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Port of Callao, Peru

MA N A G E D
by the state
owned “Empresa Nacional de Puertos SA. (ENAPU SA.)”, 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, foodstuffs, 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.

Related article on page 21
Are you ready for ISPS Compliance by July 1?

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

http://www.iaphworldports.org

The “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@iaphtworldports.org.
HE 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 persons 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.
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
09:00-12:00 Working Session 2
08:30-16:30 Registration

Afternoon
12:30-13:30 Working Lunch
14:00-17:00 Working Session 3

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 4

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

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 5

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

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 7

Afternoon
12:00-13:00 Working Lunch
14:00-17:00 Working Session 8

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

Registration Fees

<table>
<thead>
<tr>
<th>Registration up to March 31, 2005</th>
<th>Registration from April 1, 2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>IAPH Members</td>
<td>US$2,050</td>
</tr>
<tr>
<td>Non-members</td>
<td>US$2,400</td>
</tr>
<tr>
<td>One spouse</td>
<td>Included in delegates fees</td>
</tr>
<tr>
<td>Additional accompanying persons</td>
<td>US$650</td>
</tr>
<tr>
<td>Honorary members</td>
<td>No charge</td>
</tr>
</tbody>
</table>

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
10 Technical tour to Waigaoqiao Terminal
11 Transportation from designated hotels to the conference venue and social events

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

Venue: 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 associations. 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 Conventions 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.
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 ship’s 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 sections: 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 officers 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, shipboard 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.
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).

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 non-compliant port facility or ship to minimize the risk of a security incident (ISPS Code part B paragraph 4.33.6).

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; and

2. imposing control measures, including more detail inspection of ships, where clear grounds have been established under .1 and .2 above.

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).
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”

   0.1 Total number of “Port Facilities” whose “Port Facility Security Plan” (PFSP) have already been submitted and approved 1,321 (81.0%)
   0.2 Total number of “Port Facilities” whose PFSPs are under preparation 128 (8.0%)

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%)              |
      | N/A        | 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%)              |
      | N/A        | 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%)              |
      | N/A        | 1 (3%)                |
      | Total      | 31 (100%)             |

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

   4.1 Confident 36 (77%)
   4.2 A little uncertain 7 (15%)
   4.3 Very uncertain 1 (2%)
   4.4 N/A 3 (6%)
   Total 47 (100%)

4.1 Cause of delay

<table>
<thead>
<tr>
<th>Reason</th>
<th>Number of Respondents (percentage*)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delay in legal enactment</td>
<td>14 (45%)</td>
</tr>
<tr>
<td>Delay in establishing and designating RSO</td>
<td>4 (13%)</td>
</tr>
<tr>
<td>Delay in establishing approval procedures</td>
<td>10 (32%)</td>
</tr>
<tr>
<td>Lack of financial resources</td>
<td>2 (6%)</td>
</tr>
<tr>
<td>Lack of expertise/human resources</td>
<td>3 (10%)</td>
</tr>
<tr>
<td>Lack of coordination among concerned agencies</td>
<td>8 (26%)</td>
</tr>
<tr>
<td>Other (time constraint)</td>
<td>1 (3%)</td>
</tr>
<tr>
<td>Total</td>
<td>34 (100%)</td>
</tr>
</tbody>
</table>

List of Responding Members

- Austraila
  - Darwin
  - Sydney
- Brazil
  - Suape
- Canada
  - Montreal
  - Cape Verde
- China
  - Guangzhou
  - Hong Kong
  - Kaohsiung
  - Keelung
  - Zhanjiang
- Fij
  - NPA
- Finland
  - Helsinki
- France
  - Dunkerque
  - Le Havre
  - Marseille
  - Nantes
- Saint-Nazaire
- Rouen
- Germany
  - Hamburg
- Guinea
  - Conacry
- Iceland
  - Reykjavik
- Ireland
  - Cork
- Israel
  - Israel Ports Authority
- Japan
  - Nagoya
  - Tomakomai
- Kenya
  - KPA
- Korea
  - Busan
  - MOMAF
- 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
  - Aves
  - 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.
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.

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
Mr. Naruse invited to AAPA Seminar

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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)

Membership Notes

New Members
• Regular Member:
  Sri Lanka Ports Authority [Sri Lanka]
  Address: 19, Church Street, Colombo 01, SRI LANKA
  Telephone: +94-1-2323559
  Fax: +94-1-2451682
  E-mail: psch@shipk
  W eb site: www.shipk
  Representative: Dr. Parakrama Dissanayake, Chairman

  Tuticorin Port Trust [India]
  Address: Bharathinagar, Tuticorin 628004, IN DIA
  Telephone: +91-461-2352000
  Fax: +91-461-2352160
  E-mail: tutport@sanchanel.in
  W eb site: www.tuticorinport.com
  Representative: Shri N. K. Raghupathy, IAS, Chairman

• Associate Member:
  National Institute for Land Infrastructure Management:
  Ministry of Land, Infrastructure and Transport [B]
  Address: Nagaoka 3-1-1, Yotsukaido-shi, Kanagawa-ken 239-0826, Japan
  Telephone: +81-46-844-5018
  Fax: +81-46-843-1299
  E-mail: yoshinaga-h92y2@ysk.nilim.go.jp
  W eb site: www.nilim.go.jp
  Representative: Shouchi Hirose, Deputy Director-General

Aegir Port Property Advisors [A-3-3]
Address: 1795 Bay Road, Miami Beach, Florida 33129, U.S.A.
Telephone: +1-305-423-7711
Fax: +1-305-423-7712

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

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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's 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.

Visitors

Mr. Naruse invited to AAPA Seminar

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(Contents of this presentation are carried in the Open Forum on page 12)
Container Transport between East Asia and North America

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

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

<table>
<thead>
<tr>
<th>Port</th>
<th>Year 1980</th>
<th>Year 2003</th>
</tr>
</thead>
<tbody>
<tr>
<td>NY/NJ</td>
<td>1,947</td>
<td>20,100</td>
</tr>
<tr>
<td>Rotterdam</td>
<td>1,901</td>
<td>18,100</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>1,465</td>
<td>11,280</td>
</tr>
<tr>
<td>Kobe</td>
<td>1,456</td>
<td>10,610</td>
</tr>
<tr>
<td>Kaohsiung</td>
<td>979</td>
<td>10,337</td>
</tr>
<tr>
<td>Singapore</td>
<td>917</td>
<td>9,783</td>
</tr>
<tr>
<td>San Juan</td>
<td>852</td>
<td>7,825</td>
</tr>
<tr>
<td>Long Beach</td>
<td>825</td>
<td>7,180</td>
</tr>
<tr>
<td>Hamburg</td>
<td>783</td>
<td>6,138</td>
</tr>
<tr>
<td>Oakland</td>
<td>782</td>
<td>5,445</td>
</tr>
</tbody>
</table>

Fig.1 Growth History of Asian Ports

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.

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 America and Europe.

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.

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Container Cargo by Country/Region

in 2002 million TEU

Fig.2

0 10 20 30 40 50 60

China
USA
Singapore
Japan
Taiwan
Korea
Germany
Italy
Malaysia
UK

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

Year 2002

10,015,000 TEU

North America

15,497,000 TEU

East Asia (Intra-region 24,869,000 TEU)

20,282,000 TEU

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

1997 1999 2001

North America - East Asia
Intra East Asia
East Asia - EU
North America - EU
North America - America South

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

TV
Mobile Phone
Desk-top PC
Air Conditioner
DVD player

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.

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 P/ERS (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
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.
IMOs 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 programme 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 IMOs 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.


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.


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 modal interdependency. “This rapid adoption of the
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 focusing 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 strait-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 financial 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. 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.


5. Betuwe line (2007)


- Railway Lisboa-Valladolid (2010)
- Lisboa-Valladolid motorway (2010)
- Sestilla-Lisboa motorway (completed 2001)
- New Lisbon airport (2015)

10. Malpensa (completed 2001)
11. Öresund fixed link (completed 2000)
12. Nordic transtropic railway axis
   - Road and railway projects in Sweden (2010)
   - Helsinki-Turku motorway (2010)
   - Helsinki-Vaalkin motorway (2015)
   - Helsinki-Vanrikilka (Russian border) (2017)
14. W est coast main line (2007)
   - New high-capacity rail axis across the Pyrenees
   - Railway Sines-Badajoz (2010)
17. Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava (Lj)
   - Baudrecourt-Strasbourg-Stuttgart (2015) with the Kehl bridge as cross-border section
   - Stuttgart-Ulm (2012)
   - München-Salzburg (2015), cross-border section
   - Salzburg-Wien I (2012)
   - Wien-Bratislava (2010), cross-border section
18. Rhine/Meuse-Main-Danube inland waterways (2010)
   - Rhein-Meuse (2019) with the lock of Lanaye as cross-border section
   - Vithofen-Strading (2013)
   - W ein-Bratislava (2015) cross-border section
   - Pallikovcov-Mohács (2014)
   - Bottleneck in Romania and Bulgaria (2011)
19. High-speed rail interoperability on the Iberian Peninsula
   - Madrid-Andalucía (2020)
   - North-east (2010)
   - North/north-west corridor, including Vigo-Porto (2010)
   - Extremadura (2010)
20. Fehmarn Belt railway axis
   - Fehmarn Belt fixed railway link (2014)
   - Railway for access in Denmark from Öresund (2015)
   - Railway for access in Germany from Hamburg (2015)
   - Railway Hanover-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 eastern Europe (leading from Portugal and Spain via the Atlantic Arch 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 (2010)
   - Railway Greek/Bulgarian border-Kulata-Sofia-Vidin/Călără (2015)
   - Anyway Curceti-Brasov (towards Bucharest and Constanta) (2010)
   - Railway Budapest-W-Ien (2010), cross-border section
   - Railway Breclav-Praha-Nüümberg (2010), with Nüümberg-Praha as cross-border section
   - Railway axis Prague-Linz (2010)
   - Railway Katowice-Brezov (2010)
   - Railway Lygon Genoa-Basel-Duisburg-Rotterdam-Altrnwerpen
   - Genova-Milano/Nova-Swiss border (2010)
   - Basel-Karlsruhe (2015)
   - Frankfurt-Mannheim (2012)
   - Duisburg-Emmerich (2009)
   - Katowice-Zilina motorway (2010), cross-border section
   - Brno-Wien motorway (2009), cross-border section
24. Railway轴 Lyon/Genoa-Basel-Duisburg-Rotterdam-Altrnwerpen
   - Road railway axis Luing Dublin with the North (Belfast-Larne) and South (I) (2010)
   - Road railway axis Hull-Liverpool (2015)
   - Railway Felixstowe-Selby-Zelfen (2010)
   - Railway Crewe-Holyhead (2018)
   - New Lisboa airport (2015)
   - Sevilla-Lisboa motorway (completed 2001)
   - Lisboa-Valladolid motorway (2010)
   - Railway Lisboa-Valladolid (2010)
   - Railway Sines-Badajoz (2010)
   - New high-capacity rail axis across the Pyrenees
   - Railway Sines-Badajoz (2010)
   - High-speed rail interoperability on the Iberian Peninsula
   - Madrid-Andalucía (2010)
   - North-east (2010)
   - North/north-west corridor, including Vigo-Porto (2010)
   - Extremadura (2010)
26. Railway/Road axis Ireland/United Kingdom/continental Europe
   - Road railway axis linking Dublin with the North (Belfast-Larne) and South (I) (2010)
   - Road railway axis Hull-Liverpool (2015)
   - Railway Felixstowe-Selby-Zelfen (2010)
   - Railway Crewe-Holyhead (2018)
27. “Rail Baltica” axis Warsaw-Kaunas-Riga-Tallinn
   - W arszawa-Kaunas (2010)
   - Riga-Tallinn (2016)
28. “Eurocapri” on the Brussels-Luxembourg-Strasbourg railway axis
   - Brussels-Luxembourg-Strasbourg (2012)
29. Railway axis of the Ionian/Danubian intermodal corridor
   - Koziń-Kalamia-Kalamata (2012)
   - Ioannina-Antirrio-Rio-Kalamata (2014)
30. Inland waterways Seine-Scheftel
   - Navigable Environments (Deulentz-Gent (2010-2018)
   - Complènco-Cantabria (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 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.
- (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 as a separate project.
- (7) A few short sections of road and railway 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 two railway 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 (Betue 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)
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 Lempleinä (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. McGreevy, 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 McLellan, Deputy Prime Minister, Government of Canada*

**KEYNOTE**

U.S./European Cooperative Maritime Security Efforts

Karla Pejs, 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 Cillo, 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/N. Jersey

**Honorees**

Senator Susan Collins (R-Maine), Chair, Government 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 Chair, 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*

**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 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-line Payment: Add $60.00

For further information:

Contact: Lindsey Field

E.J. Krause & Associates, Inc.

6550 Rock Spring Drive - Suite 500
Bethesda, MD 20817-1126

Tel.: (301) 493-5500
Fax: (301) 493-5705
E-mail: field@ejkrause.com

URL: http://www.maritimesecurityexpo.com
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. 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 Winkelmans

**Session 6:**
IT in supply chains and port operation -
Chair: to be announced later

Welcome banquet

**Session 7:**
North-East Asia International Shipping Center construction -
Chair: Dr. LC Sun

For further information:
Local Organizing Committee ICLSP 2004
1 Linghai Road, Dalian
116026 China
Tel: +86 411 472 7232
Fax: +86 411 472 9568
E-mail: iclsp@newmail.dlmu.edu.cn
URL: http://iclsp.dlmu.edu.cn

**Upcoming Seminars**

**IPER LE HAVRE**

**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**

**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

*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
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.

Online order: http://www.pianc-aipcn.org
or by E-mail to: sabine.vandevelde@pianc-aipcn.org.
History:
There is no exact date that we can refer 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, “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 provision 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.  12º 03’ S.
Long.  77º 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, RC 250 (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
  86.00 m wide
  2 Finger piers 4 berths 33’ draught
  180.80 m 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
  19.90m wide
  1 marginal pier 2 berths 33’ draught
  427m long

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 make 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 fed 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)

<table>
<thead>
<tr>
<th>Items</th>
<th>Inbound</th>
<th>Outbound</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>5,105,592</td>
<td>0,000</td>
<td>7,900,567</td>
</tr>
<tr>
<td>Bulk</td>
<td>3,789,827</td>
<td>1,853,587</td>
<td>5,643,414</td>
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<td>Total</td>
<td>8,895,419</td>
<td>2,853,587</td>
<td>13,544,071</td>
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* Include transshipment cargoes 503,690 tons of general cargo.

Containers

(including empty boxes) (January-December 2003)

<table>
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<tr>
<th>Items</th>
<th>Inbound</th>
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<td>Tons</td>
<td>4,546,817</td>
<td>2,638,709</td>
<td>7,185,613</td>
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* Include transshipment cargoes 503,690 tons of general cargo.
U.S. Waterborne Foreign Trade
Containerized Cargo
Top 30 U.S. Ports Calendar Year 2003

<table>
<thead>
<tr>
<th>Rank</th>
<th>U.S. Ports</th>
<th>Total</th>
<th>Export</th>
<th>Import</th>
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<td>Oakland</td>
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<tr>
<td>30</td>
<td>PT Bienville, MS</td>
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</table>

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: 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)
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)

NYNJ: Record-breaking year in 2003

EW 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 23,536,926 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 bulk 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 per cent 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 1.6 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-
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 operat...
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)

Dunkirk: New warehouse for Martinique bananas

URING 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 operational.

(April 22, 2004, Port of Dunkirk Authority)
A

OTHER 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 groundwork 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.

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.
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), 39 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

C OAL 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 Reclalm 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 RGCT 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

T HE 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.

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

J URONG 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.
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 1 July 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 Meeting 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 1 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 Shipyards 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 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 the annual container handling capacity of making 40 moves on average.
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.

“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 Palanitisena, 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 cooperation 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.