practices.
- 4.2. Member States should develop a security policy and ensure a legal framework is in place to carry out the provision of this code of practice. The security policy should address the member States' measures to:
 - 4.2.1. Promote regional and international cooperation.
 - 4.2.2. Encourage maximum stakeholder participation in policy development.
 - 4.2.3. Provide adequate resources to effectively implement and sustain security policy.
 - 4.2.4. Recognize the importance of the human element: safety and security awareness, training and skill development.
 - 4.2.5. Recognize the interdependence

between security and public safety, economic development and protection of the environment.

- 4.3. The security policy should be periodically reviewed and updated to reflect changing circumstances.

5. Roles and tasks

- 5.1. **The member State.** In addition to the development of a security policy, the member State should:

- 5.1.1. Identify the designated authority for each port required to have a port security plan.
- 5.1.2. Ensure the establishment of a port security advisory committee and the nomination of a port security officer.
- 5.1.3. Nominate the persons responsible for port security operations in a specific port, as appropriate.
- 5.1.4. Ensure that a port security assessment is carried out.
- 5.1.5. Approve port security assessments and any subsequent amendments thereto.
- 5.1.6. Ensure that port security plans are properly developed, implemented and periodically reviewed and maintained.
- 5.1.7. Set and communicate the appropriate security level.

Member States may delegate any of the functions referred to in 5.1.2 through 5.1.6 above to the designated authority.

- 5.2. **Port security officer (PSO).** Tasks of the PSO should include, inter alia, the following:

- 5.2.1. Conducting an initial comprehensive security survey of the port, taking into account the relevant port security assessment.
- 5.2.2. Ensuring the development and maintenance of the port security plan.
- 5.2.3. Implementing the port security plan.
- 5.2.4. Undertaking regular security inspections of the port, to ensure the continuation of appropriate measures.
- 5.2.5. Recommending and incorporating, as appropriate, modifications to the port security plan in order to correct deficiencies and to update the plan to take into account relevant changes to the port.
- 5.2.6. Enhancing security awareness and vigilance of the port's personnel.
- 5.2.7. Ensuring that adequate training has been provided to personnel responsible for the security of the port.
- 5.2.8. Reporting to the relevant authorities and maintaining records of

security incidents that affect the security of the port.

- 5.2.9. Coordinating implementation of the port security plan with the appropriate persons or organizations.

- 5.2.10. Coordinating with security services, as appropriate.

- 5.2.11. Ensuring that standards for personnel responsible for security of the port are met.

- 5.2.12. Ensuring that security equipment is properly operated, tested, calibrated and maintained.

- 5.3. **Port security advisory committee (PSAC).** A PSAC should be established for every port, where applicable, with full terms of reference. The PSAC should act as a consultative and advisory body with a designated chairperson. The PSAC should cooperate with applicable safety and health committees, as appropriate. The PSAC's role should be to (as appropriate but not limited to):

- 5.3.1. Advise on the implementation of the port security plan and assist in conducting the port security assessment.
- 5.3.2. Coordinate, communicate and facilitate implementation of the applicable security measures required by the port security plan.
- 5.3.3. Provide feedback on the implementation, drills and exercises, testing, security training and periodic updates of the port security plan.
- 5.3.4. Ensure its membership reflects the operational functions of the port and includes, as appropriate:
 - 5.3.4.1. The PSO and PFSO(s).
 - 5.3.4.2. National and local government border control authorities and security agencies.
 - 5.3.4.3. Police and emergency services.
 - 5.3.4.4. Workers' representatives.²⁾
 - 5.3.4.5. Ship operator representatives.
 - 5.3.4.6. Representatives of commercial concerns and tenants.
 - 5.3.4.7. Trade associations.
 - 5.3.4.8. Other relevant parties.

²⁾ Throughout this text, when the term "workers' representatives" is used, it refers to Article 3 of the Workers' Representatives Convention, 1971 (No. 135), which reads as follows: For the purpose of this Convention the term "workers' representative" means persons who are recognized as such under national law or practice, whether they are: (a) trade union representatives, namely, representatives designated or elected by trade unions or by the members of such unions; or (b) elected representatives, namely, representatives who are freely elected by the workers of the undertaking in accordance with

provisions of national laws or regulations or of collective agreements and whose functions do not include activities which are recognized as the exclusive prerogative of trade unions in the country concerned.

6. Security level

- 6.1. The appropriate security level is determined by member States. The security measures to be adopted appropriate to the security level should be outlined in the port security plan.
- 6.2. Changes in the security level should be quickly communicated to those with a need to know in response to a perceived or actual change in threat information.
- 6.3. In the event of a change in security level, the PSO should act in accordance with the PSP, and verify that the requirements of the PSP and any additional or special security procedures appropriate to the particular threat are actioned. For example:
 - 6.3.1. Security level 1 measures may include random personnel, baggage, material and stores and vehicle screening, and implementation of access and movement control.
 - 6.3.2. Security level 2 measures may include increased frequency of screening, more robust monitoring of the port, and more stringent access and movement control measures.
 - 6.3.3. Security level 3 measures may include 100 per cent screening, increased identification checks, temporary cessation of certain port activities and/or imposing vessel traffic control measures, restricting access to certain areas, deployment of security personnel to key infrastructure, etc.

7. Port security assessment (PSA)

- 7.1. The port security assessment should be carried out by persons with the appropriate skills and should include the following:
 - 7.1.1. Identification and evaluation of critical assets and infrastructure that it is important to protect.
 - 7.1.2. Identification of threats to assets and infrastructure in order to establish and prioritize security measures.
 - 7.1.3. Identification, selection and prioritization of measures and procedural changes and their level of acceptance in reducing vulnerability.
 - 7.1.4. Identification of weaknesses, including human factors, in the

infrastructure, policies and procedures.

- 7.1.5. Identification of perimeter protection, access control and personnel clearance requirements for access to restricted areas of the port.
- 7.1.6. Identification of the port perimeter and, where appropriate, the identification of measures to control access to the port at various security levels.
- 7.1.7. Identification of the nature of the expected traffic into or out of the port (e.g. passengers, crew, ship/cargo type).
- 7.2. One example of a method and risk-based tool to assist in preparing a port security assessment is included in Appendix A. Other tools may be used.

8. Port security plan (PSP)

- 8.1. The port security plan should be based on the PSA and include:
 - 8.1.1. Details of the security organization of the port.
 - 8.1.2. Details of the port's links with other relevant authorities and the necessary communications systems to allow the effective continuous operation of the organization and its links with others.
 - 8.1.3. Details of security level 1 measures, both operational and physical, that will be in place.
 - 8.1.4. Details of the additional security measures that will allow the port to progress without delay to security level 2 and, when necessary, to security level 3.
 - 8.1.5. Provision for the regular review, or audit of the PSP and for its amendment in response to experience or changing circumstances.
 - 8.1.6. Details of the reporting procedures to the appropriate member States' contact points.
 - 8.1.7. Details of the necessary liaison and coordination between the PSO and any PFSOs.
 - 8.1.8. Identification of restricted areas and measures to protect them at different security levels.
 - 8.1.9. Procedures for the verification of identity documents.
 - 8.1.10. Requirements for drills and exercises carried out at appropriate intervals to ensure the effective implementation of the PSP.
- 8.2. The PSP should refer to, and take into account, any other existing port emergency plan or other security plans.
- 8.3. The PSP should be protected from unauthorized access or disclosure.
- 8.4. One example layout and content of a

port security plan is included in Appendix B.

9. Physical security of the port

- 9.1. At each security level, the PSP should identify the location of restricted areas, key points, vulnerable areas and critical functions in or associated with the port and the physical protection and access control procedures and access documents required to reduce the level of risk.
- 9.2. Areas designated, as "restricted areas" in the PSP should be delineated as such with appropriate warning signs, markings, and as appropriate to the security level in force, barriers and access control points.
- 9.3. Access control procedures should be established for restricted areas of the port for any person, vehicle, vessel, cargo, material, equipment and stores inbound or outbound whether from adjacent property, waterway or from outside the port.
- 9.4. The PSP should define the procedures for:
 - 9.4.1. The issuance, verification and return of access documents, at no cost to the workers.
 - 9.4.2. The details of verification to be made regarding those persons required to be provided with or issued, access documents.
 - 9.4.3. The appropriate authorized access control requirements for each restricted area and level of access.
 - 9.4.4. The reporting of lost, missing or stolen documents.
 - 9.4.5. Dealing with the misuse of access documents.

These procedures should also cover temporary personnel, contractors and visitors at each security level. The seafarers' identification document, issued in accordance with the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185), would meet all requirements of this COP for the purposes of identification and access.

- 9.5. Where it is necessary to combine security aspects of the PSP and the PFSP, then these should be clearly identified in the PSP. These procedures should ensure that the security requirements are compliant with national and international customs and export regulations.

10. Security awareness and training

- 10.1. Security awareness is vital to the safety, security and health of port

personnel and others having a place of work in the port, who should be made aware of their responsibilities to fellow workers, the port community and the environment. Appropriate training of personnel working in the port should maximize personal awareness of suspicious behaviour, incidents, events or objects when going about their daily tasks and the invaluable contribution to be made to the security of the port and its personnel by each individual. Included should be clear lines for reporting such matters to supervisors, managers or appropriate authorities. Additional or special training may be required for people in particular roles.

10.2. Training may be focused on particular roles and tasks in the port or at external facilities serving the port such as:

10.2.1. Security and law enforcement personnel.

10.2.2. Stevedores and all those handling, storing and transporting or coming into contact with passengers, freight, cargo, material and stores or ships.

10.2.3. Other associated roles and tasks where personnel do not come into direct contact with passengers, freight, cargo, material and stores or ships as a matter of course but who are in administrative and support roles in the port or at associated facilities.

10.3. Consideration should also be given to circumstances where it would be ineffective or contrary to good security practice to train or give additional information to those without a direct need to know.

11. Confidentiality and non-disclosure of information

Contracts of employment or organizational rules should contain provisions requiring personnel not to divulge security-related information on the port, security training, access control systems, locations of security or communications equipment and routines or business of the port to persons who do not have a direct need to know.

Appendix A: The Port Security Assessment (PSA) 9 pages

Appendix B: The Port Security Plan (PSP) 4 pages

Appendix C: References 1page

The "ISPS Code Q&A Board" awaits your active participation!

THE "Question & Answer Board - Implementation of ISPS Code" was established on January 19, 2004 in the Members Area of the IAPH website to facilitate the exchange of relevant information and experience among the IAPH member ports.

In less than a month since its establishment, we have already witnessed active online discussions, mainly the asking and answering questions on various aspects of implementing the code, the new IMO requirements, as follows.

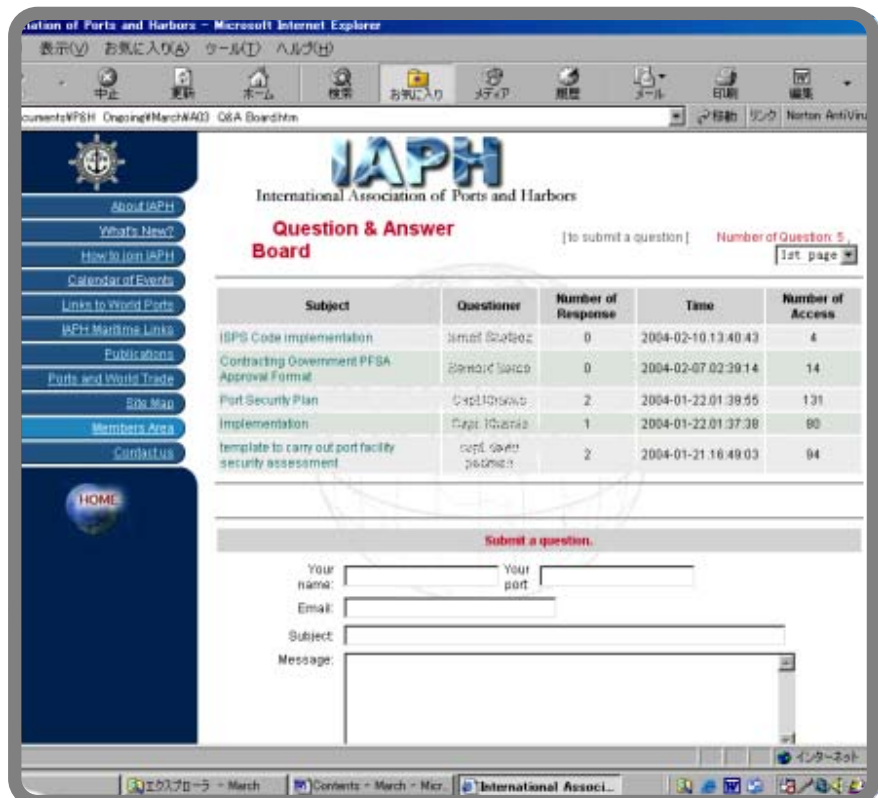
- 1) What is the competent party for conducting work related to implementing the Code?
- 2) Is there a sample of PFSA approval format?
- 3) Is a draft copy of a port security plan available?
- 4) A template for carrying out PFSP?
- 5) What if a port does not comply by the deadline?

It is sincerely hoped that this online forum will serve as a useful communication

tool for the membership to exchange relevant information and experience on the subject for sharing better practice and for making it to the deadline of July 1, 2004.

To add your input, please visit the IAPH website at: <http://www.iaphworldports.org> Clicking on the blue-colored button saying "Q&A Board - ISPS Code" on the top page of the site will instantly take you to the discussion board. If you are engaged in security-related matters, you are encouraged to raise any relevant topic for online discussion.

As this forum is only accessible by IAPH members with a User ID and Password, it is a secure place for you to express your ideas and thoughts and experience with your colleague members. If you have forgotten your ID and Password, please write contact us at info@iaphworldports.org. In parallel with this web-based online discussion board, the IAPH Port Security Bulletin is has been revived to update IAPH members on what is being discussed in a timely and concise manner via email.



IAPH Bursary Scheme 2004

FOR more than two decades, IAPH has offered financial assistance to member ports in developing countries when they are sending their staff to take up training courses overseas that are available in ports or port training institutes which are members of or affiliated with IAPH. Started in 1980, the IAPH Bursary Scheme has assisted more than 100 people from its developing member ports.

This has been conducted by the Human Resources Development Committee with the Chair, Mr. Eddy Bruyninckx, Chief Executive Officer, Antwerp Port Authority.

For your reference listed below are training institutes applicable under this scheme, and their training schedule for 2004.

It is hoped IAPH Bursary Scheme will assist member ports to enhance their human resource, and we are awaiting for your earliest application.

The IAPH Bursary Scheme

Object

The object of the Scheme is to provide financial assistance towards the cost of sending selected applicants from IAPH member ports in developing countries on approved training courses overseas that are available in ports or port training institutes which are members of or affiliated with IAPH.

The Bursary Award

Subject to the availability of funds, a maximum of ten (10) bursaries for each program year, not exceeding US\$3,500 each, may be awarded to such applicants who meet and satisfy the conditions for entry.

Conditions for Entry

1. The applicant should not be older than 45 years of age and must have been employed at junior, middle or senior management level by an IAPH member port for at least three years.
2. The application must be submitted in accordance with the suggested format, accompanied by a brief description of how the proposed training would benefit the applicant and his/her port and by evidence that the applicant has been provisionally accepted for the proposed training course* of the particular institute. To ensure the applicant is duly endorsed by his/her port, the application must be submitted by the port's chief executive officer on behalf of the applicant.

* Note: An updated list of approved training institutes is posted on the homepage of IAPH:
<http://www.iaphworldports.org>

3. In estimating the costs to be incurred for the proposed training, the course/tuition fees, accommodation and living expenses should be quoted, excluding international airfares or other forms of primary traveling costs. If the estimated total cost exceeds US\$3,500, the port chief executive must submit a written statement that the balance shall be borne by the applicant's organization.
4. The application must be submitted at least 60 days before the commencement of the proposed training course. In this context, the applicant should be made aware of the time required for making the necessary arrangements for obtaining visas for foreign travel.
5. The final decision on awarding a bursary rests with the Chairman of the Committee on Human Resources. As soon as such a decision is made, the applicant will be informed of the result by the IAPH Secretary General through the chief executive officer of his/her port. At the same times, the Secretary General will take the necessary steps to disburse the approved funds from the Special Port Development Technical Assistance Fund, the remittance of which is to be made directly to the training institute involved. The recipient will be required to account for all expenditures and to reimburse any monies not spent out of the bursary.
6. For the purpose of making this financial assistance available to as many applicants as possible, those who have already been awarded a bursary will in principle not be considered. For the same reason, the number of bursaries to be awarded to

any member port will not be more than one (1) in any two-year period.

7. After completion of the training course, each recipient must submit to the IAPH Secretary General a report on his/her participation in the training within one month of the end of the course. Such reports will be published in the magazine "Ports and Harbors".

List of IAPH-affiliated Educational/Training Institutes

- APEC-Antwerp/FLANDERS PORT TRAINING CENTER
- Australian Maritime College (AMC)
- Delft University of Technology
- Institut Portuaire du Havre (IPER)
- International Program for Port Planning & Management (IPPPM)
- Institute of Transport & Maritime Management Antwerp (ITMMA)
- NTUA School of Naval Architecture and Marine Engineering, Maritime Transport
- PSA Institute
- Romanian Maritime Training Center (MTC)
- Technical & Managerial Port Assistance Office (TEMPO)
- World Maritime University (WMU)
- * Training Seminars held by The American Association of Port Authority (AAPA) and European Sea Ports Organisation (ESPO) are also applicable, though they are not training institute.

2004 Seminar Schedule

APEC Seminars

- Port and Freight Railway Management
March 8 - 19
- Port Security
April 19 - 30
- IT, EDI, and Internet in Transport Business
May 10 - 21
- Container Terminal Management
May 31 - June 11
- Tasks and Responsibilities of Forwarders, Agencies and Shipping Lines
June 14 - 26
- Port Environmental Protection Technology
September 06 - 17

- **New Developments in Port Engineering**
October 11 - 22
- **Gestion Portuaire** (in French)
November 15 - 26
- **Port Logistics**
December 06 - 17

For further information:

APEC (Antwerp/Flanders Port Training Center)
Italiëlei 2
B-2000 Antwerp, Belgium
Tel : +32 3 205 23 22
Fax : +32 3 205 23 27
E-mail: apec@haven.antwerpen.be
URL: <http://www.portofantwerp.be/apec>

IPER Seminars

- **Port Competition and Strategic Management**
April 5 - 16
- **Improving Container Terminal Operations**
May 3 - 7
- **Engineering and Regulation of Port Concessions**
May 10 - 14
- **New Partnership in Port Organisation**
June 2 - 4
- **Port Finance**
June 7 - 18
- **The Advanced Course on Port Operations and Management***
September 6 - October 8

- **Planning, Operating and Monitoring Port Terminals**
October 18 - 29
- **Implementation of Logistic Platforms in Ports**
November 15 - 19
- **The Management of Port Equipment**
November 22 - 26

For further information:

IPER (Institut Portuaire D'Enseignement et de Recherche)
30 rue de Richeillieu
76087 Le Havre Cedex
France
Tel: (0) 2 35 41 25 70
Fax: (0) 2 35 41 25 79
E-mail: iper@esc-lehavre.fr
URL: <http://ma-cci.com/iper/>

International Program for Port Planning and Management (IPPPM)

- **Port Planning and Management International Training Program**
May 17 - 28

For further information:

Director, IPPPM
CUPA/LUTEC - University of New Orleans
New Orleans, LA 70148
U.S.A.
Tel.: +001 504 280 6519
Fax: +001 504 280 6272
E-mail: psimon@uno.edu
URL: <http://www.uno.edu/cupa/ipppm.html>

ITMMA Short-Term Specialized Courses

- **Hinterland Transportation**
March 29 - April 1

For further information:

Prof. Dr. Theo Notteboom
Associate Professor
Co-ordinator, Short-Term Specialized Courses
University of Antwerp
ITMMA House, Keizerstraat 64, B-2000 Antwerp
Tel.: +32 (0) 3 275 5151
Fax: +32 (0) 3 275 5150
E-mail: itmma@ua.ac.be or theo.notteboom@ua.ac.be
URL: <http://www.itmma.ua.ac.be>

PSA Institute Training Courses

- **Port Management & Operations Course**
June 7 - 18
- **Understanding and Applying IMDG Code**
August 2 - 6

For further information:

Training Manager
PSA Institute
#03-02 PSA Vista
20 Harbour Drive, Singapore 117612
Tel: +65 6771 7331
Fax: +65 6771 7320
E-mail: pi@psa.com.sg
URL: <http://www.psa.com.sg>

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Committee Report Legal Protection Committee

October 27, 2003, Rotterdam



Bruno Vergobbi

Chair
Legal Protection Committee

DRAFT MINUTES

Present :

- **Mr René Bos**
Port of Rotterdam
- **Mr Jacques Braems**
Port of Dunkirk Authority
- **Mr Michael Foster**
TT Club
- **Mr Takehisa Nakagawa**
Kobe University
- **Mrs Anthi Klerides**
Lawyer, Cyprus Port Authority
- **Mr Bruno Vergobbi**
Port of Dunkirk Authority
- **Mr Frans van Zoelen**
Port of Rotterdam

Excused :

- **Dr Marcel-Yves Le Garrec**
Port of Bordeaux Authority
- **Mr Geoffrey Vazey**
Port of Auckland
- **Mr Brian Watt**
Maritime Safety, South Africa

Opening

The Chairman, Bruno Vergobbi, welcomed new participant Takehisa Nakagawa, Professor of Law at Kobe University-Japan. He also indicated that Brian Watt was appointed as a CLP member but unfortunately he did not have the opportunity of attending this meeting. This new member who was proposed by PMAESA is already involved in IMO related works and will contribute his fruitful experience to our discussions.

He also welcomed René Bos from Rotterdam, who attended the last IMO LEG meeting in October. He will report on that event during this meeting.

1. Approval of the Agenda

No remarks concerning the agenda, which was approved.

2. Approval of the minutes of the last meeting in Durban 24th May 2003

Jean Mongeau asked to modify section 6-2 page 5 by writing "the Montreal Port Authority had a long discussion with the federal government to clearly establish the responsibility for security". This revised version is attached with this document. Concerning the annex 3 on PIC Procedure, Michael Foster proposed to contact him directly for any observations or questions.

3. Matters arising from the minutes

Nothing was raised.

4. Follow-up of the legal question on the agenda of the 86th Session of IMO

From October 13 to October 17 the IMO-LEG committee met in London with some questions of particular interest for our committee. René Bos from Rotterdam attended this meeting and presented his report concerning, in particular, the interim CMI report on places of refuge (see attached Annex 1).

Concerning Places of Refuge, Frans van Zoelen pointed out that there was only one reaction so we do not have enough examples to build a position. The chairman confirmed that Le Garrec will attend the next CMI meeting in London with van Zoelen and with a representative of ESPO.

Indeed it seems that a gap exists as if concerns covering the cost of oil pollution of a ship in distress when a non-tanker ship enters a port. It is estimated that 10%

of such cases are not covered by insurance.

It also appears that each country is having discussions at a national level to designate places of refuge, but the results are not generally made public.

Vergobbi said that every port can be a port of refuge depending on the type and size of the ship and it is not necessary to set a list in advance.

In France, the decision to accept a ship is made by the Prime Minister's Cabinet in case of conflict between the port authority and the administration and on principle the State picks up the costs.

CMI asked for a new instrument.

It should be noted that the process for accepting a ship is very quick, especially in cases of emergency.

Foster indicated that the UK system is similar to the French' but the port cannot charge back the cost to the state if the port has agreed to accept a ship. According to UNCLOS a State is obliged to accept a ship in distress but not to bear the induced costs.

Van Zoelen estimated that the CMI should take a position concerning the picking up of the cost by the State.

Foster had an insurance-oriented approach and he considered that an additional fund of a P & I Club should meet the expenses not already covered because it is difficult to ask for more money from the ship owner. The same approach applies to ports since small ports are not able to bear additional charges.

Van Zoelen proposed to prepare a paper with Le Garrec and to circulate it for remarks. Afterwards it could be presented as the CLP position.

Vergobbi indicated that ESPO will join the IAPH delegation to the CMI meeting in November.

Van Zoelen indicated that CMI does not seem to be in favour of a new instrument so we have to present a position.

Wreck removal

A text has been prepared and will be submitted for a 2004-2006 Diplomatic Conference.

5. Report to PMAESA

The report to PMAESA on the work of the IMO' Maritime Environment Protection Committee circulated with the agenda, and was considered as not relevant for our committee.

Concerning the ratification of the convention on bunker spills under the 1992 Protocol, Vergobbi stressed that it was in the ports' interest that the government should ratify the convention; that is why a lobbying action was engaged by IAPH secretariat to ask members to lobby their

respective governments. Results of this action were unknown at this time.

6. Implementation of a database on international conventions

The implementation of a legal database has been on the CLP' agenda several times since we organised in 2001 a survey to know what were the legal needs of the ports and what added value CLP may bring for IAPH members.

The implementation of a legal database was approved in principle during the Durban CLP meeting and a provisional list of conventions and information was attached with the minutes of the CLP meeting in Durban on May 24th 2003.

It was agreed that this meeting may discuss the ways and means to put this project into effect.

Braems proposed to look for a law student to prepare this work.

Vergobbi indicated that the secretary-general, Satoshi Inoue, was able to secure a budget for this project and thought that a law student would be more flexible than an expert.

Van Zoelen expressed the need to present the mechanism of ratification because many port managers are not fully familiar with this matter.

Foster stressed that updating a database is a time-consuming, expensive process and he wondered whether it would be possible to use a private institute (law firm) or a maritime law department of a university. He also said that some sponsoring may be required to implement a database.

Vergobbi thought it was desirable to set up an e-mail group for this project and asked Braems to investigate further on this project.

7. UNCITRAL work

The following points were stressed after a general discussion during the 40th session of the working group on electronic commerce, concerning the preparation of a draft convention:

- The consultation of business entities from various sectors suggested that an international instrument would promote confidence in business relationships.
- However, contracting by electronic means is not fundamentally different from a hard copy instrument.
- The lack of experience in electronic contracting is the main problem.
- Perhaps an international instrument is not the best approach. We can propose model clauses, guidelines.... which offer more flexibility.

However the two approaches are not mutually exclusive and therefore, a

revised version will be proposed for the 42nd session in Vienna on November 17-21, 2003.

8. Preparation of the combined meeting with PSEMO during the afternoon

Chairman Bruno Vergobbi indicated that we are in a position of demand from other technical committees on the legal question. We received very few requests from other groups and therefore, during the Durban conference, it was decided to hold a joint meeting with PSEMO.

Vergobbi, who had another meeting at the same time, asked Van Zoelen to replace him during the afternoon session.

9. Date and place of the next meeting

The next meeting will take place during the Midterm Conference in Charleston on Sunday, April 25th 2004.

10. Other business

A paper prepared by R. Rezenthel, Legal Counsellor in Dunkirk, concerning Security in Ports was circulated.

This paper will be on the agenda of the next CLP meeting.

Annex 1

Report of René BOS concerning the presentation of the CMI report during the IMO-LEG meeting October 13-17, 2003

There are two general principles of international law:

- 1) The duty to assure the safety of ship and of those who are on board (oldest principle).
- 2) The protection of the maritime environment (new principle).

This conflict has to be solved.

The guidelines are not optimal concerning the liability and compensation problems (L-C).

The work of CMI is still on going. CMI has a more comprehensive report to prepare; this is only an interim-report, which will be discussed at the next CMI working meeting on November 17th. Furthermore, CMI will discuss the matter in an international convention (6/2004 - Vancouver -Canada).

While this is an on going work, this is not an excuse for not adopting this guideline, so through the present delegation the CMI invited the national maritime law associations to join the meeting of CMI on the 17th.

It has to be stressed that the guidelines are dealing with the technical aspects of Places of Refuge. It is an on going project as it relates to L-C questions. At the moment CMI is working on the responses. This is submitted on restricted responses and will be supplemented. The remarks from each country are summarised

hereafter:

→ Spain

Spain wants that the guidelines to be adopted asap.

Spain wants to point out that proposals submitted by Spain should be disconnected from the guidelines. If there are uncertainties from a legal point of view, what are the consequences for the establishment of Places of Refuge? Are the existing international instruments for ships in distress sufficient? Are they adequate to cover all situations? Legal gaps have to be bridged. Spain states that the existing international instruments are not fully sufficient to cover all situations that (could) arise (e.g. coal).

The Spanish delegation wants to clarify 7 issues (although the problem is not limited to these points).

- 1) The compulsory insurance applies to standard maritime traffic not to transiting ships.
- 2) Sometimes a ship has no compulsory insurance ; a coastal state can be negligent (CLC/1992 Fund).
- 3) If there is compulsory insurance is there financial insurance?; will the coastal state have to pay the claim?
- 4) Link to the provision of the P&I guarantees.
- 5) Loss of ship owner's limitation of liability due to insolvency; a claimant (and/or the Funds) can claim from the coastal state (also without negligence).
- 6) Intervention authorities, coastal states and provisional steps (CLC/Funds).
- 7) Fixed costs to establish a Place of Refuge and compensation.

CMI

- Spain has made substantial points; the validity of the points will be examined.
- There is an on going exploration (CMI-working group) of the problems; they can't be resolved in a meeting of this size. There is also the working group of the IOPC Funds.

Chairman

L-C is associated with the subject of Places of Refuge.

The first phase is the adoption of the guidelines (they address the technical aspects!).

As CMI completed the work of gathering/analysing the information, LEG will go back on to the subject.

Provisional comments on the questions raised by the Spanish delegation :

→ The Netherlands

- Formalistic approach.
- CLC and Funds convention before national courts.

→ U.K.

- There has to be created a liability system.
- Keep the guidelines under revision.
- Gaps are dealt with as other conventions

come into force.

→ Denmark

- When the guidelines come into force a lot of problems will be solved.
- The liability of the Shipowner is not the liability of a coastal state.
- Fill legal loop holes through ratification.

→ France

The L-C regimes are at the moment focussed on dangerous and toxic goods. Like Spain, France wants to fill the legal gaps. The regimes have also to apply on normal/standard goods/common plain cargo that become dangerous for the ship herself/recent problem with ships. These situations have to be taken care of. The use of the guidelines depends on the geographical position of certain states. The guidelines have to facilitate the practical access to Places of Refuge and not discourage access. Decision makers have to concentrate on operational aspects.

→ Sweden

The current provisions (CLC and Fund Convention 1992 are covering the L-C question relating to vessels in distress).

→ Mexico

The guidelines will be applied differently depending on the local situation.

→ Korea

There are already guidelines on the ship owners' liability (P&I-club rules).

→ Norway

Norway doesn't share the view of Spain and points out that in the case of insufficient, or no insurance at all, the Funds will not indemnify the Coastal state.

→ Indonesia

Indonesia proposes two procedures: (1) procedure on the designation of ports (2) procedure on entry Place of Refuge.

→ Germany

No real problem; the current conventions are applicable to these situations. The LMC and the HNG (not into force) should be ratified ASAP as they limit the financial risk for Coastal States.

→ IOPS Funds

The funds do apply to the situations considered; they will be taken into consideration at the general revision of the conventions.

→ Spain

The issues of the gaps in the international system are not raised by Spain but argued by this Committee. As pointed out in paragraph 4, possible questions will be on the agenda of LEG and LEG has to deal with these questions. The paper submitted by Spain is a contribution; it's not on the validity of the international instruments.

When all the conventions come into effect it will be a contribution to solve these gaps.

Main conclusions:

- There is a general appreciation for the ongoing work of the CMI on L-C in connection with Places of Refuge and for the full proceeds of this work; it is requested

to look at this result when it comes to this committee.

- There is also the other exercise of the IOPC-Fund working group. It will be on the agenda of their next meeting. A revision will take place on the oil pollution conventions; also the L-C questions will be considered there.
- This was a preliminary exchange of views; CMI continues its own work; when the CMI information becomes available and there has been a discussion in the IOPC, then it becomes clear that further work has to be done by LEG.
- The technical adoption of the guidelines must go on ASAP (next month Assembly).
- Other highlights:
 - It is not good to give the impression that the funds are inadequate at this moment. They have worked in several practical situations. We have to be careful it doesn't slow down the ratification process.
 - To the extent that there are gaps – it has to be borne in mind that there are conventions awaiting ratification (Bunkers Convention/HNS Convention/Supplementary funds Convention). This can solve the problem of the possible gaps to some extent.
 - The recently adopted guidelines on financial responsibility are to be considered.
- We have to wait for the extensive work of CMI and accept the responsibility – answers have to come from LEG; and we have to look at the existing conventions in other working groups (IOPC-Funds).

Annex 2

Resume of the questions tackled during the combined meeting CLP-PSEMO-DTF

Place of Refuge

A position paper will be circulated to members of the two committees + dredging task force pointing out:

- gaps in the liability system,
- utility of a fund,
- the states' obligation instead of ports' obligation.

Each member will be invited to react so that CLP can present a position paper to CMI in the November meeting.

Recycling of ships

The MEPC-IMO adopted the guidelines on ship recycling. Ports must be aware of those but there is no specific action to do.

Implementation of the ISPS-Code

The question raised was about the port liability if the security is not implemented.

It appears that an exchange of experience and knowledge on this question would be valuable so it was agreed to gather a database with liability cases and financial consequences.

Advises requested by Geraldine Knat (DTF) on

- 1°) Draft procedure for emergency situations involving the dumping of waste (prevention of marine pollution).
- 2°) Updated draft advice concerning the management of spoilt cargoes (London Convention 1972).

Green Award

There was also a presentation of an incentive program concerning 53 seaports, 150 tankers, 33 owners, 15 countries, 20 % of sea borne crude.

It was suggested that Europe IAPH Secretariat could be involved in the green award.

Annex 3

Security in ports

Some confusion between "safety" and "security" is recurrent.

"Safety" consists in prescribing steps and implementing means to avoid accidental hazard threatening the persons and properties.

"Security" is concerned with the protection against deliberate trespasses against law and order.

In essence, harbour managers' activities are economic-driven, and their police duties are specific to the protection of the port facilities and operation (that is to say to ensure satisfactory ship's movements and handling and storage operations).

As a general rule, port police are not judiciary police officers, that is they have no authority to conduct investigations, to arrest people and effect identity checks.

It should be specified that the port managers are not responsible for the custody of the goods, which is under the responsibility of the goods owners, and trespasses against property are within the scope of public security, which the State is responsible for.

"Security" is a duty of the State whereas "Safety" is under the responsibility of the port manager. This is a significant difference since it has an effect on the funding plan and responsibility for the operations.

Where on the State request a port authority provides security-oriented arrangements, the burden of the work completed and of the inspections should normally be paid using the taxpayer's money. This is also true as far as liability is concerned. The consequences of any failure in the inspections performed to protect security should be paid by the State. In most countries, the protection of public security is a state's duty.

3rd Pan African Ports Conference IAPH Africa/Europe Regional Meeting

December 9-11, 2003, Douala, Cameroon



2003 PAPC Report

Nicole Nesse

Director of Competitiveness
Coordinator of the Organization Committee
for the 3rd Pan African Ports Conference.

THE 3rd Pan African Conference and the IAPH Europe/Africa regional meeting were held with tremendous success in Douala, Cameroon, from December 9 to 11, 2003.

An impressive welcoming system consisting of selected hosts and hostesses had been set up as soon as Friday December 5 at Douala International Airport to welcome the representatives arriving from all over the world. As soon as they deplaned, the delegates were escorted to a waiting lounge and driven to their hotel once the immigration formalities had been complied with.

After becoming acclimatized to the

warmth of Cameroon's economic capital, the delegates went to work for 3 days starting on December 9.

The opening and closing ceremonies were the highlights of the event under the presidency of His Excellency, the Transport Minister of Cameroon. These ceremonies went on in a festive atmosphere with the participation of several dance and entertaining troupes.

Several speeches were given by the main participants in the event, including Mr. Alphonse Siyam Siwe, General Director of Douala Autonomous Port; Mr. Siyabonga Gama from South-Africa, PAPC President; Mr. Pieter Struijs, IAPH President; and Mr. John Begheni Nde, Transport Minister of Cameroon.

During the closing ceremony, Mr. Olivier Hartmann, the PAPC General Secretary, read the 3rd Conference resolutions. (Note: resolutions and speeches were recorded on CDs presented to the delegates.)

The various sessions were held in the Sawa Hotel Conference Room and

included one main subject and four secondary subjects covering several topics:

- Main subject:
"African Ports vs. Globalisation Challenges: Challenges, Mutation, Development and Synergy".
- Secondary subjects:
four secondary subjects each including several presentations.

Regional strategies through trade development & facilitation

Chairman: Mr. Ahmed LOTFI
(SG/UAPNA)

- The TKH corridor, Jerome MOUTON (WBCG);
- Private Sector Participation in African Ports: example of Cameroon by Mrs Nicole NESSE (Director of competitiveness at the PA Douala);
- Case study for port facilitation: example of GUCE at the Port of Douala by Isidore BIYIHA (MD of GUCE).

IT and Port Community Systems

Chairman: Mr. BELEYI (MD/Port Authority of Lomé) replacing Mr. Ferdinand ASSOGBA

- Case study of Port Community Systems:
 - EDI in the Port of Casablanca: by Mr. Said BENJELLOUN (Director, Department of Management of Information and Computer (PI) at ODEP);
 - Port of Johannesburg, by Mr. Alistair PETERSEN (NPA of South Africa);
 - Port of Dakar, by Mr. El Hadji Mar GUEYE (Technical Adviser to the Managing Director of the Port Authority of Dakar);
 - Port Authority of Marseille, by Mr. J. Pierre BILLAT (Deputy Managing Director of the Port Authority of Marseille).

Regional development: Mutation, Synergy and Challenges

Chairman: Mr. Samson LUHUGO
(MD/NPT)

- The NEPAD Infrastructure Action Plan: by Mr. Bara SADY (MD of the Port Authority of Dakar);
- Sub-regional Port Development
 - North Africa: by Mr. Ahmed ASSADIK (MD of Port SAID);
 - West and Central Africa: by Mr. F. GAUZE (SG/PMAWCA);
 - Eastern & Southern Africa: by Mr. Olivier HARTMANN (SG/PMAESA).

Regional development: Mutation, Synergy and Challenges

Chairman: Mr. Pieter STRUIJS



Mr. Alphonse Siyam Siwe

2003 PAPC Conference Host
General Director of
Douala Autonomous Port

- Europe Region
 - Baltic region: by Mr. RASMANN (Chairman of the Management Board of the Port of TALLINN);
 - North Sea Area: by Mr. VERGOBBI (Managing Director of the Port Authority of DUNKERQUE);
 - Mediterranean region: by Mr. ESTRADA (Porto Del Estadode Madrid).

Safety and Environment

Chairman: Hon. A. Siyam SIWE

- Practical solutions on security problems in the port:
 - Case of the Port of Rotterdam: by Mr. Peter MOLLEMA, Maritime Development, Rotterdam Municipal Port Management
 - Case of the Port of Durban: Mr. Mlamuli BUTHELEZI (NPA South Africa);
 - Case study of the Port Authority of Le HAVRE by Mr. Paul SCHERRER (Technical Manager of the Port Authority of Le Havre).
- Ships security within the ISPS Code:
 - SEA QUEST TECHNOLOGIES by Mr. Robert LAING (President of GRYPHON CYPHER)
 - MAERSK, a shipping line.

It should be mentioned that the variety of expertise of speakers from all over the world enhanced the presentations' quality and aroused the delegates' general interest as the live debates and high level of attendance testified.

The level of participation in, the 2003 PAPC has been the highest ever, compared to the previous conferences, was the highest ever. More than 300 delegates representing 37 countries participated in the 2003 conference. The UAPNA was heavily represented with 8 delegates from Tunisia, Morocco and Egypt. This is a first in the history of the PAPC conferences and it is cause for great satisfaction.

The IAPH was also well represented: its President, Mr. Pieter Struijs, was joined by the 3rd Vice-President, the

PAPC President, and by 4 members of its Executive Office: Mr. Bruno Vergobbi from France, Mr. José Luis Estrada from Spain, Mr. Riho Rasmann from Estonia and Mr. Samson Luhigo from Tanzania.

Apart from the work itself, the 2003 PAPC also gave members of the 3rd Conference the opportunity to be entertained with an interesting social program including 2 reception parties and a gala evening introducing various cultural entertainments. The delegates were then able to discover the rich local cuisine by tasting various dishes and sampling Cameroon's rich folk rhythms.

The delegates' program ended with a visit to Douala Port, which is in the midst of a modernization and expansion project. The persons accompanying the delegates were entertained by a visit to the CICAM, Cameroon Textile Factory, and a tour of the beautiful Manoka Island.

In closing the 2003 PAPC, all partici-



pants were unanimous that the work and the organization had been of high quality.

The torch has been handed to the UAPNA for the next Pan African Conference, to be held in Egypt.

President Struijs speaks at the 3rd Pan African Ports Conference

African Ports in the Wake of Globalisation

Pieter Struijs, IAPH President



MESDAMES, messieurs, mes amis Africains, Merci beaucoup pour l'hospitalité ici a Cameroun, que fait possible d'organisation le troisième Pan Africain Port Conference.

'The world is becoming a global village'. In the nineteen-sixties, Marshall

McLuhan introduced the phrase 'global village' to emphasize the importance of the computer at the beginning of the digital era. According to him, The new electronic interdependence recreates the world in the image of a 'global village'. In my opinion it is too short notice to start this talk with 'Dear Fellow

Global Villagers' but it is beyond doubt that the new information network has given a substantial boost to the process of globalization that is currently taking place. Production processes are increasingly being shifted to regions where labor and resources are much cheaper. The continent of Africa, with its rich natural resources and competitive labor, should be able to benefit from this development and the African Ports should benefit as well.

Ladies and Gentlemen,

Globalization is a highly complex phenomenon and is therefore valued in many different ways. Though in general there is lack of consensus about what globalization means exactly, most economists however tend to define it as an increasing openness of national economies and a growing internationalization of the market process, facilitated by new communication and transport techniques.

No matter the definition of globalization, the following trends in global trade and transport can be observed:

- Increasing consumer demands
- Shorter product life cycles
- Quick response to market changes
- Globalization of production
- Dominant role of ICT and E-commerce
- Relative decrease in production costs, leading to increased importance of logistic costs

Globalization. African ports. I said it before in Ngorogoro last year and I will say it again here today, at the start of this conference: African ports cannot be simply heaped together in the same manner as, for example, the ports in North-west Europe. Africa is a diverse continent with different regional trading patterns. It is both rich and poor. Africa is both peaceful and violent. Africa is both barren and fertile. And African ports are just as diverse. Some ports are able to invest and expand, others are struggling to maintain their functions. There is no such thing as 'The African port'. Depending on the regional economy, political stability, hinterland access and financial resources, each and every port in Africa will have to take up its own challenges.

Of the 54 African countries, 39 have direct access to the sea. There are some 90 ports in Africa of which 52 handle containers. Approximately 6 percent of worldwide waterborne cargo traffic and approximately 3 percent of container traffic was handled at African ports. Yet Africa accounts for some 13 percent of

the world population. This clearly shows the vast future potential for African Ports. In 2002 the African continent showed an increase from 7.5 million TEU to 8.1 million TEU. This 8% growth rate could easily be topped in the coming years.

Now I would like to mention a few examples of promising developments in the field of international commitment and investments.

Just in 2000 the presidential candidate George Bush declared that 'Africa, as far as I can see, does not fit in with the American strategic interests'. Now, three years later, the United States has committed itself to a substantial program called 'Partnership for Growth in Africa'. Each year, the country will allocate 11 billion dollars to the continent.

From Morocco and the Western Sahara, along the Atlantic coast all the way down to Angola, oil companies have struck highly promising oil fields. Spokesman Leigh Evans of American ExxonMobile recently said that the company wanted to triple the extraction of oil in Africa. Where does this sudden interest in African oil come from? Well, for one Africa is much closer to the east coast of the US than the Middle East area. And what's even more important: The Gulf of Guinea is far away from the perils in the Persian Gulf or the problematic pipelines running through Central Asia.

Nowhere else is the globalization of Africa more apparent than in Equatorial Guinea, which, with a rate of 65%, is now one of the fastest growing economies in the world. Together with a pipeline running through Cameroon, the plant is one of the two largest American investments ever made in a sub-Saharan country.

Ten years ago, methanol was still generated in the Netherlands and Germany. Now, this takes place in Chile and Africa and the raw material for plastics is moved to Western Europe and the US in enormous parcel tankers with capacities of up to 80,000 tons. The latter of course serves as an outstanding example of how ports can be an important precondition for globalization regarding raw materials and semi-finished products.

The increased investments in sectors like oil and gas should help to increase the Gross Net Profit in the region and stimulate the much needed trade growth. Ports must prepare for the opportunities that will present themselves as a result of globalization.

We are all aware of the importance of reliability within port operations.

Examples of this are up-to-standard safety, infrastructure, turn-around-times, sustainability and price performance. Nowadays all Ports face the challenges to increase capacity, secure trade routes and find necessary funding. On top of this, African Ports also have a strong need for labor intensive investments, training and education and commitment from international foreign private investors. Reliability should be regarded as the foundation to meet these requirements. It is needless to say that Port Authorities together with the private sector have to play a proactive and stimulating role in reaching these targets.

In the global perspective security is an important risk-element that ports nowadays have to deal with. I like to stress that not only the United States but the whole world has to combat global terrorism. Any port, being an essential element within the logistics chain, has to prepare itself. Within this context there is no such thing as a uniform standard for port security. Vulnerability assessment, risk analysis and measured response form the basis for security measures. This is exactly why the International Ship and Port Facility Security code does not provide uniform standards. The conclusion can be drawn that securing ports and terminals is a matter of a tailor-made approach.

In the last Exco meeting of the IAPH in Rotterdam the results of a global port security survey were presented. It is apparent that many ports are still facing difficulties in complying with the ISPS Code. Most crucial factors are lack of finance, delay of legislative enactment, lack of expertise and information, and lack of coordination by relevant agencies. As time is running out, IAPH presently forms an important platform for the exchange of best practices regarding these issues. As the President of IAPH I wholeheartedly stimulate this approach and I am confident that this PAPC conference will make an important contribution to realize an increased insight in port development in the global perspective.

Thank for your attention. I hope you all have a productive conference!

Visits

2nd Vice-President Datin Paduka O.C. Phang Makes speech in Shanghai



At the request of President Pieter Struijs, IAPH was represented by 2nd Vice-President Datin Paduka O.C. Phang, to offer a keynote speech at China Ports & Terminals Summit 2003, convened on 27th and 28th of last December in Shanghai, PR China.

The Summit was aimed at providing

critical insights into trends for China's ports market, project financing, as well as planning, construction and operation of ports/terminals, and was supported by Ministry of Communications of PR China and Shanghai Municipal Government.

Ms. O.C. Phang made a speech entitled "Learning From The Development of the International Ports Industry-The IAPH Perspective", in which she addressed IAPH's important roles of exchanging expertise & experiences among membership, by drawing a picture of the new landscape that surrounds the port industry in its global context. She also extended her remarks to the unquestioned future prosperity of the Chinese economy, where Ports in China were no exception. Finally, she concluded her speech to state that IAPH would be well poised to exploit the emerging opportunities lying ahead and to fight any challenges that are facing it with its collective skills and expertise.

Visitors

On January 30, a delegation of Port of San Pedro and AFRI-JAPAN, headed by Mr Desire Dallo, General Director of Port of San Pedro, visited the IAPH Secretariat

Office. Secretary General Inoue and Deputy Secretary General Hioka welcomed them and exchanged views on various issues now facing the Port of San Pedro. They also visited and had meetings at the Japanese ports of Tokyo, Yokohama and Nagoya from January 25 to 28.



From R to L: Mr Desire Dallo, General Director, Port of San Pedro; Mr Tiegbe Camara, Director of Development, Port of San Pedro; Mr Ferdinand Bleka, President, AFRIJAPAN; Mr Tadahisa Takeda, Counselor, AFRIJAPAN

2004 IAPH Meetings

- **March 16 – 19**
Asia/Oceania Regional Meeting
Busan, Korea

For information:

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- **April 25 – 28**
Mid-Term Board Meeting
Charleston, South Carolina, U.S.A.

For information:

<http://www.iaph-charleston.com>

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IAPH Coordinator:

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President: Masami Ohta

The Container Terminal Altenwerder

Dr. Thomas Koch

Managing Director, HPC Hamburg Port Consulting GmbH
and

Dr. Joachim Soergel

Senior Consultant, HPC Hamburg Port Consulting GmbH

Abstract

In autumn 2002, Container Terminal Altenwerder (CTA) started its operation. Owned and operated by the Hamburger Hafen- und Lagerhaus-Aktiengesellschaft (HHLA) with Hapag-Lloyd holding a 25.1 % share, the new facility is regarded as one of the most modern and innovative container terminals in the world.

2003, in its first full year of operation, CTA has reached a throughput of nearly 900.000 TEU. Final annual capacity after completion of phase II will be 1.9 m TEU in 2004.

Conception, planning and successful implementation of the CTA project was realised in cooperation with the HHLA in-house consultancy group HPC Hamburg Port Consulting GmbH (HPC).

This essay introduces briefly the development of CTA as well as principal operational features and key indicators.

Background

The Demand for a New Terminal

Beyond serving local and national markets, the port of Hamburg has an outstanding role as hub-port for Scandinavian, North-East and Central European countries.

Hamburg's container throughput in 2002 showed strongest growth within the competing main ports of the Hamburg-Le Havre range and growth has remained on this level in 2003.

	2001	2002	Growth
Antwerp	4.22	4.78	+13%
Bremerhaven	2.92	2.99	+3%
Hamburg	4.69	5.37	+15%
Le Havre	1.53	1.72	+13%
Rotterdam	6.10	6.52	+7%

Container Throughput Hamburg - Le Havre Range, 2001-2002 in million TEU

In early anticipation of the tremendous future demand for container handling capacities, the City of Hamburg in 1982 already earmarked Altenwerder, a former fisher village located at the south banks of the river Elbe, as strategic area for the construction of future container terminals.

Project Execution

In fall of 1997, the City of Hamburg awarded HHLA with the concession to build and operate a new Container Terminal in Altenwerder, the CTA.

Extensive reclamation work began in the same year, with infrastructure construction commencing in mid 2000. The first gantry crane was delivered to the site in April 2001, being ready for use in March 2002. After a commissioning phase of 3 months, commercial operation started in June 2002.

The official opening ceremony of the terminal took place in October 2002, which then marked the completion of Phase I of CTA.



Hapag-Lloyd's Hamburg Express at the opening ceremony at CTA in October 2002

Operator's Aims

The HHLA aimed to build a container terminal that would strengthen Hamburg's hub-position in North Europe by fulfilling the following key requirements:

- Substantial expansion of container handling capacity under the given restrictions in area availability.
- Improvement of handling productivity by developing and applying innovative terminal logistic.
- Reduced operative costs of container handling by using highly automated handling systems.
- Accommodation of the largest container vessels to be deployed in the foreseeable future.
- High reliability of container handling services.



Aerial view of phase I

Planning

In spring 1998 planning teams were set up comprising members drawn from various specialist fields. Building up on earlier conceptional studies their initial task was to compare and evaluate different possible variants for the cargo-handling system and elaborate a recommendation for its final choice.

All cargo-handling variants considered in the course of planning proceeded from the following assumptions:

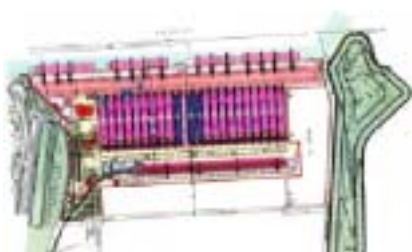
- Capacity waterside: 1.2m boxes p.a.
- Average Time on yard: 4 days
- TEU Factor: 1.6
(60% of all containers are 40ft boxes)
- Proportion of Dangerous Goods: 6%

These initial data provided the following planning data for the terminal suprastructure:

- Storage Capacity: 30,000 TEU
- Number of Reefer Sockets: 1,600
- Number of Reefer Slots: 2,600 TEU
- Number of IMO Slots: 1,950 TEU
- Number of OOG Slots: 500 TEU

Combining the various existing equipment types for use on the waterside with those used on the landside, produced a considerable number of theoretically possible variants for the cargo-handling system. Those variants differed in type of gantry crane (e.g. single versus double trolley), with regard to the means of transport between the container crane and the stacking yard and also in how containers were deposited or removed from the stacks. After intensive consideration five combinations of equipment of different types were selected and subsequently examined in detail.

Around mid-1999 the HHLA took the final decision in favour of implementing on CTA a system based on Double Trolley Ship/Shore Cranes with fully automated second trolley, automated Double Rail Mounted Gantry Cranes for the Container Yard, and using Automated Guided Vehicles (DRMG/AGV) for horizontal transport between waterside and yard. The respective terminal layout plan is shown below.



CTA Layout

Construction

Investment

The total investment costs of CTA add up to 700m Euro, which was shared by the City of Hamburg and the HHLA.

The two investors agreed on a split of responsibilities in the construction of supra- and infrastructure as follows: The City of Hamburg was responsible to develop waterways (dredging of the access channel and alongside the quay wall), the hinterland connections (road, bridges and rail connection) and the construction of the quay wall. In addition, the reclamation of the area and the construction of an appropriate surface were in the City's responsibility.

HHLA's obligations included construction of additional infrastructure (freshwater and power supply, drainage, communication cables, terminal pavement, rail gauges including deep piling) and the suprastructure of the terminal, including e.g. the waterside gantries, rail mounted gantry cranes, horizontal transport units, railhead, office building, gates and workshop.

Phase Concept

CTA has been planned in two distinct construction phases. Phase I has been completed in 2002. Phase II (final phase) is under construction and will be

completed by 2005. The following table sets out the key figures of CTA for these phases. At present, 3 of the planned 4 berths are already available.

Phase	I (2002)	Final (2004)
Area (sqm) (w/o empty yard)	530,000	760,000
Waterside		
- Quaywall	810m	1,400m
- Berths	2.5	4
- Draught	16.5	16.5
Equipment		
- SSG	7	13
- Feeder SSG	1	1
- AGV	35	~ 60
- DRMG	22	44
- Rail Cranes	3	3 - 4
- Chassis	100	~ 200
- Trucks	8	20
Yard		
- Blocks Total	11	22
- Reefer Blocks	2	3
- Ground Slots per Block	10x37 TEU	10x37 TEU
- Stacking	1 above 4	1 above 4
Rail Station	6 Tracks, each 750m length	
Gate		
- In Lanes	6	10
- Out Lanes	4	6
- Truck Parkings	46	46
Capacity	1.12 m TEU	1.9 m TEU

Operation System

Concept

The entire terminal development was governed by the requirement to operate latest generation container vessels with a reliable high productivity using low labour intensive operating procedures.

The operation system was designed and developed to successfully master a peak situation of three large container vessels and two feeder vessels operat-

ing simultaneously, including the related landside traffic requirements.

The required terminal staff comprises in total approximately 400 persons in Phase I and approximately 700 persons in Phase II (including all permanently involved third party staff). In relation to terminal handling capacity, these figures are considerably lower than the labour requirements of other, less automated container handling facilities in the port of Hamburg.



The single technical components of the CTA operation system feature latest but proven container handling technology. The combination and integrated management of these components however is actually seen as the most innovative terminal set-up world-wide in terms of automation and terminal logistics!

Waterside Cargo Handling

With a lifting height of 38.5 m above the level of the crane tracks and a portal span of 35 m, the new cranes can lift weights of up to 63 t including spreader weight, which corresponds to 50 t below spreader.

Ships of the forthcoming super-post-panamax generation with 22 rows of containers on deck can effortlessly be spanned by jibs of 61 m length, while landside outreach extends to as much as 16.5 m. The special feature of this recently developed type of gantry crane is the use of two separately functioning trolleys for container handling.



CTA Double Trolley Gantries

In semi-automatic operation, the waterside trolley shifts the container from the ship to a raised lashing platform within the portal. Two persons here affix/remove the twist locks linking containers whilst onboard ship. This means that the unavoidable lashing job is transferred away from the sphere of moving vehicles under the bridge to the safe working area of the crane's lashing platform.

The second, fully automated trolley then removes the container and deposits it on a remote-controlled automated guided vehicle in the back reach behind the gantry portal. Loading of ships takes place vice versa.

Twistlocks once removed are collected in special bins and returned to the ship with the aid of the waterside trolley on completion of loading/discharge.

The area under the portal is reserved for handling special cargo and for discarded hatch covers. External traffic towards the ships is handled in three

lanes directly adjacent to the edge of the quay, which is separated from the handling area in the portal by a fence.

Spreaders deployed allow twin-lift operation if required, i.e. simultaneous lifting of two adjacent 20' containers from or to the vessel.

Automated Guided Vehicles (AGV)

Horizontal transport of containers between yard and quay wall is executed by automated, unmanned vehicles. These diesel-hydraulic carriers with rubber tyres are capable of handling one 40'/45' container or two 20' standard boxes simultaneously. About 35 of these vehicles (about 60 in the final phase) circulate in an area of 100 m depth located between ship/shore cranes and the yard stacks. For safety reasons this area is completely closed to human access. At speeds of up to six metres per second (22 km/h) these vehicles navigate with the aid of a network of transponders set in the ground, that are read as they pass.

Central fleet control of these AGVs ensures efficient organization of routes and transport required. In contrast to conventional AGV systems, a division of roles has been realized. "Fleet control" itself is responsible only for routing the vehicles, i.e., traffic control and setting traffic priorities. In the interest of permanent real-time optimization of all terminal resources, responsibility for transports, i.e., the task of allocating jobs to the individual vehicles is assigned to the terminal's overall logistic system.

Unlike previous terminal solutions utilizing AGVs, in Altenwerder the transfer of containers between ship/shore cranes and AGVs has deliberately been removed from the area between the crane portals to the zone behind the crane.



CTA AGV

By using four parallel service lanes in the backreach of the cranes in combination with the possibility of the vehicles to travel crabwise it is guaranteed, that even if several cranes are standing immediately adjacent to each other,

every crane can at any time be reached on a specifically assigned lane without any waiting times. In addition, the circulating area for the automated vehicles can thus be completely segregated by a fence from the area underneath the cranes where operatives, ship service personnel, etc., circulate. Therefore, the threat of accidents is as far as possible eliminated.

Container Yard

A yard of equally innovative design and layout throughout has been constructed over an area totalling 225,000 m² (first phase: 112,000 m²). Space will be provided in 22 storage blocks (first phase: 11 blocks) for altogether 30,000 TEU (first phase: 15,000 TEU).

Virtually all blocks are of identical layout. In each, 10 rows contain 37 ground slots ranged longitudinally. Differences exist in the three central blocks for acceptance of reefer containers. To obviate any problems with manual handling of reefer aggregates, these boxes are positioned between steel platforms. Within the blocks, containers are stacked up to four high.

One pair of rail-mounted automated gantry cranes running spans every block. Each pair is designed in a way that the large outer crane can at any time pass over the smaller, inner crane. In this way the entire block can be serviced by both cranes simultaneously and continuously – and all slots are accessible at any time, even if one crane fails, at least at reduced handling rates.



CTA DRMG

With storage blocks sited at right angles to the quay as planned, one of the cranes can service the waterside, while the other can be used to service the landside.

In order to stack all boxes with their doors facing the waterside, depending on the direction the container doors are facing, AGVs perform a turning cycle before they enter a transfer position under the cranes. As in the back reach

area, the container is then shifted entirely automatically. Four parallel transfer lanes per block plus one additional lane under the outer crane ensure that simultaneous placing or removal of several containers in one block causes neither jams nor obstacles in the AGV traffic lanes.

The anticipated problems caused by ground settlement in the area of the crane rails and the container storage blocks is countered by the method chosen to embed both crane tracks and the pedestals for containers. Laying rails on sleepers in a gravel bed, this arrangement permits rapid corrections to track position at any time by subsequent tamping and is at the same time considerably cheaper than the alternative of laying deep foundations with piles.

Truck Handling

Handling of trucks concentrated in dedicated holding areas (as has been the practice in previous conventional container terminals) has for CTA been discarded in favour of direct approach by the truck to each of the container storage blocks. A north-south strip (approx. 75m wide with four lanes) enables a truck a smooth approach to the transfer position assigned to it in the extension to the blocks.

For example, to transfer or accept a container to or from the crane, the driver reverses his truck into one of altogether four separate truck handling bays at the relevant block. Initial container handling is fully automated, i.e., up to a spreader position just above the chassis. Transfer itself is then remote-controlled and monitored by a camera from a central control office, with the job being activated by means of a transponder card handed out to the trucker at the interchange.

Once unloaded, the truck leaves the terminal by one of the six lanes at the exit gate. The sequence for handling import containers logically runs in the reverse order.



CTA Truck Holding Area

Rail Handling

The terminal rail head is located in the extreme western part of CTA: Three gantry cranes with turning trolleys span six parallel tracks long enough to permit loading/unloading of block trains with 700 m in length.

Containers are pre-stowed for the interim at right angles to the track on approx. 200 (first stage: approx. 100) of the terminal's own chassis. Then 15-20 manned tractors shift the chassis between the rail queue and the yard. Tractors and chassis alike are fitted with automatic couplings to facilitate problem-free changes of chassis. This obviates any need for the driver to leave his vehicle to connect up tractors and chassis. Truck dispatch is done by the terminal's central logistic system, communicating with the driver via radio-data terminals inside the trucks.



CTA Rail Terminal

Three of altogether seven truck handling lanes per container holding block are permanently earmarked for handling of rail containers.

Electronic Data Processing

The overall electronic data processing system of CTA and its single components is highlighted in the following figure.

The challenge at CTA was to inte-

grate these components such as ship, berth and yard planning with completely novel structures providing EDP -controlled direction of the complex logistical interplay of separate system components.

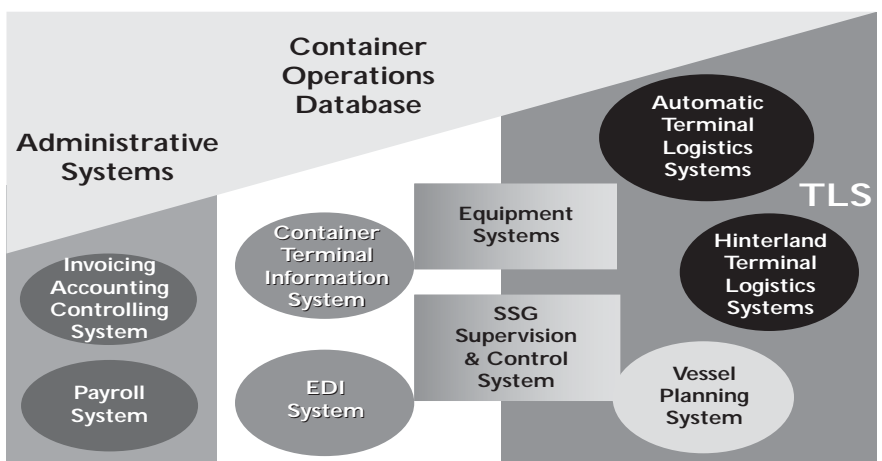
This was realised during the planning that the aim of this high degree of automation was very ambitious. The system's configuration was designed by HHLA/HPC and the efforts in terms of time and costs were tremendous. Main problems occurred with the interfaces between the Terminal Logistics System and the Equipment Control/Steering. Today these problems have been solved and the system shows great potential to optimise and increase productivity. It is already working stable but is being improved continuously.

Throughout the planning and first months of operation, HHLA/HPC gained in these field unique expertises. HPC Hamburg Port Consulting GmbH is now in the position to benefit from this process and to hold an exclusive know-how for future projects.

Conclusion

The successful realisation of CTA has proven that by use of automation in combination with intelligent steering and terminal logistics systems, efficiency in handling and at the same time cost reduction can be achieved.

Steady improvement in this field is a prerequisite for terminal operators world-wide in order to assure a competitive position in the market. With the CTA project, HHLA has gone one step forward to keep its role as a leading port operator in Europe. The future target of HHLA/HPC will be to commercialise this advantage in know-how and provide it to other port operators.



Components of the CTA EDP-system



IMO: Redoubles efforts to protect shipping against terrorism

GOVERNMENTS and the shipping industry should redouble their efforts to ensure compliance with the new maritime security measures, which will enter into force on July 1, 2004, says the International Maritime Organization (IMO) in a Maritime Safety Committee (MSC) Circular.

MSC/Circ.1104, issued January 15, 2004, following consultations between the Secretary-General and the Chairman of the Maritime Safety Committee, invites SOLAS contracting governments, port authorities, classification societies, recognized security organizations, training institutions and all other parties concerned to redouble their efforts to protect shipping against terrorism by taking action as soon as possible to ensure compliance with the requirements of the International Convention for the Safety of Life at Sea (SOLAS) Chapter XI-2 and the International Ship and Port Facility Security Code (ISPS Code) at as early a stage as possible.

The new requirements are due to enter into force on July 1, 2004.

The circular invites administrations to advise companies and ships operating under their countries' flag to take appropriate steps to increase awareness of the potential dangers so that their crews are extremely vigilant and alert to any security threat they may encounter or be suspicious of, whether they are in port, at offshore terminals or underway.

The importance and significance of IMO's work on maritime security has been recognized by the IMO Council and the Assembly in agreeing that the Organization's theme for the current year should be: "IMO 2004: Focus on maritime security."

However, recent surveys carried out on the status of implementation of the security measures introduced by the aforementioned SOLAS amendments and the ISPS Code raise concerns that

not enough progress has been achieved so far. This has been reported by governments and other interested parties (including industry organizations such as ICS, IAPH, BIMCO, IACS, INTER-TANKO and INTERCARGO).

Given that the purpose of the new measures is to protect shipping against terrorist attacks, the information received gives rise to grave concern also from the point of view of the serious repercussions to ships, shipping companies, port facilities and international shipborne trade if the situation does not improve by July and parties concerned are found not in compliance with the measures.

It is also worrying from the point of view of the very substance of implementation of the measures if, as a result of last minute bottlenecks, plans are approved and certificates are issued hastily without proper verification.

(January 20, 2004, IMO)

IMO: IMDG Code now mandatory of safer transport for seaborne dangerous goods

UNIFORM, global rules for the safe transport by sea of dangerous goods and marine pollutants in packaged form are now compulsory, following the entry into force on January 1, 2004 of the 2002 amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, making the International Maritime Dangerous Goods (IMDG) Code mandatory.

In welcoming the development, IMO Secretary-General Mr. Efthimios Mitropoulos observed that the decision by IMO Member States in 2002 to make the IMDG Code mandatory was aimed at greatly enhancing the safe transport of dangerous goods by ensuring uniformity of regulations worldwide.

"The IMDG Code is a key IMO instrument which is crucial for the secure multimodal transport of dangerous goods. The Code's detailed technical requirements are now globally enforceable by maritime administrations worldwide and this should ensure that ships

carrying substances covered by the Code do so safely and reliably, and without polluting the oceans," said Mr. Mitropoulos.

Since the amendments to SOLAS Chapter VII (Carriage of Dangerous Goods) to make the IMDG Code mandatory were adopted in 2002, IMO's Technical Co-operation Programme has delivered a number of regional and national courses on the implementation of the IMDG Code, to which participants from around 100 countries were invited.

The IMDG Code

The IMDG Code was developed as a uniform international code for the transport of dangerous goods by sea covering such matters as packing, marking, labelling and stowage of dangerous goods with particular reference to the segregation of incompatible substances.

The decision to make the Code mandatory followed years of its application as a recommendatory instrument since its adoption by the fourth IMO Assembly in 1965. Since then, the Code has undergone many changes, both in appearance and content to keep pace with the ever changing needs of the industry. Amendments to the IMDG Code originate from two sources: proposals submitted directly to IMO by Member States; and amendments required to take account of changes to the United Nations Recommendations on the Transport of Dangerous Goods which set the basic requirements for all the transport modes.

Amendments to the provisions of the United Nations Recommendations are made in a two-yearly cycle, and, approximately two years after their adoption, they are adopted by authorities responsible for regulating the various transport modes in various countries. In that way, a basic set of requirements applicable to all modes of transport is established and implemented, thus ensuring that difficulties are not encountered at intermodal interfaces.

The IMDG Code lays down basic principles and contains detailed recommendations for individual substances, materials and articles, as well as a number of recommendations for good

operational practices including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action.

The two-volume Code is divided into seven parts -

Volume 1 (parts 1, 2 and 4 to 7 of the Code) contains sections on:

- general provisions, definitions and training
- classification
- consignment procedures
- construction and testing of packagings, International Bulk Containers (IBCs), large packagings, portable tanks and road tank vehicles
- transport operations

Volume 2 (part 3, appendix A and appendix B) contains sections on:

- Dangerous Goods List (equivalent to the schedules in previous editions of the Code), presented in tabular format
- limited quantities exceptions
- Proper shipping names including generic and N.O.S. (not otherwise specified) entries
- Glossary of Terms
- Index

Application of the IMDG Code is compulsory under the 2002 amendments to SOLAS but the Code also contains provisions of a recommendatory nature which are explicitly stated in Chapter 1.1 of the Code and, in addition, are clearly expressed in the Code by the use of the word "should" instead of "shall" to clarify their status.

The provisions of the following parts of the Code are recommendatory:

- Chapter 1.3 (Training)
- Chapter 2.1 (Explosives, Introductory Notes 1 to 4 only)
- Chapter 2.3, section 2.3.3 (Determination of flashpoint only)
- Chapter 3.2 (columns 15 and 17 of the Dangerous Goods List only)
- Chapter 3.5 (Transport schedules for Class 7 radioactive material only)
- Chapter 5.4, section 5.4.5 (Multimodal dangerous goods form), insofar as layout of the form is concerned
- Chapter 7.3 (Special requirements in the event of an incident and fire precautions involving dangerous goods only)
- Appendix B

Other SOLAS amendments which entered into force on January 1, 2004

Other amendments to SOLAS which entered into force on January 1, 2004 included the following:

Updates to Chapter IV - Radiocommu-

nications - The amendments to this chapter relate to changes following the full implementation of the Global Maritime Distress and Safety System (GMDSS) on February 1, 1999, which renders some of the provisions relating to implementation dates in the current Chapter IV superfluous.

The amendments also state that a listening watch on VHF Channel 16 for distress and safety purposes should continue until 2005.

Carriage requirement for IAMSAR Manual - An amendment to Chapter V - Safety of Navigation, requires ships to carry an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.

Other amendments

Amendments to the 1988 Protocol to SOLAS, 1974, relate to updates to the Record of Equipment for the Passenger Ship Safety Certificate (Form P); Record of Equipment for the Cargo Ship Safety Radio Certificate (Form R); and Record of Equipment for the Cargo Ship Safety Certificate (Form C).

(January 19, 2004, IMO)



EC: Commission and IMO enhancing cooperation

FOLLOWING a meeting held on January 21, 2004 between the European Commission Vice-President Loyola de Palacio, responsible for Energy and Transport, and the new Secretary-General of the International Maritime Organization (IMO), Efthymios Mitropoulos, both institutions committed themselves to strengthening their relationship. The Commission and the IMO stressed the need to rapidly enhance the already existing co-operation between the two bodies, so that maritime safety and security and environmental protection are better served in the future.

Joint Communiqué

Loyola de Palacio, Vice-President of the European Commission and Commissioner for Transport and Energy and IMO Secretary-General Efthymios E. Mitropoulos have jointly expressed their satisfaction at the positive and constructive manner and outcome of their meeting in Brussels on Wednesday,

January 21, 2004.

The meeting was arranged for the purpose of fostering a better understanding of the relationship between the IMO and the European Commission in order that the already existing co-operation between the two bodies may be further enhanced, so that maritime safety and security as well as environmental protection are better served in the future.

The two sides reiterated their previous understanding as to IMO's leading role worldwide in the development and adoption of global standards for shipping engaged in international trade. The role and responsibilities of the European Union to provide appropriate coastal protection at European level were equally recognised.

Efthymios Mitropoulos welcomed the support of the European Commission for IMO's work in setting the highest practicable standards for the purpose of making shipping safer, more secure and more environmentally friendly. He also welcomed the Commission's endeavours to implement and enforce such standards within the European Union. For her part, Loyola de Palacio stressed the contribution of the EU through its own legislation to maritime safety. She also stressed the EU contribution in the development, through IMO, of global maritime safety standards, as well as their effective implementation within the enlarged Union with the technical support of the recently established European Maritime Safety Agency (EMSA).

Loyola de Palacio expressed satisfaction with recent developments at IMO concerning maritime safety and security and protection of the marine environment (in particular, the successful outcome of the December session of the IMO Marine Environment Protection Committee) and pledged her support to a successful outcome to next month's conference on ballast water management.

Both sides looked forward to the further development and effective implementation of the Voluntary IMO Member State Audit Scheme and agreed on the benefits to be gained from promoting a proactive approach to prevent accidents in the future.

Loyola de Palacio recalled the importance which the European Commission attaches to the strict compliance by flag states to their duties under international law, as well as to the better protection of coastal states against the increasingly damaging consequences of accidents and pollution at sea.

Both expressed concern at the reported slow pace of implementation of the IMO measures to enhance maritime security and urged all parties concerned to intensify their efforts to implement these measures without delay!

Efthymios Mitropoulos and Loyola de Palacio agreed to keep each other informed of developments pertaining to maritime safety and security and environmental protection, to ensure the maximum degree of co-operation and co-ordination in the pursuit of the two Organization's common goals.

(January 22, 2004,
European Commission)



WCO: International Customs Day: Customs' role in the protection of society



In accordance with established practice, on January 26, 2004 the Customs community celebrated International Customs Day, designated by the World Customs Organization (WCO) this year as "Customs' role in the protection of society."

Customs, which traditionally performed fiscal and economic missions based on revenue collection (controlling movements of goods, persons and conveyances), is now involved in a much wider range of activities, thus giving it an important role in areas such as protection of society.

Combating terrorism and criminal organizations, protecting markets (counterfeits), society (drugs and trans-

port security), the environment (waste and nature (CITES) are all examples of this wider role. Through these activities, Customs contributes to nations' economic development and ensures that international trade is properly managed.

Various national events were organized in the majority of WCO member administrations to mark this anniversary of the first session of the Customs Co-operation Council*.

* The first CCC Session was held on 26 January 1953. The Council adopted the name "World Customs Organization" in 1994.

(January 8, 2004, WCO)

Upcoming Conferences

Green Ship Technology

April 28-29, 2004
London, U.K.

Programme Highlights:

- Environmental Issues and Market Needs
- Green Ship Technologies from a Shipbuilder's Perspective
- The Role of Ports in Environmental Regulation Implementation
- Environmentally-sustainable Ship Design
- Ballast Water Management
- Ballast Water Exchange
- TBT-Free Antifouling Technology in 2004
- Waste Management
- Solutions to the problem of Black & Grey Water Discharge
- Oily Water Treatment - Designing for Future, Tougher Limits
- Designing for Tighter Controls on Engine Emissions and the Impact on Fuel Efficiency
- Advances in Catalytic Converters for the Marine Market

Post-Conference Workshop

April 30, 2004

• A Guide to Achieving a Green Award

An intensive workshop detailing the requirements to ensure compliance with the growing and changing environmental demands made on ships. The format will include speaker presentations, group work and case studies.

Fee:

- Conference & Workshop
£1298 plus VAT
- Conference
£999 plus VAT

- Workshop
£499.00 plus VAT

For further information:

Informa UK Limited
PO Box 406, West Byfleet
England KT14 6NN
Tel: +44(0)20 7017 5511
Fax: +44(0)20 7017 4745
E-mail: cust.serv@informa.com
URL: www.lloydslistevents.com/1552



Cruise Europe Seminar and Annual General Meeting

May 6-8, 2004, Bilbao, Spain

THE members of Cruise Europe all contribute to the work being done by the cooperative by informing and supplying the cruise lines and operators with relevant information concerning their port and nearby places of interest.

Cruise Europe is managed by a council consisting of the President, Chairman, and Secretary as well as representatives elected from the different members ports. The Annual General Meeting is the highest body of the organisation, and meets every year to discuss and agree on future matters of policy.

Program

Thursday, May 6

Check-in at the Carlton Hotel.
16:00 - 18:30 Council Meeting.
21:00 Dinner in Getxo

Friday, May 7

10:00 3 hours Seminar Workshop
15:45 - 17:45 3 hours Seminar Workshop in the Azti Marine Research Centre on the Txatxarramendi Island
21:00 Visit and Dinner at Guggenheim Museum

Saturday, May 8

08:30 Bus to Marqués del Riscal Wine Cellars, La Guardia, La Rioja
10:00 Marketing Seminar.
11:00 Regional Meetings.
12:30 Annual General Meeting
14:00 Typical Rioja Lunch for all participants.
16:00 Guided visit to the Riscal wine cellars for all participants. A firsthand opportunity.

nity to see how wines are produced and aged.
18:00 Return to Bilbao.
19:00 Council Meeting. (Carlton Hotel).

For further information:

Puerto de Bilbao

URL: <http://www.bilbaoport.es/cruisers/index.htm>



Ports 2004

**May 23 - 26, 2004
Houston, Texas, U.S.A.**

THE Ports 2004 Conference, "Port Development In The Changing World," will be the tenth in a series of international port and harbor development specialty conferences held on a tri-annual basis since 1977. This conference is co-sponsored by the Ports and Harbors Committee of the American Society of Civil Engineers (ASCE), Coasts, Oceans, Ports and Rivers Institute (COPRI); and the U. S. Section of the Permanent International Navigation Association Congress (PIANC). The conference will be cohosted by the Port of Houston Authority (PHA).

Conference Topics

Port and Harbor Access

- Landside Links (Highways, Railroads)
- Waterside Links (Channels, Waterways, Vessel Traffic Management Systems)

Terminals

- Facility Security Systems (Physical, Personnel, Equipment)

- Facility Development (Planning, Design, Construction)
- Cargo Handling Equipment (Container, Dry Bulk, Liquid Bulk, Break-Bulk, etc.)
- Cruise Passenger & Baggage Handling Equipment
- Facility Maintenance (Inspection, Rehabilitation, Repair)
- Facility Operations (Cargo Management Systems)
- Waterfront Structures (Planning, Design, Construction, Maintenance)
- Geo-technical & Seismic Considerations
- Pavement Systems (Planning, Design, Construction, Maintenance)
- Life Cycle Management

Environmental Issues

- Community Partnership
- Project Planning & Mitigation
- Dredging & Sediment Management
- Hazardous Material Remediation (Brown Field Development)
- Storm Water Management

Transportation Planning

- Transportation Corridors
- Rail Traffic Management
- Waterborne Vessel & Equipment Trends
- Hubs & Shuttles

Project Delivery

- Design-Build-Own-Operate
- Privatization
- Public-Private Partnerships
- Alternative Financing

Technical Field Tours

There will be a minimum of two different conference technical field tours, arranged for port and harbor facility sites of interest.

Technical Short Courses

A number of technical short courses

are planned for Sunday, May 23, 2004.

For further Information:

Ms. Christina Childs

Conference Manager

ASCE - World Headquarters

1801 Alexander Bell Drive

Reston, Virginia 20191-4400

Tel: +1 703 295 6030

Fax: +1 703 295 6144

E-mail: cchilds@asce.org

URL: <http://www.asce.org/conferences/ports2004/index.cfm>



RORO2004

**May 25 - 27, 2004
Gothenburg, Sweden**

RORO2004 is the major international event and focal point for the ro-ro industry. Now in its 17th year, the RORO2004 Conference and Exhibition on ro-ro transport using roll-on / roll-off and horizontal handling methods, promises to attract a unique blend of shipowners, freight forwarders, port and terminal operators and naval architects.

RORO2002 attracted over 2660 attendees over the three days of the show, comprising of over 2300 visitors to the exhibition, 140 international exhibitors and 246 senior-level decision makers attracted by the RORO conference.

Following the success of 2002, RORO 2004 will take place in May returning to Gothenburg's Svenska Massan, a popular venue for the established event. Comprising of an international exhibition and high-level conference, the events which run in parallel,

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.

provide a one-stop-shop for visitors and delegates wanting to keep up to date with the latest market trends and developments, product and service innovations and other key buying and management issues.

For further information:

Jonathan Hughes, Sales Director
RORO 2002 Secretariat
Lloyd's List Events,
69-77 Paul Street
London
EC2A 4LQ
United Kingdom
Tel: +44 (0)20 7553 1334
Fax: +44 (0)20 7553 1612
E-mail: jon.hughes@informa.com

Upcoming Seminars



AAPA: Harbors, Navigation & Environment Seminar

May 12-14, 2004
New Orleans, Louisiana, U.S.A.

THIS two-and-one-half-day seminar will encompass a broad range of dredging and environmental issues of vital concern to port managers and other senior port executives. Panel discussion topics may include: the role of ports and brown-fields in urban renewal; design of dredging and dredged material placement projects; dredged material regulation; facilities environment management; public involvement in project planning; strategies to control air emissions; ballast water management; total maximum daily loads (TMDLs); and real-time navigation systems.

Registration Fee: \$610 members
\$725 non-members

For further information:

Cerena Cantrell
American Association of Ports and Harbors
1010 Duke Street
Alexandria, VA 22314 – 3579
U.S.A.
Tel: +1 703-706-4717
Fax: +1 703-684-6321
E-mail: ccantrell@aapa-ports.org
URL: <http://www.aapa-ports.org/programs/education.htm>



PSA Institute: Port Management & Operations Course

June 7-18, 2004, Singapore

FOR WHOM:

Middle management port officers.

OBJECTIVE:

To provide participants with an insight into PSA Corporation's experience in charge management, operations and administration systems. Emphasis is on planning, organizing and use of resources to ensure high service levels to port users.

COVERAGE:

- Role and functions of ports
- Administration of the marine function
- Navigation and traffic control
- Conventional cargo terminal operations

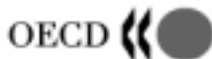
- and planning
- Transit shed and warehouse operations
- Freight station operations
- Container ship and yard operations
- Ship stowage planning
- Quay transfer operations
- Operations performance indicators
- Port Security
- Port regulations governing dangerous goods
- Modern concepts in maritime safety
- Selection of cargo handling equipment
- Port Pricing
- Use of Information Technology in ports
- Quality Circle

Course Fee: \$2,500 (Singapore dollars) per participant

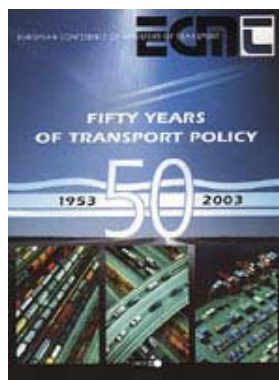
Training Methodology:

Lectures by PSA Corporation's officers will be supplemented with inputs from practitioners in the local shipping and port-related industries. The course will include visits to operations departments.

New Publications



OECD: "Fifty Years of Transport Policy - Successes, Failures and New Challenges"



TRANSPORT policy may well have reached a turning point. It will not be possible to manage projected traffic growth using traditional methods that concentrate on increasing infrastructure capacity. New incentives, new pricing, and new instruments to better manage investment and demand are all required. In order to meet the emerging challenges, this publication outlines a

number of strategic directions for transport policy in the coming years.

In addition, the publication contains a summary paper presented to Ministers at the 87th ministerial session which also markets the ECMT (European Conference of Ministers of Transport) 50th anniversary.

- 116 pages
- OECD, Paris, September 2003
- ISBN 92-821-0313-7

Price: €25 / \$ 29 / £ 18 / ¥ 3 400

For further information:

OECD Turpin
PO Box 22
Blackhorse Road
Letchworth SG6 1YT, UK
Tel: +44 1462 687552
Fax: +44 1462 480947
E-mail: books@turpinltd.com
URL: <http://www1.oecd.org/bookshop/>

OECD: "Report on Security in Maritime Transport - Risk Factors and Economic Impact"

THIS report explores the risks posed to the international merchant maritime transport system by terrorist organisations. As a part of this vulnerability analysis, the paper explores the possible economic repercussions of a terrorist attack involving maritime transport. The second part of the paper explores the cost implications of secu-

rity measures enacted in response to this threat.

Download available at <http://www.oecd.org/dataoecd/19/61/18521672.pdf>
E-mail: ecmt.contact@oecd.org



BIMCO: "ISPS Clause"

In response to a growing demand from the industry for a standard clause to address ISPS Code issues in a charter party context, Danish-based international shipping organisation BIMCO has published a Standard ISPS Clause for Time Charter Parties. BIMCO has focussed on producing a time charter party clause as many owners and charterers are presently concluding time charters with periods that will overrun the July 1, 2004 latest implementation date for the ISPS Code.

According to BIMCO's Deputy Secretary General Soren Larsen, "Among the measures imposed by the ISPS Code are requirements which the ship owners can only meet with the co-operation of the charterers, such as providing information about the full style contact details of the charterers and any sub-charterers." Larsen added "Delays, costs and expenses may well be incurred in connection with security measures taken by the local port authority or other relevant authority according to the ISPS Code; the burden of which must be borne by the owners or the charterers or shared between them." He went on to say, "It is the allocation of liability between the owners and the charterers for these delays, costs and expenses that the BIMCO ISPS Clause aims to address."

The first part of the BIMCO ISPS Clause sets out the basic requirement for the owners to comply with the relevant parts of the ISPS Code as of July 1, 2004. The owners are also required to provide the charterers with documentary evidence of their compliance and give full style contact details of the operating owners' Company Security Officer. The second part of the Clause addresses the charterers' reciprocal obligations to provide the owners with their full style contact details and those of any sub-charterers.

BIMCO believes that the ISPS Clause offers a balanced solution both for owners and charterers to fairly address the issues of delays, costs and expenses arising out of or related to security regulations or measures required to comply with the ISPS Code.

Firstly, the Clause provides that all delays, costs or expenses arising out of security measures taken by the port facilities or other relevant authority in accordance with the ISPS Code will be for the charterers' account.

This requirement is irrespective of the security level imposed in the particular port or area.

Secondly, the Clause addresses the owners' liabilities and makes it clear that the owners are accountable for all measures taken to comply with the Ship Security Plan. For example, where the owners are required under their Ship Security Plan to use two guards at the gangway, even though the port security regulations require only one guard, such costs will be borne by the owners. The cost of preparing and implementing a Ship Security Plan for Levels 1, 2 and 3 are for the owners' account.

The Standard ISPS Clause was drafted by a group of commercial, legal and insurance experts drawn from BIMCO's membership and has been approved by BIMCO's 70-strong Documentary Committee.

Copies of the full text of the Clause are available from the Clauses Section of BIMCO's website at <http://www.bimco.dk>. A set of Explanatory Notes may be obtained from the Secretariat by contacting documentary@bimco.dk.



International Chamber of Shipping (ICS): "Maritime Security - Guidance for Ship Operators on the IMO International Ship and Port Facility Security Code" 1st Edition 2003



TO help companies avoid disruption to their own operations and to ensure that they can demonstrate full compliance with the ISPS Code by the July 1, 2004 deadline, ICS has produced, in a single booklet, indispensable and definitive guidance on the code and SOLAS amendments.

This covers:

- Ship modifications and additional carriage requirements
- Company responsibilities.

- Documentary and information requirements for ships
- The ISPS code in operation - compliance and controls
- Obligations of Contracting Governments
- Requirements for port facilities

Price: £15.00

For further information:

Marisec Publications
12 Carthusian Street
London EC1M 6EZ U.K.
Tel: +44 20 7417 2855
Fax: +44 20 7417 8877
E-mail: publications@marisec.org
URL: <http://www.marisec.org/pubs/pubhowto.htm>

"Lloyd's Maritime Atlas" 22nd Edition

- Keep fully up-to-date with world port and shipping places
- 70 full colour world, ocean, regional & port names
- All major road, rail and airport links serving the port
- Including distance tables and a unique coastline index
- Detailed geographical and alphabetical index

The 22nd Edition has been fully updated with all new name and port changes, distance tables, major canal and river systems, weather conditions at sea and load lines

Price: UK£70/€101/US\$119/HK\$924

"Lloyd's List Ports of the World 2004"

THIS two-volume set contains all the world's 2,600 commercial ports with over 45,000 port facts and a global contacts listing.

Now with maps for key ports, and reformatting in an easy to use A-Z index.

Price: UK£249/€358/US\$413/HK\$3221

For further information

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London EC2A 4LQ, UK
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Fax: +44(0) 20 7553 1961
E-mail: enquiries@lloydsmlu.com
URL: <http://www.lloydsmlu.com>

Cover of the Month

Port of Osaka



Sail Training Ship "Akogare" of Osaka, Japan

Providing once-in-a-lifetime experience

SINCE the mid 7th century, Osaka Port has been playing an important role as the gateway to trade with China. The city's first involvement in the international maritime events goes back to 1983 when the city hosted "Osaka World Sail 83," the first tall ships festival in Asia, in which 10 tall ships, including the "Nippon Maru" and the "Kaiwo Maru," and those from 7 nations and one area (then Hong Kong) paraded Osaka Bay into the port of Osaka. During this event, more than one million citizens of Japan watched the parade and actually touched the tall ships from the world at the public

boarding.

It was the time when the city learned about sail training ships from Europe, North America, Oceania and Asia that offer "sail training programs" aboard tall ships to the general public. The program can offer the wonder and awe of the sea and nature, maritime heritage, once-in-a-lifetime experience to find new self and new friends. After some 10 years of preparation, the city built STS "Akogare" in 1993 as the first and only tall ship owned by a Japanese local government. She was named "Akogare" or Yearning in English, in a public campaign wishing to be the yearning of the citizens for the ocean and adventure.

In 1994, she commenced sail training for the citizens of over 10 years old from Osaka and other parts of Japan. In this maiden voyage, she called at Shanghai and then Guam before visiting Fiji, New Zealand, Australia and Indonesia in 1995. In Australia, in particular, she served as the start boat for the "Melbourne/Osaka Double-Handed Yacht Race" between the two sister ports. In 1997, she raced in SAIL OSAKA '97 which the city of Osaka hosted as the Asia's first international tall ship race bridging the two nations of Hong Kong and Osaka and played a role of the host ship contributing to international exchanges.

In the year 2000, the ship made an eastbound around-the-world trip via Europe first for a Japanese tall ship. During the 261-day voyage, she joined the Tall Ships 2000, the largest tall ships race ever. She raced the Boston - Halifax leg with young trainees from Japan, the USA and Bermuda on board and then crossed the Atlantic to





Events and specifications for STS "Akogare"

- Keel laying ceremony: June 19, 1992
- Launching ceremony: November 24, 1992
- Completion: March 31, 1993
- Rig: 3-masted topsail schooner
- Principal dimensions:
 - Length overall: 52.16m including bow sprit
 - Length b.p.: 36.00m
 - Breadth mid.: 8.60m
 - Depth mid.: 5.90m above upper deck
 - Loaded draft mid.: 4.50m
- Gross tonnage: 362 GT
- Service speed: 8.5 knots
- Main engine: Diesel engine
- Max. continuous rated power: 320 PS x 1
- Propeller: Feathering type control
lable pitch propeller
- Complement:
 - Permanent Crew: 11
 - Trainees: 40
 - Total: 52
- Number/area of sails:
 - Square sails: 3/ Approx. 215 m²
 - Fore-and-aft sails: 10/ Approx. 568 m²
 - Full sails: 13/ Approx. 783 m²
- Max. mast height: Approx. 30 m above upper deck

For further information, contact:

Sail Osaka
O's 636 ATC Building, 2-1-10 Nanko-kita,
Suminoe-ku, Osaka Japan 559-0034
Tel: +81-6-6615-5381
Fax: +81-6-6615-5384
E-mail: sail@akogare.or.jp
URL: <http://www.akogare.or.jp>



Amsterdam representing Japan as the only ship under the Japanese flag in the fleet.

In the year 2002 dubbed as the "Year Japan-Korea National Exchange in 2002," she made a round trip to a sister port of Busan, Korea in August taking young Korean, Japanese and Korean residents in Japan, that witnessed the friendship beyond the language barrier. In the following 2003, the "Akogare" celebrated the 10th anniversary of construction, and more than 200 people

including past trainees, crewmembers and office staff both past and present, volunteer staff joined to share the memories and dreams ahead.

As of December 2003, the STS "Akogare" has sailed the distance equivalent to the circumnavigation of

the globe 5 and a half times taking more than 16,000 trainees of all walks of life. The ship is expected to provide the precious opportunities to the citizens and contribute to the city's promotion as a goodwill ambassador in many years to come.



The STS Akogare parading a canal in Amsterdam during her circumnavigation in August 2000

The Americas



MARAD: Maritime Agreement with China

THE United States and China today signed the most far-reaching, five-year bilateral U.S.-China maritime agreement in the history of maritime trade between the two nations during a ceremony in Washington, DC.

As part of the continuing Bush Administration effort to strengthen U.S.-China relations and expand trade between the two countries, U.S. Transportation Secretary Norman Y. Mineta and China's Minister of Communications, Zhang Chunxian, signed a sweeping agreement that gives U.S.-registered shipping companies the legal flexibility to perform an extensive range of new business activities in China, including logistic operations, and providing services for their own vessels and alliance partnerships.

Secretary Mineta said, "This new agreement strengthens the U.S. shipping industry by opening new markets in China and enhancing efficiencies in overseas shipping by allowing direct market access." He added, "It puts our shipping companies where the business is, closer to their markets and their customers."

The agreement offers U.S. companies similar privileges to those that Chinese companies already enjoy in the United States, he said.

"Based on free market principles, it opens significant new business opportunities for U.S. companies and their partners who do business in China," Mineta concluded.

More cargo containers move between China and the United States than any other country in the world. Over 3.2 million containers transit via ship between the two countries every year.

Maritime Administrator Captain William G. Schubert stated, "This agreement is expected to generate more business for American shipping and will facilitate more cargo moving across the Pacific. Positive employment benefits will result for the U.S. shipping industry and related industries associated with port operations and services, like trucking and rail."

The agreement represents a long awaited culmination of discussions and negotiations that have taken place over the past five years between the United States and China.

MARAD: Test Results published on Security Seals

ELECTRONIC seal technology is maturing and may be applied to container security, according to a study released today by the Cargo Handling Cooperative Program (CHCP). Electronic seals, or e-seals, have been proposed as a way to improve security and track cargo movements worldwide. However, e-seals would likely have to be standardized in order to be widely used, and the study did not find any one type suitable for use as a standard.

The CHCP, a partnership between the Department of Transportation's Maritime Administration and private industry, compared five electronic security seals proposed for use on intermodal freight containers. The study found that the technology will continue to improve, and that it is critical to allow for growth in performance in application to the industry.

"There's an urgent need for effective technology in this area," said U.S. Secretary of Transportation Norman Y. Mineta. "By testing e-seals in the laboratory, at terminal gates, on the road, and in a simulated rail environment, we are making significant steps toward ensuring the safety of cargo containers throughout the nation."

The seals tested were All Seal by All Set Tracking, *DataSeal* by Hi-G-Tek, *eSeal* by eLogicity, *MacSema + Navalink* by CGM, and *SmartSeal* by Savi.

The e-seals have container information and can show if the seal has been subjected to tampering. The tested seals can be "read" by direct contact or on a specific radio frequency, which varies with the type of seal. For a system using e-seals to be efficient, seals would likely have to be "read" by one kind of reader, using one standard radio frequency. "For e-seals to be useful, there will have to be an accepted international standard," said Maritime Administrator Captain

William G. Schubert. "Any real-life solution must also provide real improvements in security and efficiency without unduly burdening operators. These results show that the intermodal freight community needs to take into consideration design and operations issues before any single e-seal solution can be standardized."

The work of the cooperative was supported by the Space and Naval Warfare Systems Center of San Diego, California, and the Center for Commercial Deployment of Transportation Technologies (CCDoTT) at the California State University, Long Beach. The report is available online at www.marad.dot.gov.

(January 7,

U.S. Department of Transportation)



Georgia: Moves forward with Security Improvements



DOUG J. Marchand, Executive Director of the Georgia Ports Authority (GPA), announced today that the GPA Board of Directors approved two contracts worth \$819,000 that will allow the GPA to immediately move forward with security improvements.

"These new contracts will allow Georgia's ports to make important new security enhancements," said Marchand. "There is no doubt that one of the primary concerns in the maritime industry today is port security and I want to thank our Board for taking this action today and applaud our elected officials in Washington, D.C. for working tirelessly to make these funds available to GPA."

The contracts will include terminal lighting upgrades, the installation of pole-mounted lights and the supporting infrastructure of a planned intrusion detection system for both the Port of Savannah and the Port of Brunswick. The two contracts will be funded through \$1.5 million in Port Security Grants awarded by the U.S. Department of Homeland Security to GPA.

for FY 2004 improvements.

"These latest improvements will further improve the security and safety at our terminals and for the people who work there," Marchand added. "Since the unprovoked terrorist attacks on the United States, we have worked hard to improve port security in cooperation with local, state and federal law enforcement agencies."

Marchand outlined additional port security efforts, including:

- To handle day-to-day port security, the GPA maintains a highly trained, accredited police force. Since September 11, 2001, the GPA has grown the force by 20 percent.
- Additionally, in the past two-and-a-half years, the GPA has received over \$4.5 million in federal funding, through Port Security Grants, for additional fencing, lighting, credentialing and electronic surveillance.
- The most recent award, \$1.695 million,

includes nearly \$1.4 million for an Access Control Security Management System at the Ports of Savannah and Brunswick. This program will enable the GPA to make the best use of its physical and operational security resources, focusing on credentialing, intrusion detection and video surveillance.

- Last year GPA also helped launch the Savannah Maritime Logistics and Innovation Center, the first of its kind in the nation. This new center brings together the private sector; the University System; the Georgia Department of Industry, Trade and Tourism; and the Georgia Ports Authority to foster the development of integrated technology solutions for maritime and security issues. Together, the State of Georgia plans to make Savannah a world leader in port security and technology advances.

*(January 26, 2004,
Georgia Port Authority)*



Long Beach: Container Volume sets Record in 2003



FAVORABLE economic conditions lifted container cargo volumes at the Port of Long Beach to a record in 2003 with shipping terminals moving the equivalent of nearly 4.7 million twenty-foot-long units during the year, topping the previous best of 4.6 million container

units in 2000.

"A rebound in exports and the American consumers' appetite for goods from Asia has driven cargo totals to all-time highs," said port Executive Director Richard D. Steinke. "Even with the departure of a major tenant in 2002, cargo totals have still exceeded expectations in 2003. We congratulate our shipping terminals and the ocean carriers on an outstanding year."

The total number of cargo containers shipped through Long Beach climbed to 4,658,124 twenty-foot equivalent units (TEUs) in 2003, an increase of 2.9 percent over 2002, based on preliminary figures. Long Beach's privately operated shipping terminal set a record for calendar 2003 despite the departure in August 2002 of Maersk Sealand, one of the world's leading shipping lines, which had accounted for a quarter of the port's container volume.

*(January 20, 2004
Port of Long Beach)*



Port of Montreal
Port de Montréal

Montreal: The Gold-Headed Cane presented to Croatian Capt. Branimir Franic



THE president and chief executive officer of the Montreal Port Authority, Mr. Dominic J. Taddeo, officially marked the beginning of a new year of activity at the Port of Montreal today by presenting the Gold-Headed Cane to Captain Branimir Franic, master of the containership Canmar Triumph, the first ocean-going vessel in port in 2004.

The Honourable Lucienne Robillard, Minister of Industry and Minister respon-

Container Trade in TEUs*

**Based on Preliminary Figures

	Loaded		Total	Total	Total
	Inbound	Outbound	Loaded	Empties	Containers
Dec-03**	210,094	83,941	294,035	111,986	406,021
Dec-02	186,243	64,262	250,505	111,457	361,962
% change	12.8%	30.6%	17.4%	0.5%	12.2%
YTD**	2,409,576	904,539	3,314,115	1,344,009	4,658,124
2002 YTD	2,452,691	855,286	3,307,977	1,218,388	4,526,365
% change	-1.8%	5.8%	0.2%	10.3%	2.9%

*TEUs: 20-foot equivalent units or 20-foot-long cargo container

sible for the Economic Development Agency of Canada for the Regions of Quebec, attended the ceremony, as did many guests and representatives of the business and port communities and the news media.

Captain Franic won the right to a Gold-Headed Cane when his ship, the Canmar Triumph, crossed the Port of Montreal's downstream limits at Sorel at 7:36 a.m. on January 1, 2004. The Bermuda-flagged containership has a capacity of 1,000 TEUs (20-foot containers or the equivalent), and arrived from the port of Lisbon, in Portugal. It is part of a four-vessel fleet that offers a weekly service on Canada Maritime's Mediterranean Route B, which links Montreal and the ports of Valencia (Spain), Livorno (Italy), Cadiz (Spain) and Lisbon (Portugal). Canada Maritime also offers weekly service between Montreal and the ports of Gioia Tauro, Naples, Genoa (Italy) and Marseilles-Fos (France), on Mediterranean Route A.

Shipping line Canada Maritime is a member of the CP Ships group, and is represented in Montreal by Canada Maritime Agencies Limited. This is the third year in a row that a Canada Maritime ship has been the first ship in port on New Year's Day. Last year, it was the Canmar Courage; the year before that, it was the Canmar Glory. The Canmar Triumph calls at Cast Terminal in east-end Montreal. The Montreal Port Authority leases the facility to Montreal Gateway Terminals Company, another member of the CP Ships group.

The master of the Canmar Triumph, Captain Branimir Franic, comes from a family of sailors. He was born in the Croatian port of Split in 1950. He began sailing at age 18, and attained the rank of captain in 1979. Captain Franic has been with Canada Maritime for 10 years, and has been captain of the Canmar Triumph for two months. He first sailed to Montreal in 1995, while working for Split Ship Management. Captain Franic was also first officer of the Canmar

Glory, the Canmar Triumph's sister ship, when its captain claimed the Gold-Headed Cane in 2002. Captain Franic lives in Split with his wife, Tonka, and their two children. The Montreal Port Authority also paid tribute today to the pilots of the Corporation des Pilotes du Saint-Laurent Central who brought the Canmar Triumph safely into port. The Port Authority presented limited-edition prints bearing commemorative inscriptions to pilots Jean Hébert and Michel Simard. This is the fourth time Mr. Hébert has piloted a winning ship to Montreal, and the second time Mr. Simard has done so.

The tradition of the Gold-Headed Cane

dates back to 1840. A spring custom for many years, it became a New Year's tradition when the Danish vessel Helga Dan inaugurated year-round navigation at the Port of Montreal on January 4, 1964.

The Montreal Port Authority has at least three good reasons for perpetuating the tradition of the Gold-Headed Cane, Mr. Taddeo said. In addition to honouring the captain of the first ocean-going vessel of the year, it serves as a reminder to exporters, importers, manufacturers and distributors here and abroad that the Port of Montreal is active all year long, despite Montreal's reputation for harsh winters. It also provides an opportunity for the entire shipping community to celebrate the beginning of a new year of port activity – activity that creates more than 17,600 direct and indirect jobs and generates revenues of approximately \$2 billion per year. The Port of Montreal handles some 20 million tonnes of highly-diversified cargo annually.

(January 5, 2004
Montreal Port Authority)

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



NYNJ: Procurement Department wins National Award for Innovation and Productivity

THE Port Authority's Procurement Department, led by Director Cile Pace, has received a national honor for its innovation and productivity in 2003.

The National Purchasing Institute (NPI) awarded its Achievement of Excellence in Procurement Award for 2003 to the Port Authority. The award was established in 1995.

The award recognizes organizational excellence in public procurement and is awarded to both public and private organizations that demonstrate excellence in the areas of innovation, professionalism, productivity and leadership.

Ms. Pace said, "This award is a testament to the hard work and dedication of the professionals on my staff. The Port Authority has always been known as an innovative leader, and we have strived to maintain that level of excellence in the many activities we undertake in this department."

The Procurement Department is responsible for providing timely and efficient procurement of goods, construction contracts, and professional, technical and

advisory services, including consultant and temporary employment services. In 2002, the most recent full year for which data is available, the Procurement Department awarded more than \$1 billion in contracts.

The department recently instituted several technological innovations, including online advertisements of bid and proposal opportunities, online construction award and bid information, and an online vendor registration system using the National Institute of Governmental Purchasing commodity and classification structure. Bid and proposal documents are expected to soon be posted on the Port Authority's Web site.

The National Purchasing Institute represents purchasing officials employed by national, state and local governments, educational institutions, and other public entities.

(January 21, Port Authority of New York & New Jersey)



Point Lisas: Takes the Triple Crown



THE reason we won the Port of the Year Award for a third straight year is because we were able to satisfy the needs of our customers, and if we have been able to do the same thing throughout 2003, we will win the award again." This confident prediction was made by Mr. Raouf Ali, Vice President, Operations (Port and Estate) in commenting on the port's third consecutive success in the port of the year competition organised by the Caribbean Shipping Association (CSA).

"We are a service company," he explained, "and all our customers have been reflecting the view that we have been able to satisfy their needs, not 100 percent, I admit, but enough to keep customers happy in 2002. The simple fact is expected of us and customers are spreading the word."

"And the reason we can win again in

2003 is because in addition to our current good record, we are doing other things. In addition to providing a service, we are also expanding and this will also help us to win again. PLIPDECO is recognising the needs of the customer and is constantly making adjustments to meet those needs in terms of capacity by the addition of cranes, equipment, marshalling yard space, lighting and security. All these things are taken into account for the competition.

"So service is the driver, but improvement in service and continued increase in capacity and the other things I mentioned, will together keep the customer satisfied. We, in fact, made ourselves win. We must recognise that we have

been doing some things right and are continuing to do so."

He said the Corporation was not only providing a service, but was at the same time continuing to grow to meet new demands from customers old and new. "That's what we are doing, and if we ever stop, we will lose both the competition and our customers."

"We have customers who have been with us for the longest while. They have gone through some hard times but they have stayed with us and that is how the present relationship developed. We have an understanding of the customers' needs and we respond to that. They have a trust in us that we are doing the right thing and they are with us for improvement and benefit."

Africa/Europe



ABP: Government response supports UK port expansion



ASSOCIATED British Ports (ABP) today (Friday, January 30) welcomed the Government response to the House of Commons' Transport Select Committee's wide-ranging report on ports, which was published yesterday (Thursday, January 29). The Government response said that it would be "unacceptable" to hold up key decisions on port expansion until a national ports plan had been formulated.

The Government response also argued against the introduction of a national ports plan saying that "proposals for port expansion should be treated as far as possible in the same way as

other commercial and industrial developments."

Referring to applications for port expansion, the Government response adds that "promoters of those applications have a reasonable expectation of early determination, and it is widely recognised that port capacity constraints will soon start to impose costs on shippers, to the detriment of the national economy."

Bo Lerenius, Group Chief Executive of ABP Holdings PLC, said:

"We are pleased that the Government recognises the huge contribution that the ports industry makes to the UK and the need to encourage the market to develop ports to meet growth in traffic.

"As the Government's response makes clear, there is an imminent need to deal with the lack of container port capacity and we believe that decisions need to be taken as soon as possible. We look forward to the earliest possible approval by the Government of our Dibden Terminal project so that ABP's Port of Southampton can continue to contribute to the UK's prosperity."

(January 30, 2004, ABP)



amsterdam port authority

Amsterdam: Provisional figures recovering



THE provisional figures of the Port Authority for 2003 for goods transshipment again suggest improvement. This announcement was made by Hans Gerson, Port Authority Executive Director, when addressing staff during his New Year's Speech on January 5. The drop of over 10% which had been expected early in 2003 turned out to be no more than a drop of 7.5% thanks to a recovery in the last months of the year. The year 2003 saw Amsterdam ports transshipping over 65 million tons of goods.

The 7.5% decline for the year was mainly due to disappointing results in the bulk sector, the most important for the port. The decline of both dry and liquid bulk resulted from higher freight costs, reduced demand and keen competition between ports. Approximately 44.4 million tons (-5.3%) of dry bulk were transhipped and 13.5 million tons (-18.6%) of liquid bulk.

The general cargo sector, however, has constantly risen over recent years. In 2003, 7.2 million tons of mixed cargo were transhipped, a 3.6% increase on 2002.

Given the number of hectares of land taken up by companies in 2003 the Port of Amsterdam continues to be an attractive place of business. The Port Authority issued 26.2 hectares of land during the year.

Outlook

In view of the expanded activities at various companies and the arrival of new companies, the Port Authority expects goods transshipment to increase by approximately 3 percent in 2004. The increase of activities is also interesting for employment, that currently provides no less than 70,000 jobs in the port region.

Hans Gerson remains positive about the new container terminal. "The existing terminal capacity in Northwest Europe cannot handle the container growth. Amsterdam is a perfect alternative offering great possibilities on the container market; a market which is essential to the port given the current one-sided dependence

on bulk."

According to Gerson the most important part of the discussion about the new lock in IJmuiden is the economic significance and the future of the Amsterdam ports. "Growth is essential in order to protect the employment and added value generated by the port. Only a second wide lock will make this possible. Doing nothing is very risky as the port is an important economic engine.

(January 8, 2004, Port of Amsterdam)



Antwerp: Smashes record for freight volume



THE port of Antwerp has finished its year with an extremely good performance. In 2003 a total shipping freight volume 142.874.512 tons was handled. This is 11.245.696 tons more than the previous year, representing growth of 8.5% compared to 2002. Another new record was set in October, when for the first time ever the monthly transshipment volume passed the 13 million ton-mark.

Continued strong growth in container freight

When it comes to individual categories, container freight in particular showed strong growth. The volume of containers handled in the port this year has reached 5,445,437 TEU, with the threshold of 5 million TEU being exceeded for the first time ever in 2003. Compared to the previous year this represents an increase of 14%.

In terms of tonnage the final result is 61,350,335 tonnes, up 8,333,753 tons or 15,7% compared to last year. No other Belgian, French, Dutch or German port was able to show stronger growth in the first nine months of 2003 compared to the same period in 2002*.

The volume of container freight has doubled in the past seven years.

Non-containerised general cargo stays static

When it comes to non-containerised general cargo there has been a very slight decrease of 0.3%.

The category that suffered the most was

paper and wood pulp, with the incoming volume down by 14.1% due to loss of market share to Flushing.

After many years of steady decline, steel exports showed healthy growth of 13.3%. Steel imports for their part were up by 22.4% after a historic low in 2002, thanks mainly to larger incoming volumes from the Baltic region.

Better harvests and a higher market share as a result of new contracts (with a new, weekly banana service) led to an increase of 7.5% in the volume of fruit handled, with Antwerp maintaining its place as the largest fresh fruit discharging port in the world.

The total ro/ro volume was up by 3.6%, while the number of cars carried increased by 1.3%. The main development in this category was the rising volume of exports of second-hand vehicles.

Increase in bulk freight

The amount of bulk freight handled in the port was also up, by 4.7%, with a total volume of 61,039,245 tons.



Dunkirk: Traffic 2003 - The year of all records

THE yearly traffic for 2003 established a new tonnage record, breaking the 50 million-ton mark for the first time. Reaching 50.1 MT, it was up by 5.2% on the previous year and beat the previous record by 2.5 MT.

Imports were up by 2.1%, reaching 36.4 MT (a new record), and exports were up by 14.5%, reaching 13.7 MT (another new record).

Petroleum products (12.3 MT, + 2,4%) benefited from a good refined products activity (5.5 MT, + 7,3%) that compensated

for a small decline in crude imports (6.8 MT, -1,3%).

Ores (12.7 MT, -2,9%) suffered from the poor economic situation of steel during the last quarter, but coal (9.1 MT, + 12,9%) achieved a new record. The preceding coal record, in 1981, was for 8.4 MT.

The Western Bulk Terminal (QPO) continued its growth with traffic in excess of 9.4 MT (+ 18,3%), beating the previous record by more than 1.4 MT.

Sands (0.7 MT, -14,4%) suffered from the sluggish situation of the building industry.

Grain (1.1 MT, + 13,5%) achieved an honourable result.

There was a continued growth in general cargoes (+ 16,6%, 1.1 MT) resulting in a new record largely due to the strong activity of the ro-ro traffic. Indeed, that

The 2003 records

	New Record	Previous record	Year
Total traffic	50,1 MT	47,6 MT	2002
Imports	36,4 MT	35,6 MT	2002
Exports	13,7 MT	11,9 MT	2002
Coal	9,1 MT	8,4 MT	1981
Western Bulk Terminal	9,4 MT	7,8 MT	2002
General cargoes	11,1 MT	10,1 MT	1993
Ro-ro traffic	8,0 MT	7,3 MT	1992
Containers	161 856 TEU	160 816 TEU	2002
Monthly traffic	5,05 MT	4,47 MT	Nov. 2000
Traffic outside the port and Cross-Channel	15,0 MT	14 MT	1980
Transit traffic	22,5 MT	19,3 MT	2002

traffic (7.95 MT, +29.7%) confirmed its good orientation and broke its previous record established more than 10 years ago (7.3 MT in 1992).

The container traffic (161,856 TEU, +0.6%) closed the year with a new activity record.



Hamburg: A record year for the Port

IN 2003, an increase in handling saw the Port of Hamburg once more maintain its position at the top of the European tree. Overall handling at the largest port in Germany increased by 8.9 percent to 106.3m tons, thereby exceeding the 100-million-ton mark for the first time in the port's 814-year history. Overall, in 2003, container handling attained the record figure of 6.1m TEU, equivalent to a growth of 14.2 percent against the previous year. Thus, this universal port on the Elbe has, for the first time, handled more than 6 million containers in the space of a year.

In 2003, the Port of Hamburg processed a total of 6,138,000 20-foot standard containers (TEU), up 14.2 percent in comparison to the previous year's figure. The receipt and dispatch of general cargo in containers developed almost as strongly, with 14.1 and 14.3 percent respectively.

With these handling figures, the chairman of Port of Hamburg Marketing, Dr. Jürgen Sorgenfrei, has succeeded in presenting double-digit growth in container traffic at the Port of Hamburg for the fourth time running. Since conclusion of the last waterway development scheme on the lower Elbe in 1999, container handling has recorded a growth of more than 10 percent year for year. Consequently, the number of containers handled in Hamburg rose steadily from 4.2m TEU in 2000 to 4.7m TEU in 2001, 5.4m TEU in 2002, and in 2003 reached the figure of 6.1m TEU.

The chairman of Port of Hamburg Marketing also anticipates a significant growth in container handling for 2004.

Dr. Jürgen Sorgenfrei is anticipating continued significant growth in container handling for 2004. Hamburg will subsequently benefit from a number of new service schedules that have already been announced, with further new services in the pipeline. The emphasis will again be on traffic to Asia, although growth is also expected for North American and European traffic.

The New World Alliance is also planning an additional Far East service for 2005.

Hamburg continues to maintain its position amongst the "Top Ten" of the largest container ports in the world in 2003

In 2003, East Asia still boasted six of the ten largest container ports in the world. Jointly, nearly 80m TEU were handled in Hongkong, Singapore, Shanghai, Shenzhen, Pusan and Kaohsiung, a rise of 9.3m TEU. The top two rankings are held by Hong Kong, with 20m TEU, and Singapore with 18.3m TEU. The two Chinese ports of Shanghai and Shenzhen, with respective 33 and 38 percent increases, have overtaken Pusan and are now ranked three and four. The only American port in the "Top Ten" is Los Angeles, which pushes Rotterdam off the seven spot. Hamburg remains in ninth place above Antwerp. The combined increase in container traffic for all ten ports for 2003 stood at 13.4 percent, a similar figure to that of the previous year (14.5 percent).

In the Hamburg-Antwerp range, container handling rose by 11.3 percent (2002: 9.8 percent). At all seaports, excluding the ports around Bremen, the major share of increased traffic stemmed from the growing number of container transports to and from Asia. Once again Hamburg achieved the highest absolute growth figures, further expanding its market share further to 28 percent (previous year 27.3 percent).

In Rotterdam, 7.1m TEU were handled in 2003, with an increase in container handling of 9 percent. Antwerp reported handling 5.54m TEU, container handling rising by 14.1 percent. The ports around Bremen loaded and unloaded a total of 3.2m TEU throughout last year, corresponding to an increase of 6.4 percent.

Decreased handling of conventional cargo

In Hamburg, in 2003, a reduction of conventional cargo traffic was again unable to be halted - the subsequent 11.3 percent decrease corresponding to 328,000 tons. Overall, 2.6m tons were handled in Hamburg's special conventional cargo terminals last year. Fruit turnover, with a total tonnage of 572,000, is the most significant goods group for Hamburg with respect to conventional cargo.

Five percent increase in bulk cargo handling for 2003

Last year, a total of 39.417m tons were processed at the Port of Hamburg's bulk cargo terminals, an increase of 1.881m tons or five percent in comparison to 2002. The suction cargo sector, with a total turnover of 6.641m tons, was up 7.6 percent on the previous year. Grabbable cargo climbed to 21.2m tons in 2003, thereby achieving a handling increase of 6.6 percent. Handling of liquid cargo attained 11.576m tons over-

all, a slight increase of 0.8 percent against last year's figures.

(January 27, 2004, Port of Hamburg)



Helsinki: West Terminal Expanded with Increasing Traffic

THE increase in traffic at West Terminal will create a need for expansion. Next spring, Tallinn traffic will be internal traffic within the EU as Estonia joins the EU. Traffic between Helsinki and Tallinn will be scheduled traffic and departures will increase with changes in schedule. There will be up to 13 daily ship departures from West Terminal. There will also be a new service to St. Petersburg. New security measures will be implemented at the ports on 1 July 2004. The expansion of the terminal is meant to ensure the flow of passenger traffic under the new circumstances as well.

The terminal will be expanded by building a new berth and an enclosed passenger walkway for the new berth, extending towards the tip of West Harbour. The expansion is scheduled for completion in May 2004.

Helsinki: Hernesaari Cruise Ship Quay to be Extended

THE Hernesaari cruise ship quay will be extended to 675 metres. At Hernesaari, there are two quays which will be connected, and the 156-metre space which will be connected, and the 156-metre space between them will be built up. The present 350-metre cruise ship quay at Hernesaari has space for one vessel only. With the completed extension, there will be space for two vessels at the same time at Hernesaari. The extension will be completed for next summer.

Besides bigger and bigger cruise ships, the pressure to build has been increased by the new orders issued by the Finnish Maritime Administration, which state that vessels exceeding 230 metres in length must not be piloted through the Kustaanmiekka strait to the quays at South Harbour; instead, they should be steered to the Hernesaari cruise ship quay.

In recent years, large cruise liners have sometimes been forced to move to West Harbour, but the new quay will ease the situation considerably in the next navigation season.

(December 15, 2003, Port of Helsinki)

PMAESA: Closer to a Pilot Regional Tracking System – Stakeholders Workshop

On October 2003, the TTCA held the stakeholders' meeting in Nairobi to review the final draft report of the regional feasibility study on a cargo tracking system and decide the way forward for the implementation of a regional tracking system.

The workshop had representatives from the whole transit transport industry in the sub-region, as well as representatives from traditional co-operating partners (COMESA, European Union and USAID).

Mr. MUMO Matemu, Commissioner of Customs of KENYA opened the workshop and stressed that the regional tracking system among others would lead to elimination of road escorts, faster cancellation of transit bonds, faster clearing of goods, improved collection of revenue, better efficiency of transport operations, and ultimate reduction of transport costs and commodity prices for exports and imports. The system has wider benefits. Costing and quantification of the benefits are difficult, though benefits are obvious. Additional uses of the system will depend on transformation of tracking information into various operational, management and policy usages.

The workshop recognized that cargo tracking is only one component of trade facilitation, and that to effectively promote trade and regional integration, other measures have to be implemented. In particular, the need to effect regulatory changes to take advantage of the system was stressed (physical escorts, quick cancellation of transit bonds, etc). It was also highlighted that the system can contribute to the general facilitation process by providing statistical reports to be used as diagnosis tools in order to identify the location of major bottlenecks and quantify problems, and provide performance indicator to assess impact of facilitation measures adopted to correct bottlenecks.

The proposed system will not replace the existing systems, but would integrate them to form a seamless regional tracking system. Existing systems will be required for data donation. For the "missing link," the proposed system will rely on the weighbridges for donating data required for tracking. Efficient operation of the weighbridges in this regard is necessary. To note, weighbridges may be in future be reduced in numbers or be converted into weighing-in-motion from fixed weighbridges. The workshop explored other possibilities for the "missing link," which includes collecting data from the Customs transit centers or GPS-based solutions.

The workshop recognized the advantages of the GPS-based initiatives being considered by the Customs administrations, and recommended their implementation.

The workshop noted that inland container depots have been developed throughout the region as important logistic centers. As such, the workshop recommended their full integration in the regional cargo tracking system. For accessibility, the system will rely on the Internet for dissemination of the information.

Way Forward

As way forward, the workshop agreed

on the final preparation of the report, which will integrate various workshop comments. The report will be ready by mid November 2003. A technical committee was constituted to oversee the implementation plan, time frame, and funding modalities. The committee comprises the ports authorities and terminal operators (including ICDs), Customs administrations, railways and lake operators and regional organizations (TTCA, PMAESA, COMESA and ECA/SRO-EA). In its first assignment, the committee is expected to meet in December 2003.

(PMAESA News letter, 3rd Quarter 2003)



Rotterdam: Records for the Port

THIS year, the port of Rotterdam handled 328 million tons of goods, 2% more than in 2002. This surpassed the record year of 2000 by 6 million tons. The increase can be attributed to the throughput of agribulk (+14%), coal (+4%), other dry bulk (+8.5%), crude oil (+4%), other liquid bulk (+2.5%), roll on / roll off (+9%), other general cargo (+14%) and containers (+7.5%). The number of containers handled increased by 9.2%, from 6.5 million TEU in 2002 to 7.1 million TEU. The handling of ores and scrap (-1.5%) and petroleum products and petcoke (-21.5%) declined. Total bulk remained constant, the increase was due to the total for general cargo: 8%. Total imports increased by 3%, or 7 million tons, to 255 million tons. Exports declined by 1.5%, to 72 million tons. The 2% increase of total throughput is corresponding with the highest growth model for the long term.

Dry bulk

In coal throughput, the decline (-3%) of the first six months was transformed into an increase (+3.9%) over the year as a whole. The result, 24.7 million tons, even equals the record year 2001. Originally, the importers held back due to high coal prices and freight tariffs. When these remained high, imports still increased. As a result of the low water level, more coal was transported to Germany by rail: 1.9 million tons. Demand exceeded capacity, which meant that cargo was diverted to Antwerp, which still had available rail capacity.

The handling of ores and scrap declined

fairly rapidly from July onwards, but the final result of 40 million tons remained close (-1.6%) to that of the previous year. The production of crude steel in Germany, the most important destination for Rotterdam, fell a little more than in the EU as a whole. Rail was also used more for exporting ore, up to 100% more (40 trains a week) to Dillinger Hüttenwerke (Germany). The high freight tariffs prompted Arcelor to supply the Sidmar branch via Rotterdam. The ore was transported to Ghent by push-barge. As in 2002, exports of scrap fell, now by 17% to 2.7 million tons.

Imports and exports of agribulk (grains, seeds, cattle feed) shot up: +14.1% to 10.8 million tons. Although market conditions are difficult on a structural basis, there is a chance of maintaining this level. The proposed take-over of an EBS terminal in the Europoort by Archer Daniels Midland is significant here. The increasing demand for rapid handling could also be to Rotterdam's advantage.

0.8 million more tonnes (+8.6%, to 10.6 million tons) of other dry bulk was handled. Important mineral-processing sectors, such as the construction, paper, metal and chemical industry (paint, rubber, plastics) used more raw materials. The IVS, MACS (South Africa) and Hinrichs (China) 'parcel services' play an important role in the transport of minerals.

Liquid bulk

Figures for incoming trade in crude oil (+3.9%, +4 million tons to 99.8 million tons) were among the highest of the past decade. In 2002, oil prices were high due to the threat of war in Iraq, unrest in Nigeria, strikes in Venezuela and production restrictions imposed by the OPEC. The demand for oil products was also moderate. People therefore ate into their stocks. During the first half of 2003, the

uncertainty was dispelled, the price of oil returned to a normal level and stocks were replenished.

In 2002, the throughput of oil products was extremely high. The overhaul of two Rotterdam refineries took longer than expected, which meant that even more products had to be brought in from elsewhere. In addition, the high price of fuel oil in Asia attracted a lot of this product from Russia via Rotterdam. This year, maintenance work was on schedule and the price of fuel oil in Asia fell. The result: a 21.6% decline in products to 27.5 million tonnes. However, this is still in line with the high level established in this century.

Other liquid bulk (chemicals and oils and fats) has been on the increase since the early 1980s. One can actually speak of top years since 1999, with 2003 equalling the 2000-record of 25.2 million tons (+2.4%). Exports were down slightly (-3.2%), while imports rose considerably (+6.1%). Not only the high Euro plays a role here, but also increasing imports of palm oil. This replaces oil from rape seed, much cultivated in Eastern Europe, which is being processed more and more in biodiesel.

General cargo

The handling of container cargo was up on 2002, from 66 to 70.6 million tonnes. The growth is primarily in incoming trade (12% against 3.4% outgoing) and was greater in the first six months than the second. Expressed in TEUs (20-foot units), it was an increase of 9.2%, to 7.1 million TEU (+600,000 TEU). Rotterdam is the first European port to pass this boundary. It was also the first time that one million TEU was transported between Rotterdam and one country (England) in one year. Other rapidly growing countries and regions are Ireland (in/out), Central and South America (in) and Asia. Container traffic with Asia rises with some 20%, with China some 30% and incoming from China even some 40%. The number and frequency of "feeder connections", primarily with England and the Baltic, are increasing. This is set to continue in 2004.

Roll on / roll off traffic is increasing structurally, but remained just below the 10 million ton mark for a few years. This barrier was breached in 2003, due to 9.1% growth (875,000 tons). This can be attributed to DFDS Tor Line, which can continue to grow at the new terminal on the Maasvlakte, and a new service operated by Seawheel to England (Humbleside).

Other general cargo recovered from the poor results in 2002: +14% to 8.3 million tons. This is attributable primarily to exports (+23.1%, imports +9.7%). Most significant 'growers' were the goods car-

ried in LASH ships (much iron, steel, paper), incoming trade in fruit (+100,000 tons) and "forest products" (+50,000 tonnes). The throughput of (non-ferro) metals declined, as in 2002. In the coming year, the handling of other general cargo

(neo bulk) will be given a boost by the new Gevelco terminal, a big paper contract for DFDS Tor Line and the incoming trade in fruit from Spain.

(January 29, 2004, Port of Rotterdam)

Asia/Oceania

Busan: The Busan Port Authority officially launched



THE Busan Port Authority (BPA) was officially inaugurated on January 16, 2004, with the unveiling ceremony of the authority's tablet, attended by President Roh Moo Hyun, Minister for Maritime Affairs and Fisheries Chang Seung Woo and acting Mayor of Busan Oh Geo Don.

The drastic shift of the Korean government that changes Busan Ports' state-run system to the Port Authority (PA) regime is expected to open a new chapter in the history of Busan Port, the nation's largest and the 5th largest container harbor in the world. Independent from central or local governments, the Port Authority would conduct port management, operation and development autonomously in accordance with corporate accounting methods.

(January 16, 2004, MOMAF)

MOMAF (Korea): Future-oriented reshuffle of the Organization

THE Ministry of Maritime Affairs and Fisheries announced that it reshuffled the organization of the Ministry to cope with the challenge of and keen competition for ocean development and to provide better services to civilians.

A Fishery Supervision Division (tentative) will be added at the headquarters to control illegal fisheries. The jurisdiction of the Fisheries Patrol Vessel Management Office will be divided into two parts, the West and the East. The West Sea Fisheries Patrol Vessel Management Office (tentative) will be in Mokpo. The

existing Fisheries Patrol Vessel Management Office which is situated in Busan will accommodate the jurisdiction of the East Sea.

The National Fishery Research and Development Institute (NFRDI), operating as a center for research and development for fishery science, will create the Research Planning Department (tentative) and Research Management Division (tentative) to strengthen its research planning functions. For the effective management of fishery resource programs such as artificial reef projects, the NFRDI will set up a Fisheries Resources Management Center (tentative). The Institute will replace existing Marine Hatcheries with a Research Center (tentative) to make fishery research programs more substantial.

Twenty-five Maritime Affairs and Fisheries Offices (tentative) will result from the integration of the Maritime and Port Branch Office, which is the lowest stratum of MOMAF, and the Fisheries Technology Institute in order to provide one-stop services to civilians.

A Pyeongtaek branch of the National Fisheries Products Quality Inspection Service will also be established to ensure the food safety and hygiene of imported fish and fishery products.

Meanwhile, as port management has been transferred to the Busan Port Authority on the principles of decentralization of authority and self-regulation, the Busan Regional Maritime Affairs and Fisheries Office will be reduced. Also, the Fisheries Science Museum and the Lighthouse Museum will be privatized from next year.

The effective reshuffle of the organization will serve to develop Korea as a leading marine nation.

(January 29, 2004, MOMAF)



MPA: Singapore Port Performance 2003 - New Records achieved

Shipping Tonnage and Vessel Calls

Singapore is set to remain the world's busiest port for shipping tonnage with its new record of 986.4 million gross tons (GT) achieved for shipping tonnage in 2003. The new benchmark surpassed 2002's 971.7 million GT with a 1.5 % growth year-on-year. The increase was achieved despite a 5.2% fall in vessel calls to 135,386 calls in 2003.

Container ships contributed the major share with 361.0 million GT or 36.6% of the total shipping tonnage. Next highest for shipping tonnage were tankers with 311.8 million GT (31.6 per cent of total shipping tonnage).

Container and Cargo Throughput

The Singapore port also handled a record container throughput of 18.41 million TEUs (twenty-foot equivalent units) in 2003, up 8.7% from the 16.94 million TEUs handled in 2002. 5 Total cargo handled for 2003 was 347.69 million tons, up 3.8% from 335.12 million tons in 2002.

Bunker Sales

6 Bunker sales for Singapore saw an increase of 3.5 from a total of 20.1 million bunkers sold in 2002 to 20.8 million tons of bunkers sold last year. The new amount of 20.8 million tons erased the previous record of 20.35 million tons set in 2001. With the 20.8 million tons of bunkers sold, Singapore is set to remain the top bunkering port in the world for 2003.

The Singapore Merchant Fleet

As of end 2003, the Singapore Registry of Ships (SRS) achieved a new record of 25.57 million GT with 3,063 vessels. This marked an increase of 8.6% from the 23.55 million GT registered in 2002. The SRS remains the 7th largest merchant fleet in the world, and the largest in Asia.

Some of the Maritime and Port Authority of Singapore (MPA)'s initiatives introduced to keep the Singapore port attractive included the 20% port dues concession for container ships. Additionally, it introduced a 50% concession on port dues for all cruise ships calling at Singapore, and for regional ferries and passenger-carrying harbour craft using the Singapore port from May to December 2003. This port dues concession was introduced as part of the overall

SARS Relief Package to help the cruise, ferry and harbour craft operators tide over the tough operating conditions.

Measures were also introduced to strengthen the integrity of the bunker trade, thereby attracting more ships to take bunkers in Singapore. These included intensifying bunker quality checks and the Custody Transfer Sampling requirement for 'Ship-to-Ship' transfer of bunkers and bunker tankers loading at terminals.

The rise in ships flagging with Singapore could be attributed to the SRS' continued reputation as a quality registry and the attractiveness of its Block Transfer Scheme (BTS). The BTS provides an 80 per cent discount from the initial registration fee to ship owners registering a group of vessels. The BTS was further enhanced recently. Since January 2004, all ships registered with the SRS under the BTS would be exempted from the tax payable on interests of offshore loans taken to finance these ships.

Looking ahead, RAdm (NS) Lui Tuck

Yew, Chief Executive, MPA, said: "The MPA as champion agency for the development of Singapore as an International Maritime Centre will continue to spearhead the overall efforts in developing and promoting the maritime sectors as an entire cluster. We will work closely with the industry to identify new initiatives and promote ourselves more aggressively."

Singapore's Shipping Tonnage, Container Throughput and Bunker Sales 1999 to 2003

Year	Shipping Tonnage (million GT)	Container Throughput (million TEUs)	Bunker Volume (million Tons)
1999	877.1	15.94	18.89
2000	910.2	17.09	18.65
2001	960.1	15.57	20.35
2002	971.7	16.94	20.10
2003	986.4	18.41	20.81

Source: Strategic Planning Department, MPA

(January 29, 2004, MPA Singapore)



Nagoya: Container throughput for 2003 reaches 2 million TEUs for the first time in the port's history



ACCORDING to the provisional trade figures released by the statistics center of the Nagoya Port Authority, the port of Nagoya seems set to mark a two-million-TEU record for the first time since its inception. The estimated total for containers passing through the Port in 2003 is 2.05 million TEUs. The major contribution to this growth came from a 6.7% increase of international container trade over the previous year's level of 1.91 million TEUs. The Port of Nagoya handled one million container TEUs for the first time in 1991. Thus, container throughput has doubled during the last 12 years.

Total cargo throughput also increased to reach 40 million tons, 3.5% growth from 2002. One of the commodities

showing sustainable shipments was automobiles. Exports of completed automobiles to such countries as Australia and China increased. Automobile export is a core trade at the Port of Nagoya.

(January 2004, Nagoya Port Authority)

PORT OF NAPIER

Napier: Review of Operations 2003



TRADE volumes for the 2003 year were 3.221m tons (+4.3%) - a similar growth rate to last year (+4.5%). The Port, as a window to regional activity, has experienced lower growth rates in each of the last 2 years compared to the prior 3 years when the region experienced growth of more than 20% per annum.

As was commented on in the Port's 2002 annual report, the generally favourable conditions (world trade, exchange rate and climatic factors) of recent years have not

continued and we have entered a period where the predicted plateauing of volumes has materialised.

TRADE

Imports have been consistent across most trades with only fertiliser volumes falling, being affected by the general slow down in the rural sector. In total, imports were 1.051m tonnes, a 1.5% reduction on the previous year.

Exports grew by 7.4% to 2.170m tons, fuelled by outright cargo growth. New shipping services gained in 2002 have had the effect of increasing the geographic area served by the Port of Napier; this has resulted in most export trades reaching new records in the current year. This is especially so for refrigerated cargoes with a notable highlight being meat, which grew to 184,000 tonnes for the year (+37.9%). Additionally, significant growth continues in trades such as wool, where there has been increased investment in regional processing capacity in recent years. Napier now handles over 80% of North Island wool exports.

Apple volumes in 2003 did not reach the record levels reported last year. This current season, throughput of greater than 9.0 million cartons was achieved, however by some accounts, price returns to growers may have compensated for the minor volume reduction. Cargo migration from break bulk to containers was a major influence in the 25.6% increase in containers handled. During the year, containers broke through 100,000 TEU's on an annualised basis for the first time, reporting 121,707 TEU's (96,910 TEU's last year) for the full year. The continuing support for and development of container services over the last 10 years is highlighted in the graph.

Forestry products face market difficulties in the coming year with the likelihood of volumes softening. Whilst over the last 12 months there has been continued export growth in many forestry products, mix of currency, low NZ dollar prices and high shipping costs are likely to result in a downturn in export activity. There has been a trending down of forest harvesting throughout NZ over the last 6 months, but it is only more recently that activity in Hawke's Bay has begun to noticeably slow down. Reduced harvesting will impact on available wood for either export as logs or further processing. While log exports in the 2003 year reached a new record level of 691,000 tons, our expectation for the coming year is that a fall in volumes will be experienced – quite apart from the general downward trend caused by the changing age class profile of the regional log resource.

OPERATIONS

MARINE

Ship calls were slightly down on last year with 748 vessels as opposed to 756 for the previous year. This reflected a softening in the cruise market due to international terrorist threats. Whilst there were minor reductions in shipping activity, the year was characterised by an overall increase in the length of vessels handled.

As a consequence of the trend to longer vessels and those with deeper draft requirements, a \$1.6 million dredging programme was completed. This increased the fairway to a depth of 12.0m and swinging basin to 11.2m at chart datum. Aside from providing deeper drafts, we have also been able to expand the tidal window for vessels, allowing deep draft vessels to more readily arrive and depart rather than becoming constrained by tidal movement.

A Dynamic Underkeel Clearance (DUKC) software system was installed, which links to localised environmental sensors, including the Port's Wave Buoy. The Dynamic Underkeel Clearance system calculates the real time gap between the ship's hull and seabed when moving in a seaway. This system enhances safety by taking into account the marine conditions at the time of vessel transits – in both poor and in good conditions – allowing the tidal window to be further extended.

CARGO SERVICES

Although non-containerised cargo experienced some minor volume reductions during the year, the highlight was the handling of a 25.6% increase in container volumes. Overall major capital initiatives involved software and other terminal resources, and four new fertiliser hoppers were commissioned along with the completion of a new Number 2 Wharf Office for bulk/breakbulk activities.

In February the container terminal database was changed to NAVIS Express, a system used in over 150 major container terminals worldwide. A new Radio Data Terminal system was implemented parallel to the database changeover. Refcon, an online monitoring system of refrigerated containers was also installed, and is currently being commissioned.

During the peak months this year (February to mid May), such was the container growth, there was periodic but significant truck congestion experienced throughout the terminal. To overcome this and related issues, a new container receipt gatehouse is to be constructed early next year along with additional truck lanes. The new gatehouse facility will also accommodate empty container park management to help improve operating effi-

ciency.

New higher specification plant was also added to the fleet which provided the opportunity to increase storage volumes through improved stack heights and density.

Other capital additions include increased facilities for refrigerated containers – a further 192 reefer plug points and an 800kVa back up generator.

(Port of Napier Annual Report 2003)



Northport (Port Klang): More 8,000-TEU ships to enter Northport



THE renewed interest in very large containerships ordering over the past 12 months has increased the prospect for the entry of more of large ships at Northport.

The 2003 shipbuilding market has now characterized by a remarkable upsurge in new ordering of containerships above 8,000 TEU capacities.

Among the shipping lines that have been placing orders for the giant ships are presently calling at Northport in their Transpacific and Europe services.

Overseas Orient Container Lines, member of the The Grand Alliance, which has a strong presence at Northport, started the trend of deploying bigger vessel with deployment of 8,063 OOCL Shenzhen in the Europe-Far East Trade in July this year.

This was followed by a sister ship, 8,063 OOCL Long Beach which was deployed in the Transpacific route since August this year.

OOCL will be injecting another four mega container ships in the SX-class series in the trade in 2004 and a further two more 8,000 TEUs carriers in 2005.

OOCL has also entered an agreement with Samsung Heavy Industries Company middle of this year for an additional two more 8,000-class series ships to be delivered in 2006. The deliveries will bring a total of 10- SX class series ships of more than 8,000 TEUs in the OOCL fleet.

This was followed by the Hamburg

shipping company, Hapag-Lloyd which has placed orders for three 8,000 series containerships from the Korean shipyard, Hyundai Heavy Industries. Hapag-Lloyd, a member of The Grand Alliance, will be taking delivery of the ships in 2005 and 2006.

Meanwhile Kawasaki Kisen Kaisha Ltd (K-Line), which operates a pendulum service jointly with Taiwanese Yang Ming Line, has also joined the race to deploy 8,000-TEU series ships in the long-haul trade, which might include Northport as one of the port of calls.

The Japanese carrier placed orders for four 8,120 TEU carriers with I.H.I. Marine United Inc and the ships are expected to be delivered in stages from the middle of 2006 to the beginning of 2007.

The 2003 shipbuilding market has seen the remarkable upsurge in new ordering of container ships above 4,000 TEU capacity - the "post-Panamax" sizes according to SSY Consultancy & Research Ltd.

The first eight months of 2003 have seen resurgence in ordering interest compared with the corresponding period in 2002 (which saw a year-on-year decline in new container ship contracting).

This has been largely in response to a recovery in freight earnings, helped by a more positive economic outlook for Asia and China in particular.

SSY's fleet development analysis also shows that there are currently 157 new ships on order in the 4,000 to 7,499 teus size range - equivalent to almost 37 per cent of the existing fleet in terms of vessel numbers.

The shipping review also revealed that a total of 112 new ships on order with 7,500 teus or greater as against merely 27 ships in the existing fleet.

In fact, delivery of these ships (some of which will not enter service until 2007) would boost carrying capacity in this size segment from its present 0.21 million TEUs to 1.1 million TEUs.

According to SSY data, 79 new ships of 0.4 million teus have been ordered in 2003, against 43 in the whole of 2002. However, it is in the 7,500+ TEUs size range that the greatest activity has been seen, with 92 contracts placed for ships with a total capacity of 0.74 million TEUs.

This compares with 12 such orders in the year 2002-all of which were placed in December.

An inevitable effect of the projected massive growth in the large container ship fleet will be that many sub - 4,000 TEU units will be displaced from longer-haul routes onto short-haul trades.

This is already a well established pattern for ship this ship type.

The prospective large jump in container

volumes moving on major trades by 4,000+ TEUs units implies corresponding growth in "distributive" trade from the major container ship ports that this tonnage will service.

This would entail a concomitant rise in optimum vessel size on at least some trades from these regional hub ports - subject to any constraints at key discharging facilities.

(December, 2003

TEAMNORTHPORT Bulletin 1)

PSO/Shahid Rajee (Bander Abbas): New gantry cranes



3 post-Panamax ZPMC gantry cranes were being discharged at Bandar Abbas (Shahid Rajee) on January 29. These cranes are China made and will increase the annual throughput of the port to 100,000 TEU per unit.

In the meantime, two more gantry cranes are going through the assembly process as a result of cooperation between Iranian-Italian companies. The said cranes will soon be operated.

(January 28, 2004

Ports & Shipping Organization of Iran)

Shanghai: Joint Venture with APM Terminal



NEW Wai Gao Qiao 4 Joint Venture Terminal achieves 1 million TEU throughput in first year of operation, a world record for start up container terminals.

China's largest port operator and the world's largest transportation group

finalized a Sino-Danish joint venture in December, 2003 to operate Shanghai's newest container terminal at Wai Gao Qiao 4 in the Pudong New District. Shanghai Vice Mayor Yang Xiong and A.P. Moller-Maersk Group Chief Executive Jess Soderberg announced the new joint venture in a ceremony at the City Hall in Shanghai.

The Shanghai East Container Terminal Joint Venture Company on Wai Gao Qiao 4 with four berths and fourteen cranes across 1436 meters of quay, fronting a 1.55 million square meter terminal facility, is the newest and most advanced terminal in Shanghai, designed to handle more than 3 million TEU annually. The terminal had its first ship's call in February 2003 under a temporary management arrangement between the Shanghai International Port Group and APM Terminals. The Joint venture signing finalizes the process of APM Terminals taking a full 49% stake in the facility. Shanghai International Port Group will hold the other 51%.

Before signing the 50 years joint venture contract, Shanghai International Port Group President Lu Haihu addressed the officials gathered at the Shanghai Municipal City Hall and said: "This Joint Venture has been 3 years in making from reclaiming a Greenfield shoreline starting in 1999 to the world class terminal we have today. Remarkably the terminal is set to handle more than 1 million TEU in its first year of operation, an achievement unmatched by any other new terminal in the world. We have known and worked with the A.P. Moller-Maersk Group for many years as the industry leader in containerized transportation. We are pleased to have them as a business partner here in Shanghai."

At the signing ceremony, AP Moller-Maersk Group Chief Executive Jess Soderberg said: "We are delighted to make this commitment to the Port of Shanghai, our first port of call in China almost 80 years go. Shanghai's rapid emergence to become one of the world's three leading container ports is unprecedented in the industry. The Port of Shanghai has been experiencing a breathtaking 25% growth in international trade in recent years, with 2003 throughput exceeding 11.0 million TEU. Serving Shanghai's trade is a privilege for us and we look forward to a fruitful partnership with Shanghai International Port Group."

(January 4, 2004, Shanghai International Port (Group) Co., Ltd.)