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Port of Tallinn – Estonia

The State Enterprise Port of Tallinn was established in 1991 by the Estonian government. In 1996, the Port of Tallinn was formed into a public limited company, with the state being the sole owner of shares. Port of Tallinn belongs to the landlord type of ports and services both passengers and cargo.

Port of Tallinn is able to handle all possible types of cargo. Owing to its favourable geographical location and natural advantages – sheltered from winds, all 4 constituent harbors are navigable all year round, prompt access to the inland of Russia and the CIS – the prompt plays an important role in the transit trade between East and West and can service the North European region as a distribution center.

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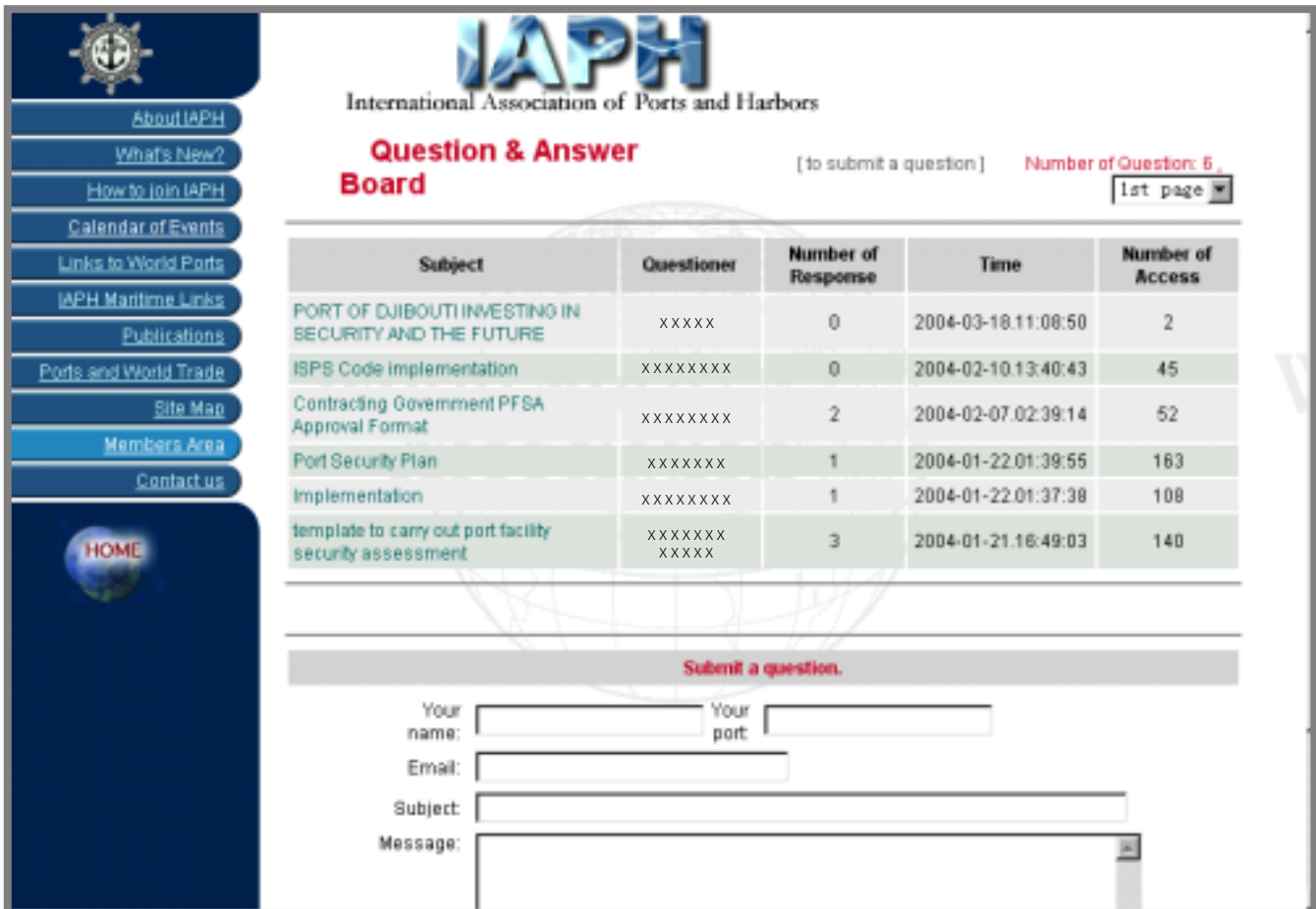
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Are you ready for ISPS Compliance by July 1?

“IAPH – ISPS Code Q&A Board”
can give you a last-minute advice

<http://www.iaphworldports.org>



The screenshot shows the IAPH website's "Question & Answer Board" section. The header includes the IAPH logo and the text "International Association of Ports and Harbors". Below the header, there is a navigation menu on the left with links such as "About IAPH", "What's New?", "How to join IAPH", "Calendar of Events", "Links to World Ports", "IAPH Maritime Links", "Publications", "Ports and World Trade", "Site Map", "Members Area", and "Contact us". The main content area displays a table of questions and answers, with columns for Subject, Questioner, Number of Response, Time, and Number of Access. A "Submit a question" form is located at the bottom of the page, with fields for "Your name", "Your port", "Email", "Subject", and "Message".

Subject	Questioner	Number of Response	Time	Number of Access
PORT OF DJIBOUTI INVESTING IN SECURITY AND THE FUTURE	xxxxxx	0	2004-03-18.11:08:50	2
ISPS Code implementation	xxxxxxxx	0	2004-02-10.13:40:43	45
Contracting Government PFSA Approval Format	xxxxxxxx	2	2004-02-07.02:39:14	52
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template to carry out port facility security assessment	xxxxxxx xxxxxx	3	2004-01-21.16:49:03	140

The “Question & Answer Board - Implementation of ISPS Code” is found in the Members Area of the IAPH website to facilitate the exchange of relevant information and share experience among the IAPH member ports.

This forum is only accessible by IAPH members with a User ID and Password. If you have forgotten your ID and Password, please contact us at info@iaphworldports.org.

IAPH ANNOUNCEMENTS AND NEWS

Report on Africa/Europe Regional Meeting

February 18 - 20, Tallinn, Estonia



AFRICA/EUROPE Regional Meeting convened in Tallinn, Estonia from February 18 - 20, hosted by Port of Tallinn, under the chair of Mr. Syabonga Gama, 3rd Vice-President of IAPH.

Some 50 delegates from the region, including those from friendly organizations, participated in this two-and-a-half-day meeting.

February 18 Regional Meeting

The meeting started with the Regional meeting, chaired by Mr. Gama, on the evening of 18th.

Various topics were reported and discussed, including:

1) Mr. Vergobbi's resignation

Mr. Gama announced the recent resignation of Mr. Bruno Vergobbi of Port of Dunkirk due to his new assignment in a shipping company. Mr. Gama reminded the participants of consequent lack of an EXCO member from the region, which Mr. Vergobbi had served for several

years.

Mr. Gama mentioned that Mr. Eric Brassart, Executive Managing Director, Port of Marseille was recommended as a candidate to succeed Mr. Vergobbi, but he added that the nomination of other candidates was still open and the final decision would be made at the Mid-Term Board Meeting in April.

2) Report from IAPH Europe Office

Mr. Peter van der Kluit reported about recent developments and the status of the following issues:

- a. Request from PIANC to send IAPH representatives for its Environment Committee's (ENVICOM) newly estab-

- lished two working groups
- b. ICHICA/IMO joint work on handling Containerized Dangerous Goods
- c. Convention on "Ballast Water Management" which had been recently adopted at IMO and the subsequent procedures to become effective

3) Report from Secretary General

Dr. Satoshi Inoue updated the participants of major developments that had recently taken place.

- a. Enhancement of IAPH Europe Office as from January 2004, owing to the participation of Mr. Fer van de Laar on a part-time basis.
- b. Cooperation with regional port associations such as ESPO and AAPA

4) Next Meeting

Mr. Gama announced that two forthcoming Regional meetings were scheduled to convene, one in Egypt and the other in Portugal (Port of Sines).

5) Venues for IAPH 50th anniversary events in the region

Mr. Gama mentioned that he was looking for two different venues to host IAPH 50th anniversary events in the region.

Mr. Struijs suggested that London should at least be one of them, due to its established renown as an international center for maritime issues.

February 19-20 Working Sessions

Following a keynote speech by His Excellency M. Atonen, Minister of Economic Affairs & Communications, Estonia, working sessions on different but contemporary port-related issues took place. The topics ranged from security to the environment and various regional developments.



1) Security – 4 months Left

Chaired by Mr. Pieter Struijs, IAPH President

- **Security Update:** Mr. Fer van de Laar, IAPH Europe Office
- **Security in EU Ports:** Mr. Patrick Verhoeven, Secretary General, ESPO
- **Best Practices in Implementation of ISPS:** Mr. Peter W. Mollema, General Manager, Shipping and Maritime Development, Port of Rotterdam
- **Legal Issues behind ISPS – Who will be responsible at the end of the day:** Dr. Marcel-Yves Le Garrec, Secretary General, Port Autonome de Bordeaux
- **Security of Passengers in Port Facilities – Challenges for Open Ports:** Mr. Gert Nørgaard, Managing Secretariat, Copenhagen Malmö Port AB

2) Regional Developments

Chaired by Mr. Siyabonga Gama, IAPH 3rd President

- **EU Enlargement – New situation in Baltic Sea Region:** Mr. Malcolm Colling, Directorate-General for Energy and Transport, EC
- **Motorway on Sea: New Perspectives for Cooperation - Can we touch Africa?:** Mr. José Monteiro de Marais, President, Port of Sines Authority
- **Role of African ports in development of national economies:** Mr. Samson E. Luhigo, Director General, Tanzania Harbours Authority
- **Container ports development in Northern Sea Region – Enough or too much:** Dr. Jürgen Sorgenfrei, Chairman & CEO, Port of Hamburg Marketing Association

3) Environment

Chaired by Dr. Marcel-Yves Le Garrec

- **Current trends and challenges in environment protection in the Baltic Sea Region:** Mr. Olavi Tammemäe, Deputy Minister of Environment, Republic of Estonia
- **Places of Refuge in international context – An Update:** Mr. Frans van Zoelen, General Manager, Legal Department, Port of Rotterdam
- **Green Award's role in protection of the marine environment:** Mr. Jan Fransen, Deputy Managing Director, Green Award Foundation

Materials circulated during the meetings are available at the Port of Tallinn website.

February 20

Port Tour

Thanks to the host, participants could enjoy a tour of Port of Tallinn on the morning of the 20th.

Committee Report
**Combined Transport,
 Distribution & Logistics
 Committee**

January 29, 2004

Sta. Cruz de Tenerife, Canary Islands



José Luis Estrada
 Chair

DRAFT MINUTES OF THE MEETING

List of participants

- Mr José Luis Estrada Llaquet, Planning Director, Puertos del Estado, Spain.
- Mr. Álvaro Rodríguez Dapena, Intermodal Planning Área, Puertos del Estado, Spain.
- Mr. Vasile Pistolea, Expert, Maritime Training Centre, Constanza, Romania. Romanian Maritime Association President.
- Mr. Terume Ijima, Coastal Development Institute of Technology, Japan
- Mr. Leonids Loginovs, Chief Executive Officer, Freeport of Riga Authority, Latvia.
- Mrs. Irina Gorbaticova, Foreign Affairs and Administrative Dept., Freeport of Riga Authority
- Mr. Macario Fernández Alonso-Trueba, General Manager, Port of Santader, Spain.
- Mr. Jorge Pimenta Mauricio, Administração do Porto Grande, San Vicente, Cabo Verde.
- Mr. Osvaldo Lima Lopes, Administração do Porto Grande, San Vicente, Cabo Verde.

1. Welcome reception by the President of Sta. Cruz de Tenerife, Canary Islands, Spain.

Mr. Luis Suárez Trenor, President of the Port Authority of Sta. Cruz de Tenerife welcomed the committee meeting members and thanked the IAPH Combined Transport, Distribution & Logistics Committee for choosing the port of Tenerife to celebrate the first Meeting of the year 2004.

He made a general presentation of the port of Sta. Cruz de Tenerife, and, in fact, of all the ports of Tenerife managed by the Port Authority (Sta. Cruz, Los Cristianos, La Estaca, La Gomera, La Palma and the new port of

Granadilla, under development).

He emphasized the important growth over the last years of all the existing ports. Ports of Tenerife not only have an increasing volume of freight and passengers related to the Tenerife islands' import/export activities, but they also have consolidated their position in the international cruises circuit due to their relevant location in the Atlantic Ocean.

2. Approval of the previous meeting's minutes

Mr. Estrada congratulated the new members that had been incorporated into the committee since the last meeting held in Durban and, in particular,

welcomed Mr. Jorge Pimenta Mauricio and Mr. Osvaldo Lima Lopes to the Committee.

Also, Mr. Estrada thanked committee members for their attendance at the committee meeting in Sta. Cruz de Tenerife.

Mr. Estrada indicated that all the committee members had been personally invited and that the Committee Meeting had been announced in the IAPH Online Newsletter (Nº 48, January 2004).

Some committee members had excused their presence:

- Mr. Francesco Ghio, Port Authority of Livorno, Italy.
- Mr. Nyameka Madikizela, National Ports Authority of South Africa
- Mr. Arnold Bakelaar, Port of Rotterdam, Holland.
- Prof. Harilaos N. Psafaratis, Maritime Transport NTUA, Greece.
- Mr. Rani A. Jadhav, Mumbai Port Trust, India.
- Mr. Ravi Budhiraja, Chairman, Jawaharal Nehru Port Trust, India.

Also, two new persons that also excused their attendance had been invited to participate in the Committee activities:

- Mr. Imants Sarmulis, Freeport Port of Ventspils.
- Mr. Shri A.K. Bal, Deputy Chairman, Mumbai Port Trust.

The minutes of the last meeting of the

committee, held in Durban on May 24, 2003, were approved unanimously.

3. Analysis of comments received on port cases

The following port cases have been collected to date:

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

These cases were distributed to committee members participating in the meeting. Also, the general structure or index for each report (as agreed at the committee meeting held in Amsterdam in February 2003) were also given to each committee member.

Mr. Estrada reminded committee meeting members of the proposal suggested by e-mail last year that asked for members to read each submitted port case and then submit suggestions or comments prior to this committee meeting.

Following this, two general comments were received:

- Mr. Leonids Loginovs (Freeport of Riga Authority) suggested some additional

items that could be addressed in each report, and in particular, "port-city interface" and a "brief assessment of the impact on the environment".

- Mr. José Gambetta (ENAPU, Perú), came up with a proposal to create a virtual library in order to allow ports to enquire about specific topics.

Mr. Estrada gave special thanks to Mr. Leonids Loginovs and to Mr. José Gambetta for their suitable and useful comments about the reports.

In relation to the proposal of Mr. Loginovs, the Members of the Committee decided that both topics (port-city interface and the impact on the environment) can be included as optional chapters in each report in order to describe positive effects on the port-city interface and on the environment generated by a specific project or case in the field of intermodality or logistics.

The second proposal of Mr. Gambetta - i.e. of creating a virtual library - was considered by the committee members to be developed in a medium-term scenario, after finishing the present task of collecting port cases. It was also noted that the virtual library would be integrated into the IAPH Web Site. Mr. Estrada will be in touch with Mr. Inoue to propose this action.

A general review of the port cases was done by members of the committee, with the following comments:

Introduction, by Harilaos Psafaratis

Mr. Macario highlighted the lack of a



land-side analysis with the same level of detail as the maritime side. Two alternatives were suggested: to keep two separate reports made by different authors (the present introduction and another one with land-side considerations), or to write a single introduction addressing the new topics. The second alternative was finally selected and Mr. Macario confirmed that he will write the new chapters complementing the present report, in co-ordination with Mr. Harilaos. Also, the Committee Members agreed that this introduction should not include conclusions due to the fact that a specific chapter of conclusions is going to be written.

Freeport of Riga: Connecting the East and the West, by Leonids Loginovs.

Mr. Loginovs informs that he has the intention to update his report with new data and developments taking place in the Freeport of Riga during the past year. Also, some environmental topics are to be described in this report. Mr. Estrada presented a very interesting article about Transiberian Railway Lines, the contents of which could be taken into account to point up the role of Riga in import/export activities passing through Baltic Sea with origin and/or destination in Russia and Asia. Two key topics should be outlined from this report: east-west connection using rail and also the positive effects of being a "freeport".

The ZAL: Logistics Activity Zone. The Port of Barcelona's Multimodal Logistics Platform, by Santiago Bassols (CILSA)

Mr. Estrada analysed this report about the logistic platform (Logistics Activity Zone or ZAL) of the port of Barcelona - the first to be developed in the Spanish port system. The report keeps to the general structure provided to all committee members in order to maintain a homogeneous format, and includes a large number of tables and figures which illustrate the logistic activities supplied in the ZAL. Some new chapters and paragraphs in a Spanish version were addressed after the report was written. Mr. Estrada confirmed that these new contents would be translated into English in the next few days, and the resulting new version of this report would be distributed again by e-mail to all committee Members. A key topic should be summarized in this report: the development of a logistic platform inside the port ser-

vice area contribution to the logistic function of a port.

Development of Dry Ports Linked with Port of Santander,

by Macario Fernández Alonso-Trueba.

Mr. Estrada asked Mr. Macario Fernández for the possibility to emphasize how a medium-sized port like Santander (5.4 million tons) can improve its competitiveness by developing a strategy that emphasizes dry ports and logistic activities. Particularly, the port of Santander is engaged in three dry ports: Santander-Ebro dry port (vehicles), Azuqueca de Henares dry port, near Madrid (paper traffic and other general cargo) and Castilla y León dry port (containers). Also, Mr. Rodríguez asked Mr. Macario Fernández if it is possible to adapt the contents of the report to the general structure adopted in Amsterdam. The key topic in this case is focused on an strategy to reinforce maritime-rail intermodality using a medium-sized port.

FAMAS project: Port of Rotterdam,

by Arnold Bakelaar.

Committee members showed interest in this project at the port of Rotterdam and asked whether it was possible to enrich the description with more details. Mr. Estrada will get in contact with Mr. Bakelaar to ask him for an in-depth study of the FAMAS project. The key topic here is the new generation of terminals adapted to intermodality requirements of the transport sector.

Mr. Estrada made it a point to emphasize in each report the key topics or relevant features that summarize how each case contributes to promote port intermodality and/or logistics.

4.Strategy for preparing new port cases

Mr. Estrada proposed to the rest of committee meeting members that they gather new port cases in order to reach at least a total number of ten or twelve specific port cases.

All the committee members agreed with this objective and observed that to reach more accurate conclusions about intermodality and logistics related to ports it is necessary to expand the geographical scope to continents other than Europe.

In this respect, the following cases will be initiated:

- Logistics developments in the port of

Osaka (Japan). This report will be prepared by Mr. Terume Ijima.

- Intermodality of dry bulks. The port of Richards Bay (South Africa). This case will be proposed for elaboration to Mrs. Nyameka Madikezeta. Also, Newcastle port (Australia) will be taken into account for incorporation in to the analysis.
- One case in Asia (for example, Singapore)
- Two cases in the American Continent (ports connected to the rail "land-bridge" in North America are very interesting as examples of intermodality promotion in a wide-scale).
- Dry Port of Madrid-Coslada (Spain). This case will be written by Mr. Jose Luis Estrada.

5.Objectives of the Committee for the next term

The general objective for the next term is to achieve a pedagogic publication in a homogeneous format showing ten or twelve best port practices in the field of logistics and intermodality. This publication should be presented at the IAPH Congress to be held in Shanghai (China) next year 2005.

To reach this general objective, all committee meeting members agreed that it is necessary to finish the report and conclusions at the end of the year 2004.

Taking in account this deadline, the following schedule was also agreed:

- To hold next Committee Meeting in Charleston (April 25-28, 2004), coinciding with the IAPH Mid-Term Congress,
- To hold another committee meeting in autumn of 2004 for a final review of the publication and to approve the conclusions.

6.Conclusions and close of the meeting

All the participants agreed to the general objective presented by the Chairman for the next term - i.e. extending the analyses to continents other than Europe and that new cases should be prepared before the coming IAPH Mid-Term Meeting in Charleston (United States), April 25 to 28, 2004.

Mr. Estrada thanked committee meeting participants for their attendance.

Places of Refuge



Frans van Zoelen

Vice-Chair, Legal Protection Committee

Introduction

A ship in distress needs a place of refuge in order to overcome its difficulties. A place of refuge is usually a port. However, a bay, an anchorage or even a floating dock can also be used as a place of refuge. Although there is no specific international rule, various writers regard the right of a ship in distress to enter a place of refuge as 'international customary law'. This right has to be weighed up against a coastal state's right of self-protection. IAPH is also of the opinion that there are two competing rights which have to be weighed up against each other (source: Resolution Provision of Safe Havens, Montreal, May 2001).

Current developments

Interest in and attention for places of refuge have increased dramatically in a short time, partly as a consequence of the Prestige incident. Since then a number of

measures have been taken in the European arena in order to make shipping safer.

In addition IMO recently adopted the 'Guidelines on places of refuge for ships in need of assistance'. The 'Guidelines on places of refuge for ships in need of assistance' were adopted by the Assembly of the IMO in December 2003 (Assembly Resolution A. 949 (23)). These guidelines provide a strategy on how to respond and communicate when a ship is in distress. All parties involved (the captain, shipping companies, salvagers and governments) now have a common operational framework which enables them to respond effectively to a ship in distress.

Liability and compensation

As mentioned, the Guidelines on places of refuge are of an operational nature and do not relate to the issue of liability and compensation for damage arising from a

decision to refuse or to allow a ship to enter into a place of refuge.

The compensation regime is regulated in various international conventions. However, parts of this regime are not yet fully operational as the Bunker Convention (International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 - 23/3/2001) and the Hazardous and Noxious Substances Convention (International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996 - 3/5/1996) are not yet in force. Therefore it is of the utmost importance that our respective governments are stimulated to ratify these two conventions.

Furthermore, there is the question as to whether their coming into force will result in an all-encompassing system. It is likely that there will be a number of different types of ships and cargoes which will not be covered by the regime. This leads to the question whether there should be a specific Places of Refuge Convention. Maritime lawyers in various international bodies are presently studying this question. In this context a conference will be held in Vancouver from May 31 to June 4 under the auspices of the Comité Maritime International. The Legal Committee of the IMO is also expected to discuss the outstanding legal aspects of compensation and liability issues in the autumn. IAPH's input for the debate will be discussed in the Legal Protection Committee that will meet in Charleston in conjunction with the Mid-term Board meeting.

INTERNATIONAL MARITIME ORGANIZATION



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LEGAL COMMITTEE
87th session
Agenda item 7

LEG 87/7
5 August 2003
Original: ENGLISH

PLACES OF REFUGE Note by the Secretariat

SUMMARY

Executive summary: This document contains in its annex a draft Assembly resolution on Guidelines on places of refuge for ships in need of assistance.

Action to be taken: Paragraph 7

Related documents: LEG 86/15, paragraphs 128-133, MSC 77/26, paragraphs 8.27.4, 8.27.5, NAV 49/19, paragraph 5.24.2.

- 1 At its eighty-sixth session, the Legal Committee supported the need for the urgent adoption of guidelines on places of refuge. It further decided that the draft guidelines should contain the following caveat: "These guidelines do not address the issue of liability and compensation for damage resulting from a decision to grant or deny a ship a place of refuge." The Committee also agreed to recommend to the Maritime Safety Committee (MSC) and the Sub-Committee on Safety of Navigation (NAV) that the following wording be added as an operative paragraph to the draft Assembly resolution on Guidelines on places of refuge for ships in need of assistance: "Requests the Legal Committee to consider, as a matter of priority, the Guidelines from its own perspective, including the provision of financial security to cover coastal State expenses and/or compensation issues; and to

take action as appropriate.”

- 2 At its seventy-seventh session, the MSC instructed the NAV Sub-Committee to insert into the Guidelines the above caveat on the issue of liability and compensation, as well as the provision on financial security to cover coastal State expenses.
- 3 At its forty-ninth session, the NAV Sub-Committee inserted these provisions into the Guidelines.
- 4 The MSC had also suggested to the NAV Sub-Committee that it submits the revised text of Assembly resolution on Guidelines on places of refuge for ships in need of assistance and Assembly Resolution on Maritime Assistance Service to the eighty-seventh session of the Legal Committee for information and action as deemed appropriate; and directly to the twenty-third session of the Assembly for adoption.
- 5 However, the NAV Sub-Committee has not submitted the Assembly Resolution on Maritime Assistance Service to the Legal Committee for advice. It has only requested the Legal Committee at its eighty-seventh session:
 - to endorse the location of paragraphs 1.2.4 and 1.3.6 (renumbered as 1.11 and 1.17) in the annex to the draft Assembly resolution on Guidelines on places of refuge for ships in need of assistance within the document; and
 - to give guidance on which international instruments, including those addressing compensation and liability, should be included in the preambular paragraphs and appendix 1 to the annex to the draft Assembly resolution on Guidelines on places of refuge for ships in need of assistance.
- 6 A copy of the draft Assembly Resolution on Guidelines on places of refuge for ships in need of assistance is attached at Annex.

Action requested of the Legal Committee

- 7 The Committee is invited to consider the two issues at paragraph 5 above sent to it by the NAV Sub-Committee and to decide and comment as appropriate.

ANNEX 1

DRAFT ASSEMBLY RESOLUTION GUIDELINES ON PLACES OF REFUGE FOR SHIPS IN NEED OF ASSISTANCE

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO the obligations and procedures for the master to come to the assistance of persons in distress at sea established by regulation V/33 of the International Convention for the Safety of Life at Sea, 1974, as amended,

RECALLING FURTHER that the International Convention on Maritime Search and Rescue, 1979, as amended, establishes a comprehensive system for the rescue of persons in distress at sea, which does not address the issue of ships in need of assistance,

CONSCIOUS OF THE POSSIBILITY that ships at sea may find themselves in need of assistance relating to safety of life and protection of the marine environment,

RECOGNIZING the importance of and need to provide guidance to masters and/or salvors of ships in need of assistance,

RECOGNIZING ALSO the need to balance both the prerogative of a ship in need of assistance to seek a place of refuge and the prerogative of a coastal State to protect its coastline,

RECOGNIZING FURTHER that the provision of a common framework to assist coastal States to determine places of refuge for ships in need of assistance and respond effectively to requests for such places of refuge would materially enhance maritime safety and protection of the marine environment,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventy-sixth and seventy-seventh sessions, by the Marine Environment Protection Committee at its forty-eighth session and by the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. ADOPTS the Guidelines on places of refuge for ships in need of assistance, the text of which is set out in the Annex to the present resolution;
2. INVITES Governments to take these Guidelines into account when determining and responding to requests for places of refuge from ships in need of assistance;
3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the annexed Guidelines under review and amend them as appropriate;
4. REQUESTS the Legal Committee to consider, as a matter of priority, the said Guidelines from its own perspective, including the provision of financial security to cover coastal State expenses and/or compensation issues; and to take action as it may deem appropriate.

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Port Health and Safety News *No.3*



Mike Compton
Proprietor, Circlechief AP

“New ILO Code on Safety and Health in Ports”

THE momentous moves taken internationally in 2003 regarding maritime security which involved IMO and the ISPS Code and which culminated at the ILO in December, overshadowed another initiative taken over the same timescale. A new Code of Practice on safety and health in ports will, by the time this article is being read, have completed its development procedure and be in the final stages of preparation for printing. The ILO Code on this subject is used by many in the port industry as a reference work and the following article describes the action that has been taken and, in the process, gives some indication of the contents of the new Code.

Background and Need for New Code

Within the family of United Nation's agencies, IMO has the responsibility for all aspects of seafarers' safety, whilst ILO is responsible for the safety of those who load and unload the ships and generally work in ports. IMO, of course, is based in London whilst ILO is based in Geneva and, as with IMO, ILO works through different levels of instrument. It principally has four levels - Conventions, Recommendations, Codes of Practice and Guides. Safety and health in dock work first featured in a Convention adopted in 1929 and this

was quickly replaced by another (ILO 32) in 1932. This particular Convention became the basis for national legislation on the subject around the world and endured for many years. This was largely because the nature of cargo handling did not change for many years. However, when it did change the ILO developed another, more far-reaching Convention (ILO 152) in 1979. Whereas the first two were very prescriptive in nature, the new Convention sought to lay down principles to be achieved, eg the safe handling of dangerous goods. A recommendation (#160) supplemented the Convention but the intention was that detailed guidance on how the principles might be achieved would be found in a Code of Practice. ILO first produced a Code in 1958 and issued a second revised edition in 1977. A further publication, a Guide, was produced in 1976 and it has become increasingly clear over the past few years that both the Guide and the Code were out of date and out of step with the Convention.

Revision Arrangements

Accordingly, it was decided in 2002 that they should be revised and, after receiving advice from a small ILO Advisory Group which was formed from ICHCA International's Safety Panel, ILO decided to bring the two publications

together and produce a new Code. Consultants were retained to produce a draft new text and that was submitted, as requested, on 6 June 2003. The ILO Secretariat then arranged for the text to be translated into its two other working languages, French and Spanish, and for it to be circulated to all the social partners in the 180 member countries of the organisation. ILO works with three social partners - employers, employees and government - and each group was consulted in every country. This is part of the normal procedure for new or revised documents to be developed.

Meeting of Expert Group

The next step was to convene a meeting of an Expert Group in Geneva for 8 working days during December. As before, the Expert Group is convened from the Social Partners (12 persons from each) and with each region of the world represented. They were entitled to bring advisers with them and there was a total of about 50 persons who gathered on 8 December to begin the process of review. The consultants were retained to advise the Group as required.

Revising and amalgamating the Code and Guide was a major task. The previous Code and Guide had very little in them that could be discarded completely, as most of it still applied. At the same time, however, there had been a great expansion in safety and health concerns generally and this had affected the port industry the same as every other industry. Consequently, there were more issues and this had led to a much more comprehensive coverage of the subject across all areas of activity. Accordingly, the revised document to be considered by the Expert Group was considerably larger than its predecessor (which in turn was larger than the original). Some 230 pages of A4, together with the comments received from Social Partners around the world awaited the Expert Group's attention.

In the event, there was cross group agreement on nearly everything. Health and safety is a common ground that all the social partners can usually agree on and there were only a very small number of issues out of the very many considered that caused any controversy. Even there, agreement was found and the result of the Expert Group's hard work over 8 days was an agreed text on the subject of safety and health in ports that will now go to the ILO's Governing Body in March for ratification. By the time that this article is being read it is

expected that the document will have been approved. Publication is expected sometime in the autumn of 2004.

The New Draft Code

The new draft text can be seen on the ILO's website. Chapters 1-5 cover:

- introduction, scope and definitions
- general provisions
- port infrastructure, plant and equipment
- provision of lifting appliances and loose gear
- safe use of lifting appliances and loose gear

Whilst these chapter headings mirror the opening chapters in the earlier Code, they cover a much wider range of subjects. Chapter 2, for example, has important sections on responsibilities, the management of safety and health, safe systems of work and organisation of safety and health provisions (as such it replicates the approach shown in the IMO's "Recommendations on the Safe Transport of Dangerous Goods and related activities in Port Areas"). A very definite trend over the past 25 years has been the development of the specialised terminal and this is reflected in chapter three whilst the other big trend towards specialised plant and equipment is also reflected in chapters 4 & 5.

Significant Change

Amongst the more significant changes are specific chapters on operations ashore and also afloat, dangerous goods, emergency arrangements and health. References to most of the many different cargo operations that can be found in ports, including ro-ro, containers, dry bulks and liquid bulks, forest products, scrap metal, steel products,

trade cars will be found. Since the IMDG Code became mandatory within IMO (thus requiring ships of all the nationalities and flags who are signatories to SOLAS to comply with it), it is appropriate that expanded references should be included that are appropriate and suitable as far as the shoreside is concerned. In this way, more positive and clear advice is given to enable the principle of the Convention (the safe handling of dangerous goods) to be met whilst at the same time the ship shore interface is made more seamless.

Another development over the years has been the rise in health issues and the Expert Group recognised this by giving a complete chapter to it in the new Code. Within chapter 9, therefore, will be found various references, including fumigation, dusty cargoes, noise, fatigue, fumes, vibration and ergonomics. Advice is also given on occupational health services and first aid provision. Yet another development has been in relation to emergencies. A whole group of in-port emergencies has emerged where individuals might need to be rescued from isolated or exposed positions. These include drivers from cabs 33m above the ground, maintenance personnel from a variety of high level situations or low level below the ground positions and cargo handlers from bulk holds where there is no lifting device as such available for fast evacuation. These are real situations that have occurred and add to the other, long-standing possibility of rescue from the water. Further emergencies can arise from cargo, particularly dangerous goods in containers or ro-ro vehicles and, of course, there is always the possibility of emergencies from ships coming into port in distress and environmental concerns. High winds, low temperatures, high temperatures, flooding,

earthquakes and even volcanic eruptions are some of the natural events that can cause immense emergencies. How to plan to cater for these without having a separate plan for each type of emergency needs certain care in developing emergency provisions and chapter 11 has been written with this in mind. The Convention does not actually deal with environmental matters at all but the Expert Group decided that it was right for the new Code to give some advice on that aspect of cargo handling, in view of its importance.

An important provision that the Expert Group has recommended to the Governing Body concerns innovation and technical developments. If past experience is a guide, the new Code will not be reviewed again until about 2031 and this is clearly inappropriate in the light of the current pace of change. A new provision has, therefore, been suggested whereby ILO can convene small Expert Groups to consider specific innovations or technical advances to determine whether/how they might be added to the Code. A very sensible provision.

A great deal of work has gone into this review and it is hope that the new Code will assist the cargo handling community in providing safe and healthy operations far into the future.

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

Readers wishing to submit questions on this topic or that have points to add to this debate are encouraged to contact Mike Compton directly by e-mail on mike@portsafety.demon.co.uk

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.

Visits

Secretary General Inoue meets Mr. Mitropolous of IMO



On February 23, accompanied by Mr. van der Kluit, IAPH Europe Office, Secretary General Inoue made a courtesy call to Mr. Efthimios Mitropolous, the newly appointed Secretary General of IMO, at its headquarters in London. Present also were Mr. Koji Sekimizu, Director, Maritime Safety Division and Mr. Salonn, Director, Marine Environment Division. Mr. Mitropolous, expressing his appreciation to IAPH for its active contribution to IMO's activities over the years, stressed the importance of continued and closer collaboration between IAPH and IMO in various fields such as maritime safety and pollution prevention.

In particular, he stated it a mandate today for the world port community to comply with the new security requirements of the SOLAS Convention. He also requested IAPH to keep IMO apprised of progress in ISPS Code implementation by the port sector, and also informed of any difficulties and obstacles identified so that IMO could take further action to ensure full-fledged implementation toward July 1st 2004. Dr Inoue responded that IAPH was once again determined to working harder with IMO and making further efforts to expedite the implementation of ISPS Code by member ports.

Visitors

Mr. Dongwoo Ha, Economic Affairs Officer, Transport & Tourism Division, Economic and Social Commission for Asia and the Pacific (ESCAP), visited the IAPH

Secretariat Office on March 3, and was greeted by Secretary General Inoue and Deputy Secretary General Hioka. The purpose of his visit was to exchange views and opinions on the current status of ports in the ESCAP region with Dr. Inoue.



From L to R: Hioka; Dr. Sungwon Lee, Korea Transport Institute; Dr. Inoue; Mr. Dongwoo; Ha, UNESCAP; Mr. I. Mitsuhashi, Economic Research Institute for Northeast Asia

IAPH Meetings

- April 25 - 28, 2004
Mid-Term Board Meeting
Charleston, South Carolina, U.S.A.

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

IAPH Secretariat
Tel.: +81 3 5403 2770
Fax: +81 3 5403 7651
E-mail: info@iaphworldports.org

- May 21 - 27, 2005
24th World Ports Conference

For information:
<http://www.iaphworldports.org/events/shanghai05.htm>

Membership Notes

Changes

Port of Dunkirk Authority [France]
Managing Director: Jean-Claude Terrier

IPER (Le Havre Port Training Institut) [France]

Telephone: +33-2-32-92-59-69
E-mail: info@iper.fr
Director: Emmanuel Hardier

OPEN FORUM

“Partnership in a Competitive Environment”



Bruce E. Seaton

Chief Operating Officer, Port of Los Angeles

This paper was presented at the International Port Forum in Nagoya held on December 5, 2003 in Japan, and is reproduced here by courtesy of the organizing committee and Mr. Bruce E. Seaton.

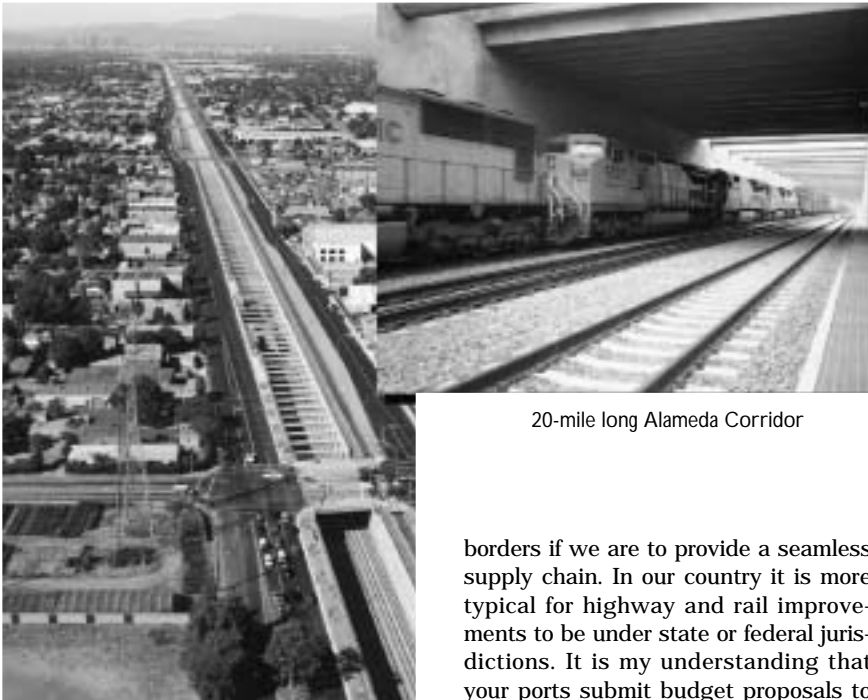
THE Port of Los Angeles enjoys stature as the leading container-port in the United States. That stature is the result of a unique combination of factors.

We share a common boundary with the second largest port, our neighbor the Port of Long Beach. Together, we are the third busiest port complex in the world, behind Singapore and Hong Kong. Part of our success can be attributed to our geographic location serving a 16 million-consumer population in Southern California. The economies of scale, as you well know, dictate that the largest vessels come to Southern California fully loaded.

As you might imagine, the competition between our two ports is often fierce as we both seek to secure new tenants for our facilities or a greater market share of West Coast container cargo traffic. Currently, our two ports handle some 43% of the US international cargo.

Most recently, our two ports were





20-mile long Alameda Corridor

major contenders for a new terminal for shipping giant Maersk Sealand. The Port of Los Angeles succeeded and we are looking toward full build-out of the 484-acre terminal next year. Last August we opened the first phase 316 acres of this state-of-the-art facility. While the move of the merged Maersk and Sealand to Los Angeles created vacancies in two separate locations in Long Beach, they have used that opportunity to move other tenants into much-needed terminals.

For our port, we moved Maersk Sealand onto an almost 600-acre landfill which was created specifically for a container operation and liquid bulk facility. This is, of course, competition, but it is also one of the best examples of the advantages and opportunities which competition can foster within our industry. Our competition continues as customers seek larger facilities for space charter partners or their own growing demands for land. Much of our competition, like your own, is determined by the timing of facility completions and the ability to meet customer demands.

Perhaps, however, a more interesting story for Los Angeles and Long Beach is in the cooperative measures we have undertaken in recent years. We find that the extent of our cooperation and joint ventures often surprise people.

About 20 years ago, we realized for the first time that ports in the United States must undertake infrastructure improvements projects well beyond our

borders if we are to provide a seamless supply chain. In our country it is more typical for highway and rail improvements to be under state or federal jurisdictions. It is my understanding that your ports submit budget proposals to the federal government for infrastructure improvements which are then funded at the federal level.

In the late 1980s, our two ports began to develop what would become the Alameda Corridor. This is a 20-mile stretch of rail which links both ports to the downtown Los Angeles intercontinental rail hub. We each invested \$200 million to acquire rail rights-of-way. Which means that we took it upon ourselves to start this project even before we were assured of state or federal assistance.

With the purchase of the rights-of-way, the railroads agreed to pay fees for use of the Alameda Corridor. There is no other place in the country where the railroads have agreed to this user fee structure.

A Joint Powers Authority was established to build and run this project. It is based on participation by the cities and ports of Los Angeles and Long Beach, with representatives of those city councils and port authorities. This is a unique situation with governance by both cities but with port control maintained. It should also be noted that this project passes through seven other municipalities, each of which negotiated for sound walls, street improvements, etc.

The need was obvious. Some 200 grade separations caused rail and automobile conflicts in this short distance. Rail from our growing ports was not reliable and trains could take two hours to make the trip, traveling at only five miles per hour.

The Corridor opened in April 2002

and eliminated those 200 grade separations. Trains can now reach downtown in 45 minutes, traveling safely at speeds up to 40 miles an hour in urban areas.

In addition, the project brought environmental advantages, particularly with a reduction in air emissions from reduced truck traffic and queuing of trucks and cars at intersections.

Funding for the project came from the ports but also from state and federal sources. The ports still guarantee the bonds associated with the financing of the \$2.4 billion project. We are proud to report that this public works project came in on time and under budget. This is what we Americans call a "win-win" project.

Common issues such as infrastructure improvements and environmental programs remain as subjects where Los Angeles and Long Beach believe that cooperation, rather than competition, will achieve the greatest results. With our close proximity, our growth predictions become merged. We are conservatively estimating 5 to 7 percent increases in container traffic annually.

That growth will impact our highways and freeways which are already taxed with heavy traffic in peak hours.

Our solution is to look at a number of ways to help relieve the problems now and into the future. One is to improve our infrastructure with plans to upgrade our bridges and freeway accesses. Together, we are looking at regional traffic issues and funding sources.

Another joint program is development of a plan for extended gates at our terminals. It is imperative that we maximize use of our infrastructure. Both elected officials and members of the community are urging us to institute 24-hour, 7-days a week operations. However, we believe that extended gates with cooperation throughout the supply chain, is the answer.

Already, some 20% of the Los Angeles terminals are open beyond peak hours. However, use of the terminals in these late night and early morning hours has not been economically feasible since distribution centers, large retailers, trucking and labor are not yet fully operational at these hours.

Our solution is to establish a working group chaired by a local City Council member and a Harbor Commissioner, to bring together some 60 members of the cargo transportation chain to find the answers. The solution may require some operations changes for all entities, but for the greater good.

No single step will completely solve the problem of congested highways and



other yard equipment, we have recorded some 50% reductions in air emissions.

Obviously, the air quality in our harbors cannot be separated so our respective environmental programs have common goals. This is not an area where competition results in the best benefit for our communities.

Another area in which a mutual and non-competitive is homeland security. In cooperation with the United States Coast Guard, Customs and other agencies, our two ports are seeking an integrated approach to safeguarding cargo, property and people. We are jointly developing a number of programs to improve our overall vulnerability.

For example, our two ports are investigating a site and funding for a joint-agency container inspection facility and we are testing a number of Transportation Worker Identification Card system which can be applicable throughout the country. As the busiest port complex in our country, we are finding ourselves as the logical sites for development of security technology.

Although international trade is a highly competitive industry, we have found that our impacts on employment, air quality, security, transportation efficiency and other issues most often require a cooperative approach. This partnership with our nearest competitor has become a standard policy in recent years. We will fiercely compete for cargo. However, we will cooperate on those issues which effect our continued success as a region.

Thank you.

busy terminals.

We will combine the best thinking of this maritime industry with signage, appointment systems, computerized traffic reports and other measures which, when taken in combination, will help with the widespread solution.

Both Los Angeles and Long Beach rely on joint growth projections and computer models to assist in rail and traffic planning well into the future.

As we find solutions to traffic issues, we are also attacking one of our other priority issues: environmental stewardship. The Port of Los Angeles has undertaken an ambitious, multi-faceted Environmental Management System, which includes various innovative but voluntary measures to reach a no-net increase goal for air emissions.

While in this area, the Port of Los Angeles and Port of Long Beach programs are currently separate, they are similar and in cooperation with our regional, state and federal environmental agencies. For example, both ports have asked their steamship lines to reduce the speed of vessels approaching the ports. Currently, this is not a program required by any regulatory agency. It is, in fact, a voluntary program. Nevertheless, a simple reduction to 12 knots has resulted in some 1.5 tons reduction in the amount of nitrous oxide released into our air daily. This is

certainly a significant reduction in air pollutants.

Los Angeles and Long Beach has both begun a program to encourage the use of alternative fuels and diesel oxidation catalysts on terminal equipment. In our case, we have funded the installation of some 600 of the diesel oxidation catalysts among our terminal operators. When used together with emulsified fuel on the same transloaders and





IMO: Alien invaders in ballast water - New convention adopted at IMO

**International Conference on Ballast Water Management
February 9-13, 2004**

A new international convention to prevent the potentially devastating effects of the spread of harmful aquatic organisms carried by ships' ballast water has been adopted by the International Maritime Organization (IMO), the United Nations agency responsible for the safety and security of shipping and the prevention of marine pollution from ships. The instrument was adopted at an international conference held from February 9 to 13, 2004 at IMO's London Headquarters.

The Convention will require all ships to implement a Ballast Water and Sediments Management Plan. All ships will have to carry a Ballast Water Record Book and will be required to carry out ballast water management procedures to a given standard. Existing ships will be required to do the same, but after a phase-in period.

Parties to the Convention are given the option to take additional measures which are subject to criteria set out in the Convention and to IMO guidelines yet to be developed.

IMO Secretary-General Mr. Efthimios E. Mitropoulos congratulated Member Governments on the successful outcome of the conference.

"With the adoption of this Convention, the Organization has made global provisions to control and manage ships' ballast water and thus prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens across the seas and oceans of the world. Your work over the past week is a significant step towards controlling the introduction of invasive species via ballast water and thus towards safeguarding the biodiversity of the oceans," Mr. Mitropoulos said.

"In no small measure, this is an achievement that becomes all the more important and significant given the consensus decisions you were able to make

on a subject of undeniable complexity. Adopting international provisions, through consensus, when regulating an international industry like shipping is of vital importance and you have done just that."

The Secretary-General emphasized that implementation of the Convention was now crucial.

"The work of IMO and its membership on the subject that brought us together this week will not cease with the signing of the Final Act. The momentum must be sustained and our efforts should turn immediately to the task of bringing the Convention into force as soon as possible," he said.

Mr. Mitropoulos commented that reaching agreement on issues such as the global standards for ballast water exchange and treatment; the measures a party can take in addition to the global standards, and IMO's involvement in such measures; ballast water exchange areas; and the entry into force provisions "would not have been possible without the spirit of goodwill, understanding and compromise on the part of the many delegates and observers from all over the world who have contributed to attaining this goal."

"We often speak about the fabled 'IMO spirit of co-operation' and we have witnessed it many times over this past week," he added.

Mr. Mitropoulos emphasized the importance of early, wide and effective implementation of the new convention and pledged the support of the Organization's Integrated Technical Cooperation Programme to help those countries who needed assistance. The Conference adopted a resolution on promotion of technical co-operation and assistance.

The GEF/UNDP/IMO Global Ballast Water Management Programme (GloBallast) is already providing technical support and expertise under a multi-million dollar project (GloBallast: <http://globallast.imo.org/>).

The Convention will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage.

The Conference was attended by representatives of 74 States, one Associate Member of IMO; and observers from two intergovernmental organizations and 18 non-governmental international

organizations.

Resolutions adopted by the Conference

The Conference also adopted four resolutions:

- Conference resolution 1: Future work by the Organization pertaining to the International Convention for the Control and Management of Ships' Ballast Water and Sediments
- Conference resolution 2: The use of decision-making tools when reviewing the standards pursuant to Regulation D-5
- Conference resolution 3: Promotion of technical co-operation and assistance
- Conference resolution 4: Review of the Annex to the International Convention for the Control and Management of Ships' Ballast Water and Sediments

(February 13, 2004, IMO)



AAPA: AAPA commends IMO action - Ballast Water Management

A landmark decision by the International Maritime Organization (IMO) for new regulations to curtail the spread of harmful aquatic species carried in ships' ballast water has earned accolades from the American Association of Port Authorities (AAPA), the organization representing public ports throughout the Western Hemisphere. The announcement came last week during a diplomatic conference to finalize the international treaty, which had been ten years in the making.

While 30 countries must ratify the new IMO treaty before it can be enforced, AAPA is optimistic it will lead to a U.S. Coast Guard certification program for ballast water treatment technologies. For years AAPA has publicly advocated for a strong national and international regulatory regime to reduce the potential for ecological and economic damage that can result from aquatic nuisance species.

"Because ballast water management

is a key concern of U.S. port authorities, many have been actively involved in ballast water education programs and treatment demonstration projects," said Nagle. "The port industry wholeheartedly applauds the important action IMO has taken on the issue. Now we eagerly await the next big step – the development of a mandatory national ballast water management program, as AAPA has long urged."

Thousands of marine species may be found in the 80 million tons of ship ballast water discharged in U.S. waters each year. While IMO member countries adopted a voluntary program of ballast water management guidelines in 1997 to prevent the transfer of harmful aquatic organisms and pathogens, under the new treaty all ships will be required to implement a ballast water and sediments management plan and record-keeping system.

(February 19, 2004, AAPA)



European Parliament: Set to back "Motorways of the Sea"

EUROPEAN Parliament adopted a legislative resolution on Community guidelines for the development of the Trans-European Transport Network (TEN-T).

Following the report last year on these guidelines by the High Level Group under Karel Van Miert, the Commission submitted to Parliament an amended proposal, adding nine new projects to those already adopted by the European Parliament at its initial first reading. MEPs warmly back the introduction of "Motorways of the Sea" to launch new regular trans-national cargo shipping lines.

These routes are intended to improve links with islands and enable goods traffic to avoid natural barriers such as the Alps and the Pyrenees. Member States will, with Community assistance, support packages involving infrastructure, logistic systems and start-up aid. The "Motorways of the Sea" will thus acquire the same importance as road motorways and railways in the Trans-European Network.

In their amendments to the Commission's text, MEPs are demanding a clear list of priority programs in the context of enlargement and the future Financial Perspective. Other

amendments proposed seek to modify some of the 29 projects in Annex III of the proposal.

In addition, the Parliament insists that it should be consulted on a number of points under the codecision procedure. One of these is the appointment of a European co-ordinator, whose role will be to assist with certain projects of European interest. Another is the Quick Start Program, adopted by the Transport Council, in December 2003, which identified a number of component projects chosen from within the TENs 29 corridors (cross-border projects) on which Community funding is to be focused over the next three years.

Although Commission TREN Director-General Lamoureux had earlier tried to convince MEPs that the Quick Start Programme was not legally binding, several of them complained that the EP had not been formally consulted under the codecision procedure. Committee chairman Paolo COSTA (ELDR, I) put an oral question to Council at the Brussels plenary session of Wednesday February 25 on the failure to consult Parliament on the Quick Start projects.

*(EUROPARL Daily Notebook
March 11, 2004)*

EC: GALILEO Project is off the ground

THE European Commission adopted a communication on progress on the GALILEO program. Less than two years after the launch of the project in March 2002 and less than six months after the actual setting up of the GALILEO joint undertaking, the Commission was keen to inform Parliament and the Council of progress achieved in the development phase of the project. Among other things, the communication covers the ordering of the first two experimental satellites, the cooperation agreement with China and the procedure for designating the future concession holder for the system. «Everything is now in place to be able to move on to the deployment and operation phases in accordance with the planned deadlines, i.e. before the end of the decade», declared Loyola de Palacio, Vice-President of the Commission.

The year 2003 was crucial for the program. The adopted communication states first of all that the development phase, which extends from 2002 to 2005, is progressing as planned. The first two experimental satellites were

ordered in July 2003. They will be emitting signals from space by the summer of 2006 and will thus guarantee the use of frequencies that the World Radiocommunications Conference held in 2003 allocated, moreover, to the GALILEO system.

The rapid development of international cooperation is also examined in detail in the communication. The agreement concluded with China in October 2003 (see IP/03/1461) is important and exemplary. Similar measures are underway with regard to other third countries. As regards relations with the United States, the negotiations to be held in Brussels on 24 and 25 February next should conclude with an agreement which will guarantee interoperability of the American and European systems.

Finally, the communication devotes a great deal of attention to the preparation of the future phases of deployment, from 2006 to 2008, and operation, from 2008. The procedure for designating the future concession holder for this system is making very satisfactory progress, since three consortia have been admitted to the second phase, the competitive negotiation (see IP/04/172). Moreover, discussions on the future management structures for the system, particularly for the Supervisory Authority, are making good progress within the Council.

The communication concludes that it is essential firstly that the legislative procedure concerning the rules on the future management structures for the programme be completed without delay and secondly that the European Parliament and the Council confirm the guidelines which they have previously issued. In particular, it is vital that the European Space Agency should be able to finally adopt the technical options considered so far, that the joint undertaking should complete the negotiations relating to the choice of system operator and that the Supervisory Authority should conclude the concession contract.

Background

GALILEO is the European satellite radionavigation program. It was launched at the initiative of the European Commission and developed jointly with the European Space Agency (ESA). It will give rise to a technological revolution comparable to that produced by mobile telephones. It will also lead to the development of a new generation of universal services in sectors such as transport, telecommunications, agriculture or fisheries. So far, only the

American GPS system and the Russian GLONASS system have harnessed this technology, which promises to be highly profitable. Both those systems are financed and controlled by the military authorities. The GALILEO programme, however, will be administered and controlled by civilians and offers a guarantee of quality and continuity which is essential for many sensitive applications. Thanks to the interoperability of GALILEO with the current systems, navigation and positioning services will become more reliable and accessible throughout the world.

(February 20, 2004, EC)



PIANC: New working group - InCom WG28

Developments in Automation and the Remote Control of River Works

PIANC's Inland Navigation Commission (InCom) has established a new Working Group (WG 28), which will study "Developments in automation and the remote control of river works (dams, locks, mobile bridges...)"

The aim is to organise an exchange of international experience and learning about:

- automation of river works (dams, locks, mobile bridges,...)
- remote control of these facilities.

This exchange can be carried out from several points of view :

- quality of the service for the inland waterway transport
- safety - risks
- limits to the operational fields
- Concise description of the types of technique used in various situations.

Many countries have put into practice, automation and remote control for river and canal operation:

- automation of groups of locks on less busy canals. This has been done in France on several waterways using differing techniques (electronic control from the vessels, or simple mechanical control...)
- automation or remote control of dams on rivers
- remote control of locks on big and busy canals or rivers. Several experiences are known, but generally the work-station is not far from the locks.
- Automatic ship lock management: this involves using a procedure to define the

position of the ships in the locks in order to maximise the number of ships in the chamber.

There are now some automatic packages that can be used to regulate ships in locks (instead of the old fashioned "first arrived - first in"). Such packages could use a RIS database to know the ship sizes, estimated time of arrival, etc...

The development of these practices is useful to improving the service given to the boats on rivers and canals, but we know that they have limits. What are the advantages and disadvantages of such systems, seen by the different inland waterways managers, from the following points of view:

- influence on the quality of service given to the river transport companies
- economy of cost of operational control staff
- increase of personal interest in the jobs
- influence on the safety of the operation and of transport. This is often positive, but knowledge of the difficulties would be interesting
- possibility of standardisation of equipment in automation of remote controls advantage of better knowledge of the traffic on the waterways, this knowledge giving the means to achieve a more efficient organisation of the use of staff.

Upcoming Conferences



ICHCA: IIL International Conference

May 2 - 5, 2004

Las Palmas de Gran Canaria

27th Continuous Cargo Handling Conference

Theme - Regional Hubs in World Maritime Trade

Program

- May 2
 - 11:00 - 16:00 ICHCA International Limited Board Meeting
 - 16:00 - 19:00 Registration
 - 19:00 Opening Ceremony
 - May 3
 - 08:00 - 10:00 Registration
 - 10:00 - 11:00 Opening Speeches
- José Llorca Ortega**
President Puertos del Estado.
Government of Spain

James Hartung

ICHCA International Limited
Chairman

11:30 - 13:30 **1st Session**

The Role of Regional Hub Ports in World Maritime Trade

13:45 - 15:15 Keynote Speaker Lunch
Name to be announced

15:30 - 17:30 **2nd Session**

Refrigeration

17:30 - 18:30 ICHCA International Limited
General Meeting
(For members Only)

• May 4

9:30 - 11:30 **3rd Session**

The Effect on Ports of Changing Ship Design

12:00 - 14:00 **4th Session**

Collaboration between Centres of Higher Learning and the Transportation Industry.

14:15 - 15:45 Keynote Speaker Lunch
Name to be announced

16:00 Port Technical Visit

20:00 Cocktail and Gala Dinner

• May 5

09:30 - 11:30 **5th Session**

"Port Training/Dangerous Goods"

11:30 - 12:00 Coffee Break

12:00 - 14:00 **6th Session**

ISPS/Security in Ports

14:15 - 15:45 Keynote Speaker Lunch

Cleopatra Dombia-Henry,
Director, ILO

16:00 - 17:00 **ICHCA INTERNATIONAL SAFETY PANEL**

Closing Ceremony
Presentation IIL
International Conference
2006

• May 6 & 7

42nd Meeting of the International Safety Panel

Registration Fee

includes

- participation in all the work sessions
- conference documentation
- attendance at the opening ceremony and cocktail
- delegate lunches, coffee breaks and closing dinner

IIL Member: € 1,100.00

non-IIL Member: € 1,350.00

For Further Information:

Eclipse, Gestión de Eventos SL
C/ General Vives 77, 1º A

35007 Las Palmas de Gran Canaria
Tel: +34 928 227 079
Fax: +34 928 224130
E-mail: ellipse@ellipse-eventos.com
URL: www.illaspalmas2004.com
or
E-mail to ICHCA International
info@ichcainternational.co.uk



2nd Intermodal Asia 2004

June 6 - 7, 2004, Dubai, U.A.E.

THE 2nd Intermodal Asia 2004 Dubai Exhibition and Conference is hosted by Dubai Cargo Village and takes place at the Al Bustan Rotana Dubai on Sunday June 6 and Monday 7 with 250 international air and sea freight conference delegates plus 50 international sea and air cargo-handling exhibitors and sponsors to the concurrent 2 days Exhibition.

The Conference features 30 world-class speakers highlighting latest issues effecting the development of Intermodalism throughout Europe, the Middle East and Asia as well as reviewing latest developments in Sea-Air cargo shipments; direct connections to main and feeder air and sea ports worldwide and the application of rail and road as part of the intermodal logistics chain.

- Registration Fee: US\$ 1,295.00
*15% discount for IAPH Members
- 3 for 2 Special Offer: Registering 2 delegates at the international rate below entitles you to register a 3rd colleague from your company free of charge.

For further information:

Transport Events Management Sdn. Bhd.
53-3, 2nd Floor, Jalan USJ 9/5S
47620 Subang Jaya
Selangor Darul Ehsan, Malaysia
Tel: + 60 3 8023 5352
Fax: + 60 3 8023 3963
E-mail: info@transportevents.com
URL: <http://www.transportevents.com>



TOC2004 Europe

June 16 - 18, 2004

Fira de Cornellà, Barcelona

INTERMED, the "Southern Gate of Europe" alliance comprising the ports of Barcelona, Genoa and Marseilles, and official sponsor of this year's Terminal Operations Conference and Exhibition Europe (TOC2004 Europe), is to lead a key confer-

ence session at the event, exploring the future role of Mediterranean ports in serving Southern and Central Europe.

INTERMED ports serve more than 50 million consumers and have extensive areas dedicated to the logistical treatment of goods. This reach enables them to secure the necessary EC-level support to continue improving their hinterland links into the European heartland and makes them an excellent authority on the subject of developing optimum terminal and inland distribution strategies. In a conference session entitled "Serving Europe from the South" INTERMED, along with a number of other leading industry speakers, will explore how the role of Mediterranean ports will be affected by changes in Europe's socio-economic development as a result of the entry of ten new member states to the EU in 2004.

EU enlargement is bound to have a profound impact on Europe's trading landscape and container trade volumes. TOC2004, to be held from June 16 to 18 at the Fira de Cornellà in Barcelona, will discuss how ports across Europe can benefit from this, as well as looking at the potential opportunities that imminent EU enlargement could bring for the Baltic and Black Sea trades.

Other subjects up for discussion at TOC2004 include dealing with the operational challenges presented by 8,000TEU+ vessels and planning for the next generation of terminal capacity.

The conference will also feature a debate about whether container terminal operators should expand their participation in the door-to-door supply chain and look at what role they should play in hinterland development. On the technical side, discussion will focus on how to maximise the capacity of new and existing terminals, including debates and presentations on improving vessel handling productivity, how to intensify yard operations and options for reducing truck queues at the terminal gate.

With the July 1 deadline looming for ISPS Code compliance, a dedicated session will explore the cost implications of new security requirements.

Delegates can also take advantage of a pre-conference workshop on June 15, offering a practical perspective on ISPS Code implementation and compliance in ports.

The final day of the three-day conference will host a number of breakout sessions on subjects including the future of the African port industry and international port marketing. The breakout session format gives delegates the flexibility to tailor the event so as to gain maximum practical benefit.

Established in 1976, the annual shipping, ports and terminals event, organised by London-based Informa Maritime & Transport Plc, has over the years gained a loyal number of exhibitors and attendees.

More than four months before TOC2004 Europe opens its gates to delegates, visitors and exhibitors, the organisers have already reported exhibition floor booking of over 75% and the chances of an early sell out look promising.

Key exhibitors to have confirmed their attendance so far include: ABB, Bromma Conquip, Cosmos, CVS Ferrari, Global Transportation Solutions, Gottwald Port Technology, Hitec-O, Kalmar Industries, KCI Konecranes, KabelSchlepp, Liebherr, LXE Europe, Navis, Port Authority of Barcelona, SAIC, Schneider Electric and Siemens.

For further information:

Donna Watson
Informa Maritime & Transport
Tel: +44 20 7017 4494
Fax: +44 20 7017 4987
E-mail: donna.watson@informa.com
URL: www.toc-events.com



The European Sea Ports Conference 2004

June 17 - 18, 2004

Rotterdam, The Netherlands

Theme: European Sea Ports in a
Dynamic Market - Ports and the EU
Agenda

FOLLOWING the experience with the market access to port services' Directive, the European Sea Ports Organisation has taken up the challenge to start a reflection process on the role and added value of seaports for the enlarged Europe. Aim is to develop a positive EU agenda which takes into account the wider context in which ports operate.

The first European Sea Ports Conference kicks off this reflection process and will look at European seaports from the following perspectives:

- market dynamics
- the transport chain
- safety and security

Registration Fee: € 349.00 per person
(excl.VAT)

For further information:

Cécile Overlau
ESPO
Treurenberg 6
B-1000 Brussel, Belgium
Tel: +32 2 736 34 63
Fax: +32 2 736 63 25
E-mail: cecile@espo.be
URL: <http://www.espo.be>

Upcoming Seminars



IPPPM: 20th International Program for Port Planning and Management

May 17 - 28, 2004
New Orleans, Louisiana, U.S.A.

THE course offered by IPPPM is taught by public and private sector maritime industry leaders from around the United States and abroad, the staff of the University of New Orleans National Ports and Waterways Institute, University faculty, Port of New Orleans personnel, and practitioners from the local maritime community. A survey of IPPPM's 565 distinguished alumni from 102 countries worldwide has helped us shape the 2004 program around:

- Port Planning and Development
- Port Pricing/Economics/Tariffs and Cargo Projections
- Port Operations, Productivity and Capacity
- Strategic Planning and Port Sector Reform
- Container Terminal Operations and Management
- Developments in Ship Types, Size, Characteristics, and,
- Institutional Reform and Privatization
- Port Environmental Considerations
- Port Operations and Cargo Handling Technologies

Additional segments may address:

- Port Authority Marketing
- Port Engineering and Maintenance
- The Role of Ports in the World Economy
- Port Computerization
- Port Terminal Operations
- Capital Projects Management
- Port Safety and Security
- Marine Risk and Management Safety Issues
- Overview of Cargo Transportation - Modes and Economics

Other Activities

The two-week seminar provides over 70 hours of classroom instruction in approximately two dozen segments. Supplemental organized activities include site visits to terminal facilities, the port, and recent commercial and recreational waterfront developments, as well as an opening dinner and a commencement reception.

Registration Fee: US\$ 2,100.00

For further information:

Tim Joder, Director or Paulette Simon, Coordinator, International Program for

Port Planning and Management,
CUPA/LUTAC
University of New Orleans
New Orleans, Louisiana 70148
U.S.A.
Tel: (504)280-6519
Fax: (504)280-6272
E-mail: psimon@uno.edu
URL: <http://www.uno.edu/cupa/ippm.html>



AAPA: Port Directors Seminar

June 17 - 18, 2004
Atlanta, Georgia, U.S.A.

THE Special Seminar for Public Port Authority Port Directors is a one-and-one-half-day seminar specifically designed for/and limited to port directors. The format offers an exceptional opportunity for discussion of the major issues affecting port directors and their ports, including legislative and regulatory affairs, industry trends, and management challenges. The program is flexible, focusing on key issues while allowing for the opportunity to raise additional topics of interest for discussion.

Registration Fee: US\$495.00 *members*
US\$600.00 *non-members*

AAPA: Port Security Seminar

July 12 - 14, 2004
Baltimore, Maryland, U.S.A.

THIS two and one-half day seminar will address key security challenges confronting public seaports. Topics may include crisis management, security surveys, cruise terminal security, security plan preparation, terrorism, weapons of mass destruction, media relations, incident reporting systems, and security issues for small ports. The panelist will be individuals with many years of professional experience in seaport security and law enforcement.

Registration Fee: US\$610.00 *members*
US\$725.00 *non-members*

For further information:

Cerena Cantrell
American Association of Ports and Harbors
1010 Duke Street
Alexandria, VA22314 - 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/prgrams/education.htm>

New Publications



PIANC:

MarCom WG 22 Update "Armoured Slopes under Open Piled Quay Walls"

PIANC's Maritime Commission (MarCom) is currently updating Working Group 22 report from 1997, "Guidelines for the design of armoured slopes under open piled quay walls."

This report gave a practical but rather rough method for determination of the size of rock on slopes under attack by propeller-induced currents. However problems have been with the design guidelines for armoured slopes under attack by bowthrusters, because of the increased use and power of bowthrusters. Especially large fast vessels will cause problems for slope protection but also problems have been reported with relatively small vessels when bowthrusters have been used. Stability of riprap has become relevant and a more accurate method is needed to protect port structures and especially armoured slopes cost effectively against the bowthrustrer induced currents.

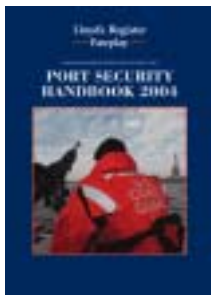
The report should cover following subjects:

- 1) Noticed damages of port structures under attack of bowthrusters and the related information about ships, protection and structure type (a questionnaire to the port authorities etc.)
- 2) Identification of the problem
- 3) Velocity fields caused by bowthrusters (also possible contacts to the manufacturers of these equipments)
- 4) Scour in front of quay walls, damage locations and stability risks of the quay structures
- 5) Damages to structural material (including the effect of ice).
- 6) Design criteria for slope and bed protection
- 7) Recommendations for port structures (guidelines for the design)

Most of the work will be a detailed literature review of recent studies of the behaviour and effects of bowthrusters followed by a consultation with the port authorities and consultants who have experience either in damages caused by bowthrusters or design/repair methods of port structures under attack of bowthrusters.

It can be ordered on line at <http://www.pianc-aipcn.org> or by sending an e-mail message to sabine.vandevelde@pianc-aipcn.org.

Port Security Handbook 2004



THIS brand new volume of the International Ship and Port Facility Security (ISPS) Code – Port Security Handbook written by Lloyd's Register, explains the intricacies of this new and important piece of international maritime legislation.

With over 200 pages of text, full colour photographs, diagrams, flow charts and checklists, the handbook provides the most comprehensive guide to the ISPS Code for ports available. The handbook describes the role and responsibilities of the Port Facility Security Officer and describes the practical steps needed to ensure the most rapid and efficient compliance with Code requirements.

Packed with a wealth of detail, this reference work will prove to be an working guide to meeting the on-going challenge of implementing and maintaining port security.

£295.00/US\$490.00/€ 460.00

For further information:

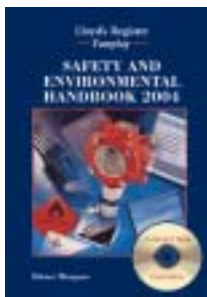
Lloyd's Register – Fairplay
3 Princess Way,
Redhill, Surrey, RH1 1UP,
U.K.
TEL: +44 1737 379000
FAX: +44 1737 379001
E-mail: info@lrfairplay.com
URL: <http://www.lrfairplay.com>

Safety and Environmental Handbook 2004

THE introduction of the ISM code highlighted the need to improve awareness and greater understanding of safety and environmental issues. Due to reduced manning levels, standards of training and communication problems between crew members from various countries, onboard safety is generally an area where improvements can be made.

The Safety and Environmental Handbook will help officers and crew to quickly increase their knowledge of systems, procedures and regulations relating to safety and environmental issues.

The handbook describes the fundamentals of basic safety requirements and environmental



subjects in simple language and includes many practical checklists.

One of the sections includes the development and conception of a ship-specific ISPS manual, including a working example. Security Officers will be able to refer to the handbook for help when drawing up their own manual, as required by the ISPS code (effective July 2004)

Book and CD Rom package
£250.00 / US\$415.00 / €395.00

For further information:

Lloyd's Register – Fairplay
3 Princess Way,
Redhill, Surrey, RH1 1UP,
U.K.
TEL: +44 1737 379000
FAX: +44 1737 379001
E-mail: info@lrfairplay.com
URL: <http://www.lrfairplay.com>

The Containerisation International Yearbook 2004



The 2004 Yearbook - at a glance

- Industry Reviews - including Jane R C Boyes invaluable overview of the industry
- Port-by-port guide - to container facilities, handling equipment and traffic statistics
- An A-Z Reference section - of container liner operators and their services
- Register of Container Carrying Vessels - including hull dimensions, TEU@14t and deployment details for each vessel
- Equipment Guide - listing manufacturers of terminal equipment and containers and computer software suppliers

Price: £290.00 / US\$495.00
HK\$3,775.00 / € 420.00

For further information:

Informa UK Limited
Sheepen Place, Colchester
Essex, CO3 3LP
U.K.
Tel: +44 1206 772222
Fax:
E-mail: enquiries@informa.com
URL: <http://www.informamaritime.com>

The Ships Atlas 10th Edition

THIS new 10th edition has been completely redesigned and offers maps that are even more visually appealing and easy to use.

The map section now includes ocean depth contours and the map extents have been reworked to improve coverage.

In addition, new regional maps from around the world are included and the useful new bookmark features world maps showing where areas of the major diseases, yellow fever, malaria, poliomyelitis and cholera are endemic.

The index has been completely revised and updated. Used throughout the maritime world by both shipboard and office personnel, The Ships Atlas remains the leader in its field.

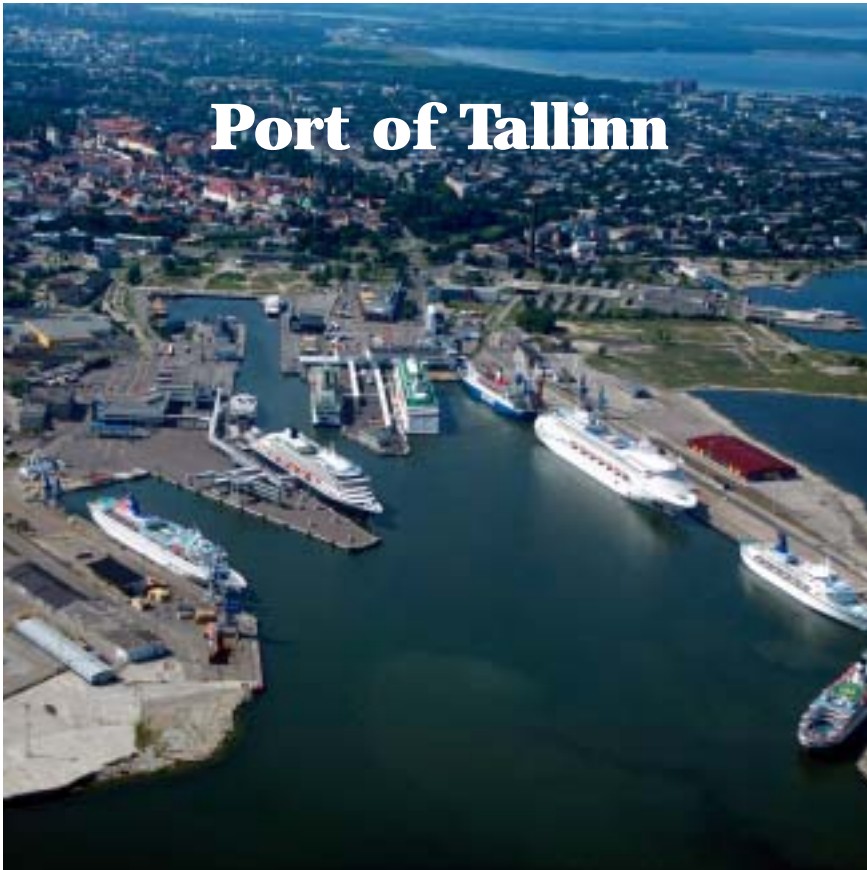
- Over 120 maps comprising 53 featured maps focusing on ports with 50 handy-sized inset maps and distance tables.
- Over 12,000 indexed ports and terminals, all clearly indicated on the appropriate maps.
- Comprehensive index featuring port position, maximum size, fuel availability, dry docks and airports.
- Regional and international distance tables on many maps.
- World maps featuring load line zones and associated data, time zones, world ocean currents and prevailing wind direction, MARPOL areas (updated to include latest regulations) and Institute Warranties
- Bookmark featuring World Health Organisation advice on areas of endemic major disease throughout the world.
- Also included is a demonstration CD for The Marine Atlas, the ultimate 'port finder' tool.

Price: £85.00

For further information:

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Cover of the Month



Port of Tallinn

ESTONIA is a sea country - the length of the coastline (3,800 km) is about 6 times longer than the mainland borderline. Therefore it goes without saying - seafaring and port business have long traditions and a major impact on the whole country.

Port of Tallinn is the biggest port authority in Estonia, holding also an important market position among the Baltic Sea ports. It is one of the biggest ports on the eastern shore of the Baltic Sea, handling both passengers and cargo.

With its location on the south coast of the Finnish Gulf in the Baltic Sea, Port of Tallinn is ideally placed for cargo transshipments between Western Europe and Russia. Port of Tallinn is well integrated into the road and rail network with links heading east, west and south through Estonia. Port links by road, rail and sea within 24h hand reach to a potential market of around 50 million customers.

Port of Tallinn is a limited liability company, with the Republic of Estonia own-

ing 100% of its shares and the Ministry of Economic Affairs and Communications managing the shares. The Government as the owner has expressed its interest in keeping the shares also in the future.

In order to fit effectively into the competitive environment, Port of Tallinn underwent a complete restructuring process in the mid 1990s by developing from a service port into a port of landlord type. In 1999, the last cargo handling operations were finally given into the hands of private companies. Today, Port of Tallinn operates as a landlord type of port with no cargo handling operations of its own. It is maintaining and developing the infrastructure of the port and leasing territories to terminal operators through building titles and through this giving the operators an incentive to invest into the superstructure and technology.

Port community's companies offer a full range of services at the port, including loading and discharging services, shipping agencies, chartering of ships, freight

forwarding, customs clearance, insurance services, etc.

Port of Tallinn consists of four constituent harbours:

- Muuga Harbour
- Old City Harbour
- Paljassaare Harbour
- Paldiski South Harbour

Besides, the fifth harbour, the most distant member of Port of Tallinn, a new harbour in Saaremaa Island to host cruise and passenger traffic will be completed by spring 2006.

All harbours are navigable all the year round and easily approachable with depths of up to 18 meters enabling them to receive all vessels able to pass the Danish Straits.

For Port of Tallinn the last years have been remarkable both in respect of cargo handling and servicing of passengers: close to 40 million tons of cargo is handled annually and the number of passengers amounts to 6 million.

The port serves major shippers from Russia and CIS offering fast terminals and deep-water berths. It also serves major West-European ports as a connection point to the Baltic, Russian, CIS and Scandinavian market providing fast service for short sea shipping lines. A full range of services is offered, including shipping agencies, chartering of ships, freight forwarding, customs clearance and insurance services. Loading and discharging services are offered 24 h a day.

During the last years the number of passengers has increased remarkably - from 1.4 million in 1992 to today's 6 million. Regular passenger traffic is performed by 5 operators, meaning 50 regular calls accompanied by a couple of cruise ship and cargo vessel calls a day at the season's peak in the Old City Harbour. Tallinn-Helsinki route is one of the busiest passenger servicing international routes in the world.

The upward trend can also be observed in cruise traffic. The number of cruise passengers visiting Tallinn has increased year by year. Most of the cruise lines touring in Northern Europe have included Tallinn in their itineraries. Around 250 calls per cruise season received in Tallinn is an achievement remarkable in whole Europe.

Quality Assurance

Port of Tallinn is determined to pursue

the highest quality and environmental standards to ensure the well-being of all its stakeholders. Since 2001, we started to introduce a quality and environmental management system, which is based on the international ISO 9001 and ISO 14001 standards contributing greatly to the trustworthiness and transparency of the port. Lloyd's Register Quality Assurance declared the management system of Port of Tallinn to be in compliance with the requirements of the international quality management standard ISO 9001:2000 and the environmental management system standard ISO 14001:1996.

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

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

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



for continuous improvement of the management system.

Major Investment Projects in 2003-2008

The investment plan offers our clients and cargo owners best quality to ensure the competitive advantage of Port of Tallinn and our clients in the market of increasing competition. Port of Tallinn estimates that the passenger volume has reached its peak for the following years with a little under 6 million passengers visiting the Port, therefore most of the new development projects are targeted towards the increasing of cargo flows.

Investment priorities lie in Muuga Harbour and Paldiski South Harbour, with the need for additional territory acquisitions in these areas to add new terminals and attract industries. Old City Harbour and Paljassaare Harbour will have fewer investments directed at more efficient use of the existing infrastructure. Real Estate development in Old City Harbour will create a unique city environment that offers tourists and city habitants possibilities to spend more time in the port. A new small cruise harbour in Saaremaa will be built during 2004-2005.

The 5-year Investment Program (2004-2008) presented in the following table is

estimated to cost € 340 million:

	2004	2005	2006	2007	2008	TOT
Investments (mil. Euro)	76.5	73.5	68.9	82.9	38.8	340.6

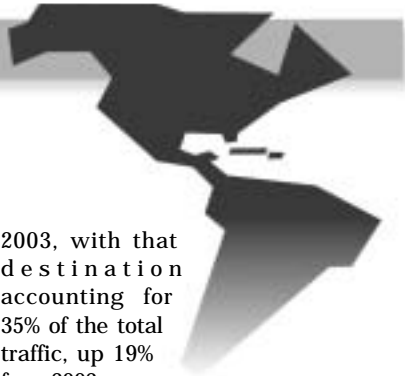
The major planned investments in Muuga include the following:

- Construction of the 2nd phase of the Container Terminal
- Construction of the Coal Terminal
- Extension of Muuga Railway Station and connections
- Development of Muuga Industrial Park
- Construction of a General Cargo terminal
- Construction of breakwater
- Construction of two viaducts
- Extension of the eastern side of Muuga Harbour

Port strategy foresees the development of Muuga Industrial Park in order to balance large quantities of transit cargo handled in Muuga Harbour through developing a port surrounding industrial region for factories and Value-Added Logistics companies. Through the development of a logistics and industrial park Port of Tallinn is making the port territory and hinterland attractive for industrial investors. The territory of more than 60 hectares will be prepared according to the needs of investors and lessees. The 1st phase of the Industrial Park will be prepared in 2004.



The Americas



MARAD: Cruise Passenger Travel Grows 8%

THE top ten cruise lines carried 8.3 million passengers on 3,840 North American cruises in 2003, up 8% over 2002, the U.S. Maritime Administration (MARAD) reported today.

The highest growth rates among the top ten departure ports occurred in New York and Galveston, which recorded increases of 45% and 39% respectively in 2003. However, the traffic remains heavily concentrated at the major departure ports, which are located in Florida. Miami, Port Canaveral, and Fort Lauderdale accounted for 49% of the total cruise passenger traffic.

Overall, 72% of the total passengers recorded for 2003 chose Caribbean and Bahamas destinations. However, Alaska passed the Southern Caribbean as the fourth most popular destination in 2003. The significant growth in popularity of Western Caribbean cruises continued in

2003, with that destination accounting for 35% of the total traffic, up 19% from 2002.

The figures are part of a statistical series issued quarterly by MARAD on U.S. cruise passenger traffic, with data for the 10 major cruise lines operating cruise ships with a capacity greater than 750 passengers. With the completion of 2003, MARAD now has available a three-year time series of data on North American cruise passenger traffic. Along with the cruise line and vessel name, the record for each cruise in the database contains the number of passengers carried, sailing date and departure port, destination, cruise length and ship capacity.

(February 13, 2004, MARAD)

pointed out that the Port of Houston has annual trade with China worth \$657 million, with exports valued at \$359 million and imports, \$297 million. Oddly enough, he noted, the port has a surplus of \$62 million in its trade with China.

The port authority has been targeting East Asia for further cargo growth, encouraging the development of all-water services via an MOU signed with the Panama Canal Authority last year; welcoming Wal-Mart's recent announcement of plans to build a two-million-square-foot distribution center along the Houston Ship Channel; and undertaking the Barbour's Cut and Bayport container terminal projects to ensure the port remains capable of handling greater trade with China.

Thompson-Draper, who joined Battles and Xing in signing the MOU, described the important role played by POHAIC: "In an effort to build stronger relationships with foreign ports, the port commission created the Port of Houston Authority International Corporation. Tapping the expertise of the port authority staff, the international corporation provides assistance to port authorities, terminal operators, engineering firms, and construction companies worldwide.

"Our goal is to help these organizations in their pursuit of business opportunities, port development projects, and economic development."



Houston: Signs MOU with Dalian



Xing Liangzhong, Vice Mayor of Dalian, China, and Cheryl Thompson-Draper, Commissioner for the Port of Houston Authority, exchanged gifts after the MOU signing.

A business forum and ceremony were held on March 3 in Houston, Tex. to mark the signing of a memorandum of understanding between the Port of Houston Authority International Corporation (POHAIC) and the Port Authority of Dalian, China.

Under the MOU, POHAIC will assist the Port Authority of Dalian in the development and implementation of marine termi-

nal management and operational method training programs, trade development and marketing programs, and technical plans for the design, construction, and operation of expanded facilities.

Signing the MOU were Ms. Cheryl Thompson-Draper, director of POHAIC; Wade M. Battles, managing director of Port of Houston Authority; and Xing Liangzhong, deputy mayor of Dalian City. Delegations of government officials from both municipalities were also on hand for the event.

Addressing those assembled prior to the ceremony, Battles noted that the ports of Dalian and Houston have a long relationship that began when they became sister ports in 1985. The ports have many similarities, he said, pointing out that both serve as economic engines for their cities. Moreover, both recognize the importance of a clean environment, and understand that it can exist hand-in-hand with maritime commerce.

"The Port of Houston Authority was the first U.S. port to have an environmental management system that meets the rigorous ISO 14001 standards," said Battles. "Dalian was the first city in China to be officially recognized as a clean city and a tourist city."

Turning to the issue of trade, Battles



Long Beach: Long Beach Bonds Top-rated



THREE leading bond rating firms – Fitch Ratings, Moody's and Standard & Poor's Rating Services – have awarded some of their highest ratings to the Port of Long Beach for the issuance of two revenue bonds: its \$35.1 million series 2004A and \$87.5 million series 2004B.

The bonds sale is scheduled for the week of Feb. 16 via a syndicate led by Citigroup. The proceeds will be used to pay off a series of harbor revenue bonds issued in 1993 at a higher interest rate. The refunding will save the Port more than

\$600,000 a year for the remaining 14-year life of the bonds.

Fitch assigned its 'AA' rating to the two new revenue bonds; Moody's assigned a Aa3 rating; and Standard & Poor's assigned its 'AA-' long-term rating.

Both Fitch and Moody's affirmed a "stable" outlook for the Port's \$1 billion-plus in outstanding debt. Standard & Poor's upgraded its outlook to "positive" from stable because of the "expectation that the Port will continue to maintain strong debt service coverage, as well as the Port's strong revenue growth despite the loss of a top tenant." Maersk Sealand left in 2002.

The Port of Long Beach is the nation's second busiest seaport. Moody's noted that Long Beach's "strategic advantages include a deep harbor, advantageous location for capturing Pacific Rim trade, large local service area, and excellent inter-modal transportation links to regional and inland markets. In fact, despite the loss of ... Maersk Sealand...Long Beach nonetheless managed to increase both operating revenues and container flows in 2003. Moody's believes this demonstrates the central role that the Port of Long Beach plays in the U.S. transportation system."

Fitch said Long Beach's "experienced proactive management has positioned the Port well so that it can meet the needs of cargo operators as they continue expanding their operations while the shipping industry further consolidates."

(February 10, 2004, Port of Long Beach)

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



NYNJ:

2003 – A Successful Year

WHEN the ball dropped in Times Square on December 31, it marked the end of a year of great progress for the Port Authority, which in 2003 completed major transportation and economic development projects critical to movement of people and goods throughout the region. Many of the projects also will help boost the regional economy.

Highlights of 2003 included:

- Opening of the temporary PATH station at the World Trade Center site in November, returning commuter service to lower Manhattan for the first time since the September 11, 2001 terrorist attacks.
- Re-opening the PATH Exchange Place sta-

tion in June, restoring PATH service to the Jersey City waterfront since the September 11 terrorist attacks

- Opening AirTrain JFK in December, which provides rail service to John F. Kennedy International Airport from the Long Island Railroad Station in Jamaica, and the Howard Beach subway station.

The agency was able to complete all of these projects and make progress on others without the need to raise bridge and tunnel tolls and PATH fares.

New Jersey Governor James E. McGreevey said, "The type of projects the Port Authority completed in 2003 demonstrates the range and depth of the agency's responsibilities and its importance to New Jersey and the entire region. Projects at PATH, the three major airports, the tunnels and bridges, and the port are all critical to the region's economic recovery and our ability to grow jobs and improve our citizens' quality of life."

New York Governor George E. Pataki said, "The Port Authority suffered a devastating blow after the attacks on the World Trade Center just two years ago. The accomplishments of the Port Authority since that time – and particularly last year with the reopening of PATH service to Lower Manhattan and the opening of the AirTrain – are a testament to the very resilience those terrorists sought to destroy. The spirit of the people of New York and the region will continue to rebuild and move forward, while never forgetting the heroes we lost that awful day."

Port Authority Chairman Anthony R. Coscia said, "For the Port Authority, last year was one of great challenges, but also one of great progress. Under the strong leadership and cooperation of Governors McGreevey and Pataki, the agency has continued to make the investments in the regional transportation network that are essential to the economic success of the region and that will have a lasting, positive impact for our people and our future."

Port Authority Vice Chairman Charles A. Gargano said, "The Port Authority is in the midst of the largest capital program in the agency's history. In 2003, the agency's capital spending was at record levels. Each dollar spent on these major infrastructure projects results in an improved transportation or economic development facility and also generates construction, service and other jobs supporting the economies of New York and New Jersey. Thousands were employed throughout the region in 2003 because of these projects."

Port Authority Executive Director Joseph J. Seymour said, "Governors Pataki and McGreevey set an aggressive agenda

for the Port Authority in 2003. Through their leadership and support we were successful in delivering several important projects to the region. Several important challenges lay ahead of us: most importantly, helping to rebuild lower Manhattan, improving security and enhancing efficiency and reliability at all of our facilities. Our success this past year demonstrates that the Port Authority has the ability to meet these challenges and succeed."

Other projects completed and programs implemented in 2003 included:

Lower Manhattan

- With the Lower Manhattan Development Corporation, selection of the Studio Daniel Libeskind design concept for the redevelopment of the World Trade Center site. Daniel Libeskind was designated as the site's master planner.
- Selection of Santiago Calatrava as the architect of the permanent World Trade Center Transportation Hub, including a permanent PATH terminal and pedestrian connections. The environmental review process for the transportation hub also began.

Airports

- Agreement on a new lease between the Port Authority and the City of New York for LaGuardia and John F. Kennedy International airports.
- Successful efforts to maintain Teterboro Airport as a general aviation aircraft-only airport. With the support of Governor McGreevey, the agency opposed the establishment of regular scheduled flights from the airport and has fought to continue the ban of heavy aircraft by seeking to maintain a 100,000-pound weight limit on all aircraft using the small airport.
- Celebration of Newark Liberty International Airport's 75th anniversary and the 100th anniversary of flight.
- Implementation of E-ZPass Plus at parking lots at the region's three major airports, allowing quicker exits for customers.
- Completion and opening of new air cargo terminals at John F. Kennedy International and Newark Liberty International airports.

Tunnels, Bridges and PATH

- Initiation of an \$809 million program to buy 246 new rail cars for the PATH fleet, the largest such program in the system's history.
- Approval of a \$63 million Goethals Bridge rehabilitation project and start of a new environmental process to consider alternatives to replace the existing 75-year-old structure.
- Introduction of high-speed E-ZPass at the Outerbridge Crossing, allowing bridge cus-

tomers to maintain speeds of up to 25 mph when traveling through toll lanes.

- Improvements to roadways in Fort Lee to ease congestion in the vicinity of the George Washington Bridge.

Marine Terminals

- Start of construction on the new, 150-acre ExpressRail ship-to-rail facility at the Elizabeth-Port Authority Marine Terminal.
- Award of the final contract to complete the Kill van Kull-Newark Bay 45-foot channel-deepening project.
- Start of construction on the Port Jersey and Arthur Kill 41-foot deepening projects.

Regional Programs

- Purchase of a tract of waterfront land on Staten Island to preserve the property for public access.
- Agreement with NJ Transit to restore the historic Hoboken Terminal ferry slips and supporting infrastructure to accommodate a major increase in trans-Hudson ferry service into the 21st century.
- Preservation of a water taxi service between Hunters Point in Queens and Manhattan with a new ferry operator agreement for the route.
- Approval of a \$4.5 billion budget for 2004 – the first time in seven years the budget has been approved in December.

(January 6, 2004, Port Authority of New York & New Jersey)

Panama Canal: New, efficient method to send and receive data

BEGINNING April 1, 2004, and to be fully implemented on July 1, 2004, the Panama Canal Authority (ACP) will begin using a new system to send and receive data to and from vessels planning to transit the Canal. Called the Automated Data Collection System (ADCS), the new system will eliminate the current process of data collection via paper, substituting it with an electronic exchange of information between the ACP and its customers.

Vessels transiting the Canal will be required to report all necessary data 96 hours before arrival. To comply with the new security requirements included in the International Ship and Port Facility Security Code (ISPS), the ADCS will improve and facilitate the process of data submission needed for risk assessments and transit operations. The ADCS should save time, lessen human error and reduce delays.

Among the expected benefits of the ADCS are:

- Accurate and timely collection of maritime operations and security information;
- Improved accurate data validation;
- Improved user-friendliness. Convenient access via ACP's Web-based interface;
- Overall reduction in operation costs and improvement in the competitiveness of the ACP.

The ADCS will be divided into two main components:

- Electronic Data Collection System (EDCS)
 - The EDCS will function as the ACP's front-end and receive all preliminary information required for security and operational purposes. The information required for the EDCS is similar to the paper forms used for the current method of data collection and can be downloaded from the Panama Canal Web site – www.panacanal.com.
- The Mobile Data Collection System (MDCS)
 - The MDCS will allow for wireless communication between the Enhanced Vessel Traffic Management System (EVTMS) database and handheld devices carried by ACP Admeasurers, Boarding Officers and Canal Protection Officers (CPO). The MDCS will allow ACP representatives who board vessels to remotely access the information submitted and provide immediate response in case of discrepancies or errors.

The ADCS is one of the many projects within the permanent modernization program that the ACP is currently implementing to enhance the efficiency and reliability of the Canal, while ensuring the safety of its customers.

(March 4, 2004, Panama Canal Authority)



SCSPA: Port earns Security Certification

THE South Carolina State Ports Authority is now a certified member of the world's first global transportation security program, helping to protect our nation against terrorist threats.

As a certified member of the Customs-Trade Partnership Against Terrorism, or C-TPAT, the Ports Authority must continue to enhance and improve port security by taking specific steps.



The Department of Homeland Security approved the Port's application and security profile after an exhaustive four-month review.

"Participating in C-TPAT brings a higher level of security to our community, our state and our nation," said Bernard S. Groseclose Jr., president and CEO of the South Carolina State Ports Authority. "Effective port security is vital to protecting our nation and ensuring the smooth flow of cargo."

The goal of C-TPAT is to enhance anti-terrorism efforts by strengthening security measures not only at the border, but throughout the entire supply chain. Importers and transportation service providers that participate in C-TPAT become the front lines of the nation's anti-terrorism efforts. Benefits of participation include not only higher security, but potentially a reduced number of inspections.

"The Port Authority's willingness to enter into this important partnership with Customs & Border Protection (CBP) demonstrates its understanding of, and commitment to, the goal of securing the port while at the same time facilitating the movement of legitimate cargo," said Pam Zaresk, port director for CBP. "CBP is extremely pleased that the SCSPA has joined the C-TPAT program."

By agreeing to participate in the voluntary program, the Ports Authority has taken, and will continue to take, a number of steps to enhance and improve security. As a member, the Ports Authority must:

- Maintain a detailed security plan
- Develop a self-policing program to

- review security procedures
- Continue current security efforts and complete a yearly assessment
- Maintain a high-level of compliance with requirements
- Encourage other companies to participate in C-TPAT

(March 2004

South Carolina State Ports Authority)



Tacoma: 2003 - A Year of Record Investment and Cargo Volume



DRIVEN by record volumes in containers, overall tonnage and a surge of intermodal activity, the Port of Tacoma strengthened its position as the leading seaport in the Pacific Northwest. Port records set in 2003 include:

- Investment in Capital Projects: \$106 million
- Containerized Cargo: 1.74 million TEUs - up 18.2%
- Intermodal Lifts: 468,613 - up 29%
- Total Tonnage: 17.44 million short tons - up 21%

"The Port's investment in facilities, infrastructure and regional transportation has benefited our customers to significantly expand their cargo volumes through Tacoma," said Port of Tacoma Commission President Clare Petrich. "The records set in 2003 are a result of Port investments, as well as the hard work and dedication of our customers,

business and labor partners."

Andrea Riniker, Port of Tacoma Executive Director added that the Port's record volumes in 2003 can also be attributed to a stronger-than-anticipated rebound in the national economy. "All our major international trading partners experienced strong growth. Meanwhile, the Port, our carriers, labor partners, and the inland transportation system were well-positioned with the capacity to accommodate this surge in volume," she said.

In the Pacific Northwest, noted Petrich, a slow economy and high unemployment underscored the value of the Port to the regional economy. "More than 28,000 local jobs are related to Port of Tacoma activities," she said. "Our capital projects are creating hundreds of construction jobs, infusing millions of dollars into our regional economy and setting the stage for even more family wage, maritime-industry jobs in the future."

CIP Drives Port Growth

Key to the Port's growth, says Petrich, is the five-year, \$321 million Capital Improvement Program (CIP). In 2003, the Port invested a record \$106 million in construction and environmental projects. A combination of short-term debt and limited tax general obligation bonds, as well as a portion of the Port's cash generated from 2003 operations funds the CIP.

Construction of the new \$210 million Evergreen Terminal at the south end of the Blair Waterway - the centerpiece of the CIP and largest development project in Port history - started in August. To make way for this project, the Port's auto import and processing activities were relocated to a new 146-acre, \$40 million Marshall Avenue Auto Facility, which Port customer Auto Warehousing Company opened in October.

In July, the Port completed a \$12 million expansion of the TOTE (Totem Ocean Trailer Express) Terminal. The expansion increased the facility's operational efficiency as TOTE's two new vessels, the Midnight Sun and North Star, began service to Alaska.

Other key components of the 2003 CIP included investments in regional freight mobility projects, such as Tacoma's East "D" Street Overpass and other FAST Corridor projects. The environment was also a focus of port activity. In 2003, \$3.3 million was spent to construct additional habitat

improvement at the Port's Clear Creek Habitat Area, Slip 5 Habitat Area and Gog-le-hi-te Wetland. This invest-

ment also included the ongoing cleanup of the Hylebos Waterway.

With construction, transportation and environmental projects moving forward, Port officials anticipate a \$195 million CIP budget in 2004.

Record Container Volume, Intermodal Lifts

As trans-Pacific trade continued to expand throughout 2003, container volumes at West Coast ports grew by an average of 12%. The Port of Tacoma outpaced this growth with an 18.2% increase over 2002. Total Port container throughput set a new record of 1,738,068 TEUs.

According to Riniker, this growth was driven by a number of factors, including a major commitment by Evergreen Lines to use Tacoma as a primary hub. "We also saw increased volume as carriers diversified their port of entry from more congested areas of the country," she said, adding that the construction of large import distribution centers south of Tacoma is also driving import volumes.

Container throughput peaked in October, when the Port averaged 36,500 TEUs per week. "Our regional exports were also strong, due to strengthening Asian economies and a softening U.S. dollar, making American products more attractive," Riniker said. "In fact, we saw our export volume expand by 33%."

Intermodal activity grew with container volume. Total intermodal lifts - the transfer of containers between ship and rail - increased 29 percent to 468,613. Several records for intermodal yard efficiency were set throughout 2003, including a record one-week throughput of 10,820 lifts in November. "The Port made a key technology investment in Central Point of Coordination (CPC), a web-based system for rail traffic planning within our existing rail infrastructure," explained Jeannie Beckett, the Port's Senior Director of Inland Transportation. "This and other Port initiatives helped us maintain high intermodal volumes throughout the year."

Intermodal yard growth was led with a 48% volume increase at the North Intermodal Yard, an on-dock facility with eight 2,300-foot (976-meter) tracks and two 575-foot (176-meter) tracks serving Evergreen, Hatsu, Lloyd Triestino, "K" Line and Yang Ming Marine Transport Corporation.

While international container cargo grew sharply, the Port's domestic containerized business remained steady, growing less than 1%. More than 70 per-

cent of marine cargo moving between the continental United States and Alaska crosses Port of Tacoma docks on Horizon Lines and Totem Ocean Trailer Express (TOTE) vessels. The Port's Alaska business represents \$3.4 billion annually in two-way trade. International containerized cargo, meanwhile, represents more than \$25 billion in two-way trade each year.

Total Tonnage, Breakbulk and Autos

Propelled by record container volume and strong exports of Midwest feed grain, the Port broke a 1989 record for overall tonnage. At a record of 17,371,000 short tons, total Port tonnage grew 21% over 2002 figures.

The Port's breakbulk cargo business increased 28%, led by the import and export of heavy machinery and equipment.

As a National Strategic Port with close proximity to Fort Lewis, the Port of Tacoma is utilized by the U.S. military. In two separate load-outs, the Army's Stryker Brigade moved 2,600 pieces of equipment. "We are proud to work with the military," said John Bush, the Port's Senior Director of Operations and Maintenance. "The relationship between Fort Lewis and the Port works to the advantage of both, and helps strengthen the economic presence of the Military in the Puget Sound region."

The opening of the Port's new Blair Terminal - a dedicated breakbulk facility on the Blair Waterway - further strengthened the Port's breakbulk business. And in September, FESCO's Russian Pacific Line service returned to Tacoma, boosting breakbulk cargo volume.

Following a record year, 2003 auto import/export volume followed market trends, declining 11% to 160,382 vehicles. With the new Marshall Avenue Auto Facility, the Port remains well-positioned for significant expansion with the automotive industry, said Bob DeWald, the Port's Senior Director of Industrial Development and Real Estate. "With our new auto processing facilities and the productivity of our labor partners, the Port and Auto Warehousing Company have made a commitment to the auto industry to ensure their long-term success in Tacoma. We are eager to continue to grow and meet the needs of this dynamic industry."

2004 Projections

Looking ahead, Port officials expect

2004 to be another year of record cargo volume - but not the rapid growth of recent years. "Our phenomenal growth in 2002 and 2003 is the result of long-term planning and investment in facilities and transportation several years ago," explained Riniker. "We are conservatively estimating 3 percent growth in 2004 followed by continued steady

expansion in 2005. We believe we will not experience the double-digit growth of recent years until 2006, when we will begin to fully realize the benefits of the planning and investment taking place today."

(February 5, 2004, Port of Tacoma)

Africa/Europe



EC: Commission proposes to strengthen security in European ports

THE Commission proposed a new European-wide framework to enhance port security. Ports are particularly vulnerable parts of the logistics chain. Should they be successfully attacked by terrorists, consequences would be felt well beyond their narrow confines. This new proposal aims at complementing the security system by ensuring that all European port areas benefit from a European-wide security scheme. It builds on the Commission's May 2003 Communication on maritime security and on the recent agreement between the European Parliament and the Council on a European system of maritime security. "With this proposal we are aiming to raise another important piece of the Community's defences against intentional illegal acts", said Loyola de Palacio, Vice-President of the European Commission, responsible for transport and energy. She added: "Ports must be protected as much as possible against unlawful, illegal acts, including terrorist attacks. They must not be easy targets because too much is at stake: passengers, vessels, national and international trade, and essential installations."

The newly proposed directive aims at establishing an EU-wide framework for port security. It will complement the maritime security measures about to be adopted so as to avoid a fragmentation of security efforts, ensure comprehensive security coverage and do so with minimal additional burdens for ports and port users.

In line with international commitments, the recently approved system of maritime security only covers the ves-

sels themselves and the terminal areas of the ports, i.e. where the vessels are loaded and unloaded. Ports, however, go far beyond this relatively narrow strip of land; they are vulnerable in all their constituent parts.

The Commission thus proposes that:

- ports carry out a security assessment in order to decide what security measures are required, where and when;
- ports establish a port security plan which outlines all measures and details for enhancing port security;
- a port security officer who co-ordinates security measures should be nominated;
- a security authority be identified for supervising security measures and establishing the links between the political level and security measures on the ground;
- different security levels should be established.

Although ports in general already address security issues, they do this in a hitherto uncoordinated way which inevitably leads to a less-than-best use of resources and experience. In a number of cases, security measures might be less than optimal. An EU-wide port security framework should help establish a most efficient and effective security network between European ports which, in turn, would enhance the high standing European ports already generally enjoy.

*(February 17, 2004
European Parliament)*



Djibouti: Investing in Security and the Future



ON the road to compliance with the ISPS Code the Port Autonome International de Djibouti (PAID) has recently made some major investments in its infrastructure in support of its security program.

The PAID is building three new gates to improve access control and overall operations. The three new gates will be located at the main entrance, the entrance known as the Ethiopian Transit Gate and the entrance to the Container Yard. All the structures will be similar in design with an overhead canopy to provide protection from the elements as well as lighting and CCTV coverage. A fourth point of entrance into the port known as the Zone Franche gate is being refitted with modern equipment.

The Port is investing in an integrated security system combining access control for pedestrians and vehicles entering the port. A CCTV system covering key and sensitive points in the port is also being installed. In addition, the Port has implemented changes to the culture of the Port. The changes are being communicated via a series of information sessions to all port stakeholders in Djibouti and Addis Ababa. Long time habits and customs are being altered in order to comply with the ISPS Code. The overall population has been receptive to the changes and through a well orchestrated information campaign everyone understands that the changes need to be made to meet the new security requirements.

The PAID is also investing in the future by building a new modern Port Administration building. The building will combine all key services under one roof outside the port perimeter. This will eliminate the need for those visiting for meeting with administrative personnel to enter the port perimeter. The construction is set to begin in July 2004.

(Port of Djibouti)



Dunkirk: Mr. Jean-Claude Terrier succeeds Mr. Bruno Vergobbi



Mr. Jean-Claude Terrier, 52, has just been named Managing Director of the Port of Dunkirk Authority by the Council of Ministers held on February 25. He succeeds Mr. Bruno Vergobbi who has just taken over the Chairmanship and Directorship of the SNCM (Société Nationale Maritime Corse Méditerranée) in Marseille.

Born in the Departement of Haute-Savoie, Jean-Claude Terrier graduated from the National School of Administration (ENA - Ecole Nationale d'Administration). Since 1997 he was the Director of Traffic, Transport and Commerce at the Paris Prefecture of Police. His earlier assignments had taken him to French Guyana where he was General Secretary and then to Paris where he was Ministerial Cabinet Head. Jean-Claude Terrier also has varied management experience in the private and public sectors (Chairman and Managing Director of Securipost S.A., a company specialized in security activities; Managing Director of EuroConvention, a subsidiary of "Salons professionnels" of the "Moniteur des Travaux Publics"; Managing director of the Group OPARFI/SEPAD, an integrated tourist unit base in Haute-Savoie, etc.).

The new Managing Director of the Port of Dunkirk Authority will officially begin his duties on March 1, 2004.

(February 25, 2004, Port of Dunkirk)

Dunkirk: Presenting Logistical Advantages

WITH the completion of a first 10,000m² (108,000 sq. ft.) white-wall building, the Dunkirk Port Authority has just inaugurated the first phase of the development of its new logistical park Dunkerque Logistique International that will eventually extend over 189 hectares (467 acres).

The completion of this first phase of



the new logistical park of the Port of Dunkirk means the availability of 16 hectares (40 acres) of land with road, water and rail access and connected to the water, gas and electricity grids. The lots can either be bought or leased. Créimmo, the real-estate subsidiary of the Dunkirk Chamber of Commerce and Industry (CCID), has just completed there a first 10,000 m² (108,000 sq. ft.) white-wall building with a further 10,000 m² bare-wall extension; it is also projecting a further 20,000 m² bare-wall building.

Those new developments are in addition to the 70,000 m² (753,000 sq. ft.) of existing warehouses already in use on adjacent land, which are exploited by Maersk Logistics, MGF Logistique, Dunfresh and Dunfrost.

The site of Dunkirk has numerous advantages for the development of logistical activities. Located at the centre of the Paris-London-Brussels triangle, the Port of Dunkirk has a vast acreage of rail-connected land next to the Container Terminal and the British ferry terminals, and those two activities are currently undergoing a major expansion. New berths are presently being put into service that are able to dock the world's newest and largest container carriers; a third terminal is being built for the ro-ro traffic and the first two are being extended. All the conditions are thus being brought together, and all the necessary means are being brought into play, for the growth of the two logistical function activities that are flourishing at Dunkirk, namely the storage and distribution of products for the British market and the logistics of imported fruits, and also for the storage requirements for goods imported by the transoceanic container lines.

As soon as mid-2004 a new slice of 44 hectares (109 acres) will be prepared for a new development phase that will again be based on the building of very large warehouses with rail access.

(February 12, 2004, Port of Dunkirk)



Hamburg: Fairway River Elbe adjustment

THE planned fairway expansion of the lower and outer Elbe has now made an important step forward with the completion of a feasibility study. Now, on this basis, it is the federal government's turn to decide about including this project in the federal transportation routes plan.

The last fairway deepening completed in 1999 was orientated around container ships with a maximum draught of 13.50m and a load capacity of up to 4500 standard containers. The size development of container ships has known no peace since then so that today more and more ships are being commissioned with a maximum draught of 14.50 m and load capacities of more than 8000 standard containers. Container ships of this order of magnitude will be used in the future as beasts of burden for transport to East Asia, which is particularly important for the Port of Hamburg.

In view of this development, Hamburg applied to the Federal Minister of Transport, Building and Housing for another fairway deepening of the lower and outer Elbe. In a joint taskforce with the Waters and Shipping Administration of the Federal Government, a feasibility study has now been completed in order to prepare to include the project in the federal transportation routes plan. This study contains an investigation of the technical feasibility of another fairway expansion, an environmental risk study, as well as an economic cost-benefit

analysis. In the results, it was established that another fairway expansion is technically feasible, economically cost-effective, and ecologically justifiable. Furthermore, another investigation showed that another fairway expansion would in no way endanger the dikes. Based on these results, the Federal Government is now preparing to include this fairway expansion of the lower and outer Elbe in the federal transportation routes plan. A suitable decision is still expected this spring.

Inclusion in the federal transportation routes plan marks the prerequisite for the Federal Government to provide the necessary funds for additional detailed planning and later implementation.

Senator Gunnar Uldall: To secure the existence of the Port of Hamburg, another fairway expansion of the lower and outer Elbe is unavoidable. This is because our Port is, and will remain, a central driving force for the economy-of-Hamburg and all of Northern Germany. Here, the economic boom of the Port is means that we are obligated to not lean back and relax based on what we have achieved, but to apply all that is necessary to be future orientated so that in the future, the Port continues to do justice to its great economic and labour-market political significance. Therefore, I have personally spoken up in time and very energetically for further expansion of the fairway. I am very confident that, in view of the very positive results of the preliminary study, the Federal Government will soon make a positive decision about further planning and implementation of the fairway expansion.

(February 23, 2004, State Ministry for Economic and Labour Affairs)



Le Havre: Good Growth of Overall Traffic and New Record for Containers

IN 2003, the overall traffic of goods handled by the Port of Le Havre (including bunkers and ship-stores) increased by 5.4% to a total of 71.8 million tons as against 68.1 million tons the previous year. The 70 million-ton mark has been overtaken for the first time since 1981, a period when crude oil and coal traffic represented nearly 70% of the total (against about 50% today) while the container traffic has progressed from 8.3% to 26.5% over the same period.

The increase in trades for 2003 stems from the favourable development in the tonnage of crude oil which attained 35.2 million tons – an increase of 9.2%, or +3 million tons –, the other liquid bulk trades staying generally stable at around 9.5 million tons.

With a tonnage of 4.9 million tons, the solid bulk trades, inwards and outwards, registered a drop in their activity of about 0.8 million tons against 2002 figures. This can be mainly explained by a noticeable reduction in the aggregates traffic (-0.5 million tons) which had reached a record level in 2002 in the context of the supply of materials connected with Port 2000. A shortfall in the coal traffic can also be seen (-0.4 million tons in 2003 compared with 2002).

As regards general cargo, once again, the year 2003 has established a record tonnage with 21.9 million tons handled

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over the quays of Le Havre which corresponds to an increase of 9% (+ 1.8 million tons).

This good result is mainly due to the container traffic that should be in the neighbourhood of 1,977,000 TEU which represents a growth of nearly 15% against 2002 and 13.2% in tonnage. The continued growth in transshipments (+ 33.6% with a traffic of 600 000 TEU) which now represents 31% of last year's container traffic, while the growth of hinterland trades registers 8.2%.

As regards the hinterland traffic, the strong growth of pre- and post-carriage by inland waterway (+80%) to reach a total of 66, 000 TEU should be noted. Finally the import and export trades of new cars should reach a combined figure of 470, 000 vehicles.

(February 4, 2004, Port of Le Havre)



London: Importance of Thames underlined



THE importance of the river Thames to the economy and life of the capital was emphasised today. Port of London Authority chief executive Steve Cuthbert highlighted the fact that the port terminals and facilities on the Thames handled over 51 million tonnes of cargo in 2003.

Speaking at the River Thames Society annual conference today, Mr Cuthbert reminded participants of some other key points about the Port of London today:

- the Port generates over 35,000 full time jobs
- it contributes £3.4 billion of value added to the London and south east economy each year
- river borne trade keeps an estimated 400,000 lorry journeys off the roads of London each year

He also stated that over £1.3 billion was due to be invested in Port of London terminals in the next ten years.



This is in addition to the estimated £650 million proposed investment by P&O in the London Gateway container and ro-ro terminal project. Plans are also under-

way to bring some unused wharves in London back into cargo handling use and to improve the facilities for passenger cruise ships visiting London from overseas.

Mr Cuthbert concluded:

"The recent publication of the Mayor's London Plan sets out the planning policies to ensure that the Thames remains the artery at the heart of London."

(February 25, 2004, Port of London)

Asia/Oceania



Auckland: Gains global recognition for corporate responsibility



PORTS of Auckland's efforts in the area of social and environmental responsibility have been rewarded by selection into the prestigious FTSE4Good. The FTSE4Good is a series of financial indices comprised of companies that meet globally recognised corporate responsibility standards.

"Meeting the global corporate responsibility criteria for this prestigious stock index series is a welcome reward," says Chief Executive Geoff Vazey.

"But more importantly, selection into the FTSE4Good demonstrates to our shareholders and other stakeholders our commitment to social and environmental responsibility."

Group Manager Corporate Affairs Bronwen Jones added: "It is very gratifying that the depth and breadth of our sustainability reporting have been so quickly acknowledged in the global arena.

"Ports of Auckland joined the New Zealand Business Council for Sustainable Development only in the

latter half of 2002. Although our annual reports have traditionally achieved a high level of disclosure, sustainability reporting was tackled in earnest for the first time in our latest annual report published just five months ago in September 2003."

Investors around the world use the FTSE4Good as an asset allocation tool as its membership companies are seen to be reducing their non-financial risks. The indices were created by the London-based global index company FTSE Group.

*(February 12, 2004
Ports of Auckland Limited)*



Hong Kong: Shipping lines show interest in electronic manifest transmission

SHIPPING lines have expressed interest in the Marine Department's pilot project carried out last year to develop a solution adopting Electronic Business Extensible Markup Language (ebXML) of the OASIS for transceiving Dangerous Goods (DG) Manifests in XML format.

The project involved the Marine Department, the Center for E-Commerce Infrastructure Department

(CECID) of the University of Hong Kong and two shipping lines - Orient Overseas Container Lines and APL, testing of system-to-system direct submission of DG manifests. The existing practice of submitting manifests is by fax or via the internet.

The system-to-system testing, which involved converting the data of International Maritime Organization's Dangerous Goods FAL form (dangerous goods declaration) into XML standard (with UN/CEFACT methodology), was carried out satisfactorily. This service is in operation now.

"We have received an overwhelming response during the experience sharing session, over eight shipping companies have indicated their interest in joining the service," said Senior Marine Officer Lai Chi-tung, who is in charge of the project.

OASIS ebXML is an open e-business standard for providing EDI-like services on internet which is recognized as a secure and reliable messaging protocol for document exchange.

Participants adopted, Hermes, CECID's ebXML Messaging Service v2.0 (ebMS) as a document exchange protocol through VPN over HTTP. Hermes, complying with ebMS and providing functions in message handling, is interoperable with 11 other vendor products.

Dr. David Cheung Wai-lok, Director, Center for E-Commerce infrastructure Development at the University of Hong Kong, also shared his views on the relative strengths and advantages between XML and traditional EDI in the "XMLDG experience sharing session" that was attended by shipping professionals.

*(Hong Kong Maritime News No. 15
January 2004)*



Kaohsiung: 2003 Container Arts Festival

THE 2003 Kaohsiung International Container Arts Festival - from Berth No. 17 to Berth No. 20 took place between December 12 and January 11. KHB held a series of activities in conjunction with the Kaohsiung City government and shipping companies. The arts performances and works of art were organized into sixty-eight shipping containers. Through use of

these containers, visitors can experience three-dimensional spatial concepts.



*(KaoPort Newsletter No.18
January 2004)*



Klang: Government of Malaysia to implement Container Security Initiative

U.S. Customs and Border Protection (CBP) Commissioner Robert C. Bonner and Datuk Abdul Halil Bin Abdul Mutalib, Director-General of Customs of the Government of Malaysia, today announced the implementation of the U.S. - Malaysia Container Security Initiative at the Port of Klang, Malaysia.

CBP and the government of Malaysia signed a Declaration of Principles to cooperate in the Container Security Initiative (CSI) on January 20, 2003.

"The primary purpose of CSI is to protect the global trading system and the trade lanes between CSI ports and the U.S. By implementing CSI, the government of Malaysia is helping to make a safer, more secure world trading system," Commissioner Bonner said.

As part of the CSI program, CBP has deployed a team of officers to the Port of Klang to work with their Malaysian counterparts to target cargo containers destined for the United States. Officials of the Malaysian government are responsible for examining any container identified jointly with CBP officers as a potential terrorist risk. The Port of Klang is the 18th CSI port to become operational since CSI was proposed in January 2002.

*(March 8, 2004, U.S. Customs and
Boarder Protection)*



Kolkata: Performance Highlights



IN January, 2004, Kolkata Port Trust (KoPT) handled 43.22 lakh tons of traffic. This was the highest traffic handled in a single month. (Previous highest was 42.41 lakh tonnes in November, 2003). HDC handled an all time record of 30 lakh tons in January '04 surpassing its previous record of 29.35 lakh tons in October 2003.

During January, 2004, KoPT handled 24006 containers - so far the highest handling of container in a single month (previous highest was 23038 TEUs in October, 2003).

Kolkata Dock System (KDS) registered a growth of 17.72% during April 2003 to January 2004, which was the highest growth amongst Indian major ports.

M.T. Marine Atlantic with 382688 tons of POL (Crude) visited Kolkata Port (Sandheads) on December 19, 2003. This was the highest tonnage carried by any vessel to any Indian Major Port.

During January 2004, KDS handled 57,000 tons vegetable oil. During April 2003 to January 2004, the rise in vegetable oil traffic at KDS was 42.66%.

Iron ore traffic at Haldia Dock Complex (HDC) during April'03 - January 2004 increased by 48.44% w.r.t. the corresponding period of previous year, which is quite significant.

HDC handled 10.30 lakh tons of POL (crude) in November, 2003. This was the highest handling of POL (crude) in a single month. In January, 2004, HDC handled 10.12 lakh tons of POL (crude)- 2nd highest handling in a month.

POL (crude) lighterage at Sandheads increased substantially - from 21.02 lakh tons in April 2002 - January 2003 to 27.44 lakh tons during April 2003 -January 2004 i.e. a rise of 30.54%.

At KDS, export of new cargo fly ash (to Bangladesh) started from April 2003. During April 2003 to January 2004, 60,000 tons of fly ash have been exported.

Railway traffic at KDS increased substantially during April to January 2003-04. 363 rakes with 8.92 lakh tons traffic have been handled during April to January 2003-04 against 184 rakes with 4.78 lakh tons during April to January 2002-03. Railway Rakes account CESC, FCI, NALCO etc. increased substantially during this period.

Vessel traffic increased both at KDS & HDC during April 2003 - January 2004 over the corresponding period of 2002-03. At HDC, 1510 vessels were handled during April 2003 - January 2004 against 1372 vessels during April 2002 - January 2003 i.e. a rise of 138 vessels or 10.06%. Number of vessel arrival at KDS increased by 98 (9.68%) during the above period. In January 2004, HDC handled 192 vessels - highest number of vessels handled in a single month.

(Kolkata Port Trust)

MOMAF (Korea): International Ship Security Certificate, Issued for the First Time

THE Ministry of Maritime Affairs and Fisheries has established relevant domestic rules and carried out ship security works such as the approval of the Ship Security Plan (SSP) to prepare for the effectuation of the ISPS Code.

The ISPS Code is an international convention of December 2002 in which the International Maritime Organization regulates the establishment and imple-

mentation of security systems for vessels and ports in order to prevent terrorism at sea. It will be in force from July 1, 2004 for passenger ships on international voyages and cargo ships of 500 gross tons and upwards.

Accordingly, ocean-going vessels must keep international ship security certificates, after receiving ship security verification under the International Ship & Port Facility Security Code (ISPS Code), from July 1, 2004. This will protect shipping companies from being disadvantaged by refusals to enter or leave foreign ports.

The first Korea-flagged vessel which has obtained the international ship security certificate was the coal carrier "Pacific Success" (Hyundai Merchant Marine Co., 25,021 tons). It passed the ship security verification at the port of Pohang on Jan. 15, 2004, and was given the certificate on Jan. 16, 2004.

Ship security verification is a procedure which makes a final confirmation on whether to implement the international rules in accordance with the approved ship security plan.

By July 1, 2004, when the ISPS Code is internationally in force, the Ministry of Maritime Affairs and Fisheries will be making preparations to issue the international ship security certificate through active publicity activities and guidance.

(February 2, 2004, MOMAF)



MPA: Extends the use of Maritime Cluster fund (MCF)



TO further strengthen the maritime cluster in Singapore, the Maritime and Port Authority of Singapore (MPA) has extended the use of its S\$50 million Maritime Cluster Fund (MCF) to the port, marine and offshore sectors.

With the expanded coverage, funds from the MCF will also be allocated for programs that promote manpower

development in maritime services for:

- Port Terminal Management, Planning and Development
- Port Economics, Marketing and Pricing
- Ship/offshore Structure Design and Construction
- Marine Engineering and Offshore Technology

The MPA set up the MCF in May 2002 as part of its efforts to develop Singapore as an International Maritime Center (IMC). The MCF is being used for initiatives to promote manpower development in the maritime sector. For a start, its use was extended only to the maritime services, namely, ship management, ship financing, ship brokering/chartering and maritime law/ arbitration, with a view for the MPA to regularly review and consider including other areas for the MCF.

Feedback received from the maritime community has highlighted that more training and upgrading opportunities should be provided for personnel working in the port and marine, and offshore sectors.

Technological advances in port terminal management, ship design, marine engineering or offshore marine work are fast taking place. As Singapore is a major port and shipbuilding/ship repair center, maritime personnel in the port and marine, and offshore sectors will need to continually upgrade their specialist skills and knowledge to stay relevant.

Additionally, the eligibility for course fee subsidy, which was only open to participants who held executive posts or possessed at least a Diploma, has been extended to include local maritime employees holding non-executive positions to enhance their knowledge and upgrade their expertise. The course fee subsidy is given to approved maritime-related courses, seminars, conferences and executive programs.

Since the establishment of the MCF, about S\$22 million has been either spent or set aside to fund various initiatives such as the setting up of four MPA Professorships in the local universities in June 2003, the development and conduct of maritime-related tertiary programmes, training grants and scholarships, and maritime executives' overseas attachment training. To date, about 400 local

personnel from more than 250 maritime companies have benefited from the MCF.

(February 23, 2004, MPA)