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Japan

Port of Nanaimo - Vancouver Island, Canada

THE Port of Nanaimo is the largest port on Vancouver Island, managing four commercial cargo berths, a public marina, waterfront retail space, and fifty kilometres of waterfront within its harbour boundaries.

Nanaimo's primary exports include lumber, pulp and other forest products. General and specialized cargo can be handled at either of the two commercial terminals and the Port receives over 130 deep sea vessel calls annually moving approximately 2 million metric tons of cargo. Nanaimo is an important transportation hub with BC Ferries carrying almost 5.8 million passengers and over 2.2 million vehicles in and out of the harbour annually.

The Port of Nanaimo is an important driver in the local economy generating 3,700 direct jobs and directly generating over \$160 million in GDP and over \$410 million in economic output annually.

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

<http://www.iaphworldports.org>

IAPH
International Association of Ports and Harbours

Question & Answer Board [to submit a question] Number of Question: 6, 1st page

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
Port Security Plan Implementation	xxxxxxx	1	2004-01-22.01:39:55	163
Implementation	xxxxxxxx	1	2004-01-22.01:37:38	108
template to carry out port facility security assessment	xxxxxxx xxxxxx	3	2004-01-21.16:49:03	140

Submit a question.

Your name: Your port:
Email:
Subject:
Message:

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 5th Asia/Oceania Regional Meeting in Busan

March 16 - 19, 2004, Busan, Korea



Busan Agenda

Agenda for 5th Asia/Oceania Regional Meeting

1. Welcome & Introductory Remarks
2. The Election of the Regional Exco Members
3. Membership Promotion
4. Compliance with the revised SOLAS Convention & ISPS Code
5. 2004 Mid-Term Board Meeting, Charleston, South Carolina, USA
6. 24th IAPH Conference, Shanghai, People's Republic of China
7. IAPH 50th Anniversary
8. Host Port for 6th Asia/Oceania Regional Meeting and Port Forum 2005
9. Other Matters

5TH Asia/Oceania Regional Meeting was held in Busan, Korea from March 16 – 19. Hosted by the Ministry of Maritime Affairs & Fisheries (MOMAF), Korea Container Terminal Authority and Busan Port Authority, the meeting was chaired by Datin O.C. Phang, IAPH 2nd Vice-President.

Forty-five IAPH delegates from 14 countries, including 9 Port Forum speakers, and approximately 250 local participants gathered in Busan. We would like express our gratitude to Mr. Kim Young Nam, former IAPH Executive Committee (EXCO) member and now Vice-Minister of MOMAF for his strong support to the great success of the regional meeting.



Minutes of 5th Asia/Oceania Regional Meeting in Busan

March 17, 2004, Busan, Korea

Chairman

- **Datin Paduka O.C. Phang**
2nd Vice-President for Asia / Oceania Region

Participants

- **Dr. Satoshi Inoue**
Secretary General, IAPH
- **Mr. Chung Yee-kee**
Korea Container Terminal Authority
- **Mr. Kim Chang-nam**
Pusan East Container Terminal
- **Mr. Kang Beom-Gou**
Ministry of Maritime Affairs & Fisheries, South Korea
- **Vice-Admiral Ahmad Hayat**
Karachi Port Trust
- **Mr. Al Qumzi Hassan**
Abu Dhabi Seaport Authority
- **Capt. Al Diwani Abdul Wahab**
Abu Dhabi Seaport Authority
- **Mr. Lee Sung-woong**
Gwanyang City
- **Capt. Takehiko Nakayama**
Nagoya Port Authority
- **Mr. Norihiko Yamagata**
Kitakyushu Port & Harbour Bureau
- **Ms. Kumi Takeshima**
Kitakyushu Port & Harbour Bureau
- **Mr. Narayanasamy Nagoo**
Bintulu Port Sdn. Bhd.

- **Mr. Stephen Ruin**
Bintulu Port Sdn. Bhd.
- **Mr. Mariner Wang**
Ritsumeikan Asia Pacific University
- **Mr. Theerakulpisut Somnuk**
Port Authority of Thailand
- **Mr. Yuji Tanigawa**
Shimonoseki City Government
- **Mr. Hassan Najafi**
Iran Port & Shipping Organisation
- **Mr. Sadeghifar Mohsen**
Iran Port & Shipping Organisation
- **Mr. Toshiro Tsutsumi**
Naha Port Authority
- **Dr. Yuzo Akatsuka**
Toyo University
- **Capt. A.N.M. Kishore**
Indian Ports Association
- **Dr. A.K. Chanda**
Kolkata Port Trust
- **Mr. Ravi B. Budhiraja**
Jawaharlal Nehru Port Trust
- **Mr. Mohd. Rozali b. Mohd. Ali**
Johor Port Authority
- **Mr. Viacheslav P. Tsupikov**
Consul General of the Russian Federation in Busan, South Korea
- **Mr. Shafeeq Ismail**
Maldives Ports Authority
- **Mr. Khairul Anuar A. Rahman**
Kuantan Port Authority
- **Mr. Qihong Chen**
Ningbo Port Authority

(MOMAF), South Korea, the Korea Container Terminal Authority (KCTA), Busan Port Authority (BPA) and the South Korean Government for hosting and organizing the 5th Asia / Oceania Regional Meeting and the Port Forum held in conjunction with the Meeting.

- 2.3 The Secretary General of IAPH, Dr. Satoshi Inoue also expressed his appreciation to MOMAF, KCTA, BPA and in particular to Vice-Minister Mr. Kim Young-Nam for their support in hosting the meeting. The Secretary General added that one of the key issues discussed at the Durban World Ports Conference as well as the Executive Committee Meeting at Rotterdam and 4th Regional Meeting at Penang was port security and the introduction of the International Ship and Port Facility Security Code (ISPS). Two surveys have been carried out by IAPH worldwide to gauge the progress made by members in the implementation of the ISPS Code and the results have been very encouraging. Dr. Inoue also added that the new Secretary General of the International Maritime Organization (IMO), Mr. Efthimos Mitropoulos had expressed his appreciation for IAPH efforts with regard to the ISPS Code during a recent meeting.
- 2.4 Members in attendance also introduced themselves and the organizations they were representing before unanimously adopting the Meeting agenda.

3. Election of Regional EXCO Member

- 3.1 The Chairman explained that there was a vacancy for a Regional EXCO Member as a result of Mr. Kim Young-Nam of South Korea vacating the seat after his promotion to Vice-Minister. She added that Mr Kim Young Nam during his welcoming address at the opening ceremony had expressed hope that Mr. Kang Beom-Gou, Director of Port Policy Division, Ports & Harbours Bureau, MOMAF be considered as a replacement in the IAPH Regional EXCO. The Chairman suggested that Mr. Kang Beom-Gou be nominated as the Regional EXCO Member. Members from Abu Dhabi Seaport Terminal, Jawaharlal Nehru Port Trust and Johor Port Authority supported the nomination with no objection from any members. The Chairman

1. Introduction

- 1.1 The 5th Asia / Oceania Regional Meeting and Port Forum was opened by Vice-Minister of Maritime Affairs and Fisheries Mr. Kim Young-Nam on March 17, 2004. In addition to the Regional Meeting, the program also included a Port Forum extending over two days. (Please refer to the Port Forum program on page 6.)
- 1.2 The Asia / Oceania Regional Meeting convened on March 17, 2004 at 11:20 a.m. at the Paradise Hotel, Busan, South Korea, chaired by Datin Paduka O.C. Phang, 2nd Vice-President for Asia / Oceania Region.
- 1.3 Nineteen Regular Members or representatives and three Associate Members or representatives from the Asia/Oceania Region as well as Dr.

Satoshi Inoue, Secretary General of IAPH, participated in the meeting.

2. Welcome Remarks

- 2.1 The Chairman welcomed members and thanked them for attending the Asia / Oceania Regional meeting and expressed hope that members will continue attending future meetings. A special thanks was also recorded for representatives from Consulates who represented ports that could not attend the meeting. The Chairman added that the support shown by Members to host regional meetings was very encouraging.
- 2.2 The Chairman also expressed her deep appreciation to the Ministry of Maritime Affairs & Fisheries

thanked the members for their support and added that the nomination of Mr. Kang Beom-Gou will be tabled during the upcoming Mid-term Board Meeting in Charleston, USA for endorsement.

4. Membership Promotion

- 4.1 The Chairman explained that the Membership Committee under the chair of Ms Naomi Kogon-Steinberg is planning to implement an extensive drive to attract new membership and as a result has included 2 members from each region on the Membership Committee. The Chairman suggested that members from India and China consider taking up membership in this Committee given the vast potential of non-member ports in both countries who may be encouraged to join IAPH.
- 4.2 Members from India expressed their interest in nominating Mr. Ravi Budhiraja of JNPT to participate in the Membership Committee. This was accepted unanimously by the Meeting. A member from Ningbo Port Authority, Mr. Qihong Chen, as the only participant from China indicated that he would look into this matter further. The Chairman then requested that the Secretary General pursue this matter.

5. Compliance with ISPS Code

- 5.1 The meeting was advised that 2 papers on Implementation of the ISPS Code were scheduled to be presented. However due to the late arrival of the speaker from Port of Seattle, only one paper was presented by the representative from MOMAF. In addition to this Abu Dhabi Seaport Terminal, Karachi Port Trust and Port Klang Authority also presented reports on the progress of implementation of the ISPS Code in their respective ports.
- 5.2 The Secretary General provided a brief on the progress of implementation among IAPH member ports. A report based on 2 surveys conducted by the IAPH was circulated to all members. He said many ports, realizing the importance of the Code, have embarked on implementing measures to comply with the Code. He added that a "Question & Answer Board was established in January 2004 in the Members Area of the IAPH website. Members are encour-

aged to put forward queries and suggestions on the subject while at the same time providing feedback and ideas. To a query by a member on the availability of passwords for members to access the 'Q&A Board', the Secretary General replied that members who have yet to obtain their password may do so by contacting the IAPH Secretariat in Tokyo. The Member from UAE in concluding the discussion on the subject emphasized the impact of non-compliance of the Code by ports which may result in ships turning to neighboring ports that have been recognized as ISPS compliant.

6. 2004 Mid-Term Board Meeting, Charleston, USA

- 6.1 The Chairman informed the Members that the 2004 Mid-term Board Meeting, which is to be attended by IAPH Board Members, will be held in Charleston, South Carolina, USA from April 25 to 28, 2004. In addition to the Board Meeting, meetings of the Internal Committees, Group of Committees for Sustainment & Growth and Group of Committees for Technical Affairs will also be held.
- 6.2 The representative from UAE voiced his concern on the requirement that each delegate attending the Mid-term Board Meeting be required to pay US\$ 250.00. He added that such a practice has never occurred previously. The Secretary General clarified that the decision was reached after discussions at the Board Meeting at Rotterdam in November 2003 and it was agreed that the South Carolina State Ports Authority could do so with the aim of easing the financial burden on the host. However, he reiterated that such practice did not constitute a blanket approval for future events and any request to impose a fee will be treated on a case-by-case basis. The Chairman added that such practice is common in the United States citing the case of the American Association of Port Authorities (AAPA).

7. 24th IAPH Conference, Shanghai, China

- 7.1 The 24th World Ports Conference will be held at the International Convention Center, Shanghai, China on May 21-27, 2005. An interim

brochure on the conference and the provisional program were circulated to members. The Chairman added that the IAPH 50th Anniversary celebrations will also be held in conjunction with the Conference.

8. IAPH 50th Anniversary

- 8.1 The Chairman informed that the 50th Anniversary of the IAPH will be celebrated in 2005. A committee, headed by Mr. Dominic Taddeo of Montreal Port Authority, has been formed to oversee the planning of the celebrations. Three major celebrations have been planned - i.e. in Tokyo in January 2005 during the EXCO meeting, in May 2005 in Shanghai during the 24th World Ports Conference, and at Los Angeles, the birthplace of the IAPH, in November 2005 (subject to further confirmation).
- 8.2 In addition, Regional member ports are also encouraged to celebrate the anniversary. In conjunction with the celebrations, an essay writing competition will also be held. Details of this event will be announced after the Charleston meeting.
- 8.3 The Secretary General also added that IAPH magazine 'Ports & Harbors' will undergo a revamp to improve its layout and contents. Six professional publishers have been invited to submit proposals on the improvement of the magazine and the selection of the successful publisher will be made at the end of March 2004.
- 8.4 The Chairman also sought the views of members on a proposal to have an IAPH 50th anniversary celebration at Asia/Oceania regional level. In this connection, the President of the IAPH suggested to Dr. Inoue an alternative - i.e. that such an event could be held in London, a city deemed to be the maritime center of the world and one that is easily accessible. The Member from Karachi Port Trust said that in addition to the 3 celebrations already planned, another event in London may result in diluted participation, a view shared by the member from Abu Dhabi. The Chairman mentioned that there is no measure to stop any Regional Member from celebrating the 50th Anniversary either in conjunction with hosting the Regional Meeting or a maritime industry conferences, etc. However, in view of cost being a major factor, she concurred that a regional level celebra-

tion may not be necessary for Asia/Oceania, considering the number of events held for the year 2005.

- 8.5 The representative from PSO Iran expressed that they are interested in hosting the 6th Asia/Oceania Regional meeting in 2005 and will also organize the 50th Anniversary celebrations in conjunction with the meeting. The Chairman thanked PSO Iran for the offer, which would be considered when the next item on the agenda is discussed.
- 8.6 In response to a question by the member from Abu Dhabi, the Secretary General said that the proposal to form IAPH was discussed in Kobe in 1952. It took three years for the proposal to be firmed up and was subsequently launched in 1955 in Los Angeles. Hence the 50th anniversary is in the year 2005.

9. Host Country for the 6th Asia/Oceania Regional Meeting & Port Forum 2005

- 9.1 The Chairman said that 2 candidates, Pakistan and Iran, had previously expressed interest in hosting the 6th Asia/Oceania Regional Meeting and Port Forum in 2005. As the representatives from both countries again confirmed their interest in hosting the event, the Chairman resolved that the matter be called to a vote, whereby Iran was selected as the next host. The Chairman thanked all Members for their cooperation and looked forward to seeing everyone at the next meeting. She also thanked Iran for volunteering to host the 50th Anniversary of IAPH celebrations in conjunction with the Asia/Oceania Regional Meeting, likely to be held in late February or early March 2005

10. Other Matters

- 10.1 The Chairman reported that a proposal has been put forward that a Memorandum of Understanding be established between the IAPH and the American Association of Port Authorities (AAPA). This is in view of the lack of participation by Latin American countries in the IAPH. Furthermore, the MOU will promote understanding, cooperation and friendship between the two associations. The Chairman of the Membership Committee, Ms. Naomi Kogon-Steinberg has been instru-

mental in this initiative. In Charleston, following consideration and approval by the Board, the MOU will be signed by the representatives of both associations.

- 10.2 The Secretary General also put forward a proposal by PIANC to jointly study with the IAPH the issues and problems facing the development of island ports. This will help member ports from island countries to participate actively by sharing their views, etc.
- 10.3 The Chairman noted the interest registered by Busan Port to host the 27th World Ports Conference in 2011 as expressed in the Vice-Minister's speech at the opening ceremony held earlier. She added that this does not preclude potential bidders seeking to host the same Conference. However such competition could lead to wasteful resources. It would be preferable if

such competition is reduced to a minimum if not eliminated.

- 10.4 The member from Indian Ports Association asked about the potential benefits of joining the International Association of Cities & Ports (IACP). The Chairman replied that majority of members of that association are from Europe since it is an initiative from Le Harve. The Association is probably seeking more members from Asian countries. The Secretary General added that the IAPH has good relationship with the IACP and considers it a friendly association.
- 10.5 The Mayor of Gwangyang City expressed his hope that more members will be joining the visit that has been planned for Gwangyang Port on March 19, 2004.

With no other matters arising, the meeting was adjourned at 1:10 p.m. hours.

Busan Port Forum

Theme: Innovative Development Strategy of Maritime & Port Industry

Session 1:

Strategy To Renovate Port & Port Hinterland Logistics Zone

- Paper 1 Strategy for the Development of a Port's Value Added Logistics Zones**
Dr. Larissa M. van der Lugt, Erasmus University, Netherlands
- Paper 2 Logistics Strategies of Port of Osaka**
Mr. Kiyoshi Kawamoto, Director, Osaka Port Corporation, Japan
- Paper 3 Indian Shipping & Port Development Program**
Capt. A.N.M. Kishore, Managing Director, Indian Ports Association, India
- Paper 4 Major Port Development Project in Korea**
Mr. Sang-moon Lee, Director General, MOMAF, Korea

Session 2:

Strategy To Promote Maritime & Logistics Industry

- Paper 5 The Strategy to Improve the Port Information System by Utilizing**

"Information Technology & e-Logistics Technology"

Prof. Chris Blake, Erasmus University, Netherlands

- Paper 6 Current Status and Development Strategy of the Automated Container Terminal**
Prof. Hyung-rim Choi, Dong-A University, Korea
- Paper 7 The General Policy Direction of Cruise Shipping with Special Emphasis on Development in the Asia-Pacific Region**
Cmdr Ku Yuen Mun, Star Cruises, Malaysia
- Paper 8 Launching Seattle's Cruise Ship Industry**
Mr. Mark Knudsen, Deputy Managing Director, Port of Seattle, U.S.A.
- Paper 9 Uniform System of Collecting and Exchanging International Maritime Statistics**
Dr. Hiroyuki Kosaka, Chuo University, Japan / Dr. Toshiharu Murata, Japan Port and Harbour Association/Dr. Shigeru Kashima, Chuo University, Japan

Committee Report
**Trade Facilitation
Committee**

February 2, 2004, Barcelona, Spain



Emili Arbós
Chair

DRAFT MINUTES OF THE MEETING

Attendants:

- **Emili Arbós**
Port of Barcelona, Chairman
- **Santiago Milà**
Port of Barcelona, Secretary General
- **Abilio Marques**
Port of Sines
- **Jerôme Besancenot**
Port of Le Havre
- **Germaine Figarella**
Port of Marseilles
- **Ian Flanders**
Port of London
- **Maite Roman**
Port of Barcelona, TFC Secretariat

**Presentation of the UN/CEFACT
Business Collaboration
Framework**

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

The presentation took place in Barcelona in the framework of the European tour of a UN/CEFACT delegation consisting of Ray Walker (Chair, UN/CEFACT Steering Group), Kenji Itoh (Vice-Chair UN/CEFACT), Klaus-Dieter Naujok (Chair, UN/CEFACT Technologies and Methodologies Group) and Dave Welsh (Chair, UN/CEFACT Business Process Work Group). The delegation also presented the Business Collaboration

Framework (BCF) in Vienna, Essen, London, Stockholm and Brussels.

The presentation was a great success with 90 representatives of government, industry, and academia attending and showing a great interest in the BCF. The BCF's objective is to provide businesses with a solution to define their external information interchanges and related business activities (business collaborations) independent of the underlying implementation and infrastructure technology. Because the BCF is not dependent on any specific implementation technology, it protects the investment required to develop the Business Collaboration Models against future changes in the underlying infrastructure.

The primary goal of the BCF is to capture the business knowledge that enables the development of low-cost software components to help small and medium-size companies and emerging economies engage in e-Business practices. By focusing on developing business process and information models in a technology-neutral manner, the BCF provides insurance against obsolescence by allowing readjustment to the business scenarios into new information exchange technologies.

To sum up, the Business Collaboration Framework (BCF) is the foundation for effective, efficient collaboration of electronic processes and exchanges that increasingly underlie all aspects of business/commerce between organisations – private or public, large or small – any-

where in the world. Its adoption will facilitate the growth of world trade and provide considerable insurance against the impact of new technologies.

**Agenda Item 1:
AGENDA & OPENING REMARKS**

The Chairman welcomed everyone to the meeting and to Barcelona and referred to the presentation of the BCF that had taken place a few hours before by expressing how interesting this development was. Attendants agreed that it was very useful to hold TFC meetings taking the opportunity of any interesting event or presentation regarding subjects that the TFC normally deals with.

After this short introduction, the Chairman referred to the apologies received from TFC members for their absence to this meeting: Mr Jaime Luezas, from Puertos del Estado (Spain), Mr Alan Long, from Maritime Cargo Processing (United Kingdom); and Mr Volkhard Erdelbrock, from DAKOSY (Germany). Mr Alan Long was not able to attend as he was attending a World Customs Organisation meeting in Brussels as representative of the TFC.

The agenda was approved with no amendment.

**Agenda Item 2:
Membership of the TFC**

Regarding new TFC members, the Chairman reported that there had not been any new members since the last meeting in Durban, just the TFC member from Israel, Mr Moshe Naveh, who had been substituted by Mr Amos Ron, Director General of the Israel Port Authority.

The Chairman added that Mr Robert Yap, from the Port of Singapore Authority, had left this company and that the TFC Secretariat was expecting to receive the name of his replacement. Moreover, Mr Arbós added, Mr Kondoh, the IAPH Deputy Secretary General, had retired and Mr Tatsuki Hioka had replaced him.

**Agenda Item 3:
REPORTS TO THE COMMITTEE**

The Chairman commented that the minutes of the Durban meeting had been sent to all TFC members by mail; members present agreed it was not necessary to read them again. Moreover, Mr Arbós informed them that a short version had been published in "Ports and Harbors" Magazine and that TFC members could find the longer version at the IAPH website.

Consequently, the Minutes were approved without amendment.

The Chairman reported that, as usual,

a report on Committee activities had been required for the EXCO meeting held in October. This time, the EXCO meeting took place in Rotterdam and Mr Thomas Kornegay, IAPH Vice-President co-ordinating the Committees for Technical affairs, read the TFC report on behalf of the Chairman.

Agenda Item 4: INVOLVEMENT WITH OTHER ORGANISATIONS

Regarding the World Bank Global Facilitation Partnership for Transportation and Trade (GFP), the Chairman pointed out that a website dedicated exclusively to the project had been launched recently. Included in the dossier, TFC members attending could find an example of what could be found on the website.

As TFC members were able to see, training documents on trade transport and logistics could be found as well as an update of the programs and other important information such as partners, how to contribute, reference readings, training sessions and discussion groups.

The Chairman reported that it was a very informative website with interesting data and documents so that, although it had been launched just a few months earlier, it seemed to be an essential part of the project and a very good source of information.

The Chairman mentioned that in the dossier members present could find a list of the main activities undertaken by this project. As they could see, there were many activities focussed on developing countries in the frame of the GFP Initiative.

Moreover, in the dossier, could be found a brief summary of the main subjects discussed at the last GFP meeting where this new web-page had been presented. This meeting took place on November 6, 2003 at the World Customs Organisation offices in Brussels.

The Chairman agreed that the website offered a good opportunity to follow up regularly the activities of this organisation and announced that in case the TFC Secretariat acknowledged any interesting document or information through that website, it would be sent to TFC members by mail.

The next document in the dossier was the UNCITRAL note on "Legal aspects of electronic commerce. Electronic contracting: background information". It is a note summarizing the research that has been conducted by the UNCITRAL Secretariat on some of the main issues that have been discussed by the UNCITRAL Working Group on Electronic Commerce

in connection with a preliminary draft convention on electronic contracting.

This note, as the Chairman explained, relates essentially to the location of the parties. Additional notes dealing with other issues, such as time of dispatch and receipt of data messages, authentication of data messages, use of automated information systems and the availability of contract terms will be issued as separate documents.

The Chairman stressed that he had included this note in order to inform TFC members on what basis the UNCITRAL is developing this new Convention. He affirmed that it was still too soon to know when it would be ready but, as soon as the TFC Secretariat received it, it would be sent to TFC members

As those attending could see, an important UNCITRAL concern is that the increased use of electronic communications makes it very important for traders to define contractual issues such as whether a contract has been concluded and which law governs it. To know "which law governs it", it is necessary to know the "place of business" of both parties.

The note points out that electronic commerce and the "new economy" may involve activities that are carried out through the use of information systems without any connection to a physical location. It has been argued that it might not be reasonable to apply to those so-called "virtual companies" the same criteria traditionally used to determine a person's place of business.

After a discussion, the note affirms that peripheral information related to electronic messages, such as IP address, domain names or the geographical location of information systems, may have limited value for determining the physical location of the parties.

One approach being considered by the Working Group is to require the parties in electronic transactions to clearly indicate the location of their relevant places of business. However, that proposition has raised a number of questions, such as the extent to which such a duty, which does not exist for international paper-based transactions, might result in a duality of legal regimes.

The Chairman continued by affirming that another concern of UNCITRAL is what kind of legal consequences might be attached to the lack or inaccuracy of such information and how an international uniform instrument for electronic contracting could deal with that issue without interfering with the underlying contract law.

Mr Arbós pointed out that there are

still a lot of complex issues related to e-business activities to be solved at an international level and the hard work that the UNCITRAL is doing to try to offer solutions.

Santiago Milà emphasised that the legal aspects are an important obstacle for undertaking international trade transactions electronically from the beginning to the end. The Chairman affirmed that it would be interesting to know what the European Commission is doing regarding e-business and suggested that the TFC Secretariat would prepare a short report regarding this issue and send it to TFC members.

Agenda Item 5: PARTICIPATION IN OTHER INTERNATIONAL COMMITTEES

Regarding this item, the Chairman noted that attendees could find in the dossier, firstly, the Agenda of the 46th meeting of the WCO Information Management Sub-Committee and, secondly, the Report on the 45th meeting of this Committee.

As the Chairman underlined, the 46th Information Management Subcommittee meeting was taking place at that moment in Brussels. There, the WCO Customs Data Model, the Unique Consignment Reference Number and the Kyoto Convention would be discussed. The Chairman reported that Mr Alan Long, TFC member from Felixstowe, communicated to the TFC Secretariat that he would be attending the meeting and therefore was not able to attend the TFC meeting. The Chairman informed members present that the Minutes would be sent to TFC members by mail or presented at the following TFC meeting.

Regarding the last World Customs Organisation Information Management Sub-Committee, the two World Customs Organisation projects followed closely by the TFC, the Unique Consignment Reference Number (UCR) and the Customs Data Model, were discussed.

As far as the Customs Data Model is concerned, the attendees were reminded that the main objective of this project is to provide a common understanding of Customs information requirements through the establishment of standardized and harmonized information requirements and procedures. It supposes a first step towards a closer integration in customs procedures through the statement of a core data set agreement.

Mr Arbós explained that, in the meeting, the Chairperson reminded delegates of the ongoing work in the Data Model Project Team to develop Customs business process and information flow mod-

els, which would significantly assist the further completion, maintenance and management of the WCO Customs Data Model.

These models would address all Customs processes and procedures currently contained in the revised Kyoto Convention and would include all necessary data required for these processes and procedures. The results of this modelling work would find input into the next version of the WCO Customs Data Model scheduled for 2005. These models would be presented to the IMSC at its 47th meeting in June 2004 with an interim report being provided at the 46th meeting in January 2004.

Regarding the Unique Consignment Reference Number, the IMSC Secretariat highlighted once more the basic concept of the UCR and the clear distinction between the scope of the UCR and the scope of transport reference numbers.

The IMSC Secretariat pointed out, that it had recognised the need to amend the current Recommendation with respect to the structure of the UCR, the definitions used, the issuing process and the possibility to allow existing industry solutions to function as a UCR.

In the light of these necessary adjustments to the Recommendation and its accompanying Guidelines, the IMSC Secretariat suggested mandating the UCR Correspondence Group with the drafting of the amendments. The UCR Correspondence Group should produce a final draft for discussion and approval at the 46th IMSC enabling the IMSC to prepare the final draft in March 2004 for formal adoption.

Mr Ian Flanders informed that the UCR was being used in British Customs for export documents. Mr Milà asked Mr Flanders if he could prepare a report, together with Mr Alan Long, regarding the use of the UCR in British Customs and commented that the rest of TFC members could check with their customs if the UCR is being used.

The representatives of Marseilles and Le Havre affirmed that the UCR was a very interesting initiative, especially in their ports as they were undertaking a joint initiative on Customs.

Agenda Item 6: PROGRESS ON MARITIME ELECTRONIC STANDARDS

Regarding the progress of Maritime electronic standards, Mr Milà pointed out that, in the document pack, TFC members could find an interesting article from the magazine "Transform" named "Can

Process Modelling really replace EDI?"

As Mr Milà explained, the author begins by explaining that a new "universal standard business process modelling language based on Web services technology" has been created and its name is "Business Process Execution Language (BPEL)". However, this standard just standardizes the technical aspects of B2B process integration. As the article states, it ignores the business semantics, such as which data elements are required in a purchase order or an invoice, or what constitutes a business transaction.

Mr Milà stated that if the TFC Secretariat found any further information about this topic, it would be sent to TFC members by mail.

The following document explained in the meeting was the public presentation of the "Business-Centric Methodology" developed by OASIS. Mr Milà reported that it begins by explaining the key factors that limit or prevent organizations from achieving the degree of interoperability that is necessary for continued growth and improvement. Moreover, Mr Milà continued, it highlights that the presentation of the interoperability problem would not be complete without mentioning the established methodologies for overcoming these inhibitors.

The report mentions some of the relevant methodologies that attempt to improve and manage Enterprise interoperability, among them, the Business Collaboration Framework (BCF) and admits that each of these frameworks has strengths, as well as weaknesses that limit their application and effectiveness.

Following the article, Mr Milà highlighted that the BCF presents a methodology for business agility and interoperability. Finally, Mr Milà referred to the important effort that UN/CEFACT and OASIS are making in order to avoid overlapping their work on standards.

Regarding the standards, the representative of Le Havre, Mr Besancenot, asked Mr Milà what the present situation of the development of the ebXML was. Mr Milà answered by informing him that the final version of the technical specifications was approved by the UN/CEFACT at its General Conference in May 2003 and affirmed that the TFC Secretariat would send information about it to him by mail.

The following document presented in the meeting was named "How the US Federal Government is using XML" and it offers a view of a wide variety of ways in which XML is currently used in the US federal government.

Mr Milà explained that this report reviews a number of legislative actions that have encouraged the adoption of

XML in the US Federal Government. It shows that the impact of XML technology on the Presidential E-Gov Initiatives is clear. The majority of the 28 Executive Agencies are currently incorporating XML technology into their IT solution sets and it shows that the XML is an integral part of the US Federal government and its use is actively encouraged by the government.

To conclude with this item, Mr Milà mentioned that he had included in the dossier several press releases of UNCEFACT in order to inform TFC members about some of its latest announcements.

Agenda Item 7: IT AWARD

As far as the IT Award was concerned, Mr Arbós recalled those attending the meeting that, Mr Satoshi Inoue, IAPH Secretary General and member of the IT Award Selection Committee, sent a mail with some proposals regarding forthcoming IT Award editions. Firstly, he proposed that criteria "C" would be reconsidered for future contests as it seems that most of the member ports are now entering the stage of implementation of actual IT projects rather than planning. Following the judging criteria, the criteria "C" evaluates the implementation and operability of the presented project.

Secondly, he proposed sector-specific prizes such as for safety, the environment, terminal operations as he noticed that many of the entries received deal with specific service areas such as dangerous goods, vessel berthing, current stream information, facility promotion, etc.

Finally, he suggested that our Committee should consider the possibility of making all entries available to members via the IAPH website or publication of a special report along the lines of "IT applications in Ports".

After a short discussion in the Durban meeting, the Committee decided to approve all proposals except that for establishing sector-specific prizes. Mr Arbós reported that, included in the documentation, TFC members could find the letter that he had sent to Mr Inoue informing him of the decisions taken by the TFC regarding his proposals.

Moreover, Mr Arbós mentioned that the next edition of the IT Award would be held from the closing months of this year and the beginning of 2005 as in mid-2005 another IAPH General Conference would take place.

Agenda Item 8: WORK PROGRAMME

Moving forward with the work devel-

oped by the Committee up to the present, the Chairman suggested the Committee continue concentrating on its efforts in

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

**Agenda Item 9:
OTHER BUSINESS**

Ms Maite Roman, from the TFC Secretariat, informed that as agreed in the latest TFC meetings, the TFC Secretariat increased the volume of documents delivered by e-mail and that these documents had not been included in the dossier.

In the dossier, TFC members could find some of the mails sent. As an example, the mail sent on May 30 regarding the UNCTAD transport letter. Also sent was information regarding the Seminar on policy awareness and security issues on information technology, organised by United Nations on June 27; the UNECE and WCO International Conference on Trade Facilitation and Security that took place in November; the UNCTAD-UNECE high-level Regional conference for Transition economies, "ICT and e-commerce strategies for development," and the "World Summit on Information Society" that took place in Geneva from December 10-12, 2003.

Ms Roman said that any TFC members attending the meeting who had a special request for information about any special subject or event, should just to send a mail to the TFC Secretariat and she would try to send more information about the specific items.

**Agenda Item 10:
ARRANGEMENTS FOR NEXT MEETING**

Regarding this subject, the attendees commented at the beginning of the meeting that they believed that it was a good opportunity to hold TFC meetings in conjunction with special presentations or events.

Those present agreed to send an e-mail if they had knowledge of any interesting event/presentation held in their country/city, directing such mail to the TFC Secretariat. Mr Milà commented that one possibility was to hold a meeting together with a meeting of the UNCTAD or the WCO.

Finally, it was agreed to hold the next meeting at the end of this year.

Activities Report

25th Meeting of Contracting Parties to the London Convention 1972

IMO Headquarters - London, U.K.
October 6-10, 2003



Dr. Geraldine Knatz
Chair, Dredging Task Force

Report of the IAPH Observer

The Twenty-Fifth Meeting of Contracting Parties to the London Convention 1972 ("LC 1972" or "Convention") was held at the headquarters of the International Maritime Organization, 4 Albert Embankment, London SE1, England, on October 6-10, 2003. IAPH attended the Meeting as an observer and was represented by Geraldine Knatz, Chairman, IAPH Dredging Task Force, as Head of the IAPH delegation, and Joseph E. LeBlanc, Jr., as the IAPH Legal Advisor. The Meeting was attended by delegations from 33 Contracting Parties to the LC 1972; observers from nine (9) States that are not Contracting Parties to the LC 1972; a representative from the International Atomic Energy Agency (IAEA) and one (1) inter-governmental organization; and observers from five (5) non-governmental organizations (NGOs), including IAPH. This report will summarize the action of the Meeting on agenda items of concern to IAPH.

1. Agenda Item 2: Status of the London Convention 1972 and the 1996 Protocol

- 1.1 The Consultative Meeting noted that 80 Governments have ratified or acceded to the London Convention 1972 and 17 States have ratified or acceded to the 1996 Protocol. The Meeting also noted that eighteen Contracting Parties to the Convention were signatories to the 1996 Protocol.
- 1.2 The Meeting further noted that the pace of new ratifications/accessions had slowed down in recent years from 6 in 2000 to 3 in 2001, none for 2002, and to date one for 2003. The Meeting requested Contracting

Parties to report upon their intentions to ratify or accede to the Protocol. Based upon the responses from a number of parties, the 1996 Protocol is likely to enter into force in 2005.

**2. Agenda Item 3: Preparation for the Entry Into Force of the 1996 Protocol
(a) Development of Compliance Procedures and Mechanisms**

- 2.1 The delegation of Canada introduced document LC 25/3 which reported upon the intersessional responses to a questionnaire inviting views upon the development of compliance procedures and mechanisms under the Protocol. IAPH participated in this intersessional work. While recognizing the need to develop appropriate text for such procedures, the Meeting agreed that it would, first, be necessary to identify the key elements to be included. The ad hoc Working Group on Reporting and Compliance was instructed to identify such key elements and to submit a report to plenary later during the Meeting.
- 2.2 The results of the Working Group were set forth in document LC 25/WP.3 which reflected divergent views as to (i) the need for an new independent body to address compliance issues, (ii) whether such body should be restricted in membership or open to all delegations, and (iii) whether any inquiry into compliance by individual Contracting Parties must originate with the Consultative Meeting which would establish terms of reference for such work.

2.3 The Meeting thanked the ad hoc Group for its efforts and agreed that it would be advantageous to build on the achievements made during the Meeting during the intersessional period. The United States and the Netherlands agreed to circulate a revised draft of compliance procedures and mechanisms in January 2004, with comments requested by April 2004 in time to be considered by the Scientific Group at its meeting in May 2004. The revised document would then be submitted to the Twenty-sixth Consultative Meeting in November 2004. IAPH will continue its participation in this intersessional correspondence group.

3. Draft Procedures and Criteria for Emergency Situations Under Article 8.2 and 18.1.6 of the Protocol

- 3.1 The Secretariat presented a first draft of "Emergency Procedures and Criteria Under Articles 8.2 and 18.1.6 of the London Protocol" (LC 25/3/1) which was modeled after the "Interim Procedures and Criteria for Determining Emergency Situations" adopted by the Fifth Consultative Meeting in 1980 to implement Article V(5) of the London Convention. The Meeting established a Working Group to examine this draft document with a view to developing recommended emergency procedures under the Protocol. IAPH participated in this Working Group.
- 3.2 The results of the Working Group were set forth in document LC 25/WP.4, which presented revised "Draft Procedures and Criteria for Determining and Addressing Emergency Situations As Referred to in Article 8 and 18.1.6 of the 1996 Protocol".
- 3.3 The Working Group identified ambiguity in the Protocol with respect to whether the provisions of Article 8 relating to emergency situations apply to waste listed in Annex 1 as authorized for dumping at sea or only to other wastes. The Group agreed that there would be emergency situations that involve Annex 1 materials and that the draft procedures would apply to all emergency disposal at sea.
- 3.4 The Group also noted that additional aspects pertaining to emergency situations would need to be evaluated in the future and recommended that the draft procedures be reviewed by all Contracting Parties, by the Scientific Group, and by other appropriate entities within IMO, particu-

larly with respect to risks to safety. The Meeting thanked the Working Group for its efforts and approved the recommended procedures as a "work in progress" that would undergo continuing review.

4. Agenda Item 5: Consideration of the Report of the Scientific Group on Dumping.

(a) Guidelines Applicable to Dredged Material

- 3.1 The Meeting approved the "Guidelines on Selection and Analysis of Physical and Chemical Parameters for Assessment of Dredged Material Quality," as approved in principle by the Scientific Group (LC 25/5, 3.1). The Meeting also endorsed the work plan to amalgamate these guidelines with the "Guidelines for the Sampling of Sediment Intended for Disposal at Sea" adopted in 2000.
- 3.2 Updated Advice Concerning Management of Spoiled Cargoes
The Meeting recalled that advice regarding the management of spoiled cargoes was developed by the Consultative Meeting in 1994 and 1997 and was subsequently updated in 2000 following the completion of the "Specific Guidelines" and the issuance of recent permits for disposal of spoiled cargoes. (LC 25/5/1).
- 3.3 The Meeting accepted, in principle, the Updated Advice on spoiled cargoes in this current format and agreed that the advice on spoiled cargo management should be made more explicit in what should be allowed in relation to emergency disposal under Article V(2) and force majeure disposal under Article V(1). In this regard, the Meeting requested the Scientific Group to consider revisions to the Specific Guidelines for Assessment of: (1) Inert Inorganic Geological Material; (2) Organic Material of Natural Origin; (3) Bulky Items, primarily comprising Iron, Steel, Concrete, etc. If policy interpretations would emerge, these should be referred back to the Consultative Meeting.

4. Agenda Item 6: Interpretation of the London Convention 1972

(a) Interpretation of "Industrial Waste"

- 4.1 The Meeting noted that no consensus had been reached regarding differing interpretations of the definition of "industrial waste" and the exemptions from that definition in Annex 1, paragraph 11(a) to (f) to the

Convention.

- 4.2 The Meeting recognized that the dumping of "bauxite residues" constituted the main problem of interpretation of the waste category "inert, inorganic geological material" and that, although it would be difficult to reach agreement on a common interpretation at the level of "definitions," solutions would be possible on a "practical level," i.e., phasing out this practice. The Meeting also noted that the Scientific Group planned to review the Specific Guidelines for Assessment of Inert, Inorganic Geological Material and the Specific Guidelines of Organic Material of Natural Origin, including the development of criteria to assess these wastes, for further discussion at its 27th Session in 2004.

(b) Guidance on "Placement of Matter for a Purpose Other Than the Mere Disposal Thereof"

- 4.3 It was recalled that the last three Consultative Meetings had not reached agreement on guidance concerning "placement of matter for a purpose other than the mere disposal thereof," or as to whether the London Convention covers "placement" activities. However, the Meetings had developed the elements of policy guidance and encouraged voluntary reporting by Contracting Parties of "placement" activities.
- 4.4 The Meeting also noted that the discussion thus far had been focused on the legal aspects of "placement," but there were also important technical issues where advice under the London Convention may be relevant. The Meeting agreed that the Scientific Group should continue its discussions on the technical and scientific aspects of this issue at its next meeting in May 2004. Contracting Parties were invited to submit reports to the Scientific Group on their "placement" activities and on relevant cases of beneficial use of dredged material.
- 4.5 The Meeting agreed to continue using the above-mentioned policy guidance and that voluntary reporting on "placement" activities should focus on instances where waste materials were used for this purpose. The Scientific Group was also requested to review relevant guidelines developed in other international agreements, e.g., the OSPAR Guidelines.

5. Agenda Item 8: Matters Relating to the Management of Radioactive Wastes

5.1 The representative of the International Atomic Energy Agency (IAEA) introduced document LC 25/8, entitled "Determining the Suitability of Materials for Disposal At Sea Under the London Convention 1972: A Radiological Assessment Procedure," which constituted advice regarding the final step (Step 6) in the Stepwise Evaluation Procedure adopted at the 21st Consultative Meeting to determine if candidate materials could be designated de minimis (i.e., as non-radioactive) under the Convention. The IAEA representative stressed that, while the procedure devised by the 21st Consultative Meeting requires consideration of effects on human health and the marine environment (i.e., marine flora and fauna) and other legitimate uses of the sea, the current document addressed only effects on human health. The reason is that current radiological protection criteria pertain only to the protection of human health. The derivation of procedures and standards for the protection of flora and fauna was currently under active development among several agencies and organizations. In the meantime, it would be necessary for Contracting Parties conducting a specific assessment to use the most recent scientific information available to determine the nature and extent of potential effects on marine flora and fauna using a precautionary approach.

5.2 The Meeting adopted the IAEA document on specific assessments as guidance to Contracting Parties regarding de minimis for candidate materials under the London Convention and urged the IAEA to

continue its work on the development of a mechanism for environmental protection from the effects of ionizing radiation. It stressed the need for Contracting Parties to use a precautionary approach and to insure that an assessment of potential affects on marine flora and fauna and legitimate uses of the sea be included in specific assessments using contemporary scientific information.

6. Agenda Item 13: Future Work Programme

6.1 The Meeting reviewed the "Long-Term Work Programme (2003-2005)" in light of the progress to date and with a view to highlighting the priority directions and actions for the next Consultative Meeting and beyond. The Meeting agreed that the immediate priority was to promote the effective implementation of the London Convention and the early entry into force of the London Protocol.

6.2 The substantive items for the Twenty-sixth Consultative Meeting were set forth in Working Paper LC 25/WP.6. The Meeting reviewed the agenda items and regarded the indents listed under each item as early annotations and priorities for action at that Meeting. The Contracting Parties were invited to prepare submissions on the priority items contained therein. These included the following issues of interest to IAPH ports:

- (1) Consideration of the Report of the Scientific Group.
 - Waste Assessment Guidance
 - Definition of Industrial Waste
 - Guidance for the Development of Action Lists and Action Levels
 - Spoiled Cargo Management

- Coastal Management and Prevention of Marine Pollution

(2) Compliance Issues.

- Compliance Reporting
- Strategies for Compliance

(3) Preparation for the Entry Into Force of the 1996 Protocol.

- Compliance Procedures and Mechanisms
- Procedures and Criteria for Emergency Situations

(4) Interpretation of the London Convention 1972.

- Industrial Waste
- Placement of Matter for a Purpose Other Than the Mere Disposal

Thereof

- (5) Review of the Long-Term Programme for the Period 2005 to 2007

7. Date for the Twenty-Sixth Consultative Meeting of Contracting Parties and the Twenty-Seventh Meeting of the Scientific Group

The Twenty-sixth Consultative Meeting of Contracting Parties to the London Convention 1972 will be held on November 1-5, 2004 at the headquarters of the International Maritime Organization in London, England. The Twenty-seventh Meeting of the Scientific Group will be held on May 3-7, 2004 in Mombasa, Kenya.

8. Conclusion

As noted above, there are a number of issues under consideration by Contracting Parties that are of continuing interest to IAPH and its member ports. IAPH will closely follow the future debate and work upon these issues in order to assure that port concerns are properly taken into account in any decisions that are taken.

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.

Ballast Water Management Convention

As already reported in "Maritime News & Information" in the April 2004 issue of "Ports and Harbors," the New Ballast Water Management Convention was adopted by the IMO in February. Major Points of the convention are summarized here to help IAPH members better understand them.

Entry into Force

The Convention will enter into force 12 months after ratification by 30 States, representing 35 per cent of world merchant shipping tonnage (Article 18 Entry into force).

General Obligations

Under Article 2, General Obligations, Parties undertake to give full and complete effect to the provisions of the Convention and the Annex in order to prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments.

Parties are given the right to take, individually or jointly with other Parties, more stringent measures with respect to the prevention, reduction or elimination of the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments, consistent with international law. Parties should ensure that ballast water management practices do not cause greater harm than they prevent to their environment, human health, property or resources, or those of other States.

Reception Facilities

Under Article 5 Sediment Reception Facilities, Parties undertake to ensure that ports and terminals where cleaning or repair of ballast tanks occurs, have adequate reception facilities for the reception of sediments.

Research and Monitoring

Article 6, Scientific and Technical Research and Monitoring, calls for Parties individually or jointly to promote and facilitate scientific and technical research on ballast water management; and monitor the effects of ballast water management in waters under their jurisdiction.

Survey, Certification and Inspection

Ships are required to be surveyed and certified (Article 7 Survey and Certification) and may be inspected by port State control officers (Article 9 Inspection of Ships) who

can verify that the ship has a valid certificate; inspect the Ballast Water Record Book; and/or sample the ballast water. If there are concerns, then a detailed inspection may be carried out and "the Party carrying out the inspection shall take such steps as will ensure that the ship shall not discharge Ballast Water until it can do so without presenting a threat of harm to the environment, human health, property or resources."

All possible efforts shall be made to avoid a ship being unduly detained or delayed (Article 12 Undue Delay to Ships).

Annex - Section A General Provisions

This includes definitions, applications and exemptions. Under Regulation A-2, General Applicability: "Except where expressly provided otherwise, the discharge of Ballast Water shall only be conducted through Ballast Water Management, in accordance with the provisions of this Annex."

Annex - Section B Management and Control Requirements for Ships

Ships are required to have on board and implement a Ballast Water Management Plan approved by the Administration (Regulation B-1). The Ballast Water Management Plan is specific to each ship and includes a detailed description of the actions to be taken to implement the Ballast Water Management requirements and supplemental Ballast Water Management practices.

Ships must have a Ballast Water Record Book (Regulation B-2) to record when ballast water is taken on board; circulated or treated for Ballast Water Management purposes; and discharged into the sea. It should also record when Ballast Water is discharged to a reception facility and accidental or other exceptional discharges of Ballast Water

The specific requirements for ballast water management are contained in regulation B-3, Ballast Water Management for Ships:

- Ships constructed before 2009 with a ballast water capacity of between 1500 and 5000 cubic metres must conduct ballast water

management that at least meets the ballast water exchange standards or the ballast water performance standards until 2014, after which time it shall at least meet the ballast water performance standard.

- Ships constructed before 2009 with a ballast water capacity of less than 1500 or greater than 5000 cubic metres must conduct ballast water management that at least meets the ballast water exchange standards or the ballast water performance standards until 2016, after which time it shall at least meet the ballast water performance standard.
- Ships constructed in or after 2009 with a ballast water capacity of less than 5000 cubic metres must conduct ballast water management that at least meets the ballast water performance standard.
- Ships constructed in or after 2009 but before 2012, with a ballast water capacity of 5000 cubic metres or more shall conduct ballast water management that at least meets the ballast water performance standard.
- Ships constructed in or after 2012, with a ballast water capacity of 5000 cubic metres or more shall conduct ballast water management that at least meets the ballast water performance standard.

Other methods of ballast water management may also be accepted as alternatives to the ballast water exchange standard and ballast water performance standard, provided that such methods ensure at least the same level of protection to the environment, human health, property or resources, and are approved in principle by IMO's Marine Environment Protection Committee (MEPC).

Under Regulation B-4, Ballast Water Exchange, all ships using ballast water exchange should:

- whenever possible, conduct ballast water exchange at least 200 nautical miles from the nearest land and in water at least 200 metres in depth, taking into account Guidelines developed by IMO;
- in cases where the ship is unable to conduct ballast water exchange as above, this should be as far from the nearest land as possible, and in all cases at least 50 nautical miles from the nearest land and in water at least 200 metres in depth.

When these requirements cannot be met areas may be designated where ships can conduct ballast water exchange. All ships shall remove and dispose of sediments from spaces designated to carry ballast water in accordance with the provisions of the ships' ballast water management plan (Regulation B-4).

Annex - Section C Additional Measures

A Party, individually or jointly with other

Parties, may impose on ships additional measures to prevent, reduce, or eliminate the transfer of Harmful Aquatic Organisms and Pathogens through ships' Ballast Water and Sediments.

In these cases, the Party or Parties should consult with adjoining or nearby States that may be affected by such standards or requirements and should communicate their intention to establish additional measure(s) to the Organization at least 6 months, except in emergency or epidemic situations, prior to the projected date of implementation of the measure(s). When appropriate, Parties will have to obtain the approval of IMO.

Annex - Section D Standards for Ballast Water Management

There is a ballast water exchange standard and a ballast water performance standard. Ballast water exchange could be used to meet the performance standard:

Regulation D-1 Ballast Water Exchange Standard - Ships performing Ballast Water exchange shall do so with an efficiency of 95 percent volumetric exchange of Ballast Water. For ships exchanging ballast water by the pumping-through method, pumping through three times the volume of each ballast water tank shall be considered to meet the standard described. Pumping through less than three times the volume may be accepted provided the ship can demonstrate that at least 95 percent volumetric exchange is met.

Regulation D-2 Ballast Water Performance Standard - Ships conducting ballast water management shall discharge less than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum dimension and less than 10 viable organisms per milliliter less than 50 micrometres in minimum dimension and greater than or equal to 10 micrometres in minimum dimension; and discharge of the indicator microbes shall not exceed the specified concentrations.

The indicator microbes, as a human health standard, include, but are not be limited to:

- Toxicogenic *Vibrio cholerae* (O1 and O139) with less than 1 colony forming unit (cfu) per 100 milliliters or less than 1 cfu per 1 gram (wet weight) zooplankton samples;
- Escherichia coli* less than 250 cfu per 100 milliliters;
- Intestinal Enterococci less than 100 cfu per 100 milliliters.

Ballast Water Management systems must be approved by the Administration in accordance with IMO Guidelines (Regulation D-3 Approval requirements for Ballast Water Management systems). These include systems which make use of chemicals or biocides; make use of organ-

isms or biological mechanisms; or which alter the chemical or physical characteristics of the Ballast Water.

Prototype Technologies

Regulation D-4 covers Prototype Ballast Water Treatment Technologies. It allows for ships participating in a programme approved by the Administration to test and evaluate promising Ballast Water treatment technologies to have a leeway of five years before having to comply with the requirements.

Review of Standards

Under regulation D-5, Review of Standards by the Organization, IMO is required to review the Ballast Water Performance Standard, taking into account a number of criteria including safety considerations; environmental acceptability, i.e., not causing more or greater environmental impacts than it solves; practicability, i.e., compatibility with ship design and operations; cost effectiveness; and biological effectiveness in terms of removing, or otherwise rendering inactive harmful aquatic organisms and pathogens in ballast water. The review should include a determination of whether appropriate technologies are available to achieve the standard, an assessment of the above-mentioned criteria, and an assessment of the socio-economic effect(s) specifically in relation to the developmental needs of developing countries, particularly small island developing States.

Annex- Section E Survey and Certification Requirements for Ballast Water Management

Gives requirements for initial renewal, annual, intermediate and renewal surveys and certification requirements. Appendices give form of Ballast Water Management Certificate and Form of Ballast Water Record Book.

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

Membership Notes

New Members

• Regular Member:

Busan Port Authority [Korea]
Address: 14 Jungang-dong 6-ga Jung-gu Busan, 600-016, KOREA
Telephone: +82-51-999-3017
Fax: +82-51-988-8878
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Website: www.pba.or.kr
Representative: June-Suk CHOO, President

• Associate Member:

CH2M HILL Inc. [USA]
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Telephone: +1-561-515-6500
Fax: +1-561-515-6502
E-mail: pcrannel@ch2m.com
Website: http://www.ch2m.com
Representative/Coordinator: Philip A. Crannell, Jr. AIA, Senior Vice President, Global Ports and Maritime Group, TBG

Changes

Member Matters:

Panama Canal Authority [Panama]
Mailing Address: ACP-PMM, P.O. Box 526725
Miami, FL 33152-6725, USA

Port Management Association of Western and Central Africa (PMAWCA) [Nigeria]
Secretary General: Mrs. Mireille BACKO

Port Autonome de Bordeaux [France]
Director General: Mr. Philippe DEISS

Port Autonome de Nantes Saint-Nazaire [France]
General Manager: Mr. Francois MARENDET

Port Autonome de Rouen [France]
General Manager: Ms. Martine BONNY

Ports and Harbours Bureau, Ministry of Land, Infrastructure and Transport [Japan]
Director, International Affairs Office: Mr Masaru Suzuki

Indonesia Port Corporation III [Indonesia]
President Director: Mr. Suprihat

IAPH Matters:
Board of Directors [Indonesia]
Alternate Director: Mr. Suprihat

IAPH Meetings

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

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

Ports in the Secure Supply Chain

Recent Developments in the WCO



John Raven

THE range of subjects under discussion at the Sixth WCO Security and Facilitation Task Force, held in Brussels, on 27-29 October 2003, included issues of considerable importance for ports and their international organisation.

The Task Force had been charged by the WCO Council, at its annual session, in June, 2003, to identify means of implementing the various Guidelines that had been debated and elaborated at previous during the twelve months from June 2002.

This report takes each of these documents, as they were discussed by the Task Force summarises its purpose and potential application and offers a preliminary view of its significance for the IAPH.

List of Essential Data For Identification of High Risk Consignments

At an early stage of Task Force discussions it was agreed that it was not practicable to single out a special category of "high risk" consignments and that the real subject had to be data elements necessary for risk-assessment in general.

The present practical objective is to establish a maximum list of data that any WCO member might require, from commercial operators, to apply risk-assessment techniques for security and other control purposes.

Not unnaturally, in view of US security concerns and the importance of the US market in maritime and other global trade patterns, the known requirements of that country, reflected in recent national regulations, had to be accommodated.

In addition allowance had to be made for certain additional data elements seen as essential for risk-assessment by certain other WCO members. This brought the total list up to 27 items.

The good news is that all these items are standardised as to definition and meaning within the WCO Data Model, which has moved from its inception and initial agreement, within the G7, to new status as a universal Customs standard.

There is however, considerable trade concern, which should be noted by ports, that what was intended and declared to be a maximum requirement could easily become a normal standard and be enforced, as such, in a range of national and international regulations.

The practical effect of such possibilities for ports is clearly dependent on the extent to which they are required to possess and furnish such data to Customs and other official agencies. It could be useful to establish what data items, among the 27 identified by the WCO, are considered relevant and necessary by ports in handling international cargo.

This will be affected by the development of security rules and practices

arising from the second Task Force set of Guidelines on Advance Cargo Information.

Guidelines on Advance Cargo Information

The concept of supplying essential data, for Customs purposes, at a stage in the transaction earlier than the arrival of the goods in the country of import, had been advanced, some years ago, for facilitation purposes, in two guises - the Integrated International Transaction and the WCO Immediate Release Guidelines.

The Integrated Transaction was a concept put forward to the EU Commission and, subsequently, to the US and UK Customs, by the International Express Carriers' Conference suggesting that in any international transaction the two Customs services usually concerned should make arrangements that would enable them both to accept a single submission of minimal standardised data for all export and import control purposes.

This was tested over a period of some months by the US and UK Customs, with EU Commission input, but eventually ran out of necessary funding.

The Immediate Release Guidelines were the product of lengthy negotiations in the WCO, initiated by US and Canadian Customs, with strong support from the express delivery industry. In their final form they offered immediate release for consignments, presented under the procedure, by compliant traders, on the basis of very modest data requirements, specified in relation to a simple categorisation of taxable status and provided, at prescribed times in advance of the arrival of the relevant consignments.

These Guidelines have been applied, with general success, in a number of developed economies and have been the subject of a special promotional effort by the APEC Customs Procedures Sub-Committee. They have become largely obsolete, as a WCO instrument, however, following a recent major inflation of compulsory data requirements at the insistence of certain WCO members seeking to meet new security concerns or accommodate intensified phytosanitary precautions.

On the other hand, the advance submission of import control data has moved to an entirely new stage of development in the wake of US security regulations and the practical application of these by US Customs.

These developments in US security practice had, initially, some serious implications for ports. The specific threat that was supposed to attach to maritime containers, capable of housing nuclear devices, was the principal factor behind the Container Security Initiative (CSI) that, at one point, seemed likely to require ports supporting this programme, in the US or elsewhere, to be able to supply US control authorities with details of the contents of all containers moving through their facilities. This was patently impracticable.

The same demands for detailed consignment information at various stages of the international movement of the goods were also imposed in air transport.

Both maritime and air cargo sectors expressed vigorous commercial criticism, in the course of national negotiations in the US itself, and in the WCO Task Force, of the effects such practices would have at operational grass-roots level, given that normal commercial security had long dictated that carriers and other intermediaries should have little, if any information, of the nature of the cargo they were carrying, unless, of course, it fell under dangerous goods or other special transport and storage regimes.

Trade interests have consistently reminded control agencies that, if obliged to carry and disclose detailed information on the nature of consignments they can only repeat data supplied by the shipper and that Customs are best advised to secure these from those who generate and can best authenticate them.

It is important that ports should consider their own position in respect of the consignment data they can reasonably be required to acquire, submit and support for official border management purposes.

The Task Force was notified of two prospective prototype tests of the ACI principles, using WCO standard data, one by the International Express Carriers' Conference, (IECC) for selected express operation and the other by a US logistical consultancy covering a maritime movement between Mauritius and South Africa.

Customs delegates to the Task Force have advanced Unique Identifier

Referencing as an essential element in any origin-destination monitoring and control system.

Unique Consignment Reference (UCR)

This concept, had been considered in the United Nations Economic Commission for Europe (UN/ECE) Facilitation Working Party for some years, during the 'seventies, but set aside because of the impossibility, at that time, of attaining the necessary general acceptance and application.

It was supported by the IAPH, in that forum, on that occasion, partly because of a subsidiary provision that all consignments should be marked with the UCR to assist port storage, recovery and handling. This had special significance in relation to the storage and handling of miscellaneous "loose" cargo, which, at that early stage of containerisation, was still a major factor in port operations.

It was stressed, in all relevant UN/ECE debates, that air carriers and their customers had reaped substantial advantages, for many years, from UCR systems based on uniquely numbered air waybills.

After September 11th. 2001 US security strategies attached primary importance to tracking and tracing techniques and tools. It was not surprising that although the UCR was not specifically included in the Task Force remit it has been brought forward, in their reports to the Council, as a key item in Advance Cargo Information procedures.

Task Force thinking on the exact nature of the UCR has developed from the authoritative concept, inherited from UN/ECE, of a prescribed up-to-35 digit structure to a much more flexible set of proposals to be embodied in an amended WCO Recommendation for submission to the Council in June 2004.

This new, user-friendly approach proposes, in general terms, that any standard method of unique consignment identification, enjoying general acceptance for commercial purposes, such as uniquely numbered air waybills, should be considered as a valid for official control purposes.

Ports, receiving and handling goods carried by several transport modes, will need to monitor and participate in future WCO development of the UCR concept to ensure that they are not faced with a confusing and complicating variety of applications, each quite convenient for single mode operators and their customers.

Guidelines for Customs/Trade Security Co-operation

All parties in international trade have to observe relevant international and national legislation enforced by those countries in, and with which, they carry on commercial transactions.

The WCO Co-operation Guidelines are designed to provide a structure and best practice outlines for an additional level of voluntary partnership over and above these basic legal obligations.

Several trade representatives, at relevant Task Force meetings, have expressed some concern at the ambiguity of Guidelines that are unattached to an identified and defined set of substantive regulations. Some have stipulated that their participation in discussions of the Guidelines should not be taken as in any way formal agreement, on behalf of their members, to undertakings that might, at some future date, be stiffened from guidelines to legislation.

At the last meeting Task Force meeting three sectoral example Guidelines were presented by delegates from the ICS, IECC and ICC, all under the express reservation that they should be considered as drafts for discussion and were not to be taken as carrying any formal representative status. The meeting agreed that all three drafts should be used, by the WCO secretariat, as a basis for the production of a single sectorally "neutral" WCO set of Guidelines.

Later discussions in a specialist Guidelines group, charged with producing a document for the next Council meeting in June, showed general preference for a set of "framework" principles, with sectoral interpretations left for consideration at a later stage. The IAPH may then wish to consider whether they will offer the WCO a subset of Port Security Guidelines for inclusion in any broader compendium.

One of the most important side-issues that arose, and was disposed of, during the same discussions was that of security standards of the type figuring in the US C-TPAT and IMO IPSIS texts.

It was generally agreed that the setting of standards had to be part of a recognised international or national regulatory process and had no part in the context of, or attachment to, voluntary Guidelines.

It may be useful for IAPH members to note that proposals at a joint UN ECE/WCO Security and Facilitation Conference, in November 2003, for early work by one or both bodies on substantive security standards received little support and that the question of the

right forum and focus for any such task was left open.

It is unlikely that there will be any early challenge to the sectoral regulatory powers already exercised by IMO and ICAO for maritime and air transport respectively.

Customs Mutual Assistance Agreements

It has been increasingly obvious, ever since September 11th. 2001, that the sort of secure origin-destination supply chains, postulated by the US as a basic requirement for their own national protection, will call for a quite new dimension of international co-operation between national border management agencies.

It was not surprising, therefore, that, in June 2002, the WCO Council decided that there was an urgent need to revise the Nairobi Convention on multilateral Customs Mutual Assistance. This had attracted little support largely because of a tactfully concealed difficulty, on the part of Customs in developed economies, to enter into arrangements for intimate co-operation, including the exchange of sensitive intelligence and commercial information, with less reliable administrations on a fully multilateral basis.

Such arrangements had, in fact, been going forward and had even intensified, but through the alternative route of "private" bilateral agreements.

Trade interests had a facilitation as well as security interest in improving these mutual assistance arrangements because of increasing interest in the Integrated International Transaction Concept. This would be impossible without certain subsidiary elements. The compliant trader would have to gain and retain a recognised status in the risk-assessment systems of both export and import Customs. Advance supply of border control data – necessarily less than those required at a later stage in the transaction for fiscal purposes – already embodied in the WCO Immediate Release Guidelines would have to become normal practice.

In addition the Integrated Transaction would call for an unprecedented degree of routine co-operation between relevant Customs administrations. It had been the expectation of many facilitation supporters that this would be a major feature of WCO strategic planning and public policy statements.

In fact, WCO activity, since 2001, has been understandably dominated by

quite different security concerns and the Customs controls in a number of major trading countries are being intensified and extended rather than focused and minimised.

In these circumstances the WCO Council confided the revision of the Nairobi Convention to their Enforcement Committee, who, not surprisingly, confined proposals for Customs co-operation to the identification of delinquent declarants, with no corresponding or countervailing recognition of the many exemplary traders.

Such recognition is a core element in any viable Integrated Transaction system.

Authorised Supply Chain.

Faced with these and other similarly discouraging examples of new security constraints and limitations, facilitation strategists have been considering how it might be possible to meet the precautions and safeguards now being introduced by border management while, at the same time ensuring rapid, trouble-free international cargo operations. They are looking to the possible new vigour and acceleration that some reforms and simplifications might secure from the exercise of the immensely powerful political will behind anti-terrorist regulation.

The most promising, if ambitious, proposal, floated at a number of stages and points in the WCO Task Force discussions, is that of the Authorised Supply Chain. This has achieved useful recognition in the Advance Cargo Information Guidelines which propose that "Customs administrations should agree and implement Authorised Supply Chains, where the exporter and importer have both the status of an "authorised trader" and where, during the movement of the consignment, the exporter and importer agree to use only recognised transport operators." Such movements would require a minimum of consignment-by-consignment control, moving towards the ultimate ideal of export and import release on the basis of a single submission of a UCR.

Ports are very important elements in the movement and handling of the vast bulk of international cargo and their interest in the development of the Authorised Supply Chain is self-evident.

That of the IAPH, facing inwards to the global port community, and outwards to the WCO, IMO and other relevant inter-governmental organisations, is equally patent.

It might be extremely helpful to

future port operations and constructive working relationships with national border management agencies if future IAPH consideration of WCO Task Force instruments and associated discussions in other international fora were brought into focus within some such over-arching concept as the Authorised Supply Chain.

Otherwise the many individual security/facilitation factors instanced in this report and extending into many other current debates and negotiations at national, regional and international level, will seem bewilderingly complex, difficult to bring together for examination in IAPH Committees and almost impossible to explain and put out for consultation among IAPH members.

It may well be that the concept of a trading world in which every consignment travels in a security-tight supply "pipeline" is wholly unrealistic, but integrated international supply, manufacturing and distribution networks, in the hands of multinational companies already account for more than a third of overall world trade.

What can be foreseen, therefore, is a widening band of intervention-free consignments, handled by Authorised Traders, Carriers and Ports, leaving border managers free to concentrate their staff and skills on less secure transactions and stimulating other, currently non-authorised operators, to take the necessary steps to improve their own security arrangements and ratings.

It is evident that ports, as concentration points for cargo and associated information flows, have the strongest possible competitive incentives to offer traders and carriers the right port security ingredient so that their consignments can meet the highest security qualifications and so the best available facilitation treatment.



IMO: Master can be designated as Ship Security Officer (SSO)

THE master of a ship can be designated as the Ship Security Officer (SSO) in implementing the provisions of the mandatory International Ship and Port Facility Security (ISPS) Code, IMO's Flag State Implementation (FSI) Sub-Committee has unanimously decided to recommend to the Maritime Safety Committee (MSC).

The FSI Sub-Committee, which meets this week at IMO's London Headquarters, considered the issue following concerns raised by Contracting Governments to the 1974 International Convention for the Safety of Life at Sea (SOLAS) and by the shipping industry as to whether the ISPS Code, as drafted, would prevent the master of the ship being designated as the SSO. The ISPS Code will become mandatory in July of this year under amendments to SOLAS adopted in December 2002.

Based on information received from the IMO Secretariat, confirmed by the Chairman of the MSC, the Chairman of the Maritime Security Working Group (MSWG) and several delegations which had attended the relevant sessions of the MSWG, the Sub-Committee confirmed that neither the drafting of the definition of the SSO nor the provisions of the ISPS Code relating to his responsibilities, training, etc., were aimed at preventing the master from being designated as SSO.

According to the ISPS Code, it is the responsibility of the Company and the Company Security Officer to appoint the SSO. This naturally has to be endorsed by the Administration of the flag State and/or the Recognized Security Organization through the approval of the Ship Security Plan and issuing of the International Security Shipping Certificate and/or the relevant training certificate by the Administration as appropriate.

The definition of the SSO should be viewed in conjunction with SOLAS regulation XI-2/8 on "Master's discretion for ship safety and security," which makes it clear that the master has ultimate responsibility for safety and security.

The phrase "accountable to the master" in the definition of SSO is intended to cover

those situations, for example, on large passenger ships, where the SSO is not the master, by reaffirming that the master has overall responsibility for security. There is implicitly no intention of preventing the master from assuming the duties of SSO, as this would be inconsistent with SOLAS regulation XI-2/8.

It is, of course, for the national Administrations to decide if they wish to impose particular restrictions on who may serve as SSOs on ships flying their flag. This should, however, not be imposed by national Administrations on ships not flying their flag through port State control measures, since this is clearly the prerogative of the Contracting Government of the flag State concerned.

In view of the limited time available until July 1, 2004, the Sub-Committee considered it appropriate to clarify the issue and invited the MSC to endorse its recommendation that the provisions of the ISPS Code do not prevent the master being appointed as SSO, if so decided by the flag State Administration. The Sub-Committee was of the view that, by acting in this manner, it provided the industry and all parties concerned with a clear direction on this issue in the run up to July 1.

Welcoming the action of the Sub-Committee, the IMO Secretary-General, Mr. Efthimios E. Mitropoulos, commented: "This is another example of IMO's quick and flexible reaction to real needs demonstrating, at the same time, the Organization's willingness to serve the cause of security and the industry in a pragmatic manner, overcoming bureaucratic impediments."

(March 17, 2004, IMO)



WCO: Calls for greater co-operation and information exchange at international level

IN response to the terrorist attacks of March 11, 2004 in Madrid (Spain), the World Customs Organization (WCO), representing 162 Members, urges the Customs community and all other national, regional and international bodies responsible for protecting society to

increase their vigilance and enhance co-operation.

Since the attacks of September 11, 2001, the WCO has adopted a large number of measures to secure the international transport of goods through enhanced information exchange and improved border controls*.

In the light of the Madrid attacks, the WCO encourages all its Members to implement the recommended measures without delay.

The WCO will also hasten the pace of the work conducted by its specialized bodies with regard to international transport security, physical security of containers and effective Customs controls on goods, persons and conveyances in departure and transit countries. Proposals will be made for adoption at the forthcoming Council Sessions in June 2004.

The WCO will step up co-operation with the United Nations, Interpol, Europol, etc. in order to achieve these objectives.

The Secretary General feels that the existing bodies responsible for combating terrorism and organized crime must first become fully operational and function at optimum capacity before envisaging any fundamental structural changes that might be taken in haste under the pressure of events.

* Non-exhaustive list of measures taken by the WCO to secure the international transport of goods:

- * In terms of information exchange:
 - New international Convention on mutual administrative assistance in Customs matters (Johannesburg Convention), allowing exchange of information on persons and goods
 - Advanced Cargo Information Guidelines
 - System enabling Customs administrations to exchange information and intelligence on-line, using a risk analysis database
 - Advanced Passenger Information Guidelines relating to airline passengers, in order to identify suspicious passengers.
 - To strengthen border controls:
 - Risk profiling
 - Implementation of a harmonized risk management methodology
 - Adoption of a standardized list of 27 key data elements for identifying high-risk consignments

(March 18, 2004, WCO)



Transport Canada: Marine Transportation Security Regulations strengthened

PROPOSED amendments to the Marine Transportation Security Regulations that strengthen security requirements for vessels, marine facilities and ports were announced today by Transport Minister Tony Valeri. "A secure, strong marine industry is vital to Canada's dynamic economy," said Mr. Valeri. "These regulations will surpass the International Maritime Organization requirements and help ensure that Canada's marine transportation system remains one of the most secure in the world."

The proposed amendments will implement the requirements of the International Maritime Organization's (IMO) International Ship and Port Facility Security Code, as well as amendments to its Safety of Life at Sea Convention, 1974. The IMO is a specialized agency of the United Nations which focuses on the improvement of safety at sea and the prevention of pollution from vessels.

The IMO's Security Code requires that all commercial vessels of 500 tons (gross tonnage) or more, or carrying more than 12 passengers and travelling between countries, and marine facilities serving such vessels, perform security assessments, complete security plans and designate security officers.

In addition to implementing the IMO requirements, Canada's regulations will extend these requirements to:

- port facilities in Canada;
- cargo vessels of 100 tons (gross tonnage) or more; and
- towing vessels greater than eight metres in length that tow barges carrying dangerous goods in bulk.

"The 2004 budget secured an additional \$605 million over five years for security," added Mr. Valeri. "These funds will be used to address security priorities, which could include marine security enhancements at port and port facilities - a priority for the Government of Canada."

Transport Canada's latest marine security initiative builds on significant actions already taken by the Government of Canada to enhance marine security since September 11, 2001.

- These actions include, among others:
- requiring vessels to provide at least 96

hours advance notice before they enter Canadian waters;

- introducing new boarding protocols to improve the response to threats before vessels arrive at Canadian marine facilities or ports;
- establishing enhanced security procedures, in partnership with the United States, for vessels entering the Great Lakes-St. Lawrence Seaway system;
- working with international partners to develop new marine international security requirements; and
- committing \$172.5 million for a broad range of initiatives to enhance the security of Canada's marine transportation system and maritime borders including the use of aerial surveillance and vessel monitoring systems, such as automatic identification systems which will enhance Canada's ability to track vessels entering and operating in Canadian waters.

The proposed amendments to the Marine Transportation Security Regulations were published in the Canada Gazette Part I on April 3, 2004. Interested parties have 30 days to comment before the regulations are finalized for implementation.

The regulations will be in place to meet the International Maritime Organization's July 1, 2004 deadline for implementation of the Security Code requirements.

(April 5, 2004, Transport Canada)



IMO: Launches maritime training institutes online directory, MARTECAID website

THE International Maritime Organization (IMO) has launched two web-based information resources to provide information about and for the maritime community.

The MARTECAID (MARitime TEchnical Co-operation AID) database is an interactive inventory of ongoing and planned technical assistance activities in the maritime sector while the online Compendium of Maritime Training Institutes (CMTI) is a directory of maritime training institutes worldwide.

Compendium of Maritime Training Institutes (CMTI)

The online Compendium of Maritime Training Institutes (CMTI) provides a

listing of maritime training institutes worldwide and allows for searching by country or name of institute. The site allows direct input of information by Member States themselves, thereby providing them with a direct channel of communication to potential users.

The aim of the CMTI website is to facilitate global access to information on maritime training institutes around the world, and to promote the exchange and accuracy of that data.

CMTI website: http://www.imo.org/home.asp?topic_id=518

MARTECAID (MARitime TEchnical Co-operation AID) database

MARTECAID is a web-based inventory on technical co-operation activities related to maritime safety and security and marine environment protection. The aim is to facilitate global access to information on the range and scope of maritime technical assistance around the world and to promote the exchange and accuracy of that data. By accessing this up to date picture of global resourcing for the maritime sector, potential recipients may identify complementary sources of funding, while donors may use the information to minimize duplication in the planning of their development aid.

The site allows direct input of the information by Member States themselves. The information on projects and activities is provided by national authorities responsible for development aid and by agencies involved in providing technical assistance within the maritime sector.

MARTECAID website: http://www.imo.org/home.asp?topic_id=489

IMO Secretary-General Mr. Efthimios E. Mitropoulos welcomed the two new resources.

"The two new websites have been developed by the Organization's Technical Co-operation Division to improve the exchange and availability of information. The Integrated Technical Co-operation Programme focuses on human resources development and institutional capacity-building. The CMTI database, while allowing prospective seafarers to search for training institutes in their own country or abroad, will also permit IMO and donor countries to target assistance appropriately," Mr. Mitropoulos said.

"The MARTECAID website is extremely important because it enables

donor organizations and countries to see where resources are being allocated. I would urge Member states and agencies to input data on projects underway or planned. Accurate information on activities will facilitate more efficient monitoring of programmes and allow for effective targeting of resources. Donor countries with in-kind or financial resources to offer will be able to see where they can contribute to an existing programme, or where there are gaps in the provision of assistance," Mr. Mitropoulos said.

(April 1, 2004, IMO)

Upcoming Conferences



The 9th International Conference of Cities and Ports

July 5 - 9, 2004
Lisbon, Portugal

THE 9th International Conference of Cities and Ports will be held in Lisbon July 5-9 under the theme of "Modernity and Identity of the Port City." Over 70 proposals for lectures have been received for this event that is arousing great among port city players. 500 delegates from around 50 countries are expected to attend.

Registration Fees:

IACP Members

- Delegates from outside EU € 780.00
- Delegates from France € 932.88
- Delegates from DOM-TOM € 846.30
- Delegates from Portugal
 - not holding a VAT number € 394.68
 - holding a VAT number € 330.00
- European delegates (except France and Portugal)
 - not holding a VAT number € 932.88
 - holding a VAT number € 780.00

Non-IACP Members

- Delegates from outside EU € 930.00
- Delegates from France € 1112.28
- Delegates from DOM-TOM € 1009.05
- Delegates from Portugal
 - not holding a VAT number € 394.68
 - holding a VAT number € 330.00
- European delegates (except France and Portugal)
 - not holding a VAT number € 1112.28
 - holding a VAT number € 930.00

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2nd Trans Pan Pacific 2004

June 29 - 30, 2004
Busan, Korea

THE 2nd Trans Pan Pacific Exhibition and Conference takes place in association with the Busan Port Authority at the Paradise Hotel Busan, Korea June 29-30.

This annual maritime trade and industry exhibition and conference event takes place this year in Korea to encourage foreign direct investment (FDI) and to promote Korean ports, shipping and transport logistics to the international shipping and transport communities throughout the Pan Pacific region.

A 2-day exhibition will present 25 international ports, container terminals, container terminal handling equipment manufacturers and intermodal transport service providers and event sponsors. There will be an exclusive Terminal Operators Showcase in the exhibition that will present the container terminal operating companies that operate in container ports in Korea.

The concurrent conference will attract more than 180 international senior executive maritime and rail transportation decision makers from Asia Pacific countries and there will be Korean/English bilingual simultaneous translation available for all delegates throughout the two days of the conference.

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:

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URL: http://www.transportevents.com

Upcoming Seminars



AAPA: Port Property Management & Pricing Seminar

July 21 - 23, 2004
Bellingham, Washington, U.S.A.

THIS two-and-one-half-day seminar is designed for port directors, port planners, property development and real estate managers, marketing managers, and business and trade development managers. Panel discussion topics will address real estate, non-cargo business, commercial and industrial property utilization, and financing, and specifically may include: intermodal transportation; setting land use priorities; facilitating capital investment; attracting economic development; port pricing realities; regional trends in port pricing; nontraditional port property development; potential benefits of port cooperation; and brownfields development opportunities and constraints.

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

For further information:

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



APEC: Seminar on Port Environmental Protection Technology

September 6-17, 2004
Antwerp, Belgium

THE seminar on Port Environmental Protection Technology offers a specialized program on the growing importance of the environment and applied technology in the port. Current ecological challenges are discussed, both from the point of view of the port authority and the private companies. The seminar includes sessions on

international conventions and regulations (IMO & ILO), Code of Practice, ISO certification, waste water policy, dangerous cargo handling, as well as strategic policy debates of port and land use planning. Specific attention is paid to the environment and the challenges of the petrochemical industry in the port of Antwerp.

The candidates will visit several facilities in the ports of Antwerp and Zeebrugge.

Registration fee: € 2,500.00

Fee includes the costs of lodging and all meals (13 days), inscription, documentation, lecturers, local transport and insurance. International transport is not included in the registration fee.

Number of Participants: 20 - 25

Closing Date for Registration: July 5

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

For further information:

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New Publications

Erasmus Research Institute of Management: The Performance of Seaport Clusters



THE Ph.D. thesis of Peter de Langen analyses the performance of seaport clusters – groups of interlinked companies active in the port area. Clusters have been examined frequently, but a coherent framework to analyse out the performance of clusters is missing. Based on insights in literature, this framework has been developed. Central in the framework is the distinction between the 'governance' and the structure of the cluster. Four structure related variables for analysing clusters are identified: agglomeration advantages and disadvantages, internal competition, heterogeneity of companies in the clusters and entry and exit barriers. Also four

governance-related variables are distinguished: trust, intermediates, 'leader firms' and collective action regimes. This framework has been applied to three port clusters, giving better insight in the relevance and importance of the various variables of cluster performance. Relevant conclusions from the research include:

- The performance of seaport clusters is important for the economic development of port regions. Activities such as logistics, transportation, production and trade are included in a port cluster.
- Internal competition strongly contributes to the performance of the seaport clusters, because it leads to specialization and innovation. This is also beneficial if external competition – competition between firms in different ports - is very fierce.
- Leader firms can strongly contribute to the performance of seaport clusters, because they make investments with benefits for other companies in the seaport cluster.
- Seaport clusters need investment strategies to invest in activities with collective advantages. Examples are investments in innovation, education, marketing and accessibility. By choosing the right strategies, ports can create a competitive advantage. A port authority – acting as a cluster manager- should play a key-role in substantial, long-term investment strategies.

Price: € 50.00

(50% discount for organization in developing countries)

For further information:

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Lloyd's Cruise Directory 2004



THE Cruise Directory 2004 has been produced by Lloyd's Cruise International to

provide industry professionals with detailed information on all aspects of the cruise industry. It is the reference and a comprehensive information source for cruise industry strategy planning, as it provides essential reading for owners, operators, ports, cruise agents and equipment suppliers and manufacturers who require detailed market knowledge at a glance.

The International Fleet and the Regional Fleet sections of the directory provides intimate details of nearly 270 cruise vessels. Name of operator, vessel and charterer; brand; area of operations; Pax (LB and Max); Numbers of crew, officers and staff; former name if applicable; details of when and where the vessel was rebuilt or refurbished; details of vessel's length, beam and draught; and details of the propulsion systems of the vessels.

The Directory also provides a comprehensive listing of the hotel facilities available on board each and every one of the vessels listed in the fleet sections. Statistics of each vessel including: how many decks it has; number of pools; theatre facilities; number of dining rooms and sittings and a whole raft of other facilities available, from steamroom to massage.

In the Ports section of the directory. Over 270 of the world's ports are listed, region by region, country by country. As well as full contact details, including address, phone and fax numbers, you are also provided with key logistical and infrastructure data such as details of: terminals/mooring; transport links; local agents; maximum size of vessels catered for etc. A full listing of cruise ship agents is also provided, taking the labour out of researching a suitable agent to act for you. Over 350 agents are listed in over 75 countries around the world.

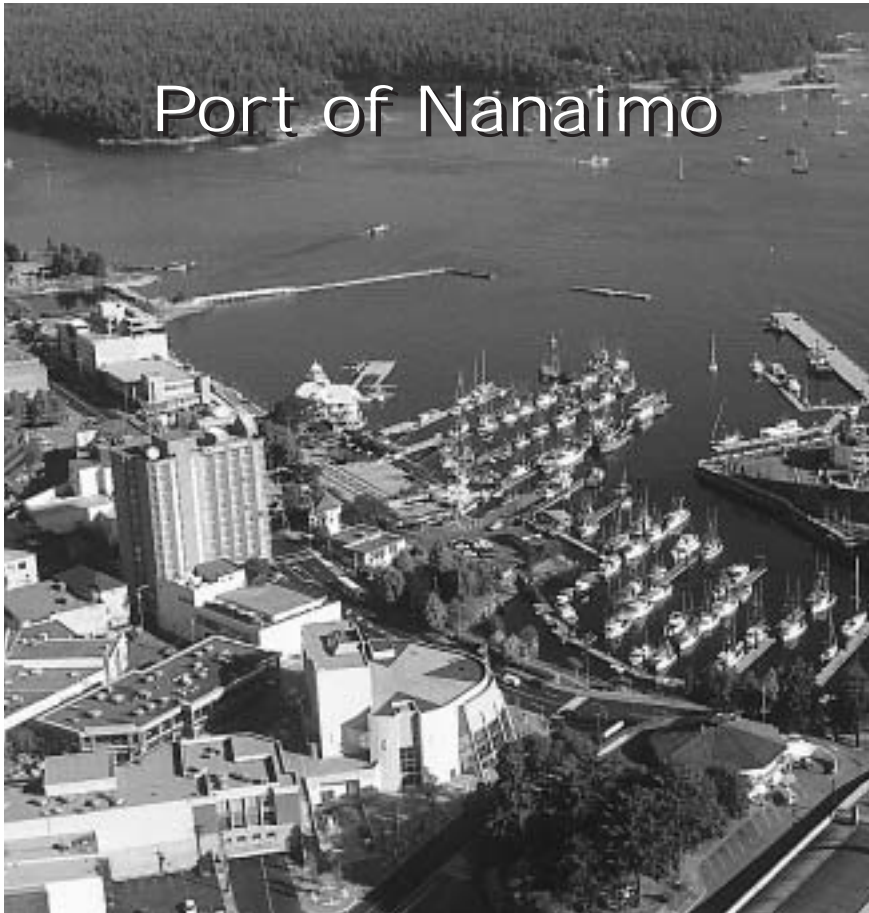
Price: £77.00 / €117.00 / \$125.00

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Cover of the Month

Port of Nanaimo



SINCE the inception of the Port of Nanaimo in 1961, under the administration of the Nanaimo Harbour Commission, the mainstay of the Port was the storage and export of wood products produced by the abundance of local sawmill and pulp mill operations. Cargo volumes during the early years of the Port were modest showing gradual increases through the 1960's and 1970's and grew substantially through the 1980's and mid 1990's as a direct result of strong lumber demands from the Japanese housing market. At the market peak over 600,000 metric ton of lumber moved through the Port together with over 500,000 metric ton of pulp and newsprint. The Asian financial crisis in 1997, together with the rationalization of the sawmill industry on Vancouver Island resulted in a significant decline in the exports of green lumber through the Port of Nanaimo. While export lumber shipments have stabilized, the volumes are approximately 50% less than the

pre 1997 levels and substantial excess handling capacity remains at the Ports two handling terminals. With the change to Port Authority status in 1999, the Ports revenue challenges were further compounded by new payments to both local and Federal Governments.

The ongoing challenge for the Port is

new revenue generation and better utilization of existing assets and facilities, which range from property and retail space leases, a pleasure boat marina, deep sea commercial facilities and administration of Provincial waterlot leases. With regard to the Ports commercial terminal facilities, use for two of the berths has been diversified to house a 10,000 ton drydock facility and provide a lay-up home for two state-of-the-art cable laying vessels which are waiting deployment with the return of the fibre optics market. These two non traditional uses, as well as providing a steady cash flow and profit sharing provisions, are low impact uses on the facility requiring minimal administration and low maintenance impact on the berths. In cooperation with the Vancouver Port Authority, the Port of Nanaimo acquired a surplus container crane in 1999 and it is slated for regular use in a container barging service between Nanaimo and the Port of Seattle by the summer 2004. The Port has also worked for several years on the development of short sea shipping alternatives in the movement of highway trailers and containers between Vancouver Island and the mainland of Vancouver. Through a cooperative arrangement between the Port, a trucking company, a tug and barge operator and a distribution and warehouse company a new service is starting in April 2004, and use of the Ports marine facilities are also tied in with an industrial land lease which optimizes both revenue generation and usage of existing facilities.

The Port has played a significant role in development of public marine transportation in Nanaimo and was instrumental in the search and selection of a company to operate a passenger only fast ferry service between the downtowns of Nanaimo and





Vancouver British Columbia. The passenger ferry service is a compliment to the existing floatplane operations which also run scheduled services between the same two destinations. Through its mandate as an economic generator in the community, the Port has supported and developed transportation alternatives and the Seaplane Terminal built by the Port in 1983 provides a terminus for three floatplane operators and transient planes visiting the community. In 2003 over 92,000 passengers moved through the terminal and it is expected that the passenger ferry service will exceed 250,000 passengers annually by the end of their second year of operation.

Development of the cruise ship industry in Nanaimo has been a strong focus of the

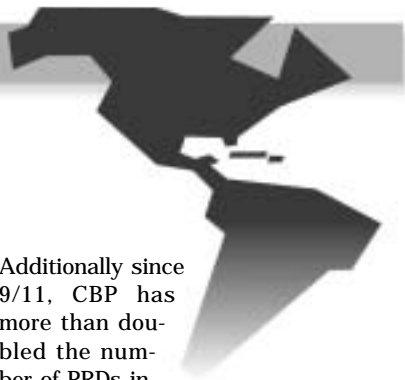
Port and in recent years the primary cruise visitors have been pocket cruise vessels during the shoulder season. In 2003 Nanaimo hosted The World of Residensea for a two-day visit and have been working towards increasing the profile and awareness of Nanaimo among the cruise operators as well as working with engineers CH2M HILL on a proposal to modify one of the Ports existing commercial berths to accommodate up to a 960-foot Panamax-size cruise vessel. The Ports promotion of Nanaimo as a cruise destination has included our exhibiting at the annual Seatrade Cruise Convention in Miami and working together with other British Columbia Ports in the formation of Cruise BC, an initiative highlighting the region as a separate and distinct cruise

destination. Interest from the cruise lines in Nanaimo has been encouraging and it is expected that in the future Nanaimo will be included in the itineraries of some of the large cruise operators.

The Nanaimo Port Authority has been instrumental in the development, beautification and access to the waterfront within its harbour boundaries. Of particular importance to the Port during all of its developments, has been the public access to the harbourfront, which some feel to be one of the most picturesque in the nation. All residential developments bordering the waterfront have had to provide a waterfront walkway, and any long term waterfront industrial users have been required to construct a view platform or landscape their properties to provide for better aesthetics and viewing of the commercial activities. The Nanaimo Port Authority has felt waterfront development should be a blend of both recreation, pleasure and commercial use, and in doing so, providing a high level of visual diversity along the waterfront. Through this philosophy the Port has developed a five-kilometre walkway from the city centre to the BC Ferries Departure Bay ferry terminal to the north and has made the waterfront one of the key destinations and attractions of Nanaimo which keeps both residents and visitors returning to the waterfront, as well as assuring the return of approximately 7,000 visiting recreational boaters who view Nanaimo as a must stop during the summer boating season.



The Americas



U.S. Department of Homeland Security: Unveils high-tech equipment to detect radiological weapons

U.S. Customs and Border Protection Commissioner Robert C. Bonner unveils new highly sophisticated radiation portal monitors to better prevent terrorists or others from attempting to smuggle radiological materials used in nuclear and radiological dispersal devices (e.g., "dirty bombs") through U.S. seaports. CBP is rapidly deploying these devices to all major U.S. seaports.

In addition to the radiation portals, other sophisticated equipment used by CBP in its layered enforcement strategy will be displayed at a technology exposition at the seaport. This technology includes large-scale non-intrusive inspection (NII) technology, x-ray type machines that can scan an entire sea container within 2 to 3 minutes, personal radiation detection devices and radiation isotope identifiers that can pinpoint the source and nature of radiation. These radiation detection devices are important in detecting and identifying radioactive materials moving through a port of entry.

"The best way to prevent a terrorist attack is by preventing terrorists or terrorist weapons from entering our country in the first instance. The recent terrorist attacks in Madrid drive home the increased need to secure our borders against terrorist penetration. The new highly sophisticated radiation detection devices U.S. Customs and Border Protection is deploying in our seaports are a major step in ensuring that our border and our country are more secure," said Commissioner Bonner.

The radiation portals being deployed at the seaports enhance CBP's already formidable radiation detection capabilities. Shortly after becoming Commissioner of the U.S. Customs Service, Commissioner Bonner required that the use of Personal Radiation Detection devices (PRDs) to be worn by all Customs inspectors with frontline responsibility. On March 1, 2003, upon the creation of U.S. Customs and Border Protection, merging together all legacy Customs, Immigration and Agriculture inspectors, Commissioner Bonner directed that all CBP inspectors with frontline responsibility be equipped with PRDs.

Additionally since 9/11, CBP has more than doubled the number of PRDs in its arsenal, it now has more than 9,400.

In addition, currently CBP has deployed over 300 Radiation Isotope Identifier Devices or RIIDs to every major seaport and land border crossing in the U.S. These devices are hand-held instruments capable of detecting and identifying various types of radiation emanating from radioactive materials, including materials used in a nuclear or radiation dispersal weapon as well as special nuclear materials, natural sources, and isotopes commonly used in medicine and industry.

(March 22, 2004, U.S. Department of Homeland Security)



AAPA: Annual Spring Conference unveils new initiative

AN American Association of Port Authorities (AAPA) initiative to nurture a hemisphere-wide port industry culture of knowledge sharing and collaboration enjoyed a robust launch March 22-24, as nearly 200 port leaders from the United States, Canada, the Caribbean and Latin America joined in Washington, DC for AAPA's 58th Annual Spring Conference. Citing a litany of challenges ports are facing in the 21st Century to accommodate dramatic trade growth in a secure and environmentally sensitive manner, Chairman of the Board Mike Leone announced Seaports of the Hemisphere Allied in Relationships for Excellence (SHARE) as a springboard for solutions.

"The port industry's greatest resource and strongest mechanism for best handling our challenges is ourselves," Leone told the assembly. "As port management, we all share many daunting challenges. It only makes sense to collaboratively develop and share in the solutions,

as well. The SHARE program lays the groundwork to help us do precisely that."

AAPA President Kurt Nagle said common denominators of the SHARE initiative are dedication to strengthening the port industry, belief in the power of community, open sharing of knowledge, pooled expertise and a desire to achieve excellence. He said AAPA will facilitate SHARE through its education and training programs, technical committees, information technology, technical assistance, knowledge communities and special projects.

The recently-announced Environmental Management System (EMS) Assistance Project was highlighted as a successful program in the SHARE spirit. A partnership effort between AAPA, the U.S. Environmental Protection Agency and the Global Environment & Technology Foundation, the two-year EMS project is currently being implemented at nine major ports. The program's processes allow participants to analyze, control and improve the environmental consequences of their activities. Benefits experienced by similar organizations include improved overall environmental performance, expanded pollution opportunities, improved compliance, and enhanced operational control and efficiency.

The SHARE initiative was a driving force behind the signing of a Memorandum of Understanding (MOU) at the conference between AAPA and the Department of the Army, represented by Secretary of the Army for Civil Works John Paul Woodley. The MOU sets forth a set of shared partnership principles to guide the Corps of Engineers and public port authority members in developing and maintaining the nation's port and harbor infrastructure. The agreement is a milestone in AAPA's Quality Partnership Initiative between AAPA and the Corps, which seeks to blend ports' areas of expertise with the Corps' in a collaborative, mutually beneficial arrangement.

The Washington, D.C. influence permeated the conference, as Capitol Hill came to the attendees and attendees went to the Hill. The conference opened with Senator Patty Murray (D-WA) receiving the 2004 Port Person of the Year award. Concluding her impassioned keynote address demonstrating her support of greater federal funds for port security, she said, "I want to make sure that as we work to make our ports more secure, we don't kill the efficiency that makes you so effective. If we don't address port security in a coordinated,

comprehensive way, the American people will not be safe, and our economy will be threatened.”

More than 100 invited guests from federal agencies, Capitol Hill and allied associations and companies joined conference attendees for the luncheon address of Secretary of the Department of Homeland Security Tom Ridge, who thanked the port industry for being “vigilant, active and brave” in response to the new era of enhanced security needs. That evening, members of Congress, their staff and federal agency representatives attended AAPA’s first Capitol Hill reception to kick off the industry’s campaign to secure \$400 million in federal funding for seaport security in the 2005 federal budget. In the tradition of the Spring Conference, the next day conference attendees converged on Capitol Hill to meet one on one with their representatives about port industry issues.

(March 30, 2004, AAPA)



Canaveral: Dedicate parking garage featuring giant Marine Life



THE Canaveral Port Authority, along with the Brevard Cultural Alliance, will celebrate the dedication of Port Canaveral’s first parking garage and the county’s largest public

arts project on February 24, at Cruise Terminal 9/10 Parking Garage on the north side of Port Canaveral.

The \$10 million six-level parking garage features eight customized giant fabric panels depicting the work of nationally renowned local artist Margo McKnight. The panels measure up to 68 x 50.4 feet. The arts project is managed through the Brevard Cultural Alliance. The parking garage was built to accommodate the new superliners Carnival Glory and Royal Caribbean International’s Mariner of the Seas.

(February 23, 2004, The Canaveral Port Authority)



Georgia: “Journal of Commerce Leadership Role” names Marchand as one of fifteen leaders



DOUG J. Marchand, Executive Director of the Georgia Ports Authority, has been named on the “Journal of Commerce Leadership Roll” as one of fifteen leaders in international trade.

Marchand was the only director of an American port authority to be named on The Journal of Commerce’s list, and was credited with implementing a highly effective Client Relations Center to serve customers more effectively and for expertly managing unprecedented growth and major expansion projects.

“I want to congratulate Doug for this recognition and for his tremendous work at the Georgia Ports Authority,” said Governor Sonny Perdue. “He has made and continues to make valuable contributions to our ports’ success and to our efforts to create real jobs and economic opportunity for all of Georgia.”

The fifteen leaders were chosen based on attributes of leadership in the trade sector, including service, technology and regulation. The complete list of leaders appears in the February 16-22, 2004 issue of The Journal of Commerce. Marchand joins executives from other

companies and institutions like the European Commission, Northwest Airlines Cargo, U.S. Customs and Border Protection, the United States Senate, UPS, and Wal-Mart Stores, Inc. at the top of their respective organizations.

The Journal of Commerce recognition comes on the heels of a record-breaking year for the GPA during which the Authority experienced 31.5 percent growth in containers and 25.2 percent growth in new autos being shipped in and out of the GPA during FY 2003 (June 2002-July 2003). The publication recognized international leaders who “through their actions and records exhibit unmistakable traits of leadership” and “are deserving of recognition for being innovators, contrarians, voices of reason.”

(February 26, 2004 Georgia Ports Authority)



Halifax Port Corporation

Halifax: Port Authority Congratulates Zim and Halterm on Three-Year Agreement

THE Halifax Port Authority is pleased to report that Zim-American Israeli Shipping Company Ltd. (Zim) and Halterm Ltd. have reached a new three-year agreement for container handling services in the Port of Halifax.

Zim is one of the Port’s longest tenured and largest-volume shipping lines having first called Halifax and Halterm on April 8, 1972.

“We congratulate Zim and Halterm on solidifying a three-year service agreement and extending their successful 32-year working relationship with the Port of Halifax,” says Karen Oldfield, President and Chief Executive Officer, Halifax Port Authority. “Zim is a leading global shipper with a demonstrated record of commitment and growth in the Port of Halifax.”

“Our commitment to the Port of Halifax remains strong. We are introducing more new vessels of 5000 TEUs, during the course of 2004 and early part of 2005, said Mr. Shaul Cohen-Mintz, President, Zim-American Israeli Shipping Company Ltd. “We are very glad to have cooperative partners such as Halterm and the Halifax Port Authority, who have both been instrumental in helping us develop and

enlarge our activity through the Port of Halifax, and meet our mutual targets.”

“This is great news for Halterm and the Port of Halifax,” said Doug Rose, President, Halterm Ltd. “This new, three year agreement adds significant stability to our business and is a testament to our highly valued, long-term relationship with Zim.” He added, “We look forward to working with our partners in the Port of Halifax to ensure that the container handling requirements of Zim, and those of all of our customers, are efficiently met now and in the future.”

Halterm operates a 72-acre container handling facility with deepwater berths and six gantry cranes (including two post-Panamax cranes) under a long-term lease with the Halifax Port Authority.

The Port of Halifax recorded a record level of container traffic in 2003, with 3-4% growth expected in 2004.

(March 5, 2004, Halifax Port Authority)



Los Angeles: Welcomes back Princess Cruises - Diamond Princess sets sail



TODAY the Port of Los Angeles welcomed Princess Cruise Lines’ newest, most luxurious cruise liner Diamond Princess from her maiden voyage from Nagasaki, Japan to the United States. With the Port of Los Angeles as her first U.S. port of call, cruise passengers who embark at the Port’s World Cruise Center will experience the world’s first trips aboard the Diamond Princess.

The Diamond Princess departs the Port of Los Angeles March 13 for the inaugural season of Mexican cruises during spring. The ship will begin Alaskan cruise service this summer from Seattle.

“The Port of Los Angeles is delighted

to be the first port in the nation to welcome the Diamond Princess,” said Port of Los Angeles Executive Director Larry Keller. “It’s a perfect fit: Princess’ state-of-the-art cruise ship is at the West Coast’s state-of-the-art Cruise Center.”

The 116,000-ton, 2,670-passenger Diamond Princess launches a new ship design for Princess and makes history as the first large cruise ship built in Japan in more than a decade. Built by Mitsubishi, she is the largest vessel ever made in Japan. Larger than her sister ship Star Princess, Diamond Princess features an extra deck of state rooms with private balconies, additional swimming pools, in addition to a nine-hole golf course, casino, theater and Internet Café.

Utilizing environmentally advantageous fuel, the Diamond Princess is powered by a diesel-electric propulsion system, which minimizes air emissions. The ship will make weekly voyages to Mexico through mid-April.

(March 11, 2004, Port of Los Angeles)



Port of Montreal
Port de Montréal

Montreal: Signs a 20-year lease for Maisonneuve Container Terminal



TERMONT Terminal Inc. and the Montreal Port Authority (MPA) have signed a 20-year lease for Maisonneuve Container Terminal, located in east-end Montreal.

This new lease, to last until 2024, also includes a 20-year renewal option that could extend the lease until 2044. Termont Terminal, a joint venture between Cerescorp Company and Logistec Stevedoring Inc., has operated the 17-hectare terminal since 1987.

“We welcome Termont’s commitment as a gesture of confidence in the future of the Port of Montreal,” said Mr. Dominic J. Taddeo, president and chief executive officer of the Montreal Port Authority. “By leasing Maisonneuve Terminal for many years to come, Termont Terminal has guaranteed minimum annual traffic and major investments in terminal equipment.”

We are very pleased with this agreement,” said Mr. Thomas J. Simmers, chairman of Termont Terminal. “The Port of Montreal’s enviable position in the North Atlantic container market was a key factor in our company’s decision.” Mr. Simmers is also chairman of Cerescorp Company and president and chief executive officer of Ceres Terminals Inc.

“We are extremely proud to renew our longstanding relationship with the Port of Montreal and continue operating the Maisonneuve container facility,” said Ms. Madeleine Paquin, president of Termont Terminal Inc. “We are strong believers in the sustained growth of international container business at the port, and are committed to the ongoing development of this terminal to serve our container transportation customers even better as their North American business grows.”

Ms. Paquin, who is also chairman of Logistec Stevedoring Inc. and president and chief executive officer of Logistec Corporation, said that at least one major shipping line was seriously studying the possibility of using the terminal.

“We hope to be able to announce the launch of their Montreal services in the coming months,” she said.

The MPA has now signed long-term agreements with all of its container-terminal operators. The autonomous federal agency is responsible for building, improving and expanding port infrastructures, but leases its facilities to private stevedoring firms, with the exception of the port’s MPA-operated grain terminal, passenger terminal and railway network.

(March 16, 2004, Port of Montreal)

Africa/Europe



**ABP/Immingham:
Container-handling
capacity boosted at ABP
Connect Exxtor Terminal**



CONTAINER-HANDLING capacity at ABP Connect Exxtor Terminal ('Exxtor Terminal') has received a boost following the completion of a £1.2 million surfacing programme. The extra surfacing has created an additional 4.85 hectares (12 acres) of container storage space at ABP Connect's four-berth ro-ro and lo-lo terminal, based at Associated British Ports' Port of Immingham. This is the first phase in a three-stage programme to enable the Humber facility to accommodate an anticipated upturn in container throughput as a result of a growing number of feeder services calling at Immingham.

Completed at the end of February, the surfacing programme saw two sites undergo development to make room for an extra 4,800 TEU at Exxtor Terminal. ABP Connect redeveloped a 2.43-hectare (six-acre) site on the terminal's estate formerly used by a car manufacturer for vehicle storage. Additionally, ABP Connect developed a 2.43-hectare (six-acre) plot of disused adjoining land.

The second phase will be completed in July following the installation of an 'Auto-Store' container-location system. The advanced computer package will strengthen the management of Exxtor Terminal's container-storage facilities and enable greater accuracy and efficiency in terms of container location and retrieval.

This month, ABP Connect is accepting tenders for a new 40-tonne gantry crane that is expected to be installed and fully operational by April 2005.

Delivery of the crane will mark the completion of the third phase of the three-stage expansion programme and will double Exxtor Terminal's ship-to-shore container-handling capacity by enabling two ships to be worked simultaneously.

Stephen Burgess, Head of ABP Connect's Cargo Services division, commented on the successful completion of the first phase in the container-capacity expansion programme:

"This three-stage programme will equip Exxtor Terminal with the ability to handle adequately the significant increase in container throughput we have witnessed over the last few years. In 2000, Exxtor Terminal had a throughput of 35,000 containers. In 2003 this increased to 50,000. This year, our projections suggest that we will handle about 75,000 containers.

"The significant investment we are making over the next year is a testimony to our commitment to our customers and to our strategy to win new container traffic to the northeast."

(March 23, 2004, ABP)

**ABP Southampton:
Scoops three awards at
World Cruise Conference**

ASSOCIATED British Ports' (ABP's) Port of Southampton scooped three awards for its cruise facilities and services at an awards evening recently held in Miami, Florida, during the world's largest cruise conference.

Southampton has been named best world port for 'Turnaround Port Operations'; 'Most Improved Terminal Facilities'; and 'Best Turnaround Destination' in an annual survey* of ports and cruise destinations amongst the world's top cruise lines and the Captains of cruise ships.

This is the second time in recent years that ABP Southampton has been singled out for praise by the global



From L to R: Ian Palacio, Sales Manager and Ray Facey, Sales and Marketing Manager from ABP Southampton with Chris Ashcroft, publisher of Dream World Cruise Destination.

cruise industry. In 2001, ABP won two awards for 'Northern Europe's Most Efficient Terminal Operator' and 'Northern Europe's Best Turnaround Port'.

Competing against other ports and destinations throughout the world, Andrew Kent, ABP Port Director, Southampton, said:

"Southampton's cruise business is going from strength to strength. Not only is Southampton the UK's undisputed cruise capital but, by voting for these awards, the cruise line operators themselves have also confirmed that the facilities and services offered by ABP's Port of Southampton are amongst the world's best."

* The survey was carried out by leading cruise publication, Dream World Cruise Destination.

(March 29, 2004, ABP)



**ADP: Maintains growth
in 2003**

ASSOCIATED Danish Ports A/S can now present its cargo figures for 2003. With cargo volumes reaching 17.2 million tonnes against 17.1 million tonnes in 2002, Associated Danish Ports A/S defended its position as the largest port system in Denmark. The growth is attributable to Associated Danish Ports A/S's focus on cargo segments with increased levels of activity.

The growth of Associated Danish Ports A/S follows from number of distinct trends. Growth is most clearly evident within the dry bulk, container and general cargo segments which Associated Danish Ports A/S and the shipping companies can most easily influence through continuous improvements and targets sales efforts.

Growth by cargo type

Dry bulk, which covers a wide range of agricultural products and construction materials, recorded growth at a rate of 10%. In 2003, cargo volumes handled within this business area totalled 1.7 million tonnes.

An increasing share of products is transported in containers and on trailers. These include both finished products and semi-finished items, with the more widespread use of these forms of transport reflecting the increased globalisation of production. For Associated Danish Ports A/S, this is therefore a targeted and strategic focus area. In 2003, we saw 15% growth within this market.

Growth was also seen in general cargo, which primarily comprises steel and timber. This area saw growth at a rate of 7%.

Much of the cargo handled by Associated Danish Ports A/S is liquid bulk, with North Sea crude oil as an important element. North Sea oil fell by just over 0.2 million tonnes.

Cargo by terminal

Fredericia handled cargo totalling 16.6 million tonnes, which is largely in line with the previous year. In Nyborg, total cargo handled amounted to 0.6 million tonnes, representing growth at a rate of 9% relative to the previous year.

New and better framework for future growth

All of 2003 was characterised by the preparations taking place to create a new framework for future growth. In Fredericia, new warehouses were established for dry and liquid bulk, and old buildings were removed from Vesthavnen to make room for new general cargo activities. Furthermore, traffic facilities in Fredericia are being optimised. The Port of Middelfart was inaugurated in December with customers and business associates attending the ceremony, while the infrastructure in Nyborg was improved for better coherence between the individual parts of the port.

(March 17, 2004, Associated Danish Ports A/S)



Göteborg: Twenty-five years of ro/ro at Älvsborg



THE last week of March marked the 25th anniversary of Port of Göteborg's original roll on/roll off terminal, Ro/ro Terminal Älvsborg. Traffic started here in early 1979 when a newly-formed shipping operator commenced a Volvo-based North Sea traffic, but the official inauguration of the terminal took place on March 27.

During the 80's, the terminal was used for short-sea as well as deep-sea liners with destinations like Africa, South America, and Australia. Today, the enlarged Ro/ro Terminal is being used for intra-European ro/ro traffic, with considerable adaptation work for expanding business imminent.

(April 8, 2004, PortGotNews No.7)



Mombasa: Port receives the biggest Bulk Ship

THE Port of Mombasa recently received the biggest bulk ship since inception. The vessel M.V. "Ming May" docked at the port on the February 2, 2004 laden with 47,250 tonnes of bulk wheat. Using the Grain Bulk Handling facility, the vessel was worked and left the port on February 8, 2004.

A second vessel M.V. Maroudio also

docked in the port on February 20, 2004 with 40,170 tonnes of bulk wheat. The vessel is berthed alongside berth No.3 where she is using the Grain Bulk Handling (GBHL) facilities to offload.

Before these two vessels, the largest ship that called the port was in August 1979, carrying 60,000 tonnes of wheat. The ship could not enter the port channel and she was offloaded on stream using lighters. Then the restraining factor was depth of the channel.

Since then the port was dredged by Great Lakes Dredgers of America in 1981, giving the port a good clearance to allow ships of that size. Petroleum vessels carrying 110,000 tonnes of crude oil can be accommodated in the port. For the dry bulk carriers, the restraining factor has been the capability to work the ship in reasonable short time. But now with the commissioning of the Grain Bulk Handling facility, bigger vessels have started to call the port.

The Grain Bulk Terminal which started to operate in March 2000, is the most modern grain handling facility in Africa. The modern quayside facilities include two buhler Portalino ship unloaders which have a combined handling rate of 600 tonnes per hour. The offloaded grains then pass through conveyor belts which link the berth to the Silo complex outside the port. There are also three remote controlled grabs for handling bulk fertilizer and other non-edible bulk cargo.

These automated state-of-the-art facilities are therefore faster in handling vessels and have led to a high importation of bulk grains. In the last three weeks the terminal has handled (nine) ships carrying a total of 189,480 tonnes, the bigger part of it was wheat.

Meanwhile, other sections of the port have also continued to handle increased volumes of cargo. At the Container Terminal a total of 12,640 containers were handled between 1st and 20th February 2004. In Conventional Cargo Section, 70,241 tonnes were handled in the same period, while a total of 113,900 tonnes of Petroleum oil products were handled in the port.

The above statistics show that a total of 373,631 tonnes of general cargo has been handled in three weeks.

In the next 14 days, the port expects to handle 79,937 tonnes of general cargo, which include wheat, iron and steel. Also expected are 1550 motor cars, 128,000 tonnes of Petroleum oil and 12,204 containers.



Rotterdam: New pier at Vopak Terminal Europoort



VOPAK Terminal Europoort, which is the main logistical hub for fuel oil in Rotterdam, has opened an new so-called finger pier for the transshipment of fuel oil. Vopak has

seen an enormous growth in fuel oil handled from less than 3 million ton in the late 1990s to the current level of 8 million ton a year. In order to handle growing volumes, Vopak Terminal Europoort has embarked on an extensive investment program in fuel oil equipment that will both improve service levels and substantially increase the handling capacity for the customers of the terminal that operate in a very competitive and demanding environment. The investment makes it possible to handle more seagoing vessels and barges to meet the increased demand for the bunker and transshipment market.

The new finger pier is a clear example of the successful cooperation between the Port of Rotterdam and Vopak Terminal Europoort. Port of Rotterdam invests in the finger pier, whereas Vopak Terminal Europoort invests on the topside of the jetty including the required handling equipment.

(March 16, 2004, Port of Rotterdam)

Museum, cafes, restaurants, pubs and public open spaces.

*(March 18, 2004
Fremantle Port Authority)*



ICTSI/Manila: ICTSI submits ISPS port security plan

INTERNATIONAL Container Terminal Services, Inc.'s (ICTSI) flagship operation at the Manila International Container Terminal (MICT) has completed and submitted the terminal's port security requirements as directed by the International Ship and Port Facility Security Code (ISPS) of the UN International Maritime Organization (IMO) four months before the July 1 deadline.

The requirements - a port security plan and the appointment of a port security officer - was submitted by ICTSI to the Philippine Ports Authority (PPA) last March 15. Moreover, ICTSI also submitted a third-party conducted port security assessment performed by a PPA-sanctioned recognized security organization, another ISPS requisite. The PPA is the official government agency authorized to give the seal of approval for ISPS-directed security plans submitted by various Philippine ports.

Raul S. Venturina, MICT Community Relations Manager, was appointed Security Officer. The PPA is now expected to do a security audit of the MICT in two weeks. Upon issuance of the certification, ICTSI will be able to immediately implement its ISPS-compliant port security plan.

Being ISO 9002 (Quality Management) and ISO 14001 (Environment Management System) certified, the company's personnel were already familiar with carrying out documentation processes, thus enabling them to carry out with ease the documentation for the MICT's port security plan. Moreover, ICTSI already has existing policies and procedures relating to port safety, security and environment protection.

Since the start of MICT operations in 1988, ICTSI has always put a premium on safety and security, investing in communications and monitoring systems, equipment and personnel to ensure human and cargo safety with the end view of attaining overall terminal productivity. It has ensured that security and communications equipment have

Asia/Oceania



Fremantle: FotoFreo Lights Up Fremantle Ports Building



IN a first for Fremantle, big photographs of the working port will be projected onto the eastern side of the Fremantle Ports Administration Building from 7 pm between Thursday, March 18 and Sunday, March 28.

More than 45 images from Fremantle Ports' contemporary photographic collection taken by Fremantle photographer, Roel Loopers, will appear on the building as part of this year's FotoFreo international festival of photography.



At 16 metres wide and 5 metres tall, the images are the biggest photographs ever exhibited in Fremantle and are best viewed from the area near the CY O'Connor statue in front of the Fremantle Ports Building.

Roel Loopers says the photographs capture a number of moments in the daily happenings at the Port of Fremantle over the past seven years.

"I am an observer most of the time. I let things happen naturally. I take photos rather than make them," Roel says.

Fremantle Ports will also exhibit other framed photographs of Fremantle Port by Roel in the Administration Building foyer at 1 Cliff Street, Fremantle from 8 am to 5 pm Monday to Friday during FotoFreo.

FotoFreo is held every two years and takes place in a variety of venues throughout Fremantle. In 2004 venues will include the Fremantle Arts Center, the Moores Building, the Maritime

been upgraded, and personnel properly trained to respond to any risk. On its own, ICTSI is set to acquire four container-scanning machines to reinforce security measures.

"We have reviewed all aspects of the MICT's over-all security plan. We have upgraded our security machinery as necessary, and established a total security plan beyond the requirements of the IMO's ISPS," says Francis M. Andrews, ICTSI Senior Vice President and MICT General Manager. "We went through a detailed assessment of our state of security especially our preparedness to cope with various risks," he adds.

Meanwhile, ICTSI is also readying its other operated ports in Batangas and in the Subic Bay Freeport in the Philippines, and in Brazil and Poland to be compliant with the ISPS Code.

(March 25, 2004, ICTSI)



MPA: Singapore's Maritime Industry projected to grow in the next 15 years

THE Singapore maritime industry is forecasted to grow at annual rates of 6.5%-9.3% in the short term to 7.0%-8.7% in the long term, up to 2018. This expected growth bodes well for local students and future job seekers. It signals greater demand for skilled manpower, and will continue to offer good and stable career opportunities with good salaries, for the local workforce.

These findings are according to a manpower study conducted by NUS Consulting (NUSC). The study was jointly commissioned by the Maritime and Port Authority of Singapore (MPA) and the Ministry of Manpower (MOM) /Workforce Development Agency (WDA) in June 2003. The primary aims of the manpower study were to:

- i. Establish the current workforce profile and manpower requirements in the Singapore maritime industry;
- ii. Project Singapore's maritime manpower requirements in the short, medium and long terms;
- iii. Identify the manpower training strengths and gaps in the industry; and
- iv. Ascertain the views of maritime professionals and Singapore students about the industry and their demand for further maritime studies.

Workforce Profile

Other findings show that there are currently about 116,800 persons employed in the Singapore maritime industry. Of these, about 70% are engaged in shore-based employment, while 30% are sea-going personnel. The shipping management sector, covering shipping lines, ship chartering, ship management, ship agencies and ship-broking activities, is the largest employment sector, absorbing about 40% of the maritime workforce (both shore-based and sea-going).

Salaries drawn by personnel in the maritime industry, especially sea-going personnel were found to be largely comparable to the salaries received by those with equivalent qualifications or skill-sets in other industries. For example, a fresh diploma graduate starting in the shore-based maritime industry may earn an average monthly salary of S\$1,400, which is roughly comparable to the average starting monthly salary of fresh diploma graduates in other industries.

Manpower Projections

With the positive growth projections for the maritime industry, the career opportunities in the industry are expected to be considerable. It is projected that the maritime workforce will increase at an annual compound rate of up to 5.2% for shore-based personnel and 1.9% for sea-going personnel (onboard Singapore-registered vessels), reaching over 200,000 for the entire maritime industry in 2018. The sectors with the highest employment growth are ship-building & repair, freight forwarding, shipping management and cargo terminals.

Maritime Training Strengths and Gaps

Maritime training offered in Singapore is perceived to be established and recognised worldwide. The local training institutions are considered to have high-tech equipment and facilities, and offer good and well-managed training programmes. Suggestions to further improve the local maritime training programmes include having more hands-on training and establishing maritime degree courses.

The study also indicated a shortage in the supply of trained manpower from the Singapore maritime education/training system for new shore-based jobs, estimated to reach about 5,000 in 2013 and 2018.

Perceptions of the Industry

Maritime professionals surveyed generally held very positive views about the

industry. Most considered the industry to be growing, with good career prospects. They had found their work challenging and interesting. Of the 114 personnel surveyed over a two-month period (Sep-Oct 03), only a handful indicated any intention to leave the industry.

Another key finding was that more than half of the maritime professionals expressed interest in pursuing further studies, with seven in 10 respondents willing to take up part-time degree or postgraduate degree courses in the maritime field, if they were offered at a local university. Maritime students polled also held similar positive views of the industry and indicated their interest in pursuing higher qualifications in maritime-related fields.

RADM (NS) Lui Tuck Yew, Chief Executive, MPA, said, "While the Manpower Study has provided us with a clear picture of where the Singapore maritime industry is headed and the attendant manpower required to power its growth, the challenge for us is to develop an adequate supply of Singapore maritime expertise in the years to come. Excellent career opportunities with commensurate salaries are projected. The maritime sector needs to be promoted to young people as a worthwhile career, both at sea and on shore. The MPA will work closely with WDA, the maritime community and local education/training institutions to determine the plans to be put in place to further grow and enhance our maritime manpower."

Mr Leo Yip, Chief Executive, WDA, said, "The joint study has shown that the maritime cluster will continue to grow and generate significant employment opportunities for the local workforce. Our ongoing collaboration with MPA and the industry will focus on three key aspects:

- Establishing a strong pipeline of local workers to enter the sector through timely dissemination of information on employment opportunities and the skills required to take up these jobs;
- Developing relevant training programmes to supply the skilled manpower needed by industry; and
- Raising the awareness and profile of careers in the maritime industry.

WDA's workforce development initiatives will serve to augment MPA's efforts to enhance Singapore's status as an International Maritime Centre (IMC)."

The maritime manpower study is part of the MPA's efforts to ensure the continued growth of the Singapore maritime industry and drive the development of

Singapore as an international maritime centre.

Going forward, MPA will be working closely with WDA, the maritime community and local education/training institutions to follow up on the findings of the manpower study and develop action plans. As a first step, the MPA has worked with the Nanyang Technological University (NTU) to establish a Bachelor of Science in Maritime Studies (Shipping) programme and a Master of Science in Shipping programme, under its College of Engineering. The programmes will commence in July this year.

In the pipeline, MPA and WDA will be looking into setting up a steering committee with industry participation, to monitor the manpower needs of the industry and steer initiatives to address these needs. MPA and WDA will also be looking into formulating a Maritime Manpower Development Plan to meet the projected manpower needs of the Singapore maritime industry. The plan would likely include comprise three components, namely a tertiary education roadmap, a maritime career roadmap and a maritime publicity roadmap. Further details will be announced in due course.



PSA: Official launch of PSA Shanghai Representative Office

PSA China Pte Ltd's Representative Office in Shanghai was officially launched on March 3, 2004. Distinguished Shanghai government officials, renowned members of the maritime and shipping community and eminent personalities from the international business circle graced the occasion, which was held at Westin Shanghai. Among them were Mr Zhang Hui Min, Vice Secretary-General, Mr Xu Pei Xing, Director-General, Shanghai Municipal Port Administration Bureau, Shanghai Municipal Government, Mr Xu Yi Bo, Deputy Party Secretary, Shanghai Commission of Foreign Relations & Trade Bureau, Mr. Lu Hai Hu, President, Shanghai International Port (Group) Co. Ltd., and Mr Gu Gang, CEO, Shanghai Tong Sheng Investment Group Company.

The establishment of the Shanghai Representative Office of PSA China Pte Ltd reflects PSA's commitment in China and highlights the importance PSA places on the vast potential of the China



market in the field of container port business. The office in Shanghai will serve as a central base for PSA China in its management and coordination of PSA's business in China.

Said Mr Zhang Hui Min, Vice Secretary-General, Shanghai Municipal Government, "PSA is a leading global terminal operator and we are pleased that it has decided to set up its regional office in Shanghai. Shanghai's container volumes have exceeded 11 million TEUs, and Shanghai's container terminals have grown from Huangpu River, Waigaoqiao to Yang Shan. We will further strengthen Shanghai as an international maritime centre. We look forward to working with PSA to explore mutually beneficial business partnerships."

Said Mr. Stephen Lee, Chairman, PSA, "Beginning with Dalian Container Terminal in 1996, PSA embarked on its mission of developing ports the world over, investing in 15 port projects in 9 countries, in addition to our flagship operation in Singapore. PSA's global network of ports complement one another, providing our customers with seamless, first-class service. PSA is committed to China, and actively seeks to develop container terminals with potential for growth in economically vibrant regions such as the Yangtze River Delta, the Pearl River Delta and the Bohai Rim."

Said Mr Eddie Teh, Group CEO, PSA, "PSA firmly believes in China's vast economic potential, and will continue to place focus on China in the days ahead. With the internal reorganisation of PSA, PSA China is now one of the five divisions covering our global business in the different regions. PSA is keen to further explore mutually beneficial investments with relevant partners and business associates, and it is my hope that our strategy for investment in China will well-complement China's strategy for economic development."

Said Mr Aaron Mak, CEO, PSA China Pte Ltd, "Going forward, PSA China has

reason for great optimism and confidence. It will leverage on PSA's excellent service levels, vast knowledge and expertise, and global brand to enhance Shanghai's status as an international shipping hub and to tap China's immense potential for growth. PSA is grateful for the support of the Shanghai municipal government and all our business associates, to propel our container terminal business in China to the next level."

PSA China's portfolio includes Dalian Container Terminal (DCT), Fuzhou Qingzhou Container Terminal (FCT), Fuzhou-Jiangyin International Container Terminal (FICT) and Guangzhou Container Terminal (GCT). All four terminals have shown impressive double-digit growth in 2003.

Mr Aaron Mak, CEO of PSA China is based in Shanghai and he is responsible for PSA's business activities in China. Mr Mak joins PSA with many years of industry experience with specific focus on container terminal operations as well as logistics business development, a substantial part of which has been in the China market. Mr Mak will be assisted by Mr Wong Seng Chee, Chief Operating Officer for PSA China.

(March 3, 2004, PSA China Pte Ltd.)



Saigon: Chosen for APEC Collaborative E-Commerce Project

S AIGON Port has been selected to participate in an APEC (Asia Pacific Economic Cooperation) project that aims to encourage collaborative e-commerce initiatives within the port community. A recent study by APEC's Transportation Working Group

(TPT-WG) found that the lack of suitable forums for port stakeholders to communicate their views and discuss common problems with each other was a key factor inhibiting the development of e-commerce in many port communities. This project aims to bring together the whole port community with Saigon Port Authority as the coordinator. A Saigon Port Community website and online forum has also been set up at <http://saigon.portcommunity.info/vi/>.

The objective of this project is to establish an Intra-port Discussion Group at Saigon Port in order to improve information exchange and facilitate collaborative e-commerce initiatives between key port stakeholders. It is expected that this group will evolve into a working committee dedicated to the ongoing improvement of freight processes at Saigon Port. A workshop has been organised for March 1st and 2nd, 2004 at Saigon Port where key issues faced by the Saigon Port Community will be discussed and participants will be encouraged to develop possible solutions collaboratively. Port community members are encouraged to participate in this workshop by contacting: Mr Ho Kim Lan of Saigon Port on +84 4 9401030.

With the widespread growth of the Internet, e-commerce has now become much more affordable and accessible, creating a great opportunity for the freight industry to streamline the exchange information. One aspect of this opportunity is the replacement of numerous paper documents with electronic documents resulting in benefits such as costs savings, reduced paperwork, better utilisation of staff and warehouses, better quality data, faster consignment clearance, more reliable track and trace facilities, better transparency, more effective customs authority functions and overall improvement in the flow of goods and services through the freight chain.

Tranzteknik Pty Ltd, an Australian consultancy specialising in freight e-commerce and training is managing this project on behalf of APEC. Managing Director, Mr Arnold Miranda said that in many ports, supply chain participants tended to work within silos (confinements) without understanding how their activities affected other stakeholders. e-commerce solutions developed in this environment will only have limited benefit for the individual stakeholder and usually no benefit whatsoever for the rest of the community.

Stakeholders at Saigon Port have

adopted an attitude of continuous improvement with their sights set on becoming one of the leading ports in the region. To achieve this goal, it is important to acknowledge the interdependencies between stakeholders and understand how e-commerce and information sharing can benefit all parties involved. Solutions that take into account the big picture and the interests of the whole community are likely to produce more significant improvement in efficiency and effectiveness than isolated systems. This has been demonstrated at ports that developed Cargo Community Systems collaboratively.

Examples include Port Klang (Malaysia), Port of Valparaiso (Chile) and the Finnish Port System (Finland).

All community members are encouraged to visit the Saigon Port Community website and register their company in the online port directory. They may also participate in online discussions with other stakeholder or contact Saigon Port for further information. Mr Miranda congratulated Saigon Port for taking on a leadership role in this project. He encouraged other organisations to support the Discussion Group through active participation. 'The project is really for the community and all community members are encouraged to contribute to the future of the port'.

(February 8, 2004, Vietnam Seaports Association)



SMF: Official Launch of the Singapore Maritime Foundation

TODAY saw the launch of the Singapore Maritime Foundation (SMF) and the inauguration of its Board of Members by Minister for Transport, Mr Yeo Cheow Tong. The SMF, a private sector-led organisation, is the first collective body to represent Singapore's entire maritime industry. The SMF is aimed at further engaging the private sector in promoting Singapore as the leading International Maritime Centre (IMC). The SMF, positioned to be a cross-sectoral industry group, will leverage on sectoral strengths to achieve this vision.

This body will be governed by three key broad objectives, which are:

- i) To provide the forum and avenue for the exchange of ideas, proposals and

projects, whereby ideas could be mooted and taken up with the relevant government agencies.

- ii) Act as the catalyst for co-operation among the maritime sectors to actualize their ideas for strengthening the industry.
- iii) Partner the Government in its promotional efforts, training and manpower development.

The SMF will be managed by a Board, headed by a Chairman. The SMF Board will comprise members from across the maritime sectors including shipowners, shipyards, maritime legal services and ship financing. They will serve a two-year term, and are eligible for reappointment. The day-to-day operations of the SMF will be handled by a permanent Secretariat.

The pioneering Chairman for the SMF, Mr Teo Siong Seng, also President of Singapore Shipping Association (SSA) and Managing Director of Pacific International Lines, was presented with his Letter of Appointment by Minister during the launch which was attended by over 200 guests from the maritime industry. Minister Yeo said, "Given Siong Seng's high standing among the local maritime community, and with his wide connections, I am confident that he will provide visionary leadership for the SMF and set the SMF on the proper course to help make Singapore into an IMC of standing."

In addition, an Advisory Panel will also be established. This Advisory Panel to be appointed by the SMF Chairman, will consist of individuals who have specialist knowledge and experience in certain maritime fields that can contribute in making Singapore a leading IMC.

To date, the IMC promotion effort has been predominantly a government led enterprise. The establishment of the SMF will provide a platform for the private sector to contribute ideas and be more involved in the IMC promotion. The SMF's cross-sectoral structure will help encourage greater co-operation in the local maritime industry.

The Maritime and Port Authority of Singapore (MPA) will be supporting the establishment of the SMF. The funds will be used for promoting IMC activities, as well as to sponsor and implement projects that will benefit the maritime community, as identified by the SMF Board.

(March 5, 2004, Singapore Maritime Foundation)