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Port of Callao, Peru

MANAGED by the state owned "Empresa Nacional de Puertos S.A. (ENAPU S.A.)", the port of Callao is Peru's main port.

Considering ship facilities, our port offers a wide operation harbor with 9 berths; the mayor which is berth N° 5 with 390 mts. length, 182.77 mts. wide and a depth of 36 feet.

70% of the Peruvian Outbound cargo uses Callao. The principle export cargos in 2003 were minerals, metals and containerized cargoes. Referred to imports the port handles commodities items such as grain in bulk, crude and refined oil, foodstuff, steel, machinery, spare parts, electric appliances among other general cargoes.

Callao's expansion plans consider the acquisition of container handling equipment, the construction of a container terminal.

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Are you ready for ISPS Compliance by July 1?

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

<http://www.iaphworldports.org>

IAPH
International Association of Ports and Harbors

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

Subject	Questioner	Number of Response	Time	Number of Access
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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
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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

24th IAPH World Ports Conference

First Announcement

May 21 - 27, 2005

Shanghai, China

Hosted by the Shanghai International Port (Group) Co., Ltd.

The Opportunities and Challenges Facing the World's Ports

Welcome Message

THE 24th IAPH World Ports Conference will be hosted by Shanghai International Port (Group) Co., Ltd.

As the president of Shanghai International Port (Group) Co., Ltd. and Conference Vice President of IAPH, I am delighted to present you the first announcement of the conference program, which will provide you with the overall arrangement of the event.

This conference is once again a significant gathering over the 50 years since the IAPH was established. As the host, we extend our earnest welcome to the leaders of IAPH and our counterparts from the rest of the world.

The main venue of the conference will be arranged at Shanghai International Convention Center, a five-star hotel and a site of the Fortune Globe Forum in 1999 and the APEC Meeting in 2001.

China is a civilized ancient country with over 5,000-year history. Meanwhile, Shanghai is a modern and energetic metropolis. During the conference, the delegates will have the opportunities to have fruitful discussions on the commonly concerned topics facing the global ports. In addition, we will also arrange the delegates and their spouses as well as accompanying per-

sons to visit some scenic attractions at Shanghai and its surrounding areas so everyone will have the chance to know the culture and life of China, a civilized ancient nation with a long history.

With the sincerity and hospitality peculiar to Chinese nation, we would like to extend our welcome to you. We hope you can take your time off your busy schedule in the period from 21 May through 27 May 2005. Therefore, you will be able to attend the 24th IAPH World Ports Conference to enjoy the perfect harmony between ancient oriental civilizations and modern metropolitan fascinations.

With open arms, we warmly welcome guests around the world!



Lu Haihu

Conference Vice President of IAPH

President of Shanghai International Port (Group) Co., Ltd.



IAPH ANNOUNCEMENTS & NEWS

The Provisional Program

SATURDAY, MAY 21, 2005

(The first day)

Morning

08:00-09:00 Officers' Meeting
09:00-12:00 Various Committee Meetings
08:30-17:00 Registration

Afternoon

12:30-13:30 Working Lunch
13:30-17:30 Various Committee Meetings
08:30-17:00 Registration

Evening

18:30-21:30 Early Arrival's Cocktail Reception

SUNDAY, MAY 22, 2005

(The second day)

Morning

08:00-09:00 Officers' Meeting
09:00-12:00 Technical Committee Meeting
08:30-16:30 Registration

Afternoon

12:30-13:30 Working Lunch
14:00-17:00 Pre-Conference Board Meetings
08:30-16:30 Registration

Evening

18:30-21:30 Welcome Dinner

MONDAY, MAY 23, 2005

(The third day)

Morning

08:00-09:00 Officers' Meeting
09:00-9:40 Opening Plenary Session
09:40-10:00 Opening of Exhibition
10:15-11:00 IAPH 50th Anniversary Celebration
11:00-12:30 IAPH Plenary Session

Afternoon

12:30-13:30 Working Lunch
14:00-17:00 Working Session 1

Evening

18:00-21:30 Shanghai Night Tour (self-service tour)

TUESDAY, MAY 24, 2005

(The fourth day)

Morning

08:00-09:00 Officer's Meeting
09:00-12:00 Working Session 2

Afternoon

12:00-13:00 Working Lunch
14:00-17:00 Working Session 3

Evening

19:00-21:30 Garden Night

WEDNESDAY, MAY 25, 2005

(The fifth day)

Morning

08:00-09:00 Officers' Meeting
09:00-12:00 Working Session 4

Afternoon

12:00-13:00 Working Lunch
13:30-17:30 Technical Visit to Yangshan Deep-water Port

Evening

17:30-21:30 Chinese Folk-Culture Oriented Tour

THURSDAY, MAY 26, 2005

(The sixth day)

Morning

08:00-09:00 Officers' Meeting
09:00-12:00 Working Session 5

Afternoon

12:00-13:00 Working Lunch
14:00-17:00 Working Session 6

Evening

18:30-21:30 Houston Night

FRIDAY, MAY 27, 2005

(The seventh day)

Morning

08:00-09:00 Officers' Meeting
09:00-12:10 Closing Plenary Session

Afternoon

12:10-13:00 Working Lunch
13:00-14:00 Post-Conference Board Meeting
14:00-16:00 Individual Initiatives for More Communication and Networking

Evening

18:30-22:30 Farewell Gala Dinner

Venue: Shanghai International Convention Center

Conference Theme:

The Opportunities and Challenges Facing the World's Ports

Themes of working sessions

- **Working session 1:**
Impacts of Economic Globalization on the Development of Port & Shipping Industry
- **Working Session 2:**
Port Development Strategy
- **Working Session 3:**
Port Security
- **Working Session 4:**
Diversified Port Investment
- **Working Session 5:**
Environment and Dredging Projects
- **Working Session 6:**
Maritime Innovation

Registration Fees

Registration up to
March 31, 2005

Registration from
April 1, 2005

IAPH Members	US\$2,050	US\$2,250
Non-members	US\$2,400	US\$2,600
One spouse	Included in delegates fees	
Additional accompanying persons	US\$650	US\$850
Honorary members	No charge	

Your registration fee covers the following:

- 1 Delegate participation
- 2 Entrance to spouses' program for one person
- 3 Conference material
- 4 Breakfasts, coffee breaks and luncheons
- 5 Early arrivals cocktail party
- 6 Opening ceremony and dinner
- 7 Buffet reception on May 24
- 8 Informal buffet reception
- 9 Farewell gala dinner
- 11 Technical tour to Waigaoqiao Terminal
- 12 Transportation from designated hotels to the conference venue and social events



Shanghai International Convention Center

IAPH, AAPA signed landmark agreement

ONE of the culminations at the IAPH Mid-Term Board Meeting in Charleston was the signing of an MOU (Memorandum of Understanding) between AAPA and IAPH on April 27. Mr. Kurt J. Nagle, President and CEO of AAPA, was present for the signing.

The agreement provides what both organizations consider to be a framework to pursue cooperative projects of mutual interest including port security, port development, cooperation with government agencies, and environmental quality issues.

IAPH President Pieter Struijs, and IAPH Secretary General Satoshi Inoue signed the MOU. On behalf of AAPA, Mr. Mike

Leone, Chairman of the Board and Mr. Nagle signed.

Mr. Struijs said, "IAPH is excited to sign this MOU with AAPA to formalize and further enhance the long-standing positive relationship between our associa-

tions. Sharing the vast amount of knowledge and experience in the membership of our two organizations will enable ports and harbors to successfully meet these and future challenges."

Dr. Inoue commented, "We are pursuing other interests of entering into agreements with other regional maritime organizations such as European Sea Ports Organizations (ESPO) and the Pan-African Port Corporation (PAPC)."



MEMORANDUM OF UNDERSTANDING

Between,

The International Association of Ports and Harbors (IAPH) based in Tokyo (Japan), represented by Pieter Struijs, President and Satoshi Inoue, Secretary General,

and

The American Association of Port Authorities (AAPA) based in Alexandria, VA, represented by Mike Leone, Chairman of the Board and Kurt J. Nagle, President and CEO.

This memorandum of understanding establishes the basis for mutual understanding and cooperation between the IAPH and AAPA. It is understood that this memorandum of understanding provides a framework to pursue cooperative projects of mutual interest. Any exchange of funds or other tangible resources in furthering the purposes of this memorandum will require execution of a separate written instrument in accordance with applicable law.

By working together, the two organizations can greatly increase the force and effectiveness of their efforts in such key matters as:

- Port security, in ensuring the safety of passengers, crew members, vessels and port facilities, as well as in securing necessary funding for implementation of appropriate programs and infrastructure;
- Port Development, in exchanging technology, know-how and information on design and building standards to make port facilities better constructed, more efficient and secure.
- Cooperation with government agencies, not only in connection with security and new guidelines related thereto but also the broad spectrum of issues in which interface is vital; but only within the scope of Constitutions and/or By-Laws of the respective Associations, and,
- Environmental quality issues, in keeping waters clear of debris and effluents that might endanger aquatic life and operating port facilities in an environmentally sensitive manner.

The undersigned organizations agree that the ability to achieve our individual and shared public goals will be enhanced substantially by undertaking the collaborative approach outlined in this MOU.

It is agreed that, in order to strengthen the cooperation between the two organizations and to enhance the effectiveness of both organizations in representing the interests of seaports in various international maritime forums, IAPH and AAPA agree to cooperate in the following fields while recognizing their individual identities, membership expectations, and traditions.

International Collaboration

1. Coordinating efforts on international issues of common concern (e.g., IMO and its relevant bodies).

Technical Cooperation

2. Establish cooperative working relationships between technical committees with common interests with mutual representation as appropriate.
3. Take advantage of working together in committees to initiate innovative worldwide studies, global surveys, etc., that can assist ports in both organizations.

Events Cooperation

4. To identify on-going opportunities for the parties to collaborate in each other's conferences, seminars, training, technical committees, etc., to promote wider understanding and adoption of the shared principles expressed in this MOU.
5. Coordinate event schedules to encourage maximum participation on the part of members of the two organizations and exploration of opportunities for joint programming.
6. Mutual announcement of each other's events and creating mutual links on each other's websites.
7. Providing at events the possibility for the other association to promote itself and its programs by, e.g., presentation, brochures, poster sessions, video and other means.

Exchange of Views, Information & Others

8. Having, free of registration fees, one or two observers (Chairman/President/Executive Vice President/Secretary-General) at each other's highest managerial meeting (for IAPH: the Biennial Conference, for AAPA: the Annual Convention).
9. Exchange research findings and publications to strengthen information exchange.
10. Offer registration and participation in the PPM Program to enable non-members of AAPA to get AAPA certification.
11. Continue to evolve other areas and programs of mutual cooperation in the spirit of this MOU.

The above particular fields of cooperation may be reviewed from time to time, as need be, between the two associations.

The Secretary-General of IAPH and the President of AAPA are charged with the implementation of this Agreement.

	Date: 4-28-04
	Date: 4-29-04
	Date: 4-27-04
	Date: 4/27/04

IMO-MSC 78 adopts measures for implementation of ISPS Code

THE 78th Session of the IMO Maritime Safety Committee (MSC) was held at the IMO London Headquarters from May 12 to 21, 2004. It was the last opportunity to address relevant issues at IMO prior to the July 1 implementation date for the ISPS Code. Representing IAPH, Messrs. Peter van der Kluit and Fer van de Laar attended the meeting.

The MSC discussed issues relating to the implementation of the maritime security measures which enter into force on July 1, 2004, in particular,

- Guidelines on Control and Compliance Measures to Enhance Maritime Security;
- Aspects relating to long-range identification and tracking;
- The question of the designation of the master as the ship security officer; and
- The publication of the IMO/ILO Code of Practice on Security in Ports

In view of the urgent importance, the following draft "Guidance on Control and Compliance Measures to Enhance Maritime Security" is reproduced, while its final version is to be circulated shortly by IMO. Due to space availability, only the beginning part of the guidance appears in the Journal. The full documents are available on the IAPH website <http://www.iaphworldports.org/>

CONTROL AND COMPLIANCE MEASURES TO ENHANCE MARITIME SECURITY (DRAFT)

PURPOSE

- 1 This document is intended to provide basic guidance on the conduct of security control examinations and inspections in order to afford consistency in the conduct of these examinations and inspections. It is also the goal of this document to assist in the recognition and rectification of perceived deficiencies in the shipTMs security plan, its security equipment, its interface with the port facility, or its crew, the impact of such perceived deficiencies on the ability of the ship to conform to its security plan and, where clear grounds exist for suspecting that such deficiencies exist, to provide guidance concerning the application of control and compliance measures pursuant to SOLAS regulation XI-2/9 for ships in port and for ships intending to enter ports.
- 2 Nothing in these guidelines prejudices Contracting Governments from taking measures having a basis in, and consistent with, international law to ensure the safety or security of persons, ships, port facilities and other property in cases where the ship, although in compliance with the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS) chapter XI-2 and part A of the International Ship and Port Facility Security Code (ISPS Code), is

still considered to present an unacceptable security risk (ISPS Code part B paragraph 4.34).

APPLICATION

- 3 The procedures apply to ships that are required to comply with SOLAS chapter XI-2 and the ISPS Code.
- 4 Ships of non-parties shall be given no more favourable treatment. All Contracting Governments should, as a matter of principle apply the procedures set out in this document to ships of non-Parties (ISPS Code part B paragraph 4.45).

INTRODUCTION TO SOLAS CHAPTER XI-2/9

- 5 Under the provisions of SOLAS chapter XI-2 and part A of the ISPS Code, the Contracting Government is responsible for promulgating laws and regulations and for taking other steps which may be necessary to give SOLAS chapter XI-2 and part A of the Code full and complete effect so as to ensure that, from the point of view of security, a ship fully complies with the applicable requirements (SOLAS Article 1).
- 6 SOLAS regulation XI-2/9 describes the control and compliance measures applicable to ships under chapter XI-2. It is divided into three distinct sec-

tions: control of ships already in port; control of ships intending to enter a port of another Contracting Government; and additional provisions applicable to both situations (ISPS Code part B paragraph 4.29).

- 7 SOLAS regulation XI-2/9.1, on Control of ships in port, implements a system for the control of ships while in the port of another Contracting Government where duly authorized officers of that Contracting Government, have the right to go on board the ship to verify that the required International Ship Security Certificate (ISSC) is valid. If there are clear grounds to believe the ship does not comply with the relevant regulations, control and compliance measures such as additional inspections or detention may be taken. This reflects current "control" provisions found in other parts of SOLAS as well as other IMO conventions. SOLAS regulation XI-2/9.1 builds on these provisions and allows for additional measures (including expulsion of a ship from a port to be taken as a control measure) when duly authorized officers¹ have clear grounds for believing that a ship is in non-compliance with the requirements of SOLAS chapter XI-2 or part A of the Code. SOLAS regulation XI-2/9.3 describes the safeguards that require fair and proportionate implementation of these additional measures (ISPS Code part B paragraph 4.30).
- 8 SOLAS regulation XI-2/9.2 applies control measures to ensure compliance for ships intending to enter a port of another Contracting Government and introduces an entirely different application of control measures available to a port State. Under this regulation measures may be implemented prior to the ship entering port to ensure security. Just as in SOLAS regulation XI-2/9.1, this additional control system is based on the concept of having clear grounds for believing the ship does not comply with SOLAS chapter XI-2 or part A of the ISPS Code, and includes safeguards in SOLAS regulation XI-2/9.2.5 as well as in SOLAS regulation XI-2/9.3

¹ Duly authorized officers need to have appropriate knowledge of the maritime security provisions of SOLAS XI-2, the ISPS Code, ship-board operations and have appropriate qualifications to the level of control that he/she is authorized to carry out. Duly authorized officers should carry suitable identification.

(ISPS Code part B paragraph 4.31).

- 9 The international law implications of SOLAS regulation XI-2/9 are particularly relevant, and the regulation should be implemented with SOLAS regulation XI-2/2.4 in mind, as the potential exists for situations where either measures will be taken which fall outside the scope of SOLAS chapter XI-2, or where rights of affected ships, outside SOLAS chapter XI-2, should be considered. Thus, SOLAS regulation XI-2/9 does not prejudice the Contracting Government from taking measures having a basis in, and consistent with, international law to ensure the safety or security of people, ships, port facilities and other property in cases where the ship, although in compliance with SOLAS chapter XI-2 and part A of the ISPS Code, is still considered to present a security risk (ISPS Code part B paragraph 4.34).
- 10 Clear ground for ship control is not based only on the ship itself but also on interactions with port facilities or with other ships. A ship otherwise compliant with SOLAS chapter XI-2 and part A of the Code may be subject to appropriate control measures if that ship had interactions with a non-compliant port facility or ship. In deciding whether to impose control measures in such cases, consideration should be given to any additional security measures the ship implemented during the interaction with the noncompliant port facility or ship to minimize the risk of a security incident (ISPS Code part B paragraph 4.33.6).
- 11 It should be noted that many of the provisions of part A of the ISPS Code require that the guidance given in part B of the ISPS Code, albeit recommendatory, be taken into account. It should also be noted that part B is a process that all parties concerned need to go through in order to comply with part A. For example, paragraph A 9.4 of the ISPS Code requires that in order for an ISSC to be issued, paragraphs 8.1 to 13.8 of part B of the ISPS Code need to have been taken into account (MSC/Circ.1097).
- 12 This guidance addresses the three elements of security controls by Contracting Governments as provided in SOLAS regulation XI-2/9, namely:
- .1 provision of information by a ship prior to entry into port;
 - .2 initial inspections of ships in ports; and
 - .3 imposing control measures, including more detail inspection of ships,

where clear grounds have been established under .1 and .2 above.

INFORMATION TO BE PROVIDED BY SHIPS PRIOR TO ENTRY INTO PORT

- 13 The Contracting Government may, in ensuring compliance with SOLAS chapter XI-2, require that ships intending to enter its ports provide the following information (SOLAS regulation XI-2/9.2.1):
- .6 other practical security related information (but not details of the ship security plan). For example, a ship may provide, or be requested to provide, information related to (SOLAS regulation XI-2/9.2.1.6 and ISPS Code part paragraph B 4.39):

ASSESSMENT OF INFORMATION RELATED TO SHIPS PRIOR TO ENTRY INTO PORT

- 14 Contracting Government shall provide the information described in SOLAS regulation XI-2/9.2.1 on the request of the duly authorized officers of that Government. The master may decline to provide such information on the understanding that failure to do so may result in denial of entry into port. In the event that entry into port is denied, the Contracting Government must, forthwith by most expeditious means, ensure that the Administration is informed in writing (by electronic means, fax or e-mail) specifying the reasons. The Recognized Security Organization (RSO) (if applicable) should be notified as well (SOLAS regulations XI-2/9.2.2 and 9.3.1).
- 15 If the assessment of the available information related to the ship does not establish clear grounds for believing that the ship is in non-compliance with the requirements of SOLAS, chapter XI-2 or part A of the ISPS Code, the Contracting Government may allow the ship to enter port.

CLEAR GROUNDS ESTABLISHED FROM THAT ASSESSMENT

- 16 If the assessment of the available information relating to the ship results in clear grounds for believing that the ship is in non-compliance with the requirements of SOLAS, chapter XI-2 or part A of the Code, the Contracting Government shall attempt to establish communication with and between the ship and the Administration and/or the RSO in order to rectify the non-

compliance (SOLAS regulation XI-2/9.2.4).

- 17 If communication under paragraph 15 above does not result in rectification, or if the Contracting Government has clear grounds otherwise for believing that the ship is in non-compliance with the requirements of SOLAS chapter XI-2 or part A of the Code, the Contracting Government may:
- .1 allow the ship entry into port knowing that clear grounds exist;
 - .2 inspect the ship in its territorial waters, prior to entry into port, in accordance with these Guidelines, as applicable; or
 - .3 deny the ship entry into port;

* For the rest of the text only the sub-titles are presented, due to limited space availability.

- **DECISIONS WHEN CLEAR GROUNDS EXIST**
 - Allow Ship into port knowing clear grounds exists
 - Inspect vessel prior to entry into port
 - Deny entry
- **INITIAL INSPECTION OF SHIPS IN PORT**
 - General provisions
 - Specific aspects
- **ACCESS TO BRIDGE, ENGINE ROOM AND OTHER RESTRICTED AREAS**
- **MONITORING THE SECURITY OF THE SHIP**
- **CHECKS AND SEARCHES OF SHIPS' STORES AND PROVISIONS**
- **CHECKING AND SEARCHING OF CARGO**
- **CHECKING AND SEARCHING OF UNACCOMPANIED BAGGAGE**
- **CLEAR GROUNDS ESTABLISHED DURING THE INITIAL INSPECTION OF SHIPS IN PORT**
- **MORE DETAILED INSPECTION WHERE CLEAR GROUNDS EXIST**
- **INSPECTION OF SHIP SECURITY PLAN**
- **SAFEGUARDS**
- **REPORTS FOR CONTROL OF SHIPS IN PORT**
- **REPORTS IN RESPECT OF SHIPS INTENDING TO ENTER PORT**

Report on "ISPS Code - Port Readiness Survey"

SUMMARY

To gauge the progress and status of compliance with the ISPS Code, the IAPH secretariat has been conducting the above survey since March 24, 2004. Starting from March 30, 2004, individual responses have been circulated through the IAPH Port Security Bulletin and posted in the Members Area of the IAPH website.

As of May 10, 2004, a total of 47 IAPH member ports in 30 countries had responded to the above captioned survey, as indicated in the attached list of respondents.

The summary report of the survey was presented by Mr. Fer van de Laar at the IMO Maritime Safety Committee's 78 Session held in London from May 12 -21.

Through the IAPH Survey conducted in March/April 2004 entitled "ISPS Code - Port Readiness Survey", it was found that 9 ports in 6 countries were fully compliant with the Code as of May 24, 2004. The number will have increased since then and will continue to increase day by day in the coming weeks leading toward the deadline date.

Considering that 92% of the respondents indicated that they were confident of meeting the deadline of July 1, 2004, including those saying they were "a little uncertain", it is assumed the ports around the world are now doing their utmost to be fully compliant by the deadline. It clearly shows that a significant step forward has been made by the world port industry in meeting the requirements of the ISPS Code, given that the figure was between 70 - 75% in the two surveys conducted by IAPH in 2003.

Results of this survey are considered to be of great value in assessing member ports' readiness for ISPS Code implementation compliance. However, IAPH is not responsible for any loss or damage resulting from and associated with the use of this survey's results, and not liable for any inaccuracies that they may contain.

RESULTS

1. Total number of "Port Facilities" Reported (Of which) 1,628

1.1 Total number of "Port Facilities" whose "Port Facility Security Plan" (PFSP) have already been submitted and approved 128 (8.0%)

1.2 Total number of "Port Facilities" whose PFSPs have been submitted

but waiting for approval 138 (8.5%)
1.3 Total number of "Port Facilities" that are yet to submit their PFSPs for approval 1,321 (81.0%)
1.4 NA: (2.5%)

2. Status of compliance

- 2.1 Ports who have ALL PFSPs approved
- Suape (Brazil)
 - Singapore (Singapore)
 - Haifa, Ashdod and Eilat (Israel)
 - Napier (New Zealand)
 - Taranaki (New Zealand)
 - San Diego (USA)
- 2.2 Ports who have SOME PFSPs approved
- Port Praia (Cape Verde)
 - Hong Kong (China)
 - Hamburg (Germany)
 - Rotterdam (Netherlands)
 - London (UK)

3. Concerning "Port Facilities" whose PFSPs are yet to be submitted

3.1 Approx. percentage of "Port Facilities" whose "Port Facility Security Officer" has been appointed?

Percentage	Number of Respondents
0 - 25%	6 (19%)
25 - 50%	2 (6%)
50 - 75%	4 (12%)
75 - 100%	16 (53%)
NA	3 (10%)
Total	31 (100%)

3.2 Approx. percentage of "Port Facilities" whose "Port Facility Security Assessment" has been completed

Percentage	Number of Respondents
0 - 25%	10 (32%)
25 - 50%	2 (6%)
50 - 75%	2 (6%)
75 - 100%	16 (53%)
NA	1 (3%)
Total	31 (100%)

3.3 Approx. percentage of "Port Facilities" whose PFSPs are under preparation

Percentage	Number of Respondents
0 - 25%	4 (13%)
25 - 50%	4 (13%)
50 - 75%	2 (6%)
75 - 100%	20 (65%)
NA	1 (3%)
Total	31 (100%)

3.4 Cause of delay

Reason	Number of Respondents (percentage*)
Delay in legal enactment	14 (45%)
Delay in establishing and designating RSO	4 (13%)
Delay in establishing approval procedures	10 (32%)
Lack of financial resources	2 (6%)
Lack of expertise/human resources	3 (10%)
Lack of coordination among concerned agencies	8 (26%)
Other (time constraint)	1 (3%)

* Percentages do not total 100, as some respondents selected more than 1 item.

4. Confidence of meeting the compliance deadline of July 1, 2004

Percentage	Number of Respondents (percentage)
Confident	36 (77%)
A little uncertain	7 (15%)
Very uncertain	1 (2%)
NA	3 (6%)
Total	47 (100%)

List of Responding Members

- Australia
Devonport
Sydney
- Brazil
Suape
- Canada
Montreal
- Cape Verde
ENAPOR
- China
Guangzhou
Hong Kong
Kaohsiung
Keelung
Zhanjiang
- Fiji
MPA
- Finland
Helsinki
- France
Dunkerque
Le Havre
Marseille
Nantes
- Saint-Nazaire
Rouen
- Germany
Hamburg
- Guinea
Conakry
- Iceland
Reykjavik
- Ireland
Cork
- Israel
Israel Ports Authority
- Japan
Nagoya
Tomakomai
- Kenya
KPA
- Korea
Busan
- Malaysia
Klang
- Sabah
- Maldives
Male
- Mauritius
Port Louis
- Namibia
NPA
- Netherlands
Rotterdam
- New Zealand
Auckland
Napier
Taranaki
- Norway
Oslo
- South Africa
NPA of South Africa
- Singapore
MPA
- Spain
Aviles
Gijon
Tenerife
- Trinidad & Tobago
Port of Spain
- UK
ABP
London
- USA
San Diego
- Viet Nam
Saigon

Ship Emissions Control – MARPOL Annex VI enters into force in May 2005

As discussed in the PSEMO meeting in Rotterdam last October, the ratification process of MARPOL Annex VI has reached the stage that this Annex will be fully effective and implemented. Important elements are the global sulphur cap of 4.5% and the establishment of Sulphur Emission Control Areas (SECA's) where shipping has to use fuel oil with a maximum of 1.5% sulphur.

The meeting was advised that the EU wished to strengthen the contents of Annex VI by requiring ships to use fuel with a maximum of 0.2% sulphur when in port. Apart from serious safety concerns regarding the switching from one fuel to another, this would mean the necessary fuels would have to be carried on board and this is not acceptable. Both ports and shipping protested the EU proposals arguing that a global business like the shipping sector should be regulated on a global basis through IMO.

IAPH policy that was the basis for our contribution to the lengthy discussions in IMO in the nineties proves to be still valid. Once ratified the Annex should be regularly amended by gradually reducing the global cap on sulphur to such a level (1.5%) that SECA's are no longer required. IAPH considers that SECAs affect the competitive positions of ports. Ports outside a SECA are more competitive than those within such an area.

IMO welcomes sufficient ratification of MARPOL Annex VI

Regulations for the Prevention of Air Pollution from Ships are set to enter into force on May 19, 2005, following the ratification by the Independent State of Samoa of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

The 1997 Protocol to the MARPOL Convention, which includes Annex VI, enters into force 12 months after being accepted by 15 States with not less than 50% of world merchant shipping tonnage. Samoa, the fifteenth State to ratify the instrument, deposited its ratification on 18 May 2004. Annex VI has

now been ratified by States with 54.57% of world merchant shipping tonnage.

Annex VI sets limits on sulphur oxide and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances.

IMO Secretary-General Efthimios E. Mitropoulos said he was pleased to see the Annex achieve sufficient ratifications to enter into force.

"With the entry into force of Annex VI, the full set of MARPOL international regulations for the prevention of pollution by ships will be in force. We must now ensure their effective implementation and enforcement", he said.

In welcoming entry into force of Annex VI, the Secretary-General also took the opportunity to urge Governments to ratify other IMO pollution-prevention instruments, particularly the International Convention on the Control of Harmful Anti-fouling Systems on Ships of 2001, which has so far been ratified by eight of the 25 States representing 25% of the world's tonnage required for it to enter into force, and the recently adopted International Convention for the Control and Management of Ships' Ballast Water and Sediments.

Regulations on Prevention of Air Pollution from ships

The Protocol including Annex VI to the MARPOL Convention was adopted at a Conference held in September 1997, in response to IMO Assembly Resolution A.719(17) on *Prevention of Air Pollution from Ships*, adopted in 1991, which called on IMO's Marine Environment Protection Committee (MEPC) to prepare a new draft Annex to MARPOL 73/78 on prevention of air pollution. The Annex was developed over the next few years.

The regulations include a global cap of 4.5% m/m on the sulphur content of fuel oil and calls on IMO to monitor the worldwide average sulphur content of fuel once the Protocol comes into force.

Annex VI contains provisions allowing for special "SOx Emission Control Areas" to be established with more stringent controls on sulphur emissions. In these areas, the sulphur content of

fuel oil used on board ships must not exceed 1.5% m/m. Alternatively, ships must fit an exhaust gas cleaning system or use any other technological method to limit SOx emissions. The Baltic Sea Area is designated as a SOx Emission Control area in the Protocol.

In March 2000, the MEPC approved a proposed amendment to Annex VI to also include the North Sea as a SOx Emission Control Area. The aim is to adopt the amendment once MARPOL Annex VI enters into force.

Annex VI prohibits deliberate emissions of ozone depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations containing ozone-depleting substances are prohibited on all ships. But new installations containing hydro-chlorofluorocarbons (HCFCs) are permitted until 1 January 2020.

Annex VI also sets limits on emissions of nitrogen oxides (NOx) from diesel engines. A mandatory NOx Technical Code, which defines how this shall be done, was adopted by the Conference under the cover of Resolution 2.

The Annex also prohibits the incineration on board ships of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

Greenhouse gas emissions

As Annex VI does not cover the emission of greenhouse gases from ships, the IMO Assembly in November 2003 adopted resolution A.963(23) on *IMO Policies and Practices related to the Reduction of Greenhouse Gas Emissions from Ships*.

Port Health and Safety News

No. 4



Mike Compton

Proprietor, Circlechief AP

“Current safety aspects of solid bulk cargoes”

ONE of the largest cargoes by volume transported by the maritime mode, solid bulk cargoes account for over 2 billion tonnes moved every year. Tragically, in the past 20 years there has been a continuing trend of losses of ships carrying such cargoes and this has led to a raft of measures agreed internationally at IMO. Amongst them was one aimed specifically at ports. This article looks at that measure, the current international debate surrounding it and its likely future

Losses of bulk carriers at sea

In the period 1978-97 an average of 82 seafarers lost their lives each year from the losses of dry bulk carriers. During this time, one high profile loss was the Derbyshire that sank in a typhoon to the south of Japan in 1981 and which has been the subject of controversy for some years. At its peak 20 vessels were lost in 1990 together with 94 lives and in 1991 a further 24 ships and 154 lives were lost. Fortunately, 1991 was the worst year and the level started to decline thereafter and by 2002 had been reduced to 5 ships and 4 lives. Accordingly, it was very pleasing to hear announced at a recent IMO meeting that there were no seafarer casualties at all from the four bulk carriers of over 10,000 dwt lost last year. This represents a huge improvement and is undoubtedly due to the tremendous efforts made over that time by everybody from IMO down to

member states, classification societies, the international shipping organisations, shipowners and seafarers.

The ports' role

Ports have also contributed to that improvement. One of the measures adopted at IMO in 1997 was concerned with the alleged damage to the fabric of the ship that can arise from the loading and unloading of solid bulk cargoes. Accordingly, a new IMO Code, the Safe Loading and Unloading of Solid Bulk Cargoes, was developed and adopted. The BLU Code, as it is known, has an advisory status at IMO and is based upon two linked provisions. Firstly, two persons should be in charge of the process, whether it be loading or unloading – the master of the ship and a new position, known as the terminal representative, on the shore. The second provision is that a loading/unloading plan should be devised and agreed by both persons before operations commence. That plan should then be followed and only changed after agreement between the two persons in charge. The BLU Code was published by IMO in 1998 and has now been in operation for six years. It applies to all solid bulk cargoes, except grain.

Definition of bulk cargo

The definition of a bulk cargo is one that is poured or otherwise placed in a ship's hold without any intermediate

packaging and the Code applies to all such cargoes carried in any ship of 500 gross tonnes or above. This clearly means, therefore, that the Code applies, not only to the large purpose built terminals handling millions of tonnes of material every year, but also the quay where portable equipment is brought for the one-off shipment and all the very many types and sizes of terminals inbetween. It also means that the Code applies to a very wide variety of cargoes, from iron ore and coal to scrap metal, cement and many other bulk materials.

Possible further development of the BLU Code

Consideration is now being given to the possibility of making the Code mandatory at IMO. Undoubtedly, that has been spurred by the decision of the European Union to adopt a Directive that will in 2005 make the Code obligatory throughout the EU. By that time, of course, the EU will consist of 25 countries in that region, almost all of which have maritime involvement and have sea or inland ports. Interestingly, the EU Directive includes an additional requirement that is not in the BLU Code. Based on the premise that the ship has to abide by the International Safety Management Code (ISM), what was adjudged to be a similar standard, is imposed on the terminal. This is the provisions of the quality standard of ISO 9001:2000. The fact that the two provisions are not the same at all has not made any difference and the Directive was adopted. There is an additional period of time allowed for the terminal to attain ISO 9001:2000 after the main part of the Directive comes into force next year. Other regulatory bodies in other countries may also have given/be giving legal force to the Code. As far as the writer is aware, there is no suggestion that this EU addition is likely to be added to the BLU Code by IMO and, in fact, it would be most difficult for it to do so as its remit does not generally extend to the shoreside. A very definite possible change is one that might remove the exemption of grain cargoes. The original contention was that there already was an IMO Grain Code. This has been long standing and is mandatory under SOLAS. It addresses the fact that grain can flow like water and, until measures were taken to stop it, caused many ships to lose stability and sink. However, it has recently been pointed out the Grain Code does not address the issues that are covered by the BLU Code and, therefore, there would be no conflict if grain were to be covered by both. Grain cargoes and their derivatives account for large tonnages and there would appear to be no

appreciable reason why the exemption should continue and, accordingly, it is likely that it will be removed in due course.

Further developments at IMO

The aim, of course, is to achieve a position where there are no ships and no lives lost and, what is more, not just in one year but on a continuing basis. Accordingly, IMO continues to work on measures that will further reduce the dry bulk carrier losses. Amongst the measures currently under consideration that will affect ports and terminals is a ban on alternate hold loading. In finding the right form of words to add to SOLAS to achieve this aim, it has been found necessary to define what is meant by an empty hold – and rightly so. Another measure is a guidance document for terminal representatives. It should be remembered that this was a new concept in 1997 and, whilst the many large bulk berths will undoubtedly have managed to readily adapt to the concept, it is thought that there are many smaller bulk terminals that may not and detailed advice may be helpful.

Present situation

Whilst the BLU Code is not mandatory, it is sound advice. Consequently, all terminals that come within its scope should ensure that they are following the Code's provisions and, what is more, can document that fact. The total aim of the Code is to ensure that a bulk carrier is not affected by the loading or unloading process and proof of compliance with the BLU Code would ensure that there could be no doubt about that.

Other aspects

There are other health and safety aspects of solid bulk cargoes as far as ports and terminals are concerned, eg dust, hazardous nature of the material, weight, handling and storage on shore and confined spaces and these will be reviewed in another article.

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

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

Mr. Naruse invited to AAPA Seminar



THE chair of the Port Planning and Construction Committee, Mr. Susumu Naruse, was invited to the 2004 AAPA (American Association of Port Authorities) Planning for Growth Seminar held in New York.

About a hundred people of the American port industry attended this three-day seminar, where diverse important topics were discussed such as port logistics networks, technology development, and trade trends.

On behalf of IAPH, Mr. Naruse made a presentation on container transport between North America and Asia, which has revealed the fastest growth among the major international trade routes in these years. The participants also showed keen interest in implementation of the ISPS Code in IAPH member ports and the IAPH Guidelines for Port Planning and Design.

(Contents of this presentation are carried in the Open Forum on page 12)

Visitors

ON April 7, a delegation from Shanghai Municipal Port Administration Bureau, headed by Mr. Xu Pei Xing, Director-General, visited Head Office. Secretary General Inoue and Deputy Secretary General Hioka welcomed them and exchanged views on various issues facing Port of Shanghai today. After their institutional reform in early 2003, there are 2 organizations at Port of Shanghai: Shanghai Municipal Port Administration Bureau and Shanghai International Port (Group) Co., Ltd. which is currently a member of IAPH. Director-General Xu Pei Xing indicated his organization's intention to join IAPH, and was furnished with information on IAPH activities.



From L to R: Mr. Hiroshi Sakuma, Manager, International Liaison, Port of Tokyo, Mr. Guo Zhengen, Economist and Director or Port Supervision Division, Hioka, Mr. Xu Pei Xing, Dr. Inoue, Mr. Nian Jiye, Senior Economist and Director of Personnel Division and Ms. Tian Chang, Assistant Consultant, Science, Technology & Foreign Affairs Division.

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 E-mail: Rosenberg@ejkrause.com
 Website: www.ejkrause.com
 Representative: Mr. Michael Rosenberg, Vice President Security

Changes

• **Member Matters:**
Ministry of Land, Infrastructure and Transport [Japan]
 Director, International Affairs Office: Mr. Masaru Suzuki
 E-mail: Suzuki_m2uv@milit.go.jp

• **Niigata Prefectural Government [Japan]**
 Director General, Bureau of Port and Airport Development: Mr. Masayuki Morikawa

• **City of Osaka [Japan]**
 Director General, Port and Harbor Bureau: Mr. Yoshiaki Okuda

• **Miyagi Prefecture [Japan]**
 Vice Director, Ports and Harbors Promotion Division: Mr. Yoshiaki Satoh

• **Puerto Rico Ports Authority [Puerto Rico]**
 Executive Director: Mr. Miguel Soto Lacourt

• **Mauritius Ports Authority [Mauritius]**
 Chairman: Mr. Eddy Boissezon

• **Ministry of Transportation, MOTC [China]**
 Director-General: Mr. Huang, Der-Chyr

OPEN FORUM

Container Transport between East Asia and North America



Susumu Naruse

Director, Ports and Airports Administration, Hokkaido Bureau
Ministry of Land Infrastructure and Transport

THIS paper was edited for Publication in "Ports & Harbors" based on a presentation by the author for the 2004 AAPA (American Association of Port Authorities) Planning for Growth Seminar held in New York.

1. Preface

The container transport between East Asia and North America is one of the fastest growing segments in the global seaborne trade. With a huge trade demand and aggressive port development strategies, the top six container ports in the world are now Asian ports. These trends have been set mainly by the economic development and trade expansion of the region, in particular, China.

In-depth analysis of the trade pattern reveals, however, that China still heavily depends on feeder services from nearby hub-ports such as Port of Busan. Nearby ports are realizing huge development schemes specifically focusing on feeder services to/from China. And, of course, China itself has its own energetic port development strategy.

This paper describes the latest trends of container transport between East Asia and North America and the future dynamic port development in the region.

2. Surge of Asian Ports

Table-1 lists the top-ten container ports in the world for the term spanning 1980 to 2003.

Port of New York/New Jersey was the leading port in 1980 followed by Port of Rotterdam. With four Asian ports in the list such as Port of Hong Kong and Port of Kobe it may be said that the top-ten list used to be a good mixture of ports in North America, Asia, and Europe.

The list for 2003 shows, however, that the climate has completely changed. Now,

the top six ports are Asian ports. Port of Hong Kong and Port of Singapore have been ranked first and second for quite some time, but it is remarkable that Port of Shanghai now ranks third and Port of Shenzhen in China, adjacent to Hong Kong on the mainland side, now ranks fourth. With their annual growth rate of around 30% these days it may be anticipated more Chinese ports will join the top-ten port league in the foreseeable future.

Figure-1 shows the past trend for container volumes handled at major Asian ports. Port of Hong Kong and Port of

Singapore began increasing their volume back in 1985, and they were then followed by Port of Busan and Kaohsiung. In the late 90s Port of Shanghai started to increase its volume exponentially, surpassing 10 million TEU level last year. On the other hand, the ports in Japan have lost their former status, presumably partly due to high cost of stevedoring service and port dues.

Figure-2 offers the statistics that focus on container volume by country/region not by port. Apart from Singapore, Taiwan and Korea, whose ports are partly playing a hub port role in the region with a certain amount of feeder cargo, the ranking seems more or less related to the economic scale and/or the trading pattern of each country. China, whose economy now has become export-oriented, ranks first, and U.S.A., which has the world's largest economy, ranks second and so forth.

3. Global Container Flows

Figure-3 shows the flows of container boxes among the three major regions - East Asia, North America, and EU - in 2002, which was compiled by a research institution of the Japanese Government. About 20 million container boxes were transported between East Asia and North

Table-1 Surge of Asian Ports
Top 6 Ports (in terms of TEU volume) are Asian ports.

Year 1980		Year 2003	
NY/NJ	1,947	Hong Kong	20,100
Rotterdam	1,901	Singapore	18,100
Hong Kong	1,465	Shanghai	11,280
Kobe	1,456	Shenzhen	10,610
Kaohsiung	979	Busan	10,337
Singapore	917	Kaohsiung	8,493
San Juan	852	Los Angeles	7,180
Long Beach	825	Rotterdam	7,100
Hamburg	783	Hamburg	6,138
Oakland	782	Antwerp	5,445

Fig.1 Growth History of Asian Ports

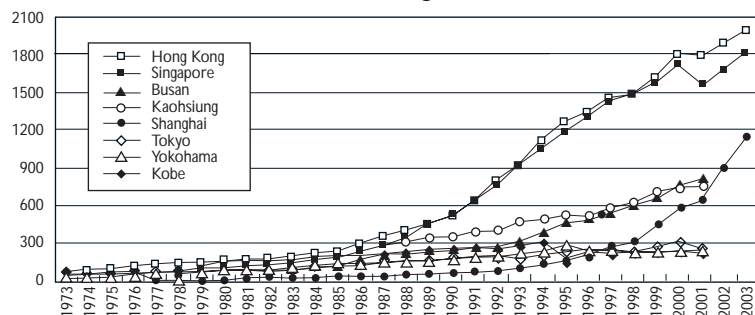


Fig.2 Container Cargo by Country/Region

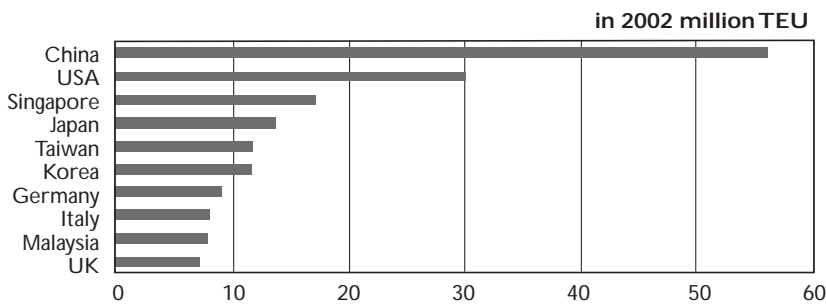


Fig.3 Container Transport between the Three Major Regions (estimated by Japanese Government)

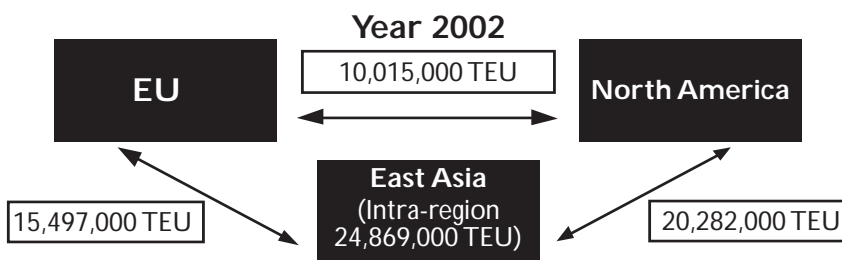


Fig.4 Trend of Container Movement (estimated by MOL Lines)

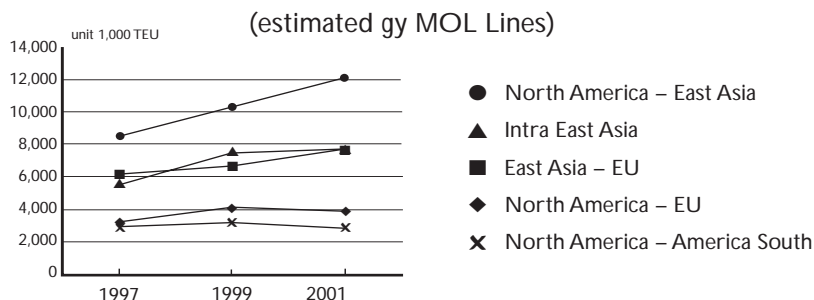
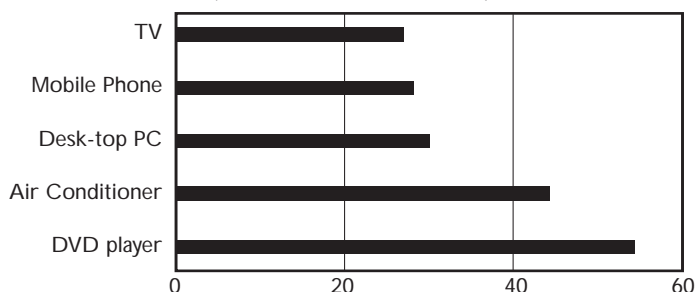


Fig.5 China: Manufacturing Plant in the World (World Share %)



America, 15 million between East Asia and EU, and 10 million between North America and EU. The route between East Asia and North America is the single busiest container sea-lane in the world.

Figure-4 shows the past trend for container flows on an Origine-Destination (OD) basis among the regions. Only the OD pairs related to East Asia, namely, East Asia-North America and East Asia-EU

show explicit growth inclinations.

Remarks: Figure-3 and Figure-4 originated from different sources and they somewhat contradict each other.

4. Structure of Container Trade

The background of the surge by Asian ports may be found in China's accelerated industrial development, which has been achieved by using its cheap labor cost and making foreign investment easier in the country. Lots of manufacturing companies, especially those from other Asian countries, have relocated their plants to China. As a consequence, for example, more than 50% of DVD players in the global market are now manufactured in China. Currently, China retains the top share of many other electronic items such as air conditioners, desk-top PCs, mobile phones, and color TVs as shown in Figure-5. Some of these manufactured goods are consumed in China of course, however, the large portion is exported to foreign countries by container vessels. Moreover, in return, Chinese import consumer goods using the hard currency earned, and more importantly they import lots of necessary sophisticated electronic items to be assembled into final products. Thus, they heavily rely on sea container transport. That is why Port of Shanghai has grown exponentially over the several years.

With such strong emerging demand, the ports in China may seem to lead the port industry in East Asia. However, detailed examination of the structure of container transport in the region revealed the fact that the situation is completely different from first glance. Figure-6 and Figure-7 show the year 2001 data of PIERS (Port Import/Export Reporting Service, which combines customs data and the B/L data of shipping companies) concerning the trade between the specific four countries/regions of East Asia and North America. An interesting point is that the data can answer one of the most fundamental factors of container transport, that is, whether the service is a direct service or a feeder service operating via hub-ports.

Whereas the three other countries/regions, Japan, Korea, and Taiwan, principally use direct container services to/from North America, China still depends heavily on feeder services via such ports as Busan and Singapore. Although Port of Shanghai is now ranked the third largest container port in the world, Chinese ports as a whole have not been developed enough to meet the fast growing transport demand of the country. With restrictions of port facilities, e.g. lack of large berthing facilities, draft limitations, etc., they have to employ smaller container vessels to transport the cargo to regional

Fig.6 Pattern of Container Trade from North America to Asia in 2001
(unit: 1,000 TEU, based on PIERS)

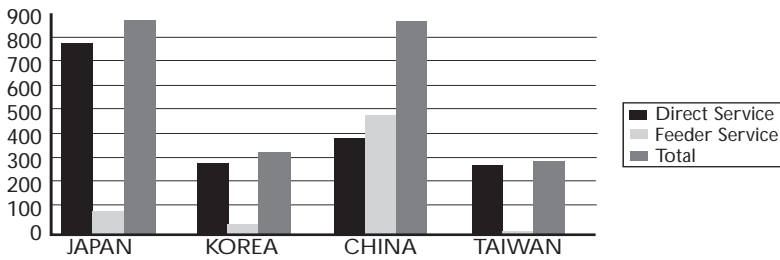


Fig.7 Pattern of Container Trade from Asia to North America in 2001
(unit: 1,000 TEU, based on PIERS)

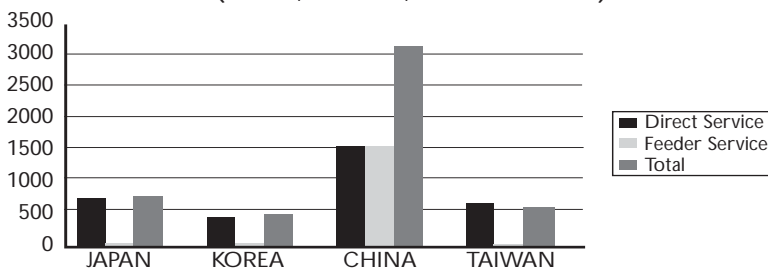


Fig.8 Vessel Types: Container Vessels in North America – East Asia Route

Operator	Less than 4,000 TEU	4,000 to 6,000 TEU	6,000 to 8,000 TEU	Larger than 8,000 TEU	Total
Mega Carriers & Alliances	114	169	15	13	311
Independent Operators	72	22	0	0	94
Total	186	191	15	13	405

hub ports and then transship it to North America on mother vessels.

5. Container Vessel Size

It is well known that the current largest container vessel in service has capacity for a little more than 8,000 TEU and this kind of vessel is said to reduce the transport cost per a box by 20 to 30% compared to a 4,000-TEU vessel.

Being the busiest container route in the world, over 400 container vessels are plying between East Asia and North America (Figure-8). Among these, approximately 30 vessels have a capacity of more than 6,000 TEU and 13 vessels are even larger than 8,000 TEU. With the prediction that a 10,000-TEU vessel will go into service in the foreseeable future the East Asia and North America route is one of the most

probable routes in which such a vessel will be deployed. The ports in these regions have to be prepared for this trend.

6. Port Development in Asia

Reflecting the environment surrounding ports in Asia, competition is becoming more fierce.

As mentioned earlier, the Chinese economy has such a great demand for the port sector that the Chinese government as well as the newly corporatised port authorities are very eager to develop adequate port facilities. Among a lot of development plans of the major Chinese ports, Port of Shanghai has the most striking development project. They have formulated a magnificent plan, in which they construct 50 draft-limit-free container berths in an outer sea area with a 35km long connecting

bridge from the land-side, and they have already initiated construction. The first phase of the project with several container berths is expected to be operational in 2005.

The ports in Korea are also increasing their capacity mainly aiming to provide feeder services to/from Chinese ports. Having established a hub-port policy in East Asia focused on China and Japan, they have started to construct New Busan Port with approximately 30 container berths and have already brought Kwangyan Port into service, which is located 130km west of Busan and which will eventually have approximately 30 container berths.

Even the largest of current ports are facing tough competition. Being the first and second largest ports in the world, Hong Kong and Singapore are striving to retain their positions, although emerging new ports, such as Port of Shenzhen on the mainland side for Hong Kong, Tanjung Pelepas Port in Malaysia for Singapore, are challenging the existing super-ports. The challenging ports provide their service with much cheaper tariffs, and as a consequence the challenged big ports have been forced to take some countermeasures, for example, to reduce their tariffs.

Ports in developing countries in Asia such as Indonesia and the Philippines, which now depend on feeder services, mainly via Port of Singapore, are trying to accommodate mother vessels to/from the USA by expanding the capacity of their ports. Whether they can achieve their aims may partly depend on the trade volume originated from the country and partly on whether they can provide efficient port services at reasonable prices.

Finally, the ports in Japan, which lost their long-held momentum in the region, are trying to overcome new circumstances by upgrading their facilities, streamlining various procedures, and reducing port cost. The Government has now declared that total port cost shall be reduced by 30% in several years in order to make the ports competitive, thus allowing them to survive the fierce competition in the Asian region.

7. Conclusion

The ports in East Asia are facing various challenges, e.g., fierce competition among ports, enlargement of vessel size, and an external environment undergoing change at one end of the world's busiest sea route.

Establishing a strategy and mobilizing to better serve the local and regional economy, each port in Asia is determined to thrive in future. The region is surely one of the most intriguing places to watch the dynamic changes that will take place in future.



IMO: Technical co-operation program enhances ISPS Code implementation

IN the run-up to the July 1, 2004 international deadline for implementation of the maritime security measures, adopted by IMO in December 2002, a far-reaching and multi-faceted program of technical assistance by the Organization, aimed at helping Governments strengthen maritime and port security, is in full swing and having a significant impact, particularly in the developing world.

IMO launched its global technical co-operation programme on maritime security in January 2002, 11 months before the IMO Diplomatic Conference on Maritime Security adopted amendments to the SOLAS Convention and the related International Ship and Port Facility Security Code (ISPS) in December 2002. The aim of the global program initially was to raise awareness of maritime security threats and of the possible future regulatory measures that were being developed at that stage. Activities carried out during 2002 included the development of lesson plans and manuals and the delivery of sub-regional seminars, workshops and advisory missions. A total of eight sub-regional seminars or workshops were conducted.

Since the adoption of the ISPS Code in December 2002, training materials have been updated twice in order to place more emphasis on practical approaches to the implementation of the new regulatory regime, with particular attention on the preparation of port facility security assessments and plans. Furthermore, to provide a dedicated source of financial support for the maritime security technical co-operation activities and, in particular, for national initiatives in the developing regions, a Maritime Security Trust Fund has been established. In addition, IMO has developed and published model courses for Ship Security Officers, Company Security Officers and Port Facility Security Officers.

To date, IMO has delivered or supported 19 advisory and needs-assessment missions, as well as high-level briefings at national level, and has organized 18

regional and sub-regional and 35 national seminars/workshops covering all developing regions. To date, 2,691 personnel from maritime administrations, shipping companies, ports and industry and regional organizations have been trained.

IMO is currently in the process of commissioning the production of a training package, which will incorporate relevant elements of the SOLAS amendments, the ISPS Code, the IMO model course for Port Facility Security Officers (No. 3.21) and the ILO/IMO Code of Practice on Security in Ports, which is set to be approved by both organizations during 2004. The training package is likely to incorporate a CD-ROM containing video-clips, written materials and interactive, web-based links.

To further enhance the existing program for maritime and port security, IMO is also developing a related "Train-the-Trainer" program. The objective is to assist Governments to strengthen regulatory implementation by enlarging the pool of trained instructors capable of delivering high quality maritime security training at the national and regional levels, using IMO's updated training package and its three model courses for security officers. The program will seek to identify potential instructors from Member States and the industry who, following initial training through IMO, can return to their countries and regions and train other instructors.

(April 19, 2004, IMO)

U.S. Department of Homeland Security: Signed agreement to improve Container Security and Expand CSI with European Community

THE European Community and the Department of Homeland Security (DHS) today signed an agreement that among other things, calls for the prompt expansion of Customs and Border Protection's (CBP) Container Security Initiative throughout the European Community.

The agreement was signed by Homeland Security Secretary Tom Ridge and Irish Finance Minister Charlie McCreevy at the Ronald Reagan Building in Washington, D.C.

"This agreement sets the stage for enhanced cooperation between the United States and the European Community on CSI and other important security programs of common interest," said Secretary Ridge. "This agreement will lead to enhancements in our mutual efforts to prevent terrorists from exploiting the international trading system."

The agreement will intensify and broaden Customs cooperation and mutual assistance in Customs matters between the European Community and the United States. The objectives of the agreement include expanding the Container Security Initiative, establishing minimum standards for risk management techniques, and improving public-private partnerships to secure the logistics chain in international trade.

"The European Union and the United States are the two largest trading blocs in the world. We therefore have the strongest possible incentive for ensuring that transatlantic sea container traffic is subjected to the highest practical level of security checks without impeding the expeditious flow of trade so carefully and successfully developed over many years," said Irish Finance Minister McCreevy.

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



EC: Boosting the Trans-European Transport Network

TODAY the new Guidelines for the trans-European transport network were adopted by the European Parliament, only one week after the adoption by the Council of Ministers and just some six months after the Commission made its proposal. The new Guidelines include a list of 30 priority projects which are declared to be of European interest. The cost of these projects is approximately 225 billion. The extension of major European axes to the future Member States should help to make enlargement a success and provide the Union with a new opportunity to reduce congestion, improve accessibility and encourage intermodality. "This rapid adoption of the

Commission's proposal by the two co-legislators demonstrates a genuine wish to make enlargement a success and is a warm welcome to the new Member States who will join the Union in a couple of days," said Loyola de Palacio, the Commission Vice-President responsible for energy and transport.

A limited number of new priority projects. The new Guidelines adopted today, which follow up the report by the high-Level Group on the TEN-T chaired by Mr Karel Van Miert in 2003, have a strong focus on the enlargement of the Union and the need to integrate the networks of the new member countries. The list of projects also aims at ensuring modal shift and more sustainable mobility patterns by focussing investments in rail and waterborne transport. Strong focus is put on cross-border projects as these are typically the most difficult ones to implement. The estimated cost of carrying out these 30 projects will be around 225 billion by 2020. Some 20% of the total amount could be raised from the private sector and the rest will have to come from the national and Community budgets, notably within the framework of the financial perspectives after 2006. The total cost of completion of the trans-European transport network, including the projects of common interest not identified as priority projects, will be 600 billion. Implementation of the priority projects should produce time savings for international transport, help to reduce the growing pollution due to transport and contribute to more balanced spatial development. These benefits would boost the growth potential of the Union up to 0.3 % of GDP and create up to one million new jobs according to recent research.

A new mechanism for supporting motorways of the sea is one of the new priority projects aimed at concentrating freight flows on a limited number of sea connections to ensure their financial viability while reducing road traffic. The importance of the development of motorways of the sea is to ensure that transnational maritime links between countries isolated for geographical reasons, or affected by road congestion, will be treated with the same importance as land links.

The objective is to concentrate freight transport for some key links on a limited number of ports to increase the viability of these links. Member States will be encouraged to jointly establish transnational maritime links through tendering procedures to avoid distortion of competition. The new decision will also allow Community financial support through strat-up aid. The motorways of the sea

provide an alternative route to existing bottlenecks (for example, the congested Pyrenean crossing), and connect Europe with peripheral countries and island regions and states (for example, in the Baltic Sea region).

Declaration of European Interest. The Guidelines declare the 30 priority projects to be of European interest. This declaration aims at ensuring the timely completion of the projects by focusing on them the resources available from the various Community financial instruments for the networks. These declarations of European interest would open the way to coordinated evaluation and public consultation procedures and allow the carrying out of a single transnational enquiry in the case of certain cross-border sections. To solve the difficulties caused by Member States' separate national evaluation procedures, the Guidelines will make it possible for the Member States to coordinate their evaluation and public consultation procedures prior to the authorisation of projects. For certain cross-border sections, such as bridges or tunnels, the Member States should aim at conducting a transnational enquiry. To enable this process, the Commission will work on methodologies and tools for socio-economic and environmental evaluation of projects.

Concentration of aid from the Community. The fact that the priority projects will be declared to be of European interest will make it easier to focus on them the aid for the trans-European networks, from the Cohesion Fund and the Structural Funds. The guidelines are complemented by the new rules for granting aid in the field of trans-European networks which are due to enter into force in the coming months. In particular, these new rules increase the co-funding rate from 10% to 20% (compared with 30% in the Commission proposal) for the sections of the priority projects, which crosses borders and natural barriers. This rate should provide a greater incentive for implementation of projects including the setting up of a public-private partnerships. These new rules should also allow multiannual commitments, which would provide greater flexibility in the financial commitments to promoters of TEN-T projects.

Closer international cooperation. Delays in completion of links reduce the return on the investments made by neighbouring Member States on the same axis. To encourage better synchronisation of investment, the Commission will designate, case by case, a European coordinator for projects or groups of projects located on the same European axis. The coordinator will also give advice on the finan-

cial package for the projects.

The package will stimulate the European economy. The investments in the TEN priority projects would reduce congestion on roads by 14% and the monetary value of time savings to international traffic is approximately €8 billion per year. These benefits would stimulate the economy of the enlarged Europe and increase the GDP between 0.14% and 0.30% according to recent research⁽¹⁾. This would translate into half a million to one million new jobs.

Annex

Priority projects declared to be of European interest and for which work is due to start before 2010:

(Indicative list, please refer to the text of the decision for the legal list)

New projects as compared with the 2001 Commission proposal are in italics.

The indicative date for completion is in between brackets.

Sections added by the Council and the Parliament are underlined.

1. Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo
 - Halle/Leipzig-Nürnberg (2015)
 - Nürnberg-München (2006)
 - München-Kufstein (2015)
 - Kufstein-Innsbruck (2009)
 - Brenner tunnel (2015), cross-border section
 - Verona-Napoli (2007)
 - Milano-Bologna (2006)
 - Rail/road bridge over the Strait of Messina-Palermo (2015)
2. High-speed railway axis Paris-Bruxelles/Brussel-Köln-Amsterdam-London
 - Channel tunnel-London (2007)
 - Bruxelles/Brussel-Liège-Köln (2007)
 - Bruxelles/Brussel-Rotterdam-Amsterdam (2007)⁽²⁾
3. High-speed railway axis of south-west Europe
 - Lisboa/Porto-Madrid (2011)⁽³⁾
 - Madrid-Barcelona (2005)
 - Barcelona-Figueras-Perpignan (2008)
 - Perpignan-Montpellier (2015)
 - Montpellier-Nîmes (2010)
 - Madrid-Vitoria-Irun/Hendaye (2010)
 - Irun/Hendaye-Dax, cross-border section (2010)
 - Dax-Bordeaux (2020)
 - Bordeaux-Tours (2015)
4. High-speed railway axis east
 - Paris-Baudrecourt (2007)
 - Metz-Luxembourg (2007)
 - Saarbrücken-Mannheim (2007)
5. Betuwe line (2007)
6. Railway axis Lyon-Trieste-Divaca/Koper-Divaca-Ljubljana-Budapest-Ukrainian border ⁽⁴⁾
 - Lyon-St Jean de Maurienne (2015)
 - Mont-Cenis tunnel (2015-2017), cross-border section
 - Bussoleno-Torino (2011)
 - Torino-Venezia (2010)
 - Venezia-south Ronchi-Trieste [...]Divaca (2015)
 - Koper-Divaca-Ljubljana (2015)
 - Ljubljana-Budapest (2015)
7. Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest
 - Via Egnatia (2006)
 - Pathe (2008)
 - Sofia-Kulata-Greek/Bulgarian border motorway (2010), with Promahon-Kulata as cross-border section
 - Nadlac-Sibiu motorway (branch towards Bucuresti and Constanta) (2007)
8. Multimodal axis Portugal/Spain-rest of Europe ⁽⁵⁾
 - Railway La Coruña-Lisboa-Sines (2010)

- Railway Lisboa-Valladolid (2010)
- Railway Lisboa-Faro (2004)
- Lisboa-Valladolid motorway (2010)
- La Coruña-Lisboa motorway (2003)
- Sevilla-Lisboa motorway (completed 2001)
- New Lisboa airport (2015)
- 9. Railway axis Cork-Dublin-Belfast-Stranraer⁽⁶⁾ (2001)
- 10. Malpensa (completed 2001)
- 11. Öresund fixed link (completed 2000)
- 12. Nordic triangle railway/road axis
 - Road and railway projects in Sweden⁽⁷⁾ (2010)
 - Helsinki-Turku motorway (2010)
 - Railway Kerava-Lahti (2006)
 - Helsinki-Vaalimaa motorway (2015)
 - Railway Helsinki-Vainikkala (Russian border) (2014)
- 13. UK/Ireland/Benelux road axis (2010)
- 14. West coast main line (2007)
- 15. Galileo (2008)
- 16. Freight railway axis Sines/Algeciras-Madrid-Paris
 - New high-capacity rail axis across the Pyrenees
 - Railway Sines-Badajoz (2010)
 - Railway Algeciras-Bobadilla (2010)
- 17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava
 - [...]⁽⁸⁾
 - Baudrecoirt-Strasbourg-Stuttgart (2015) with the Kehl bridge as cross-border section
 - Stuttgart-Ulm (2012)
 - München-Salzburg (2015), cross-border section
 - Salzburg-Wien (2012)
 - Wien-Bratislava (2010), cross-border section
- 18. Rhine/Meuse-Main-Danube inland waterway axis⁽⁹⁾
 - Rhine-Meuse (2019) with the lock of Lanaye as cross-border section
 - Vilshofen-Straubing (2013);
 - Wien-Bratislava (2015) cross-border section
 - Palkovicovo-Mohács (2014);
 - Bottlenecks in Romania and Bulgaria (2011)
- 19. High-speed rail interoperability on the Iberian Peninsula
 - Madrid-Andalucía⁽¹⁰⁾ (2010)
 - North-east (2010)
 - Madrid-Levante and Mediterranean (2010)
 - North/North-west corridor, including Vigo-Porto (2010)
 - Extremadura (2010)
- 20. Fehmarn Belt railway axis
 - Fehmarn Belt fixed rail/road link (2014)
 - Railway for access in Denmark from Öresund (2015)
 - Railway for access in Germany from Hamburg (2015)
 - Railway Hannover-Hamburg/Bremen (2015)
- 21. Motorways of the sea

Projects of common interest identified in accordance with Article 12a and concerning the following motorways of the sea:

 - Motorway of the Baltic Sea (linking the Baltic Sea Member States with Member States in Central and Western Europe, including the route through the North Sea/Baltic Sea Canal) (2010)
 - Motorway of the sea of Western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea) (2010)
 - Motorway of the sea of south-east Europe (connecting the Adriatic Sea to the Ionian Sea and the Eastern Mediterranean to include Cyprus) (2010)
 - Motorway of the sea of south-west Europe (western Mediterranean), connecting Spain, France, Italy and including Malta, and linking with the motorway of the sea of south-east Europe⁽¹¹⁾ (2010)
- 22. Railway axis Athina-Sofia-Budapest-Wien-Praha-Nürnberg/Dresden⁽¹²⁾
 - Railway Greek/Bulgarian border-Kulata-Sofia-Vidin/Calafat (2015)
 - Railway Curtici-Brasov (towards Bucuresti and Constanta) (2010)
 - Railway Budapest-Wien (2010), cross-border section
 - Railway Breclav-Praha-Nürnberg (2010), with Nürnberg-Praha as cross-border section
 - Railway axis Prague-Linz (2016)
- 23. Railway axis Gdansk-Warszawa-Brno/Bratislava-Wien⁽¹³⁾
 - Railway Gdansk-Warszawa-Katowice (2015)
 - Railway Katowice-Breclav (2010)
 - Railway Katowice-Zilina-Nove Mesto n.V. (2010)
- 24. Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen
 - Lyon-Mulhouse-Mülheim⁽¹⁴⁾, with Mulhouse-Mülheim as cross-border section (2018)
 - Genova-Milano/Novara-Swiss border (2013)
 - Basel-Karlsruhe (2015)
 - Frankfurt-Mannheim (2012)
 - Duisburg-Emmerich (2009)⁽¹⁵⁾
 - "Iron Rhine" Rheidt-Antwerpen, cross-border section (2010)
- 25. Motorway axis Gdansk-Brno/Bratislava-Wien⁽¹⁶⁾
 - Gdansk-Katowice motorway (2010);
 - Katowice-Brno/Zilina motorway (2010), cross-border section
 - Brno-Wien motorway (2009), cross-border section
- 26. Railway/road axis Ireland/United Kingdom/continental Europe
 - Road/railway axis linking Dublin with the North (Belfast-Larne) and South (Cork) (2010)⁽¹⁷⁾
 - Road/railway axis Hull-Liverpool (2015)
 - Railway Felixstowe-Nuneaton (2011)
 - Railway Crewe-Holyhead (2008)
 - [...]⁽¹⁸⁾
- 27. "Rail Baltica" axis Warsaw-Kaunas-Riga-Tallinn-Helsinki
 - Warsaw-Kaunas (2010)
 - Kaunas-Riga (2014)
 - Riga-Tallinn (2016)
- 28. "Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis
 - Brussels-Luxembourg-Strasbourg (2012)
- 29. Railway axis of the Ionian/Adriatic intermodal corridor
 - Kozani-Kalambaka-Igoumenitsa (2012)
 - Ioannina-Antirrio-Rio-Kalamata (2014)
- 30. Inland waterways Seine-Scheldt
 - Navigability improvements Deulemont-Gent (2012-2014-2016)
 - Compiègne-Cambrai (2012-2014-2016)

The date agreed in advance for completing the work is shown in brackets. The dates for completing the work for projects 1 to 20 and the details of the sections are as indicated in the High-Level Group's report where these have actually been identified.

- (1) TIPMAC and IASON, projects funded under the 5th Framework Transport Research Programme
- (2) Including the two high-speed train stations in Rotterdam and Amsterdam which were not included in the project endorsed by the Essen European Council in 1994.
- (3) Including links Lisboa-Porto (2013), Lisboa-Madrid (2010) and Aveiro-Salamanca (2015).
- (4) Parts of this route correspond to pan-European corridor V.
- (5) Including upgrade of ports and airports (2015) as in accordance with the contents endorsed by the Essen/Dublin European Council.
- (6) A further increase in capacity on this line was decided in 2003 and added to list 1 as a separate project.
- (7) A few short sections of road and railway line will be completed between 2010 and 2015.
- (8) Deleted parts of the axis are covered by project 4.
- (9) Part of this route corresponds to the definition of pan-European corridor VII.
- (10) Including the passengers-freight railway line between Algeciras and Bobadilla.
- (11) Including to the Black Sea.
- (12) This major route largely corresponds to the definition of pan-European corridor IV.
- (13) This major route largely corresponds to the definition of pan-European corridor VI.
- (14) Including the TGV Rhin-Rhône, minus the western branch.
- (15) Project No 5 (Betuwe line) links Rotterdam and Emmerich.
- (16) This major route largely corresponds to the definition of pan-European corridor VI.

- (17) Including Essen project No 13: road axis Ireland/United Kingdom/Benelux.
- (18) Deleted parts of the axis are covered by project 14.

(April 21, 2004, European Commission)



WCO: EC and 12 of its member states accede to the revised Kyoto Convention

TODAY, the European Community and 12 of its member states deposited their instruments of accession to the Protocol of Amendment to the WCO's International Convention on the Simplification and Harmonization of Customs procedures (revised Kyoto Convention).

The Irish Commissioner for Customs, Mrs Josephine Feehily, declared that "today's global economy requires simplified, consistent and predictable Customs procedures to allow goods to be traded in a cost-effective manner, without undue delays. Businesses and governments are demanding that Customs administrations respond positively to these needs. The revised Kyoto Convention does just that."

The revised Kyoto Convention was adopted by the WCO Council as the blueprint for modern Customs procedures in the 21st Century. It is at the heart of the WCO's drive towards enhanced trade facilitation in a secure environment. The revised Kyoto Convention is the basis for a Customs model and sets minimum standards for predictability, transparency, legal processes, use of information technology and modern techniques such as risk management.

Its principles ensure a balance between Customs' various functions, namely providing facilitation for legitimate trade while exercising appropriate controls for the security of the supply chain, protection of society and revenue collection.

As Customs is a mandatory element in the movement of goods across borders, timely and efficient goods clearance can significantly influence the economic competitiveness of nations, encouraging investment and industrial development.

In the changing environment in which Customs now operates, it is clear that the early implementation of the principles laid down by the revised Kyoto Convention will yield significant and measurable results by improving the

effectiveness and efficiency of Customs administrations.

Governments are therefore encouraged to apply the principles contained in the revised Kyoto Convention and to recognize the importance of accession.

Bringing the ceremony to a close, the WCO Director of Compliance and Facilitation, Jouko Lempiäinen (Finland) stressed that "this is a very important day marking the start of real efforts to implement the revised Kyoto Convention at national level and to further amplify it at international level."

The accession of the EC and 12 of its member states brings the total number of contracting parties to 31. The revised Kyoto Convention will enter into force once 40 contracting parties have signed the Protocol of Amendment.

Upcoming Conferences



Maritime Security EXPO 2004

September 14 - 15, 2004
New York City, N.Y., U.S.A.

THE 3rd annual presentation of international exhibition and conference on protecting ports, harbors, bridges, cargo, containers, power plants, oil rigs, railroads, trucks, cargo & passenger ships.

Program

Day 1 - September 14

Welcome Remarks

James E. McGreevey, Governor of the State of New Jersey*

OPENING KEYNOTE

U.S. Policy for Maritime Security

Tom Ridge, Secretary, U.S. Department of Homeland Security*

KEYNOTE

U.S./Canada Cooperative Maritime Security Efforts

Anne McClellan, Deputy Prime Minister, Government of Canada*

KEYNOTE

U.S./European Cooperative Maritime Security Efforts

Karla Peijs, Minister of Transport, Public Works and Water Management, Government of the Netherlands and incoming Chair, European Union Council of Transport Ministers*

Global Intelligence & Information Sharing

Is It Working?

Frank Ciluffo, Associate Vice President, George Washington University and member, Presidential Homeland Security Advisory Committee

MARITIME SECURITY AWARDS CEREMONY

Award Presenter:

Rear Admiral (RET) Richard Larrabee, Director, Port Commerce, Port of New York/New Jersey

Honorees:

Senator Susan Collins (R-Maine), Chair Governmental Affairs Committee and Co-Chair, The Congressional Port Security Caucus*

Robert Bonner, Commissioner, U.S. Customs and Border Control, Department of Homeland Security*
Peter Struijs, Vice Chairman Executive Board, Port of Rotterdam, President, International Association of Ports and Harbors

FEATURED SPEAKER

WMD and First Responder Readiness

Congressman Curt Weldon (R-PA), Co-founder, Homeland Security Caucus, Member, House Select Committee on Homeland Security, Vice Chairman, House Subcommittee on Emergency Preparedness & Response*

Contracting with the Department of Homeland Security - Procurement Opportunities

Gregory Rothwell, Chief Procurement Officer, U.S. Department of Homeland Security*

DOD's Role in Protecting U.S.

Maritime Assets

General Ralph "Ed" Eberhart, Commander, U.S. Northern Command*

Funding Port Security

How Much Will It Cost? Who Is Paying For It?

Mark Salter, Chief of Staff, Senator John McCain*

Global Cooperative Efforts on Port Security

Dr. Satoshi Inoue, Secretary General, International Association of Ports and Harbors*

Day 2 - September 15

OPENING REMARKS

Dr. Gerald W. Lynch, President John Jay College of Criminal Justice

KEYNOTE

Congressman Frank LoBiondo (R-NJ), Chairman, U.S. House Subcommittee, Coast Guard & Maritime Security*

FEATURED SPEAKER

U.S. Coast Guard Initiatives in

Maritime Security

Rear Admiral Thomas Gilmour, Assistant Commandant, Marine Safety, Security and Environmental Protection, U.S. Coast Guard*

TABLE TOP EXERCISE- SIMULATION OF AN ATTACK ON A PORT (Multi-media presentation)

WORKSHOPS

- ROOM A Maritime Security & Training Certification (PANEL)
- ROOM B Impact of Security Regulations on Industry with Lessons Learned - Industry Perspective
- ROOM C Interoperability and Standards

FEATURED LUNCHEON SPEAKER

John Gannon, Staff Director, U.S. House Select Committee on Homeland Security and former Deputy Director for Intelligence, Central Intelligence Agency*

WORKSHOPS

- ROOM A Global Port Security Roundtable With Lessons Learned (PANEL)
- ROOM B Emerging Technology/ R+D/Credentialing and Identification Technologies
- ROOM C Contracting with DHS

WORKSHOPS

- ROOM A First Responder Requirements
- ROOM B Risk Management/ Consequence Management/Potential Liabilities of a Maritime Terrorist Incident (PANEL)
- ROOM C Security of Cruise Lines, Tankers, and Other Non-Containerized Cargo

CLOSING REMARKS/WRAP UP

*denotes invited

Registration Fee:

- Industry: Credit Card or Check in Advance: \$845.00
- Government: Credit Card or Check in Advance: \$595.00
- Government Training Forms/Invoice: \$695.00
- Exhibits Only: FREE
- On-site Payment : Add \$60.00

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The First International Conference on Logistics Strategy for Ports

September 22 - 26, 2004
Dalian, China

THE First International Conference on Logistics Strategy for Ports (ICLSP) will be held in Dalian, China, on September 22-26, 2004. The conference will be found to be an excellent forum for researchers, experts and professionals, government officials, policy makers, and managers from around the world to present, discuss and exchange views and experiences on recent developments in logistics strategy for ports. It will also provide opportunities to explore the key issues, innovative technologies, current projects and future prospects for logistics strategy for ports.

Program

September 22

Welcome reception by DMU/DPC

Day 1 - September 23

Opening Session

Plenary Session

Parallel Session 1:

Shipping Industry Developments -

Chair: Dr. Z. Yang

Session 2:

Logistics Park Design and

Operation - Chair: Prof.

Dr. Theo Notteboom

Welcome banquet

Day 2 - September 24

Parallel Session 3:

Hinterland connections: technology & know how -

Chair: Mr. H Sun

Session 4:

Port organization and logistics -

Chair: Mr. Eddy Bruyninckx

(to be confirmed)

Session 5:

Port competition, strategy and co-operation -

Chair: Prof. Dr. W Winkelmanns

Session 6:

IT in supply chains and port operation -

Chair: to be announced later

Session 7:

North-East Asia International Shipping Center construction -

Chair: Dr. LC Sun

For further information:

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E-mail: iclsp@newmail.dlmu.edu.cn
URL: http://iclsp.dlmu.edu.cn

Upcoming Seminars



IPER: Advanced Course on Port Operations and Management

September 6 - October 8
Le Havre, France

THE course is organised in six modules, covering traffic control, resource allocation, cargo handling, storage and management, equipment and facilities, maintenance, port financing, cost control and port pricing.

The course is conducted in French and English, sponsored by IMO.

Candidates are selected by IMO: 20 places available.

Registration fee: €8,600.00

For further information:

Programmes IPER

Ecole de Management de Normandie

Tel: 02 32 92 59 93

Fax: 02 35 41 25 79

E-mail: info@iper.fr

URL: www.ma-cci.fr

* This course is applicable to IAPH Bursary Scheme. Please visit Human Resources Development Committee Room at IAPH website Members' Area.



APEC: Seminar on New Developments in Port Engineering

October 11 - 22
Antwerp, Belgium

THE seminar on New Developments in Port Engineering is a specialised training course on several aspects of port and physical planning, port design, port access, port hydrodynamics, berthing, mooring and fendering devices, port infrastructure, dredging technology, environmental and safety aspects (issues such as oil spills and geomorphology). Site visits are paid to Dredging International, the Vessel Traffic Service and other public

and private port facilities in Antwerp, Zeebrugge and Ghent.

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: August 5

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

For further information:

Antwerp/Flanders Port Training Center

Italielei 2

B-2000 Antwerp, Belgium

Tel: +32 3 205 23 22

Fax: +32 3 205 23 27

E-mail: apec@haven.antwerpen.be

URL: http://www.portofantwerp.be/apec/NL_html/en_mainset.htm

* This course is applicable to IAPH Bursary Scheme. Please visit Human Resources Development Committee Room at IAPH website Members' Area.

New Publications

LLP: Port State Control 2nd Edition



ALTHOUGH the port state control system does not have a long history compared to other control systems used in the shipping world, it has stayed on the top of the legislative and political agenda following recent maritime incidents such as Erika, Castor and Prestige. After Erika the system went through major changes but with Prestige, legislative procedure gathered even more momentum.

Fully updated to include recent changes and amendments

- Amendments and changes to the regional port state control systems
- Addition of an appeal procedure to the Paris MOU
- Amendments to EU Directive on Port

State Control

- Measures taken by IMO and EU following the Prestige incident ports of refuge
- The ISPS Code for maritime security in the light of newly recognized vulnerability against terrorist attacks after the tragic events of September 11th and its effect on the port state control system
- Update to Equasis
- Progress with Qualship regime under US Port State Control system
- Changes to the US Port State Control targeting and boarding programme including progress with Qualship

In addition to covering all these major changes, the book also includes updated appendices and tables on relevant legislation.

Price: £210.00/US\$410.00/SG\$683.00
€ 368.00/AU\$546.00

For further information:

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E-mail: sarah.john@informa.com
URL: <http://www.informalaw.com>

Ocean Shipping Consultants: World LNG to 2020 Prospects for Trade & Shipping



WITH trade volumes forecast to increase by a massive 71% by 2010 and 172% by 2020, the LNG sector is in a period of large-scale expansion.

This Report examines the current and historical development of LNG trade, detailing developments by major importer and exporter. By examining the prospects for individual LNG suppliers and import markets under alternative forward scenarios, detailed analysis is included on future prospects for LNG trade volume and structure through to 2020. This is translated into the projected number of extra LNG carriers required throughout the future period.

The analysis is widened through consideration of likely developments in other aspects of LNG shipping - including vessel technical

developments, shipyard activity, LNG spot market development, and the potential for LNG alternatives such as CNG.

Whilst the overall outlook is one of growth, the Report also includes analysis of some 'Worst Case' scenarios - providing an indication of the potential full market implications of sudden disruptions to LNG supply or to LNG imports.

Section 1 Introduction & Executive Summary

Section 2 LNG Fleet Developments 1970-2004

Section 3 LNG Supply & Demand 1970-2004

Section 4 LNG - Trade 1970-2003

Section 5 LNG Import Markets to 2020

Section 6 LNG Exports to 2020

Section 7 LNG Trade & Shipping Demand to 2020

Section 8 LNG Fleet & Shipping Requirements to 2020

Price:

- Printed version £850.00/US\$1,600.00 including airmail/packaging
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PIANC issues update of RIS-Guidelines

PIANC has issued an update of the Guidelines that emerged from its 2002 report of Working Group 24 of the Inland Navigation Commission (InCom) with the title "Vessel Traffic and Transport Management in the Inland Waterways and Modern Information Systems." The rapid development of information technology has mirrored itself also in inland navigation. The years 2002 and 2003 have seen progress in the fields of research and development, standardisation of RIS, implementation of RIS applications in many countries, and international legislation. This made the 2004 update necessary. The report highlights the following

conclusions:

Traffic and transport services and systems for inland navigation should be harmonised by using the internationally approved approach for River Information Services (RIS).

Harmonised RIS should cover the rivers, canals, lakes and ports in a river basin over a wide area, often beyond national boundaries.

RIS are not dealing with internal commercial activities between one or more of the involved companies, but RIS are open for interfacing with commercial activities.

In the focus points of RIS coverage areas, Vessel Traffic Services (VTS) may be established locally with the emphasis on traffic organisation. Reference is made to the Inland VTS Guidelines of IALA. However, RIS have not necessarily to include a VTS.

These RIS Guidelines describe the principles and general requirements for planning, implementing and operational use of River Information Services and related systems. These RIS Guidelines may be complemented by detailed guidelines and standards for applications in specific parts of the world.

In order to promote mutual understanding between all stakeholders in RIS, the terms and definitions given in these RIS Guidelines should be used in further standardisation work and in application design (chapter 2).

Vessels should be equipped step by step with information systems appropriate to the information available (chapter 3).

The RIS architecture given in these RIS Guidelines should be applied in transforming policy objectives into the development of services, systems and applications (chapter 4).

The individual services should be supported in conjunction with currently available technical systems like VHF radio, mobile data communications systems, GNSS, Internet, Inland ECDIS, and vessel tracking and tracing systems, such as Inland AIS (chapter 5).

In planning RIS, a systematic procedure as described in these RIS Guidelines should be followed. User groups should be consulted (chapter 6).

Taking full account of all factors (e.g. changes in transport activity, meteorological conditions and infrastructure), a step by step development of RIS from simple systems to highly sophisticated systems is recommended (chapter 7).

Standards should be further developed in co-operation with the maritime world and the standardisation organisations (chapter 8).

The rapid development of information and communication technology will pave the way to new application possibilities for inland navigation world-wide, and in this way also call for updating these RIS Guidelines.

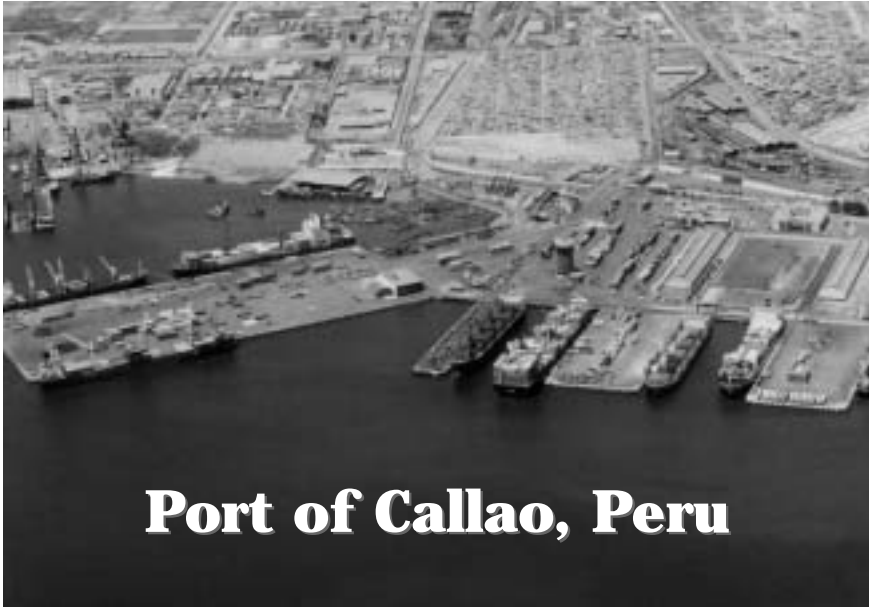
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Cover of the Month



Port of Callao, Peru

History:

There is no exact date that we can refer too to the foundation of Callao. The first reference is that in 1537 some buildings were made to protect merchandise from the sun and humidity. Then in the XVII century references were made too, "The calmness of the sea, easy landing and the extreme coldness of its waters, which protected the vessels from the tropical worms that attacked the wood." At that time we disembarked clothing from Castilla, rich silk, lumber, wheat, sugar, wine, tallow and fruit for the pro-

vision of the city of Lima.

The name Callao is presumed to be derived from the word Challa or challua, which in the indigenous language means coast.

We have found references of visits to our port from well known sailors, such as Sir Francis Drake 1579, George Spilbergen 1615, Jacob L'Hermit 1624, among others.

After the independence of Peru our port was engaged in combats with different fleets and there is a rich history that evokes times from the colony and

republican days.

The first mooring facilities were built in 1870 / 75 and the first steamship berthed on the July 19, 1877.

Geographical Position

Lat. 12° 03' S.

Long. 77° 09' W.

Port Facilities

• Entrance Channel

Width	178m
Draught	36 feet
Breakwaters	south and north
Bottom	Sand and mud

• Grain elevators

Cap. (disch.)	750 tons/hour
Silos for	26,000 tons

• Pipelines for Oil and chemicals

22"	Black prod. 5,6, RC250 (80/100 PSI)
16" and 14"	Lighter products (kerosene, turbo, fuel, solvents, diesel 2,100 PSI)
12"	GLP (130/150 PSI)
6"	Chemicals (acrilonitrilo, dimetilnormide, meta metanol metilo 90 PSI)

• Piers

2 finger piers	4 berths 33' draught 180.80 m long 30.50m wide
2 Finger piers	4 berths 33' draught 180.80m long 86.00 m wide
1 Finger pier	5 berths 36' draught 392m long 182.80m wide
1 finger pier	2 berths 35' draught 262.80m long (for oil disch.)
1 Finger pier	5 berths (3 with 27' draught, 2 with 19' draught) 457m long 42.60m wide
1 marginal pier	2 berths 20' draught 268.8m long 19.9m wide
1 marginal pier	2 berths 33' draught 427m long 19.90m wide

The distance between the sea level and the pier platform is 3.30m and the tidal range is 1.15m.



Business Profile:

The port of Callao is located in the central part of the Peruvian coast on the Pacific Ocean. It is the main Peruvian port and handles 75% of its international market. This port is operated by the "Empresa Nacional de Puertos" "ENAPU," State owned, which also operates the ports of Paita, Salaverry, Chimbote on the northern coast, Pisco and Ilo in the southern part of Peru, and Iquitos, Puerto Maldonado and Yurimaguas in the Jungle rivers, eastern part of Peru.

The main goods exported from Peru are minerals (iron, zinc, lead, copper and wolfram), metal ingots (copper, zinc, lead, tungsten), fishmeal, frozen fish, cotton, agricultural products (mangoes, asparagus, lemons, oranges, lumber).

The main imports are wheat, corn, urea, nitrates, machinery, consumer goods (home appliances, cars and clothing) chemicals, vehicles, all kinds of general cargo and Oil.

In the port of Callao, we handle 370,000 containers (546,000 teu's), 2,000,000 tons of ores, 1,000,000 tons of wheat, 1,500,000 tons of corn and general cargo totalling a movement of 16,000,000 tons in the year 2003.

Our port is served by numerous shipping lines which make frequent stops in our ports and which have connections to serve the world (2,393 calls in 2003, not including minor vessels).

The port is connected to the national road system located 5 miles from Lima International Airport. It is connected by railway with the central sierra. The port is ideally situated to receive and dispatch cargoes to all of the country.

Its geographical position within the west coast of South America and its facilities makes it a good option to be a hub port for this coast.



Major Projects:

South Pier Container Terminal

We have a project to develop a Terminal able to handle 600,000 units per year. The cost is estimated at between 150 & 200 million dollars. Our intention is to call for a tender to operate this pier for a period of 30 years. This contract will be with the builders/operators. The basis for this tender will be released shortly and we hope will be of interest for external operators.

Conveyor Belt For Mineral Ore Loading

We have 2,000,000 tons of mineral ore loaded per year in our port. Presently we are working with mobile conveyor belts with capacities from 800 to 1200 tons per hour, which are feed by trucks. We are planning on a fixed conveyor belt that will go from the warehouse to the pier and to the ship with a larger capacity.

Coastal Trade

We have a huge coast of over 2,000 kms in length and a very calm sea. As a country, we are interested in a coastal traffic between the Peruvian ports of the west coast, since the large majority of

goods for export are produced in the northern and southern regions of Peru and are subsequently trucked to Callao for export.

There is an excellent opportunity to bring the goods via this coastal trade and which of course represents a new system which our market is willing to consider. We are hoping to interest ship owners, ferry owners and of course the truckers, to consider such an operation and to come and set up on our coast as we need this maritime traffic to further promote the use of our ports. This project will also assist the country by keeping our roads safer as well as reducing insurance premiums and create jobs in the poorer provincial zones.

Grain Facilities

We receive around 2,000,000 tons of grain in our port. Our facilities can presently discharge 10,000 tons per day and we have silos for 25,000 tons. We know that these facilities are not enough for our market and we will be calling for a tender in order to increase the silo capacity to 75,000 tons and the discharging rate to 20,000 per day.



Overall Tonnage (2003)

Items	Inbound	Outbound	Total
General	5,105,592	2,795,065	7,900,657
Bulk	3,789,827	1,853,587	5,643,414
Total	8,895,419	4,648,652	13,544,071

** Include transshipment cargoes 503,690 tons of general cargo.*

Containers

(including empty boxes)
(January-December 2003)

Items	Inbound	Outbound	Total
TEU/s	319,374	233,764	553,138
Tons	4,546,817	2,638,709	7,185,613

** Include transshipment cargoes 503,690 tons of general cargo.*

The Americas



U.S. Waterborne Foreign Trade Containerized Cargo Top 30 U.S. Ports Calendar Year 2003

Rank	U.S. Ports	Total	Export	Import
1	Los Angeles	4,664	1,022	3,642
2	Long Beach	3,091	723	2,368
3	New York	2,803	838	1,965
4	Charleston SC	1,250	529	721
5	Savannah	1,124	529	595
6	Norfolk	1,093	460	633
7	Oakland	1,064	548	517
8	Houston	933	483	450
9	Tacoma	931	337	594
10	Seattle	815	329	486
11	Miami	764	336	428
12	PT Everglades	423	236	187
13	Baltimore	307	115	192
14	New Orleans	237	139	98
15	Portland OR	210	147	63
16	Wilmington DE	195	29	166
17	San Juan	185	39	147
18	Gulfport, MS	179	71	108
19	West Palm Beach	140	106	34
20	Jacksonville	113	72	42
21	Philadelphia	103	9	95
22	Boston	93	34	58
23	Newport News	80	32	48
24	Chester PA	72	28	44
25	Wilmington NC	72	28	44
26	San Diego	53	9	44
27	Freeport TX	50	23	28
28	Richmond VA	41	20	21
29	Honolulu	37	18	19
30	PT Bienville, MS	25	23	2
Top 30 U.S. Ports		21,148	7,312	13,837
All Other Ports		141	77	62
Top 30% of Total		99.3%	99.0%	99.6%
Grand Total		21,289	7,389	13,899

(Thousands Teu's)

Source: Port Import/Export Reporting Services
(PIERS)



**Halifax
Port Corporation**

Halifax: Earliest, longest and biggest cruise season ever



TODAY, the Port of Halifax welcomes the first of 190,000 cruise passengers expected to visit throughout the record-breaking season. The earliest and longest season ever, lasting until November 3rd, will see 120 ships from 18 lines.

The first day of the season begins with a visit from the Norwegian Crown. Her 994 passengers can be sure they are safe with the port's conditional approval from Transport Canada for its Cruise Ship Facility Security Plans in accordance with the new ISPS (International Ship and Port Facility Security Code) regulations.

"Halifax has become a three-season cruise destination. Spring through fall, our local economy benefits from a growing cruise business, and passengers enjoy the friendliness and beauty Nova Scotia offers," says Patricia McDermott, VP Marketing, Halifax Port Authority.

- Halifax will host nine inaugural calls, up from four last year. Two of those include the world's largest ships.
- The Queen Mary 2 will make two overnight visits with her inaugural call on September 25th and a second visit on October 7th.
- Royal Caribbean's Voyager of the Seas, is the largest ship in passenger capacity and will

make her inaugural call on May 19th and visit 12 times throughout the season.

- Halifax will also welcome two new lines, Swan Hellenic, and its discovery cruising ship, Minerva 2, will call once this season. The second new line, Travel Dynamics International and its ship, Orion, will also visit once this season.
- Another first for Halifax this season is the turnaround that the Deutschland will complete September 26, 27 and 28th. Passengers will disembark the vessel and return to Europe via air. Upon her leave, passengers arriving via air from Europe will embark the ship.
- 60 percent of cruise calls (equating to 66 ships) occur between September and October.

The Halifax Port Authority is a government-business enterprise mandated by the Federal Ministry of Transport. The HPA leads in the development of the Port of Halifax, serving as a catalyst for the local, regional and national economies and has a mandate to be financially viable. The Port of Halifax has a total annual income impact of almost \$700 million and an employment impact of over 9000 direct and indirect jobs.

(April 7, 2004, Halifax Port Authority)



Houston: Federal Court delivers favorable ruling on Bayport

THE Port of Houston Authority (PHA) today welcomed U.S. District Court Judge Vanessa Gilmore's ruling on the motions for summary judgment that had been filed by the U.S. Army Corps of Engineers, PHA, and the opponents of PHA's Bayport Container and Cruise Terminal project. The court ruling grants the Corps' and PHA's motions and denies the opponents' motion, thereby dismissing the challenge to the Bayport permit. According to the court's ruling, "The court finds that the actions of the Corps fully considered and complied with the requirements of the National Environmental Policy Act and the Clean Water Act."

"The port authority is gratified to have prevailed in this important matter," stated Jim Edmonds, PHA chairman. "The port authority greatly appreciates the intensive work of the federal judge and her court in addition to her willingness to resolve this case on an expedited

basis. The port authority looks forward to working with the local communities and being a good neighbor throughout its development and operation of the Bayport Container and Cruise Terminal."

In January, PHA and the Corps signed the federal permit for the Bayport project, marking a critical step in the process to build the \$1.2 billion terminal. Construction of Phase 1A, including 1,660 feet of the ultimate 7,000 ft. wharf and approximately 65 acres of the ultimate 1,043 acre facility, is expected to begin soon with completion targeted in mid- to late 2006. Additional phases are planned to be built incrementally over several years according to market demands.

The Bayport Container and Cruise Terminal will result in the creation of thousands of new jobs and will add hundreds of millions of dollars to the region's economy. The modern facilities at Bayport will enable the PHA to provide efficient services to its existing and future customers.

The port authority has designed the terminal to minimize the effects its construction will have on the surrounding area, including setting aside approximately 1,100 acres of land for mitigation and the replacement of 19.7 acres of jurisdictional wetlands by a ratio of 3.4 to one.

Chairman Edmonds stated, "While this has been a long process, the system does work. All interested parties have had a voice in the process and their voices have been heard. As a result, we have a better project."

(May 5, 2004, Port of Houston Authority)

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



NYNJ: Record-breaking year in 2003

NEW Jersey Governor James E. McGreevey today joined Port Authority Chairman Anthony R. Coscia at the Elizabeth-Port Authority Marine Terminal to hail a record-breaking year for the Port of New York and New Jersey as he announced the 2003 international trade statistics. The largest port on the east coast of North America saw its container volumes grow by more than eight percent and the value of total cargo in the port increased nearly 12%.

Governor McGreevey said, "Now more than ever, the Port of New York and New

Jersey is a vital economic engine for the state of New Jersey and the entire region. These impressive statistics for 2003 are not just cold numbers on a balance sheet. They represent real jobs for New Jerseyans and opportunities for New Jersey businesses. More than 400 longshore workers were hired last year as a result of this growth in activity. We've seen new hires in other industries as well, such as trucking and warehousing. In addition, New Jersey's banks, insurance companies, and importing and exporting businesses all benefited from this unprecedented activity."

New York Governor George E. Pataki said, "The Port of New York and New Jersey continues its historic role as a centerpiece of the economy in New York and the entire region. In 2003, more than 78 million tons of cargo passed through the port. They included everyday items that we take for granted, from petroleum products to a year-round supply of fresh fruits and vegetables."

Chairman Coscia said, "We are pleased and honored that Governor McGreevey joined us today to announce the accomplishments of the programs and projects that he has long supported in the Port of New York and New Jersey. His support of the channel-deepening projects, marine terminal expansion, and new and expanded rail capacity in the port has created a business environment in New Jersey that is recognized by international companies from around the world that seek to do business in the United States."

Port Authority Vice Chairman Charles A. Gargano said, "In ten years, the Port of New York and New Jersey has seen its containerized international cargo numbers double from two million units in 1994 to more than four million units in 2003. Governor Pataki recognizes that this kind of growth demonstrates the importance of completing the port redevelopment projects now under way, including the \$350 million investment in the Howland Hook Marine Terminal on Staten Island."

Port Authority Executive Director Joseph J. Seymour said, "As cargo volumes continue to grow at this pace, it becomes increasingly important that we identify alternative means of distributing cargo throughout the region and the U.S. For this reason the Port Authority is actively pursuing projects to add rail capacity, increase the use of barges and short-sea shipping as an alternative to trucks to distribute international cargo. The result is improved productivity, reduced highway congestion and better air quality."

Port Authority Port Commerce Director Richard M. Larrabee said, "The historic growth that the 2003 cargo statistics reflect is especially remarkable when you consider that the port has been at the height of its redevelopment construction program over the past year. It is a testament to the marine terminal operators, laborers, truckers and railroad operators that we were so successful in 2003 under such unique circumstances."

In 2003, the number of loaded and empty containers handled in the Port of New York and New Jersey - measured in 20-foot equivalent units (TEUs) - totaled 4,067,812 TEUs, an 8.5% increase over the 3,749,014 TEUs handled in 2002. The Port Import-Export Reporting System (PIERS) reported that loaded container volumes in 2003 totaled 2,818,557 TEUs, a 7.9% increase over the 2,611,386 TEUs handled in the port in 2002.

The port's total general cargo volumes, according to data from the U.S. Bureau of Census, increased 8.8% to 23,538,926 metric tons in 2003, compared to 21,633,276 metric tons in 2002. General cargo imports totaled 16,926,159 metric tons in 2003, an 8.6% increase over 2002 import volumes that totaled 15,587,567 metric tons. General cargo exports also increased, by 9.4%, from 6,045,709 metric tons in 2002 to 6,612,767 metric tons in 2003.

Total bulk cargo was up 13.3% to 54,826,615 metric tons in 2003, compared to 48,479,847 metric tons in 2002. Bulk imports rose from 44,346,340 metric tons to 51,953,591 metric tons, a 17.2% increase. Bulk exports declined by 28.1%, from 4,133,507 metric tons in 2002 to 2,973,024 metric tons in 2003. Total cargo volumes (bulk and general cargo combined) grew by 11.9%, from 70,113,123 metric tons in 2002 to 78,465,541 metric tons in 2003.

For the first time in the Port of New York and New Jersey's history, the total value of all cargo surpassed the \$100 billion mark. According to the U.S. Bureau of Census, the total value of all cargo that passed through the port in 2003 was \$100.36 billion, an 11.7% increase over the \$89.8 billion total cargo value in 2002.

The Port of New York and New Jersey continues to be the No. 1 ocean-borne auto-handling port in the nation. The number of automobiles handled through the Port of New York and New Jersey, including small trucks, vans, SUVs and other personal vehicles, was up 5.9 percent in 2003, from 590,777 units in 2002 to 625,798 last year. Auto imports totaled 582,915 in 2003, compared to 553,410

units in 2002, a 5% increase. Auto exports were also up, from 37,367 units in 2002 to 42,883 units in 2003, a 14% increase.

The Port of New York and New Jersey's on-dock intermodal rail activity in 2003 grew by 1.1%. Rail movements at Express Rail and the temporary PNCT rail terminal totaled 232,867 lifts in 2003, compared to 230,243 lifts in 2002.

Other 2003 trade highlights include:

- China continues to be the port's largest trading partner, accounting for 18.6% of the port's activity. Trade with China grew 27.9% in 2003. In addition, for the first time, Asia has become the Port's largest origin and destination for containerized cargo with a 41% share of the region's market.
- Italy, Germany, India and Brazil round out the top five trading partners with the Port of New York and New Jersey in 2003. It was Brazil's first appearance in the top five.
- In 2003, trade with Russia grew by 49.8 percent and trade with Turkey grew by 31%.
- The top three import cargo commodities on a tonnage basis were beverages, vehicles and plastic. The top three general cargo export commodities were wood pulp, plastic and machinery.
- Three new all-water services from Asia to New York/New Jersey were added in 2003, bringing the total all-water services to the Far East/Southeast Asia/Indian Sub-Continent trade lanes to 19. Of these, 13 travel via the Panama Canal and the remaining six travel via the Suez Canal. The Asian all-water services account for 1.8 million total TEUs handled in the Port of New York and New Jersey in 2003.
- There were 5,280 ship calls to the Port of New York and New Jersey in 2003, compared to 4,955 in 2002, a 6.5% increase.

(April 7, 2004, The Port Authority of New York and New Jersey)

Panama Canal: Canal Dredge breaks 88-year record



WHILE working on the Gatun Lake deepening project, on February 19, 2004, the dipper dredge "Rialto M. Christensen" excavated a record 7,800 cubic yards of material in a single eight-hour watch from the bottom of the Panama Canal.

The original record was set nearly a century ago, when on February of 1916, the dipper dredge "Cascadas" excavated 7,770 cubic yards of material. Steam-powered, the Cascadas arrived at Panama in 1915 from Camden, New Jersey and began dredging operations that same year on October 31, including removal of material in the Gaillard Cut. The record set by the Cascadas had not been broken or matched for 88 years until this February.

The Christensen, which arrived in Panama from Hakodate, Japan, in September of 1977, is a 15 cubic-yard, diesel electric dipper dredge and the largest of its kind in the world. An essential component to widening the Gaillard Cut, the Christensen has several other important functions, to include maintaining the navigable design depths of the channel and removing shoals and landslides that present hazards to the safe navigation of transiting vessels. Dipper dredges, equipped with a power-driven ladder structure and operated from a barge-type hull, aided in the original construction of the Canal across the Isthmus of Panama. From removing silt

and debris to widening the Canal and to ensuring the safe transit of vessels, dredges have been instrumental in constructing the Canal.

"Our Dredging Division is world-class. Everyday I am impressed with their tenacity, skill and motivation," said Dredge Captain Peter Marotta. "They are largely the reason why the Canal is operating at its safest, fastest and most efficient levels. Our employees are truly the Canal's most valuable resource," added Marotta.

The accomplishment of the Christensen and other recent improvements at the Canal are results of the ACP's permanent modernization program, enhancing the efficiency and reliability of the Canal, while ensuring the safety of transiting ships.

(April 2, 2004, The Panama Canal Authority)

San Diego: Public artwork "Ocean Song" installed on Shelter Island



OCEAN ripples, sand patterns and light shadows are depicted in the newly-installed "Ocean Song" sculpture, which will greet visi-

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.

tors at the front entrance of Humphrey's Half Moon Inn & Suites on Shelter Island.

The work is by Fallbrook artist Alber de Matteis, who describes the sculpture as "inspired by the interconnection of the moon, sun and the ocean, and all these forces coming to play within the shelter of the bay." The 15-foot steel sculpture was funded by Bartell Hotels, which owns and operates Humphrey's. A dedication ceremony will be held on April 15 at 3:30 p.m. at the site.

This is the first artwork funded by a Port tenant under the San Diego Unified Port District's Public Art Policy. The policy states that a development project over \$1 million or a redevelopment project over \$500,000 must have a public art element that is funded by one percent of the project's budget.

"The Port, like many cities and municipalities throughout the country, now has a percent-for-art program which will enhance the properties, make the tidelands more aesthetically interesting and promote partnerships with the tenants to integrate art into the community," said Peter Q. Davis, Chairman of the Board of Port Commissioners.

"Ocean Song represents a quintessential Shelter Island experience," said Richard Bartell, general partner of Bartell Hotels. "We're extremely pleased to place the sculpture in a prominent location to be enjoyed by all visitors."

The sculpture is the public art component of a completed \$3.5 million renovation which refurbished the hotel's guestrooms, Humphrey's restaurant, Humphrey's Concerts By The Bay and added extensive landscaping to the premises. "Ocean Song" went beyond our expectations. The shape and form of the piece is attracting much positive attention," said Bartell.

Other upcoming tenant-funded artworks include metal sculptures entitled "Mermaids in a Shell" by Linda Joanou located at the three entry gates to the Shelter Pointe Hotel & Marina, brightly colored shade sails by Peter Saxby at the Red Sails Inn, and fountains and large mosaics by Kim Emerson reflecting the vibrant atmosphere and identity of America's Cup Harbor at Sun Harbor Marina.

The Port also contributes a portion of its general fund toward public art. Numerous art works can be found in public spaces on tidelands in each Port member city and the shorelines of San Diego Bay and Imperial Beach oceanfront. These projects celebrate San Diego's international ties, cultural diversity, military significance and unique oceanfront environment while creating

memorable spaces for businesses, residents and tourists.

The Port of San Diego was formed forty one years ago by an act of the California State Legislature to take a regional approach to managing San Diego Bay and its waterfront. Today, the Port carries out its mission by serving as an environmental steward for San Diego Bay, an economic engine for the region and a provider of public services like parks, bike paths and community events that open the waterfront to everyone. The Port member cities are Chula Vista, Coronado, Imperial Beach, National City and San Diego.

(April 8, 2004, Port of San Diego)

Port of Seattle

Seattle: New protections enacted for Washington's marine waters

AN innovative agreement to control wastewater from cruise ships in Washington State waters was signed yesterday by Washington Governor Gary Locke and other key officials.

The agreement between the Port, the Northwest Cruise Ship Association and the Washington State Department of Ecology provides new protections for the state's marine waters and contains high compliance standards, stringent monitoring requirements and accountability to the public.

"Right from the beginning of the homeport cruise era in Seattle, the Port of Seattle was very clear that we expected nothing less than the highest environmental standards for ourselves and for the cruise lines," said Port of Seattle Commission President Paige Miller. "This agreement reflects that commitment. It goes beyond the very tough Alaska regulations which were previously considered the gold standard of regulations."

The agreement was crafted to promote the use of advanced wastewater treatment technology aboard cruise ships. A report released in February by the Alaska Department of Environmental Conservation concluded that wastewater treated by these systems is not expected to cause toxicity in the marine environment and that no human health risk is posed by the effluent they discharge.

The provisions of the agreement include the following:

- Discharge of untreated wastewater is no longer allowed. Only water treated with advanced technology can be discharged. This water contains a fraction of the bacteria and suspended solids allowed under Alaska's rules. Tests show that advanced treatment consistently removes virtually all suspended solids and fecal coliform bacteria. This is not merely treated wastewater - it is cleaned wastewater. In fact, it is as clean as the water discharged from land-based municipal wastewater systems in the state of Washington.
- If a ship discharges at berth, the agreement requires continuous monitoring and final ultraviolet light 'polishing' of the water immediately before discharge, whether or not bacteria is detected.
- Proof of reliable emergency shutdown procedures for wastewater treatment system failure is required.
- Strict adherence to the waste management practices of the International Council of Cruise Lines (ICCL) is required. The ICCL standards specify the appropriate handling for every type of waste generated on board a ship, from sewage to flashlight batteries.
- Cruise lines are required to conduct sophisticated tests to measure the marine life toxicity of wastewater.
- A high level of documentation and accountability to the public is built into the agreement. The cruise ships must provide DOE with independent laboratory reports from Alaska and Washington, laboratory reports for the previous six months (including reports from areas not covered by the agreement, such as the Caribbean), treatment system schematics, Coast Guard certifications, emergency plans and sampling plans. The data will provide a rich source for future research and evaluation.

Existing laws and regulations that cover wastewater discharges are in no way weakened by the agreement. In fact, the new monitoring requirements will make it easier to discover violations if they occur.

"The cruise industry has agreed to requirements that are similar to what's imposed on on-shore facility," said Linda Hoffman, Executive Director of the Washington State Department of Ecology. "There will be high visibility, which translates to high accountability."

"The bottom line is that we gain a lot through this agreement," said Governor Locke. "We will foster an important maritime industry while raising the level of protection as the ships pass through our treasured and vulnerable marine waters."

(April 21, 2004, Port of Seattle)

Africa/Europe



ABP: New £100 million share repurchase program

ASSOCIATED British Ports Holdings PLC today announces that it intends to commence a new £100 million share repurchase program in order to increase the efficiency of its capital structure.

This decision follows the Government's decision not to grant approval for the development of Dibden Terminal, the proposed deep-sea container port at Southampton.

As previously indicated, the group will write off substantially all of the estimated £45 million of capitalised costs associated with the Dibden Terminal approval process, which will be reported as an exceptional item in this year's interim results.

Bo Lerenius, Group Chief Executive, commented: "Now that we have more clarity on our capital investment requirements over the next few years, we are able to undertake this substantial share repurchase programme. While we are disappointed with the Government's decision and continue to believe that Dibden would have benefited both the group and the wider economy, we have well-developed plans to invest more than £400 million over the next 10 years in other developments in our core UK ports business. We expect to generate growth from the four river terminals we have planned on the Humber, as well as from the regular growth projects we undertake each year in all of our ports.

(April 20, 2004, ABP)

ABP/Immingham: Trees for future generations



ASSOCIATED British Ports (ABP) has recently completed an ambitious and extensive tree-planting program at its Port of Immingham.

Over 1,000 trees and shrubs have been planted on a dedicated conservation site at the port estate to provide shelter for animals and create a natural habitat for wildlife. The trees were planted by volunteers from ABP, the Humber Industry Nature Conservation Association (HINCA) and the Kestrel Conservation Volunteers.

John Copping, ABP Port Director for Grimsby & Immingham, said:

"We are increasingly focused on the need to enhance and encourage the rich biodiversity of wildlife at Immingham, while at the same time growing our business. The planting of these indigenous trees and shrubs at Immingham has undoubtedly improved the aesthetics of the port estate as well as given us an opportunity to promote nature conservation in an industrial setting."

Darren Clarke of Humber Industry Nature Conservation Association (HINCA) said:

"Industrial sites are often overlooked as potential wildlife areas. The low level of disturbance of areas in many industrial sites makes them ideal for wildlife. Species that are rapidly becoming uncommon in the wider countryside are able to find refuge here and can often co-exist very successfully alongside heavy industry."



Dunkirk: New warehouse for Martinique bananas

THE grouping of Martinique banana growers Banalliance, which has 220 members and represents 2,600 hectares (6,400 acres) of plantations, is to establish a 4,800 m² (51,700 sq. ft.) warehouse at Dunkirk's Western Port.

Located right next to Container Terminal, this temperature-controlled warehouse will be able to process 100,000 tons of bananas a year. Highly automated, it is designed to handle containers bulk-loaded with banana

boxes and to palletize those boxes. This new installation will increase the growth of the banana traffic at the Port of Dunkirk, France's premier port for the importation of bananas from the French West Indies with a traffic in excess of 350,000 tons in 2003.

Costing 4 million euros, this project is being notably financed by Batinorest and BDPME. The new warehouse will become operational in the course of the last quarter of 2004 and will create 15 jobs.

An agreement protocol formalizing this new implantation was signed on April 14, 2004 at the Port of Dunkirk by Mr. Jean-Claude Terrier, the Port Authority's Managing Director, and by Mr. Pierre Joly, the Port Authority's Marketing Director, in the presence of Mr. Daniel Diser, Chairman of Banalliance. The representative of Dunkerque Promotion, the agency for the promotion of the Dunkirk region which set up and followed up this project with the Port Authority, was also present at the signing.

(April 22, 2004, Port of Dunkirk Authority)



Gijón: Environment Management System in the port



DURING first quarter of 2004 the Port Authority of Gijón issued a bid for the design and implementation of an "Environment Management System in the Port of Gijón" according to the ISO-14001 standard, which will be integrated with our actual ISO-9001:2000 Quality System.

Besides EMAS, the European environment management system will be applied once the Gijon EMS will be operating.

(March 26, 2004, the Port Authority of Gijón)



London: PLA reports successful year



ANOTHER successful year has been reported by the Port of London Authority (PLA) with overall trade in 2003 similar to that in 2002. The total volume of trade in the year amounted to 51.0 million tons (compared to 51.2 million in 2002).

Other highlights of the year include:

- increase in fuel trade to 21.2 million tons (19.9 in 2002)
- increase in container and trailer tonnage
- forest products trade amounted to 2.0 million tons (same as 2002)

Announcing the PLA's Annual Report & Accounts for 2003, Chairman Simon Sherrard said:

"I am pleased to report that we achieved an operating surplus of £433,000 (deficit of £89,000 in 2002) on a turnover of £32.8 million (32.3 million in 2002).

"Overall trade volume was similar to 2002, and we saw increases in unitised cargo, oil, coal and cereals. The diversity of cargoes was maintained and we are seeing an increase in the volume of unitised cargo both by way of containerisation and ro-ro. Aggregate volumes reduced as the groundworks for a number of infrastructure projects were completed. With the investments planned by terminals on the river we are confident regarding future levels of activity."

Copies of 'Annual Report & Accounts 2003' are available from: Martin Garside, Port of London Authority, Bakers Hall, 7 Harp Lane, EC3R 6LB (Tel: 020 7743 7915; Fax: 020 7743 7998) Email: martin.garside@pola.co.uk

(May 6, 2004, Port of London Authority)



PMAWCA: New Secretary General elected

THE Port Management Association of West and Central Africa is an inter-governmental sub-regional economic grouping created in October 1972 by the United Nations Economic Commission for Africa (ECA).

PMAWCA presently has twenty three regular members which are principally port authorities and six associate members who are maritime-related companies, all located within the Mauritania-Angola axis embracing anglophone, francophone, lusophone and hispanophone countries.

At the 27th Annual Council meeting of the Association held from March 7 to 12 in Cotonou, Benin, Mrs. Mireille Backo of the Port Authority of Douala, Cameroon, was elected as the new Secretary General of PMAWCA in replacement of Mr. Fernand Julien Gauze who has completed a second and final term.

The new Secretary General Mrs. Backo assumed duties on May 1, 2004 at the PMAWCA Secretariat in Lagos, Nigeria.

Tallinn: New cruise jetty in the Old City Harbour



A new jetty designed to accommodate big cruise vessels in the western part of Old City Harbour is ready. This new two-sided jetty with the depth alongside the quay of 10.7 m is capable of servicing ships with the length of up to 300 m. The total cost of construction amounted to EEK 73.2 million (€4.7 million).

Tallinn may be considered one of the most popular destinations among the Baltic Sea cruise ports. Most of the world's largest cruise companies have included Tallinn in their itineraries. In 2003, 64 cruise ships of 41 cruise operators made a total of 236 calls to Port of Tallinn. The number of cruise ship calls

was by 43% higher than in year 2002, when cruise ships made only 165 calls to Tallinn. In comparison of two years the number of cruise passengers increased by 60 % or from 127,392 passengers in 2002 to 204,151 passengers in 2003. The average number of passengers per call increased from 772 passengers in 2002 to 865 passengers in 2003. As of May 5th, 63 ships, from which 11 calling in Tallinn for the first time, are expected during the cruise season of 2004. The 247 ship calls booked by now should bring along a total of over 225 thousand passengers.

(May 5, 2004, Port of Tallinn)



Vladivostok: Port Kaohsiung, sister-port and potential investor



RECENTLY Top Executives of JSC "Commercial Port of Vladivostok" paid an official visit to the port of Kaohsiung (Taiwan). Last August The two ports signed an agreement on establishing Sister-Port Relations.

In Taipei a meeting was arranged between the representatives of the Vladivostok Port and Evergreen, the company being in the "World Top Five Container Carriers." During the official meeting the port's representatives pinpointed the openness of discussing any issue concerning the search for potential partners on joint projects in part of the development of Vladivostok port container terminal. The dominant idea of all talks was container traffic. Top Executives of the Vladivostok Port consider the Port of Kaohsiung as the largest potential investor making investments in promoting the development of the most promising trades. As a result of this trip there was achieved a preliminary agreement between the two parties that in the nearest future a group of specialists from the Kaohsiung port will make during a working visit to the port of Vladivostok

for the purpose of discussing the collaboration in various aspects of port business in more details.

Upon returning to Vladivostok a letter of gratitude was sent to Director General of Kaohsiung Harbor Bureau, in which Mr. M. Robkanov, President, confirmed

the readiness of the port for further negotiations aimed at achieving mutually advantageous cooperation in transport business.

(April 1, 2004, Commercial Port of Vladivostok)

Asia/Oceania



Auckland: Record number of cruise ship passengers



A record 58,000 cruise ship passengers - up from 53,000 last season - will have visited Auckland when the 2003-04 cruise season ends in August.

The departure on April 25 of the Pacific Princess ended the summer portion of the 2003-04 season. Kicking off in July this year is a series of mid-winter Pacific Island cruises ex-Auckland. The 2004 winter escape cruises are a recent phenomenon in the New Zealand cruise season calendar.

During the 2003-04 summer season, Ports of Auckland's Marine Services team - which operates the Overseas Passenger Terminal on Princes Wharf - efficiently handled 44,000 cruise ship passengers and their large volume of luggage. During the winter season, another 14,000 passengers are expected.

The biggest cruise ship to ever visit Auckland, the 109,000-ton Star Princess, contributed to the record passenger numbers. During the floating city's four visits, 23,375 passengers and crew transited, embarked or disembarked. Each visit presented the logistical challenge of the equivalent of 15 full jumbo jets arriving and departing at the same

time.

Excellent advance planning by Ports of Auckland, Princess Cruises, Customs and MAF ensured the visits were successfully managed.

"We invested a great deal of time and resources in planning and operational procedures to ensure that each visit by the Star Princess was a success for all," says Ports of Auckland Marine Services Manager Wayne Mills.

P&O Cruises' New Zealand Business Development Manager Shannon Currie said: "The successful visits by Star Princess were a great team effort. Everyone simply went the extra mile and I must pay tribute to the great cooperation we received from Ports of Auckland, Customs and MAF."

By the end of the full 2003-04 cruise season (which includes the summer and winter seasons), 19 cruise ships will have made 33 visits. This is slightly down on the full 2002-03 season (21 cruise ships and 37 calls), which attracted additional cruise ships specifically for the Louis Vuitton and America's Cup regattas.

Winter cruising is popular

The popularity of winter cruising continues with Auckland again hosting cruise ship visits during the winter months. P&O Cruises' Pacific Sky will visit Auckland four times, departing with mainly Australian and New Zealand passengers on 10 to 12-day Pacific Island cruises.

"Cruising up to the Islands during winter is becoming popular with New Zealanders who want a winter escape, particularly during July and August when demand is high for Pacific Island

flights and accommodation," says Mr Currie.

An average of 3,500 passengers and crew will transit, embark or disembark each time the P&O Pacific Sky visits Auckland.

Outlook for 2004-05 season

Ports of Auckland General Manager Port Services Will Harvey said cruising continues to grow globally. The popularity of cruising is reflected in the Auckland market with more cruise ships and visits expected for the 2004-05 cruise season.

Mr Harvey said that 20 cruise ships and 35 visits were already booked for the full season. So far, this is one vessel and two ship calls up on the 2003-04 season.

Winter cruising continues its upward trend with six ex-Auckland cruises by the Pacific Sky planned over the winter months in 2005.

Among the first time callers to Auckland will be the P&O Princess cruise liner Sapphire Princess, a bigger sister ship to the Star Princess, and Crystal Cruises' brand new "glamour ship" Crystal Serenity. Another maiden caller, Renaissance Cruises' Delphin Renaissance, will be spending three days in Auckland during March 2005. Cunard Line's iconic QEII will be visiting Auckland again, as will a number of regular five and six star callers.

Mr Currie says that cruising in New Zealand and the South Pacific regions is growing because of the increasing demand to see new destinations. In response to this, P&O Cruises will operate four ships within the Australasian region from three bases - Auckland, Sydney and Brisbane.

"Dedicated Australasian cruise bases will help the New Zealand industry. P&O Cruises and others can see the value in having ships cruise from New Zealand and Australia to the Pacific Islands," Mr Harvey said.

Planned improvements to the back-up overseas passenger terminal at Queens Wharf will be in place for the 2004-05 season. These include the hiring of luxury portable ablution facilities, interior curtaining in the existing shed to improve aesthetics, and cleaning of the wharf and terminal with Ports of Auckland's new \$60,000 mobile sweeper machine.

Positive economic impact

Mr Harvey said that yet another successful season shows the importance of the cruise industry to Auckland's city and regional economy.

The direct spend by the cruise ship industry in Auckland for the entire 2003-04 season is estimated to be \$43 million and to sustain 570 full time equivalent jobs (FTEs), according to a report by Market Economics.

"Besides their shore excursions and hotels, passengers spend about \$150 each for every day they are in port. This is very beneficial to the local shops and hospitality industry," said Mr Harvey.

Final figures on the direct spending by the cruise ship industry in New Zealand for the 2003-04 season will be available later in the year.

(April 29, 2004, Ports of Auckland)



Gladstone: Stockpile 16 project further boosts RG Tanna Coal Terminal capacity



COAL storage capacity at Gladstone Port Authority's (GPA's) RG Tanna Coal Terminal will be increased by 300,000 tons with the construction of an additional stockpile.

The \$12 million Stockpile 16 project will increase the overall storage capacity of this world-class facility to 4.5 million tons.

GPA Chairman Ross Dunning said the new stockpile would enable GPA to service the growing needs of its coal exporting customers as production is increased at existing mines and previously untapped coal reserves in the Surat/Dawson Basin are progressively developed.

Civil contractor Albem Pty Ltd moved on site late last year and the structural/mechanical/electrical contract has been awarded to local firm, Walz Construction. To date, GPA has completed first-stage earthworks, while Albem has undertaken several concrete pours to form the underground tunnel foundations and work is underway on two of the

three required reclaim chambers.

All of the walls required to form the two chambers have been poured with contractors currently working on the roof of Reclaim Chamber Three.

Concrete pours are being undertaken to form the infill tunnel slabs, while work has also commenced on the tunnel entry structure.

The project, which incorporates the same design features as Stockpile 15, is scheduled for completion by October.

The construction of Stockpile 16 follows the completion of the \$80 million RGTCT expansion project in June last year, which incorporated a third berth, Stockpile 15 and the associated rail unloading upgrade.

(April 1, 2004, Gladstone Port Authority)



Hong Kong: Concerted efforts to implement new maritime security requirements

THE Marine Department has been working closely with other relevant government departments and the port and shipping communities to implement the International Ship and Port Facility Security (ISPS) Code in Hong Kong since the appointment as the Designated Authority early last year, the Director of Marine Mr SY Tsui said today.

Mr Tsui made the remark at a presentation ceremony at which the first two batches of port facilities in Hong Kong received their Statement of Compliance certifying their fulfilment of the new security requirements adopted by the International Maritime Organisation (IMO).

He said following the tragic events of September 11, 2001, the IMO had developed a new security regime, enshrined in the ISPS Code, applicable to ships and port facilities. The code would enter into force on July 1, 2004, he added.

The primary objective of the ISPS Code, Mr Tsui said, was to establish an international framework involving cooperation between contracting governments, government agencies and the shipping and port industries to detect and assess security threats and take preventive measures against security incidents affecting ships engaged in international voyages and port facilities serving these ships.

"To meet the new requirements of the

ISPS Code, a port facility serving ships engaged in international voyages is required to conduct a security assessment and develop a security plan.

"In Hong Kong, we have a total of 31 port facilities that are required to comply with the ISPS Code. All of them have had their security assessments completed and endorsed, and their security plans are being developed.

"To date, draft security plans for 23 facilities have been submitted and are being evaluated.

"Today we celebrate the completion of this task for Hongkong International Terminals Limited and Modern Terminals Limited and expect the remainder will be completed by the end of this month," he said.

Mr Tsui said the department aimed to provide the IMO with a list of compliant port facilities in May and issue the maritime security level for June 1 - a month ahead of the implementation date.

He said the Marine Department, as the Designated Authority, took into account the impact on the trade as well as port efficiency and competitiveness in taking steps towards the implementation of the ISPS Code.

"Towards this end, we will continue to work closely with all parties concerned, in particular, the trade to ensure Hong Kong will continue to be one of the most efficient, safe and secured ports in the world."

Mr Tsui expressed his appreciation and congratulations to Modern Terminals Limited and the Hongkong International Terminals Limited for their efforts and contribution towards that objective.

(April 2, 2004, HKSAR Marine Department)



Jurong: Delivery of four super post-panamax quay cranes on target

JURONG Port has taken delivery of two of its latest order of four super post-Panamax quay cranes.

The first crane was delivered on 23 March 2004 and the second on 25 March 2004. Both these cranes will be commissioned in early April 2004. The third and fourth quay cranes are expected to be delivered and commissioned by May 2004.

The four quay cranes are designed by Ansaldo-Reggiane. These cranes each has a safe working load of 40.6 tons



under the spreader and an operational outreach of 18 rows across. In terms of moves per hour, each crane is capable of making 40 moves on average.

With the addition of the four new quay cranes to the existing nine quay cranes and two mobile harbour cranes, the annual container handling capacity at Jurong Port will be increased from 1.0 million teus to 1.4 million teus.

(newsupdate Issue 1: 2004, Jurong Port)

MOMAF (Korea): Strengthens Port State Control Inspection for foreign-flagged ships



THE Ministry of Maritime Affairs and Fisheries (MOMAF) will beef up the inspection role of Port State Control over foreign-flagged vessels which are under international standards, by way of making the best use of scientific inspection instruments, beginning from the end of this May.

Port State Control is the inspection of foreign ships in national ports to verify that the condition of the ship and its

equipment comply with the requirements of international regulations, and that the ship is manned and operated in compliance with these rules.

The newly-introduced instruments for the inspection of ships are thickness measurement and portable computers. "Thickness measurement" is designed to measure corrosion in the iron plate of a vessel, and portable computers contain the extensive texts of about 35 International Conventions.

These tools will provide accurate and objective information, especially on the ship age, to the Port State Control Officer. Additionally, they will be very helpful in finding International Conventions respectively to each vessel.

The introduction of these new tools will serve as a catalyst to strengthen Port State Control over foreign vessels which are not yet fully ready from the perspective of international standards. It will greatly contribute to the people's safety at sea and the protection of the marine environment.

(May 6, 2004, MOMAF)



MPA (Singapore): Lower Port Dues for ISPS Code-compliant ships

SHIPS that comply with the International Maritime Organization's (IMO's) International Ship and Port Facility Security (ISPS) Code before the July 1, 2004 deadline will receive a 5% rebate on port dues when they call at the Singapore port. Between May 1, 2004 and June 30, 2004, ships that produce a valid International Ship Security Certificate (ISSC) or a statement of compliance with the ISPS Code issued by the flag state, before arrival or during its stay in port, will qualify for the 5% discount on port dues. This incentive, valid for the two-month period, is Maritime and Port Authority of Singapore's (MPA's) effort to encourage and reward ships that comply with the ISPS Code early.

The incentive was announced by Mr Lee Seng Kong, Senior Director, MPA, at the close of the 8th ASEAN Maritime Transport Working Group Meeting¹⁾ held from 28-29 April 04. Mr Lee said, "The 5% port dues rebate to reward

ships that are ISPS-compliant before the 1 July 2004 deadline, underscores Singapore's support for the work of the IMO in enhancing maritime and port security globally."

Mr Lee also said that, "Maritime security is not an issue that any one nation can address on its own. It requires co-operation and concerted efforts from countries around the world. The various discussions and workshops that have been organized under the ambit of ASEAN, including this Working Group and the first ASEAN Forum on IMO Conventions held earlier this week, highlight the importance for the MPA to work with its maritime counterparts to put in place the required maritime security regime."

Apart from the Working Group meetings, the MPA has also hosted or participated in a number of regional workshops and discussions on maritime security, to share its experience in the implementation of the ISPS Code. For example, in 2003, MPA hosted two ASEAN/IMO workshops on the implementation of IMO conventions and initiated the ASEAN-Japan maritime security project on the ISPS Code. It participated in a number of maritime security conferences and meetings initiated by the Asia-Pacific Economic Co-operation (APEC).

The training courses conducted by the MPA under the Singapore-IMO Third Country Training Program also cover maritime security-related issues. About 61 participants from 12 countries attended these courses in 2003. Bilaterally, the MPA has conducted a Maritime Security Course for some 100 Indonesian seafarers under the Singapore-Indonesia MOU on Co-operation in the Field of Education and Training for Seafarers.

Singapore's ships and port facilities are on track to comply with the ISPS Code by July 1, 2004. To date, all Singapore port facilities serving passenger ships and cargo ships of 500GT and above have been issued with Statements of Compliance of a Port Facility (SoCPF). PSA Corporation and Sembawang Shipyard were among the firsts to have their facilities security-certified.

For the Singapore-flagged ships that are required to comply with the ISPS Code, about 85% have either attained their security certificates, submitted their security plans or had them approved. Neptune Shipmanagement Services Pte Ltd (NSSPL) was the first company in Singapore to have its fleet of 31 Singapore-flagged container ships

comply with the ISPS Code. More recently, Lloyd's Register of Shipping (LRS) became the first Recognized Security Organization (RSO) to have certified more than 100 Singapore-registered vessels.

Amendments to the relevant regulations have been made to give legislative effect to the ISPS Code. These are the Merchant Shipping (Safety Convention) (Amendment) Regulations 2004 and the Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2004. The amendments will enter into effect on July 1, 2004.

From July 1, 2004, ships calling at Singapore's port will be subject to control and compliance measures. These were detailed in our earlier Shipping Circular No. 11 of 2004, issued on April 21, 2004.

While Singapore's ships and port facilities are making good progress in their ISPS Code compliance, there is still work to be done. MPA will continue to work with the parties involved to help facilitate early compliance.

¹⁾ The ASEAN Maritime Transport Working Group is the main ASEAN body dealing with maritime issues. The Working Group reports to the ASEAN Senior Transport Officials Meetings (STOM). Singapore hosts and chairs the Working Group meetings from 2002 to 2004.

(April 29, 2004, MPA)



Sydney: On track for another container trade record



SYDNEY is paving the way for another annual container trade record with its ports achieving a year to date throughput of one million containers by mid April, one month earlier than last year.

"This achievement increases the average monthly container trade through Sydney Ports to 105,000 TEU from 100,000. By maintaining this average Sydney is on target to reach in excess of 1.25 million containers for the financial year, surpassing last year's record of 1.16 million," said Phil Rosser, Senior Trade Manager, Sydney Ports Corporation.

Third quarter container trade figures demonstrate an increase of over 8.7% on last year, which is just above Sydney's average annual growth rate over the past thirty years of 7%. Total trade in mass tons was 7.5% higher than the corresponding period last year.

"Container trade growth has been driven predominately by increased imports serving the city's growing consumer market. Sydney continues to be one of Australia's leading container import ports with imports currently up by 8.3% on last year's figures," said Mr Rosser.

Commodities such as chemicals (including pharmaceutical products, paint products) and manufactures (including clothing articles, furniture) from China have led the way for containerised imports demonstrating high demand for these goods.

A 17.9% increase in the number of empty containers leaving Sydney is a result of high imports and the need for shipping lines to reposition containers to Asia where there is a high demand. Full container exports are performing 1.2% above last year's figures with cereals and paper products exports on the increase.

"Other cargos have also been performing well including ongoing increases in the motor vehicle import trade and the amount of dry bulk product coming into Sydney. An 18.4% rise in imported cement stems from an increase in demand from the non-housing construction sector," Mr Rosser said.

Bulk liquid and gas shipments have also increased. There is a high demand for refined product stemming from the fuel discounts introduced by the major supermarkets. This has resulted in a 74.3% rise in refined fuel imports, on last year's figures. Demand for imported gas is also on the rise following the recent Moomba gas facility incident.

"Trade through the ports of Sydney is continuing to grow, Sydney Ports is focussed on ensuring the ports can continue to cater for this growth," said Mr Rosser.

(April 29, 2004, Sydney Ports Corporation)



Thailand: PAT expands into Logistics Business



THE Port Authority of Thailand (PAT) plans to enter into the logistics business, drawing on professionals from both the government and private sectors. The agency will focus on offering consolidation services and the distribution of goods including related warehousing services. Emphasis will be placed on helping customers to cut logistics cost by using the networks and infrastructure of both the PAT and other alliances.

Mr. Yongyos Palanitisen, PAT Board of Commissioner and Acting Director General, disclosed that "the Port is a crucial part of the logistics system and supply chain. Previously, we centred on offering the best service to our customers along with reasonable costs. For the logistics business that we are going to expand into, we will be supported by various different factors like our existing facilities; PAT's pier is located in a large consumption area, and is suitable for collecting and distributing goods. Meanwhile, there are many large warehouses nearby and we have equipment that can contribute to the port becoming a logistics centre. In addition, we have a lot of experienced manpower."

"Initially, we have been in discussion with other transportation-related agencies, such as the State Railway of Thailand and the Express Transportation Organization of Thailand. At the same time, the Industrial Estate Authority of Thailand will support us by helping us to look for new customers, and the Customs Department will support us by facilitating Customs procedures. This is considered a good start for the concept's development, because we are able to benefit from co-operation with many government agencies. Meanwhile, the private sector is also interested in joining with us. Therefore, there is a high possibility of success. The company's shareholders will include PAT and other state enterprises holding not more than 49%, with private firms holding the remaining", added Mr. Yongyos.

(PAT Magazine, Mar 2004)