

IAPH Officers (2003-2005)

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Japan

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IAPH
International Association of Ports and Harbors

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

Subject	Questioner	Number of Response	Time	Number of Access
PORT OF DJIBOUTI INVESTING IN SECURITY AND THE FUTURE	xxxxxx	0	2004-03-18 11:08:50	2
ISPS Code Implementation	xxxxxxxx	0	2004-02-10 13:40:43	45
Contracting Government PFSA Approval Format	xxxxxxxx	2	2004-02-07 02:39:14	52
Port Security Plan Implementation	xxxxxxx	1	2004-01-22 01:39:55	163
Implementation	xxxxxxxx	1	2004-01-22 01:37:38	108
template to carry out port facility security assessment	xxxxxxx xxxxxx	3	2004-01-21 18:49:03	140

Submit a question.

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

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

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

IAPH ANNOUNCEMENTS AND NEWS

General Report on the Mid-term Board Meeting in Charleston

April 25 – 28, 2004
at the Double Tree Guest Suite, South Carolina, U.S.A.



Summary

THE Mid-term Board Meeting of the IAPH was held in Charleston, U.S.A. from April 25 to 28, 2004. It was hosted by South Carolina State Ports Authority, under the leadership of Mr. B. Groseclose Jr., President & CEO.

71 delegates and 12 accompanying persons assembled from 25 different countries world wide. The meeting started with Technical Committee and Internal Committee meetings held simultaneously on April 25, followed by a technical tour later that morning. Regional Board meetings for the respective regions and four sessions of the full Board Meeting. At the initiative of President Struijs, a new undertaking known as a "Special Session" was held on the afternoon of the 26th, whereby the attendants exchanged views and opinions about port security – in particular, the status of ISPS Code implementation – and also "hot" topics of respective regions.

As listed in the agenda, various topics were discussed including the Shanghai Conference program, renewal of the Ports & Harbors, and the IAPH 50th anniversary project.

One of the culminations at the meeting was the signing of an MOU (Memorandum of Understanding) between IAPH and AAPA, including President Kurt J. Nagle of AAPA, which I am confident shall be a big step forward to the mutual benefit of both organizations and their membership. I take this opportunity to thank Mr. Nagle and his staff for helping to realize this agreement.

Last but not least, on behalf of IAPH membership, offer appreciation the warm hospitality and excellent arrangements offered by Mr. Bernard S. Groseclose Jr., his able staff and the sponsors, which has been shaped in a Resolution of Thanks.



**Special Session
(14:00-17:00, April 26)**

1. Port Security

Speakers from each region were called up to present status reports on ISPS Code implementation. Subsequently, President Pieter Struijs sought to have a "Panel discussion" among the attendees, prompting Mr. Greg Martin (Sydney Ports Corp.), Mr. Groseclose (South Carolina State Ports Authority), Mr. Nagle (AAPA) and Mr. Peter W. Mollema (Port of Rotterdam) to be seated at the center table, whereby frank and practical Qs & As were exchanged. In particular, discussions centered on funding for port security, water side security, ship obligations to record previous ten ports called.

2. Regional Topics

The following speakers made presentations on their respective regional topics.

- 1) Mr. June-Suk Choo (Busan Port Authority)
- 2) Mr. S. Luhigo (Tanzania Harbours Authority)
- 3) Mr. A. Ratnieks (Freeport of Riga Authority)

Following his presentation, Mr. Choo submitted Busan Port's offer to host 27th World Ports Conference (2011). President Struijs appreciated the offer, hoping that it would be officially considered by a future Board meeting in due course.

Session 1 (10:30-12:00 April 27)

President Struijs started the session by giving his opening remarks, followed by

a welcome message from Mr. Groseclose. Mr. Frans van Zoelen, Vice Chair of Legal Counselors, followed them to confirm the required quorum was established.

1. IAPH 50th anniversary

Mr. Dominic J. Taddeo, Chair of 50th anniversary committee, explained the outline of the project, which had been discussed and concluded at the committee meeting held the previous day, based on a draft-proposal prepared by Secretariat.

- i) Donation to UNICEF
In particular, President Struijs tabled and Mr. Taddeo supported the idea to set out a contribution scheme to UNICEF on a regular basis (every two years on the occasion of an IAPH Conference),.
- ii) 50th Anniversary Logo
A special logo for the 50th anniversary will be determined at the Officers meeting in NY this September.
- iii) Commemorative CD-ROM and Booklet
Secretary General explained scenario contents for a CD-ROM (or DVD) and a booklet, which would be developed and presented to participants at major and regional ceremonies.
- iv) Regional Ceremonies
In connection of the regional ceremonies, President Struijs asked each regional Vice-President about the venues being proposed. President Struijs concluded that details of all other items for the 50th anniversary would be fur-

ther discussed and determined at the Officers meeting set to convene in New York this September, and would be duly announced to all members of IAPH.

2. Secretary General Report

Secretary General gave a brief report on the major activities of IAPH since the Durban Conference by referring to separately prepared "Secretary General's Report to The 3rd Mid-term Board Meeting", including Settlement of Account 2003 to which Mr. Garth Cowie, Chair of the Finance Committee gave his endorsement together with supplementary comments.

3. Confirmation of new EXCO members

As per the following list of Executive Committee members for 2003-2005, the following two new Exco members, who had been elected from their regions, were confirmed to fill vacancies created by the departure of Mr. Kim Young-Nam (MOMAF, Korea) and Mr. Bruno Vergobbi (Port Dunkirk, France).

- i) Mr. Kang, Beom-Gou, Director, Port Policy Division, MOMAF, Korea
- ii) Mr. Eric Brassart, Executive Managing Director, Port Autonome de Marseille, France
Also announced was the resignation of Mr. Rasmann, Port of Tallinn, Estonia, due to his resignation from the port.

4. Signing of MOU (Memorandum of Understanding) between IAPH and



AAPA

As stated in the summary note above, the signing was conducted among representative personnel of the respective associations. Following an explanation of major areas of cooperation by the Secretary General, Mr. Nagle, President of AAPA indicated his determination to further enhance the relationship between the two organizations.

Session 2 (14:00-17:00 April 27)

1. Program of Shanghai Conference

Mr. Lu Haihu, Conference Vice-President, with assistance from Mr. Gu Hao on Power-Point, made a detailed presentation on programs for the Shanghai Conference.

He also proposed the amount of registration fees for members, non-members, accompanying persons and Honorary members, all of which were approved unanimously by the Board.

Based on the decisions taken herein, the host will shortly dispatch the first announcement for the Conference.

2. Places of Refugee

Mr. van Zoelen, as a Vice-Chair of the Legal Protection Committee, made a report on progress and future procedures for the "Places of Refugee" issue, the Guidelines of which had been adopted at IMO last December.

He reported that his Committee was going to compile an IAPH position paper to be addressed to IMO, particularly stressing i) Liability & Compensation, ii) How to solve conflicts among parties concerned and

iii) Reception facilities for ships in distress. He added that in this context, his Committee would keep an eye on developments the coming conference of CMI (Comité Maritime International) in May.

3. Membership Survey

Mr. Groseclose and the Secretary General offered an outline of the planned membership survey, which would aim to add more life to Technical Committee activities.

President Struijs concluded that the survey should be carried out in consultation with Committee Chairs in due time.

4. Membership Promotion

Ms. Naomi Kogon-Steinberg reported her committee would like to focus on promoting new membership. To this end, the committee had recently invited a couple of new members from each region.

While observing that quite a number of Regular members had left IAPH over the past ten years, she mentioned it was imperative to survey those former members to determine their respective reasons of departure.

Session 3 (9:00-12:00 April 28)

1. Renewal of Journal Ports & Harbors – status report

Secretary General reported that the renewal of Ports & Harbors was underway along the lines decided at the last EXCO meeting.

2. Future IAPH meetings

- 1) 2006 Mid-term Board meeting in Dunkirk
Mr. Jacques Braems, Port of

Dunkirk, made an inspiring video presentation with the aim of promoting 2006 IAPH Mid-term Board meeting, including provisional programs, planned venue and introducing the City of Dunkirk and its surrounding areas.

He proposed the meeting should convene May 20 to 25, 2006 for 6 days (including a registration day), unlike a usual 5- day Board meeting. Mr. Braems also added that the date would be subject to change, depending on the completion of the proposed venue in time.

The Board fully supported the extra day as proposed above.

2) 2007 World Ports Conference in Houston

Mr. H. Thomas Kornegay proposed to fix the date of the Conference, due to hotel booking requirements. The Board approved the dates as April 27 to May 4, 2007.

The venue and the accommodation were also announced – "Hilton America".

He added that Port of Houston would soon visit Shanghai to fix a venue and work out a program for the "Houston Night" scheduled for the Shanghai Conference.

3) Other IAPH meetings

Secretary General gave a list of future IAPH meetings as attached including those mentioned above.

3. Technical Committee Reports

The following technical committees made reports on the latest activities





and discussion made at their respective meetings in Charleston. In addition, the reports of all Technical Committees, except of the Cargo Operations Committee, are attached to the General Report.

- 1) "PSEMO/DTF" reported on by Mr. Fer van de Laar/Dr. Geraldine Knatz
- 2) "Ship Trends" reported on by Dato Capt Haji Abdul. Rahim Abd. Aziz/Mr. P. Foong Yat Weng
- 3) "Combined Transport, Distribution & Logistics" reported on by Sh. Ravi B. Budhiraja
- 4) "Legal Protection" reported on by Mr. J. Braems/Ms. Anne-Caroline Rioux
- 5) "Port Planning & Construction" reported on by Mr. Yussuf Salihuddin
- 6) "Communication & Networking" reported on by Mr. José Perrot

<Database on International Maritime Conventions>

To be underlined in particular was a presentation about "Data Base on

International Maritime Conventions" by Mr Braems and Ms. Rioux who was engaged for this project by the Legal Protection Committee. It was given a good reception by the floor as in view of its usefulness to all IAPH members.

While Mr. Braems reported that the database would eventually be loaded on IAPH web-site before long, he raised a question as to whether the database should be open to non-members or not.

A few pros and cons were offered from the floor but eventually the meeting concluded that;

- i) the official launching of the database (to third parties) would take place in January 2005 in conjunction of 50th anniversary ceremony in Tokyo,
 - ii) until then, it should be made available to members on a trial basis,
 - iii) if opened to non-members, they should pay a fee; further careful study is required of this proposal,
- 7) ISPS Code-Port Readiness Survey 2004
The Secretary General presented

a report summarized from the latest survey conducted among members on the status of ISPS Code implementation, which would be shortly submitted to IMO at their MSC meeting in May.

4. Resolutions

- 1) Resolution of Ship Port Interface Working Group
Mr. v.d. Laar proposed a resolution to be addressed to IMO, which requested to continue the Ship/Port Interface Working Group being transformed as a body under the Maritime Safety Committee. The resolution was unanimously adopted.
- 2) Resolution of Thanks
Finally, the Board adopted a resolution of thanks addressed to South Carolina State Ports Authority and all sponsors contributing to the meeting.

5. Closing remarks by Chairman

President Struijs adjourned the meeting by making his closing remarks as attached.



Agenda for Mid-term Board Meeting

(Sun 25th-Wed 28th April 2004)

Sunday, April 25

- 07:30-09:00 **Officers' Meeting**
 09:00-12:00 **Internal Committee Meetings**
1. Finance Committee
 2. Renewal of journal, Ports and Harbors (CC&N Members are requested to join)
 --Coffee break--
 3. Membership Committee
 - 14:00-17:00 4. 50th Anniversary Committee
 --Coffee break--
 5. Long Range Planning/Review Committee
- 09:00-12:00 **Technical Committee Meetings**
 (Committee meetings will be held simultaneously)
- PSEMO/DTF (jointly held)
 - Legal Protection
 - Ship Trends
- 14:00-17:00
- Combined Transport and Distribution (Logistics)
 - Port Planning/ Construction
 - Communications and Networking
- 18:00-19:30 Social Event
 Cocktail Reception – The John Rutledge House

Monday 26th April

- 09:00-12:00 **Technical tour-Harbor tour**
 14:00-17:00 **Special Session** (exchange of views and discussion)
1. Port Security
 - 1.1 Keynote presentation (Mr. P Mollema, Rotterdam, Netherlands)

- 1.2 Panel discussion based on report from each region on the status of ISPS Code implementation
 --Coffee break--

2. Regional topics
 - 2.1 Asia/Oceania (Mr. June-Suk Choo, Busan, Korea)
 - 2.2 Africa/Europe (Mr. S. Luhigo, Tanzania)
 - 2.3 Africa/Europe (Mr. A. Ratnieks, Riga, Latvia)

- 19:00-20:30 Social Event
 Welcome to Charleston Dinner – Old Exchange Building

Tuesday 27th April

- 09:00-10:00 **Regional Board Meeting**
 (Agenda to be advised by each Regional Vice President)
- 10:00-10:30 --Coffee break--
 10:30-12:00 **Board Meeting Session I**
1. Opening remarks by President Struijs
 2. Welcome remarks by South Carolina State Ports Authority (Mr. Groseclose)
 3. Declaration of Quorum (Mr. van Zoelen)
 4. 50th Anniversary (Mr. Taddeo)
 5. Secretary General's report
 6. Confirmation of new Exco Members
 7. Signing Ceremony for MOU between AAPA and IAPH including remarks by President of IAPH/President of AAPA

- 14:00-17:00 **Board Meeting Session II**
1. Programmes for Shanghai Conference by Conference Vice President (Mr. Lu Haihu)
 2. Places of Refuge (Chair of Legal Protection Committee)

--Coffee break--

3. Port Security (Chair of PSEMO / Secretary General)
4. Members' needs survey (Chair of Long Range Planning Committee /Secretary General)
5. Membership promotion (Chair of Membership Committee)

- 18:00-21:00 Social Event
 Low country Seafood Boil – Boone Hall Plantation

Wednesday 28th April

- 09:00-12:00 **Board Meeting Session III**
1. Renewal of journal, Ports and Harbors – status report (Secretary General)
 --Coffee break--
 2. Future Meetings
 3. Technical Committee reports by respective Chairs or Vice Chairs
 - 3.1 PSEMO /DTF
 - 3.2 Ship Trends
 - 3.3 Combined Transport, Distribution and Logistics
 - 3.4 Legal Protection (including presentation on the database of international maritime conventions)
 - 3.5 Port Planning and Construction
 - 3.6 Communications and Networking
 4. Future IAPH meetings (Presentation by Port of Dunkirk Authority, France)
 5. Resolutions and other issues (if any)
 6. Closing remarks by President Struijs



Meeting of Africa/Europe Region

April 27, 2004, Charleston

DRAFT MINUTES OF THE MEETING

1. Opening

Chairman Gama opens the meeting, welcomes the participants and expresses his appreciation for the warm welcome extended to the delegates by the Port of Charleston. He is pleasantly surprised by the large number of Africa/Europe region members (25) that have responded to the invitation to participate in this meeting.

2. Minutes of meeting in Tallinn

The minutes of the Regional meeting in Tallinn in February 2004 are approved without amendment.

It is decided that the annex to the minutes with detailed information on the Ballast Water Management Convention will be made available to all IAPH members.

3. Vacancies in the Regional EXCO

In Tallinn the departure of Mr. Vergobbi from the port of Dunkirk was already announced and the name of Mr. Brassart (Port of Marseilles) was put forward as a possible candidate. Since no other candidates have been put forward, Mr. Brassart is appointed by the meeting as EXCO member for the

Africa/Europe Region.

Mr. Gama informs the meeting that he has received a message from the Port of Tallinn, announcing the departure of Mr. Rassmann as CEO of the Port of Tallinn, creating another vacancy in the Regional EXCO.

He asks for suggestions regarding possible candidates and the name of Mr. Loginovs of the Port of Riga is put forward from the floor.

Chairman Gama invites other potential candidates to come forward so that a decision can be made at the forthcoming meeting in Egypt in December 2004.

4. 50th Anniversary of the Association in 2005

The meeting is brought up to date as to the planned events throughout 2005 in Tokyo, Shanghai and Los Angeles.

Chairman Gama advises the meeting that London, given the presence of the IMO, is a serious candidate as one of the locations where regional festivities may take place.

He asks the meeting for suggestions regarding an African location for anniversary festivities, and the suggestion emerges to combine this with a regional Europe/Africa meeting in con-

junction with the yearly PAPC event.

5. Meeting Dates

Dates and venue for the December meeting in Egypt have yet to be established.

The 2005 meeting in Sines will take place from February 22-25, but these dates need yet to be confirmed. Head Office in Tokyo is requested to contact the port of Sines with the aim to be able to supply details on the meeting during the meeting in Egypt.

6. Mid-Term Conference in Dunkirk, 2006

Mr. Braems from the Port of Dunkirk advises the meeting that he will make a presentation in the plenary meeting tomorrow (April 28). The dates for the conference are tentatively set around the end of May 2006.

He advises the meeting that Mr. Jean Claude Terrier has succeeded Mr. Vergobbi as CEO.

7. IAPH Conference 2009

The chairman advises the meeting that the shortlist of candidate ports for the conference in 2009 should be available at the forthcoming conference in Egypt and finalized at the Shanghai conference in 2005.

8. Closure

In closing the meeting, Chairman Gama thanks the participants for their contributions to the discussions and advises that the minutes of this meeting will be circulated/published within a matter of weeks.



Committee Report Communication & Networking Committee

April 27, 2004, Charleston

DRAFT MINUTES OF THE MEETING

Attendants :

- **Argentina James**
Port of Houston Authority
- **Naomi Kogon-Steinberg**
Steinberg and Associates
- **Satoshi Inoue**
Secretary General
- **John Hirst**
AAPMA
- **Captain Nakayama**
Port of Nagoya
- **Jose Perrot**
port of Le Havre Authority

During this Mid-Term Conference, held prior to the meeting of CC&N other meetings, topics regarding this committee were discussed: the future of the Ports & Harbors journal, the means for attracting new members, etc. Further to this discussion it was admitted that the Association should develop its communication strategy, even if in the past years a lot has already been done.

Agenda:

1. **To propose the best solutions to promote the Association throughout the World**
(external communication)
2. **To enhance the exchange of information between members of the Association**
(internal communication)

1. *To propose the best solutions to promote the Association throughout the World:*

To fulfill this objective it was recommended that the public relations efforts carried out by Headquarters should be strengthened. The objective is to make people know on a timely basis all the various actions carried out by IAPH to promote the world port industry. This may help to attract new members.

The issue of press releases, the regular updating and improvement of the web-site, and the development of a newsletter designed for the "outside world" were among the actions proposed.

To succeed the attendants suggested that the Secretary General should :

- Be assisted by an expert in public relations able to propose a public relations strategy adapted to the ambitions of a world organization.
- Have closer communication with the Chairs of the Technical Committees and the different Liaison Officers, as it was noticed that the Head Office was not always aware of what was going on in real time. To give value to the different activities carried out by its active committees and members, the SG needs to be fully informed in time to put out press releases, newsletters, update the web-site...
- Make more frequent press releases to inform people for example, about the outcome of mid term meetings, IAPH attendance at IMO meetings, etc...

2. *To enhance the exchange of information between members of the Association*

The Secretariat General has taken several steps with a view to gathering and spreading information on topics of extreme importance for the port and maritime industry, among them security. Among these actions are the opening of special pages on the web-site (including QA), special on-time surveys, and mailings.

Regarding the existing newsletter, it was noted that it is a tool of great interest that provides regular information to members. Nevertheless the information could be improved by issuing news on Association activities in different areas (IMO committee meetings, IAPH committee meetings...). But, once again, to do so the SG needs to be aware. As such, it is recommended that Committee Chairs, Liaison Officers...advise Tokyo that they will be attending IMO meetings, the outcome of such

meetings, and other achievements – all of which would be reported in a very timely manner in a newsletter and on the web-site.

Regarding the Membership Directory, it's revamping a few years ago is greatly appreciated. Nevertheless, it's yearly updating is a major effort. To facilitate it's yearly issuance and maintain the daily updating of its information, the attendants recommend putting it on-line in the Members area of the web-site, which is only accessible with a password. Each member will be in charge of updating the information related with its company.

As far as the web-site is concerned, it must be kept up to date at all times and after four years a revamping of the design could be considered.

Other :

Assistance to the Chairs of the Technical Committees :

The Chairs of the Technical Committees have to organize the meetings, prepare the agendas, contact members, hold discussions and take notes for the minutes. This is time consuming for Chairs that have many other priorities. To facilitate their work the support of the Secretariat would be very welcome. The idea should be that a staff member follows the work of a group of TC and gives assistance to the Chairs. The advantage of this suggestion is that the SG would be aware of what's going on in the different groups and could play an efficient role to harmonize discussions and avoid overlaps. However it's impact on the IAPH finances and Head Office staffing should be carefully studied by the Secretary General.

Developing a network between the IAPH Members :

The development of networking within the Association is also one of the Committee objectives. It was suggested that we should encourage people to develop exchanges through e-mail. This having been said, the main problem is probably priming and then maintaining interest in such exchanges. One idea is to encourage the different Technical Committees to extend their communication through e-mails (even if the feedback is often very deceiving). This point should be an occasion for further discussions. All proposals are very welcome.

Committee Report Port Safety, Environment and Marine Operations and Dredging Task Force Joint Meeting

April 26, 2004, Charleston



DRAFT MINUTES OF THE MEETING

List of participants:

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Fer M.J. van de Laar (Chair)
Amsterdam Port Authority, Europe Office 2. John Hirst (Vice Chair)
AAPMA, Australia 3. Nouhoum Diop
Port of Dakar, Senegal 4. Bory Steinberg
Steinberg Associates, USA 5. Constantijn Dolmans
IADC, Netherlands 6. Manuel Guerra
Port Authority Valencia, Spain 7. Andrew Webster
TT Club 8. Peter Mollema
Port of Rotterdam, Netherlands 9. Alvaro Rodriguez Dapema
Puertos del Estado, Spain 10. José Luis Estrada Llaquet
Puertos del Estado, Spain 11. Andris Ratnieks
Free Port of Riga, Latvia 12. Hans-Juergen Roos
City of Bremen, Germany | <ol style="list-style-type: none"> 13. A.M.M. Shahadat Hossein
Chittagong Port Authority, Bangladesh 14. Antonio Navarro
Port of Aviles Auth. Puertos del Estado (S) 15. Dr. Geraldine Knatz (Chair DTF)
Port of Long Beach, USA 16. Ousman M. Jobarteh
Gambia Ports Authority 17. Abdul Rahim
Penang Port Authority, Malaysia 18. Fung Yat Weng
Penang Port Authority, Malaysia 19. Peter van der Kluit
IAPH Europe Office |
|---|---|

1. Opening
Chairman Van de Laar opened the meeting and welcomed the attendants. He advised the meeting that Mrs. Geraldine Knatz will join the meeting around noon, due to late arrival from Washington.
2. Apologies for absence
Notes for absence had been received

from the following persons: Henk Regelink, Hans de Goeij, Marios Meletiou, Bala Subramanian, Mike Compton, Bernard Coloby.

A total of 19 persons (see attached list) participated in the meeting which is an encouraging sign.

3. Minutes of meetings in Rotterdam, October 2003
The minutes of the joint meetings with the Dredging Task Force and the Committee on Legal Protection were endorsed without comments. The meeting concluded that joint meetings provided added value and that they should be continued.
4. Matters arising
Van der Kluit provided the meeting with some details on the recently adopted Ballast Water Management Convention and elaborated on the perceived conflict between the entry into force conditions and the use of fixed dates.
An explanatory paper has since been submitted to IAPH Head Office in Tokyo for dissemination to all members.
5. Draft ICHCA/IAPH submission to DSC on the reporting of incidents of containers containing dangerous goods.
The meeting endorsed the text of the main body of the submission, but advised that the text of the annexed questionnaire needed strengthening. Mr. Andrew Webster, who would attend the next meeting of the ICHCA International Safety Panel, that would also discuss the draft, agreed to ask the original writer of the questionnaire, Mr. Compton, to draft a new version.
It was noted that provision of more information to IMO could be beneficial but that it would be more appropriate that attention be given to the real problem viz. the lack of implementation of existing requirements with regard to the proper packing of containers in general and those with dangerous goods in particular. Members were advised to approach their respective governments to ask for such implementation. Another route of ensuring that the packing and stowing requirements are complied with could be the setting up of a system whereby container stuffers would have to be licensed – as is the case in the airline industry. Apart from IMO, ILO

would also need to be involved.

6. Port and port facility Security
It was noted that the reports received by the Secretariat from Member Ports indicated difficulties for a large number of port facilities to meet the July 1, 2004 deadline while most ports were nevertheless of the opinion that this deadline would be met.

One of the difficulties reported was the apparent lack of co-operation of the appropriate State Government Departments responsible for the implementation of the SOLAS Convention changes. It was further noted that the Contracting Government is only required to ensure that security assessments are carried out and not required to actually perform these assessments themselves. This work can be easily done by the port facility with the help of private companies specialized in such assessments. It was noted that some insurance companies had indicated that they would not cover claims for the consequences of non-compliance on July 1, 2004 for this reason.

Various members indicated growing and direct involvement of the G8 group and the EU in establishing a level playing field in security matters by insisting on consistent and uniform auditing of security matters in their own and other ports. As a consequence the USCG got heavily involved which in turn seemed to be steering the proceedings of an ISO working group that IAPH had been invited to cooperate with. This group – originally set up to develop training guidelines – was now setting up assessments procedures for port facility security.

IAPH has put forward a number of critical remarks, which resulted in a document that might be useful in addressing assessment and the consequent development of security plans.

However, when the result of the Working Group is considered with its original intention, there remain serious grounds for criticizing the ISO as to the process of the project and for not disclosing the true nature of the work they had been commissioned to perform. Only in the last meeting was the exact ground for the initiative revealed.

7. Ship port interface
The Committee was pleased to note

that the subject of the Ship Port Interface Working Group had been put on the agenda of the MSC for its upcoming May 2004 meeting. Essentially document MSC 78/25/2 proposes three options to continue the work of the SPI group

- retain original setting as a WG of FAL
- WG of MSC and FAL
- WG of MSC or FAL

After discussion within the Committee it was noted that the group was inclined to recommend to the IMO that the option where SPI would continue as a working group of MSC was preferred but no formal decision was reached and the Committee would take the advice of the Board Meeting into account.

On reassessing this subject and the item of dangerous goods in containers it was emphasized that support of ILOP should be sought in both matters since they appeared to be a more natural ally in dealing with these subjects in IMO.

8. International Safety Guide for Oil Tankers and Terminals (ISGOTT)

The Chairman informed the meeting that he had participated in an editing working group of the three parent organizations (OCIMF, ICS and IAPH) that has revised and updated the fourth edition of the authoritative ISGOTT that was issued in 1996. The fifth edition will be published in the course of 2004, after it appeared not possible to present it at IMO's MSC in May this year.

9. Dredging task force issues

Mrs. Geraldine Knatz presented the annual DTF report, that is attached to these minutes.

In addition she advised the meeting about an important World Dredging Congress in Hamburg from September 27- October 3, 2004.

She further advised that the London Dumping Convention will cover examples of site management and monitoring plans at ocean disposal sites.

A working group on emergency procedures will convene in the fall of 2004. Earlier in April comments on this subject had been submitted on behalf of IAPH.

Mrs Knatz informed the meeting that she participates in a working group for the development of action lists. However, since the WG was

established at the last meeting of the LC, no work has been produced by the WG. In a similar context she will follow up on a UK paper and an OSPAR paper on action levels for dredged material.

The scientific group of the LC has been tasked with the development of guidance on the handling of 'spoilt' cargoes; these are organic materials that have been contaminated and are unsuitable for their original use. Disposal at sea is one of the options to dispose of these cargoes, but concerns are raised when these cargoes would consist of genetically engineered material.

The Scientific Group has also been asked to evaluate the use of waste material to form artificial reefs. It should be ensured that this should not be done to circumvent the LC Convention.

Mrs Knatz advised the meeting that via IMO she has been contacted by a student from Gothenburg, who has offered to carry out studies in the sphere of interest of the LC and the Dredging Task Force.

Mrs Knatz concluded her presentation by describing a number of Air Quality Projects in the Port of Long Beach aimed at reducing emissions from ships when in port, by supplying them with electricity from shore. With regard to the role and direction of the Dredging Task Force the meeting concluded that the joint PSEMO/DTF meetings will be continued.

Regarding OSPAR, no official role for the DTF is envisaged. Via PIANC PSEMO/DTF will be advised of relevant issues.

The meeting was advised that the organizers of the Shanghai conference have asked for a speaker on dredging issues.

10. Any other business

The Chairman asked members to submit comments on the draft document "Unseen dangers in containers" that is presently under development in the ICHCA International Safety Panel.

11. Next meeting

Thanks to the kind co-operation of Capt. Rahim it proved possible to meet in the fall of 2004 in Penang. Further details will be communicated in due course.

Committee Report Legal Protection Committee

April 25, 2004, Charleston



DRAFT MINUTES OF THE MEETING

Present:

- **Mr Jacques BRAEMS**
Port of Dunkirk Authority
- **Mr Michael FOSTER**
TT Club London
- **Mr Satoshi INOUE**
IAPH Head Office, Tokyo
- **Mr Jean MONGEAU**
Montreal Port Authority
- **Mrs Anne-Caroline RIOUX**
- **Mrs Cleopatra SHICEKA**
National Ports Authority of South Africa
- **Mr Geoffrey VAZEY**
Port of Auckland
- **Mr Frans van ZOELEN**
Port of Rotterdam

Apologies for absence:

- **Dr Carlos Antonio FERRARI**
Administracion General de Puertos
Buenos Aires
- **Mr Marcel-Yves le GARREC**
Port of Bordeaux Authority

1. Opening

Frans Van Zoelen informed the CLP members that Bruno Vergobbi had left the Port of Dunkirk Authority and so he resigned all his mandates from IAPH.
In this situation the vice-chairman

Frans van Zoelen will temporarily be the acting chairman.

He received apologies from Carlos Antonio Ferrari for his absence and Jacques Braems received the same apologies from Marcel-Yves Le Garrec.

Finally, the chairman welcomed Anne-Caroline Rioux who worked to prepare the IAPH legal database.

2. Approval of the agenda

The chairman proposed to upgrade item 8 – Implementation of an IAPH database on international conventions – to the beginning of this meeting, point 4.

3. Approval of the minutes of last meeting held in Rotterdam on April 27, 2004

The minutes were published in the IAPH's "Ports & Harbours" Magazine (March 2004 issue). Each page of the report was approved but the apologies for absence from Cleopatra Shiceka and Jean Mongeau should be added.

4. Implementation of IAPH data base on international conventions

Jacques Braems explained that following several discussions during CLP meetings he proposed to Bruno Vergobbi to hire a law student to prepare the legal database that was requested by all CLP members and approved by Peter Struijs and Thomas Kornegay.

The terms of reference of the work (see attached document) were circulated by email to each CLP member for comment and when A.C. Rioux began the work she sent the list of international conventions for approval and comments.

Today the work was provisionally ended and a power-point presentation was made by Jacques Braems and A.C. Rioux (see attached document).

The President addressed his congratulations for the good work achieved and opened the discussion.

During the discussion Jean Mongeau found that it would be useful to define some maritime terms such as "Duc d'Albe" and that the decisions and references concerning a convention in each country should be added.

A.C. Rioux indicated that the main legal terms are defined in the (LDB). Michael Foster indicated that we can easily imagine future development such as :

- The explanation of the convention on a national basis.
- The references and cases relating to the conventions in the different countries.
- The reluctance of national authorities to implement them in the national law.

Jean Mongeau suggested to supplement the summary with the actions conducted in each country.

The chairman found that it was a very good step to understand the international maritime conventions but we can go further, improving it with national references in each country.

After the general discussion, the members moved to the main issues to implement the database.

a) Availability

All members were in favour of making this legal database available on the web-site. Frans van Zoelen proposed to use the next half year to check the text in detail the texts before putting it

on the web-site. On principle there was no computer problem to use HTML on the web-site for this application.

b) Updating

This emerged as a very important question because the quality of the database was directly linked with the updating of the text. It was decided to put this question on the agenda of each CLP meeting.

c) Accessibility and opening

The committee found that this question should be discussed with the board of directors and the communication committee.

d) Warning

A warning should be added to the effect that the IAPH cannot be liable for an error in the information contained in this legal database.

Geoffrey Vazey was wondering if we have to deal with this question as long as the convention is not ratified.

Jean Mongeau indicated that a recommendation on the risks and threats would be useful.

Cleopatra Shiceka was to prepare a paper in cooperation with Michael Foster and mail it to each member for comments during the next meeting.

b) Bunker Spill Convention

The May issue of Ports & Harbours magazine gave an overview of this question and was a reference for this point.

c) 88th Session of IMO 19th/23th

April

Nobody attended this meeting and no minutes were available at this time so this question was put off to the next CLP meeting.

Cleopatra Shiceka thought this question was very sensitive because, if states do not take into account this request, they may be accused of contempt for human life. Jean Mongeau said that if the government accepts to apply the convention it will limit its liability but this question become a hard to resolve domestic issue.

Michael Foster was to prepare a paper concerning the need for specific insurance to cover the risk linked with a place of refuge and the IAPH position paper will be updated by the Chairman before the end of summer and circulated to members by email so we can propose a text for the October session of IMO.

It was also suggested to seek the advice of the legal manager of the Port of New York & New Jersey.

5. IMO - subject

a) Ballast Water Convention

The international conference of February 12, 2004, approved a draft text, and P. Van der Kluit and Frans van Zoelen published an article on this question.

Michael Foster asked whether the ratification would be interesting for ports and if some lobbying action would be useful.

The chairman replied that ports may have to waste collecting equipment.

Cleopatra Shiceka thought it was necessary to study the convention in detail and to prepare an opinion. She agreed to do this job.

The chairman proposed to put the analysis of the convention on the agenda of the next CLP meeting.

6. Place of refuge

Different documents were circulated to inform members: a power-point presentation of Frans Van Zoelen and a list of questions raised by the CMI sub-committee that was asked to give an opinion on the issue of places of refuge.

A conference at the end of May 2004 in Vancouver should bring many answers to CMI questions.

Cleopatra Shiceka said that, in case of emergency there may be a risk for port employees, which should be avoided.

Frans van Zoelen was asking if a new regime for compensation should be proposed.

Michael Foster found that the state government will be requested to compensate the costs incurred.

9. Resignation of Bruno

Vergobbi as Chairman of CLP and appointment of a new Chairman.

The question of a new chairman selected from another region was raised. At the time of the meeting, a final decision had not been made by President Struijs.

The candidacy and screening process was open.

10. Any other business

Michael Foster was to send an article concerning the legal liability of ports for the ISPS Code.

11. The next meeting will take

place in Paris on Friday December 10 at UPACCIM.



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World Ports
Association

Committee Report Ship Trends Committee

April 25, 2004, Charleston



DRAFT MINUTES OF THE MEETING

Attendance :

- **Capt. Hj. Abdul Rahim bin Abd. Aziz**
Chairman
Penang Port Commission
- **Mr. Alex Kabunga**
Delegate
Kenya Ports Authority
- **Mr. Jaruman Akida**
Delegate
Kenya Ports Authority
- **Mr. Foong Yat Weng**
Delegate
Penang Port Commission

1. Opening

Chairman Capt Hj. Abdul Rahim bin Abd Aziz welcomed delegates present in the Ship Trends Committee in this meeting at Charleston, South Carolina, United States of America.

2. Report To Ship Trends Committee

The Chairman tabled his report on the Ship Trends Committee touching on the importance of world seaborne trade which has expanded to 5.88 billion tonnes with Asia reporting the largest share of the world tonnage of seaborne loaded goods at 37% in the previous year.

2.1 Transshipment

Presently, top transshipment ports still handle 72.5% of the trade. World container trade has grown by 9.07% per annum since 1980, increasing from 38.8 million TEUs handled through world ports to 272.8 million TEUs by the year 2002. The last 3 years saw some newcomers to the

port scene, notably Shanghai, Gioia Tauro, Tanjung Pelepas, Port Klang, Salalah, Marsaxlokk, Kingston and Freeport who have been able to wrest significant market share away from the established ports. The new development also saw Maersk and Evergreen moving from Singapore to Tanjung Pelepas, Shanghai capturing market share from the Japanese and Korean ports and Salalah being developed by Maersk in competition with Dubai and Colombo. Developments such as Taranto and SCCT in Egypt are expected to provide further competition in the near future.

2.2 Container Trade

On container trade the meeting noted that world container traffic totalling 87.1 million TEUs in 2003 is expected to grow 8.4% in 2004 to 94.4 million TEUs and another 10.2% in 2005 to 104 million boxes. Stronger growth is expected in the Asia-USA market, whereby China GDP growth is forecasted at nearly 8% in 2004 whilst economies throughout Asia (except Japan) are expected to grow by 6%.

A recent BRS Alphaliner forecast for worldwide containership capacity predicted a growth of 9.5% in 2004 and 11% in 2005 from the current base of 6.6 million TEUs. Thus, transpacific averages appear to be comparable as new ships of 7,000-TEU capacity are more evenly deployed among the transpacific and other markets.

The meeting also discussed the removal of apparel quotas which is expected to generate a high volume

of shipments early 2004. The Kenya delegates felt that the removal of apparel quotas may have a significant impact on the textile products in African region, in particular Kenya.

2.3 Containerships

The chairman pointed out the ever growing size of tomorrow's container vessels, notably on the emergence of mega-ships in ocean shipping. He noted the recent news that orders had been received by a South Korean shipyard for even bigger ships with the capacity to carry 8,200 TEUs. The orders are for four (4) such giant vessels by a Paris-based shipping line. Now, though, Hapag-Lloyd, Orient Overseas Container Line and Seaspan Container Line have all declared that they have 8,000-TEU-plus units under construction in South Korea. These giant vessels are expected to drastically lower the unit cost for the carriage of containers, enjoying economies of scale, and are viewed as the optimum size for deployment in major shipping lines in the East-West trades.

3. The delegates from Kenya suggested to include sectors such as cruise liners, cargo ships, tankers and bulk carriers in the next report for the Ship Trend Committee. Towards this end, they agreed to forward to this Committee related feedback, reports and statistics especially on the passenger cruise sector as additional material in the next Ship Trends report. They also shared their views and experiences on the potential to develop cruise industries in Kenya and neighbouring African countries.
4. The chairman also noted that the Committee has yet to receive the full list of its members. He would like to contact these members personally so as to obtain feedback for future reports on global shipping trends. In addition the meeting proposed to have at least one meeting before the Conference in Shanghai, China next year.
5. It is proposed that the next Ship Trends Committee meeting to be held coinciding with the Committee on Port Safety, Environment and Maritime Operations in Penang, Malaysia sometime in October /November 2004.
6. Closing
The Chairman thanked all delegates present for their contributions to this meeting.

Committee Report Combined Transport, Distribution & Logistics Committee

April 25, 2004, Charleston



DRAFT MINUTES OF THE MEETING

List of participants

- **Mr. José Luis Estrada Llaquet**
Planning Director, Puertos del Estado, Spain. Chairman.
- **Mr. Ravi Budhiraja**
Jawaharlal Nehru Port Trust, Mumbai, India
- **Mr. Andris Ratnieks**
Freeport of Riga Authority
- **Mr. Michael Foster**
TTClub, United Kingdom.
- **Mr. Álvaro Rodríguez Dapena**
Intermodal Planning Area, Puertos del Estado, Spain.

1. Welcome reception by the Chairman, Mr. José Luis Estrada, Planning Director, Puertos del Estado, Spain. Mr. José Luis Estrada offered a special welcome to the Committee members for their presence, and also to Mr. Michael Foster, Director of TTClub (the Transport Mutual) in UK and Ireland. Mr. Estrada indicated that all the Committee Members had been invited and some of them had excused

their presence:

- Mr. Macario Fernández, Port Authority of Santander, Spain
 - Mr. Francesco Ghio, Port Authority of Livorno, Italy.
 - Mr. John Hirst, Association of Australian Ports & Marine Authorities
 - Mr. Harilaos N. Psafaratis, Maritime Transport NTUA, Greece.
 - Mr. José Gambetta, ENAPU – Peru
 - Mr. Terumi Ijima, Coastal Development Institute of Technology, Japan
 - Miss Nyameka Madikezeta, National Ports Authority of South Africa
 - Mr. Arnold Bakelaar, Commercial Division Business Development-Logistics, Port of Rotterdam.
 - Mr. Rani Jadhav, Mumbai Port Trust, India
 - Mr. I. Sarmulis, Vetspils Free Port Authority.
2. Approval of the last meeting's minutes
The minutes of the last meeting of the Committee held in Sta. Cruz de Tenerife (Canary Islands), on

January 29, 2004, were approved unanimously.

3. Analysis of comments received on port cases
Two specific reports were given to the Committee Members:

An updated report of practical port cases on logistics, including the following contents:

- **Introduction**, by Harilaos Psafaratis
- **The Freeport of Riga: Connecting the East and the West**, by Leonids Loginovs
- **FAMAS project**, Port of Rotterdam, by Arnold Bakelaar.
- **The ZAL: Logistics Activity Zone. The Ports of Barcelona's Multimodal Logistics Platform**, by Santiago Bassols (CILSA)
- **Development of Dry Ports Linked with Port of Santander**, by Macario Fernández Alonso-Trueba
- a report containing the timetable, the minutes of the last Committee Meeting, the annual report, the FAMAS project review and the list of Committee Members.

Mr. Estrada thanked the authors for their efforts reviewing and also writing new port cases and gave a presentation of each part of the last report above mentioned.

In particular, Mr. Estrada described the contents of the Committee Annual Report presented to the Mid-Term Board Meeting. The Annual Report summarizes Committee activities and also includes in an Annex an index of the final publication to be presented in the IAPH Congress to be held in Shanghai next year, with the current situation of each case.

Each existing case has been reviewed. In particular, Mr. Estrada informed that the Introduction of the final publication will be written by a single author, Mr. Harilaos Psaraftis, and also announced that a new FAMAS project has been presented drawing attention to the logistics concepts for Road Container Handling on the future 2nd Maasvlakte.

Also, Mr. Andris Ratnieks informed that the case of Freeport of Riga is now in the process of being updated, and a first draft of new contents for the future ongoing report was presented.

Some other cases, like the Spanish ones (logistic platform of the port of Barcelona and the dry ports linked

to port of Santander) are also pending on a review, in order to adapt them to the general common structure adopted last year in the Meeting held in Amsterdam, 19th February, 2003.

4. Analysis of proposals for preparing new port cases
An index of the final publication has been presented by Mr. Estrada. This index has been presented with the current situation not only of each existing case, but also of new cases proposed. Each case has been analysed briefly by the Committee. In particular, Mr. Estrada informed that two proposals of logistic chains related to dry bulk terminals have been proposed, one in Newcastle (Australia) to Mr. John Hirst, and the other one in Richards Bay (SouthAfrica) to Miss Nyameka. The Committee Members agreed with the idea to include this kind of analysis in the final publication, just to enrich it with a wide-scale description of the coal chain between mines and the port. Mr. Michael Foster gave special importance to the fact that the reports should be oriented to show ports' strategies as they relate to logistic chains. It would be very useful to achieve interesting conclusions about experiences in different ports, but there could be some difficulties in creating a common framework for all ports. For example, the land surface needed to develop logistic platforms in ports could be a

relevant problem for European ports, but perhaps not in other continents with less urban or environmental pressure.

Mr. Estrada asked Mr. Foster if it is possible to find an interesting experience in the United Kingdom related to the logistics and/or intermodality in ports, taking into account the privatisation process in the United Kingdom which affected rail and ports management. Under these circumstances, a new port case in the United Kingdom will be explored by Mr. Foster.

Mr. Rani Budhiraja presented a new case entitled Jawaharlal Nehru Port: India's Own Super Port, which follows the general structure proposed initially for the reports. Mr. Estrada gave special thanks to Mr. Budhiraja for his effort writing the report and told him that the report will be analysed by the rest of the Committee, following the same procedure as the rest of cases.

Mr. Estrada pointed out the necessity to extend the analysis to continents other than Europe. In particular, it would be very important to gather cases located in America and Asia. To reach this objective, several contacts have been made, including the IAPH Vice Presidents of each Region, and also a call for reports has been included in the Annual Report.

5. Objectives of the Committee for the next term
The objective agreed in the last

Committee Meeting, held in Sta. Cruz de Tenerife, has been confirmed, and the final publication of the cases should be finished at the end of the year - in time to be presented at the IAPH Congress to be held in Shanghai, on May 2005.

To achieve this objective, all the reports showing best port experiences in the field of logistics and intermodality, should be submitted before Summer. This deadline allows the initiation in September of an exchange process for comments and discussions, to be followed with a review process.

Following this schedule, Mr. Estrada proposed to hold the next Committee Meeting in Egypt, at the end of this year, coinciding with the IAPH Africa/Europe Regional Meeting. In this Committee Meeting, all the reports should be reviewed and validated for the publication and also the final conclusions should also be discussed.

6. Questions and remarks
All the participants agreed to the general objective presented by the Chairman for the next term, extending the analyses to continents other than Europe and preparing new cases before summer.

Mr. Estrada thanked Members for their attendance.



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Committee Report Port Planning and Construction Committee

April 25, 2004, Charleston



DRAFT MINUTES OF THE MEETING

Attendants:

- **Susumu Naruse** (chair)
Ports & Airports Administration, Ministry of Land, Infrastructure and Transport, Hokkaido Bureau, Japan
E-mail: naruse-s2q5@mlit.go.jp
- **Jacob Thomas**
Cochin Port Trust, India
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- **Wade M. Battles**
Managing Director, Port of Houston Authority, USA
E-mail: wbattles@poha.com
- **Phillip A. Crannell, Jr.**
Senior Vice President, CH2M HILL, USA
E-mail: pcrannel@ch2m.com

Membership of Committee

Member List of the Port Planning and Construction Committee (April 2004)

Chair

- **Susumu Naruse**
Director, Ports and Airports Administration Division, Hokkaido Bureau, Ministry of Land, Infrastructure, and Transport, Japan

Africa/European Region

- **Paul Scherrer**
Technical Director, Port Autonome du Havre, France
- **Nicholas Blell**
Director of Technical Services, The Gambia Ports Authority, Gambia
- **Shlomo Breiman**
Deputy General Manager, Planning, Operations and Information Systems, Israel Ports Authority, Israel
- **Arturo Monfort**
Head of Port Planning Department, Port Authority of Valencia, Spain
- **Jane Kitilya**
Director of Planning, Tanzania Harbours Authority, Tanzania
- **Gheorghe Moldoveanu**
General Manager, Maritime Ports Administration Constantza, Rumania
- **Gichiri Ndua**
Corporate Service Manager, Kenya Ports

Authority, Kenya

American Region

- **Richard B. Lombroia**
P.E., Director of Engineering, Canaveral Port Authority, U.S.A.

Asian/Oceania Region

- **Tony Navaratne**
Senior Port Planner, Sydney Ports Corporation, Australia
- **Koichi Daito**
Chief Executive, Port of Hakata, Japan
- **Vala Balakrishnan**
Assistant General Manager, Port Klang Authority, Malaysia
- **Waqa Bauleka**
General Manager Technical Services, Maritime & Ports Authority of Fiji, Fiji
- **Fumio Sakurai**
Director, Port Development Department, Port of Yokohama, Japan
- **M.A. Rozali**
General Manager, Johor Port Authority, Malaysia
- **Smt. Rani A. Jadhav**
Chairman, Mumbai Port Trust, India
- **Jacob Thomas**
Chairman, Cochin Port Trust, India

Presentations

Mr. Wade M. Battles, Managing Director, Port of Houston Authority, made a presentation to discuss cruising from port authority's perspectives, including a home port vs. a port of call, economic impact, and operational considerations.

Mr. Phillip A. Crannell, Jr., Senior Vice President, Ports & Maritime Group, CH2M HILL, made a presentation focusing on the external development of cruise terminals, including master planning, the construction and requirement of the berth, external security, ingress and egress, traffic flows and so forth.

Others

The question and answer session followed the presentations and the attendants were able to obtain lots of in-depth knowledge and up-to-date information.

The presentations were so informative and helpful to our future work that the chair will try to increase this kind of opportunity in the forthcoming committee meetings.

Our great thanks go to the two gentlemen for their excellent presentations.

The next committee meeting will meet in Yokohama, Japan in early January next year.

IAPH Invites

Essay Contest IAPH Award Scheme 2004/2005



Eddy Bruyninckx

Chair, Human Resources Development Committee

Commemorating IAPH's 50th Anniversary in 2005

What is the IAPH Award Scheme?

First established in 1979, the contest aims at encouraging research and study into port efficiency and productivity by holding an essay contest to coincide with a biennial IAPH Conference where the Award presentation is made. Over the decades, it has been implemented with a view to contributing to human resources development of our developing member ports. The applicants were therefore limited to those individuals from such port organizations.

As IAPH is celebrating its 50th Anniversary in 2005, the contest for 2004/2005 is very "Special" both in terms of essay theme and applicant qualification.

Who can participate in the contest?

Candidates working at any level within an IAPH member organization, Regular or Associate, from any country/economy.

What is the theme of the contest?

Theme: "Action for a Quality Port"

As far as it concerns improvement of quality in port activities, you may choose any port related aspect, including but not limited to the following:

- 1) Port productivity/efficiency
- 2) Safety
- 3) Security
- 4) Environment
- 5) Relation with community

You are requested to describe

- i) the current problems/obstacles to the quality focus of your port, and
- ii) what sort of measures should be implemented to improve quality.

Major viewpoints for evaluating your essay

- 1) Uniqueness
- 2) Practicability/applicability (down to earth approach)
- 3) Effectiveness

How should an essay be written and submitted?

Essays should be the original work of an entrant and can be written in English, French or Spanish in accordance with the following specifications:

- Length: 1,500 – 2,000 words, maximum 5 pages in A4 size (21.0 x 29.7cm)
- Regardless of language used (English, French or Spanish), the entry paper should be accompanied by a brief summary in English
- The entry paper should be prepared and submitted in digital form, preferably in MS "WORD".
- It should be sent via email to the Secretary General at info@iaphworldports.org.
- Entries on paper will not be accepted.

Copyright of the winning entries will belong to IAPH, who retains the right to reproduce and publish them in IAPH media.

How are entry papers judged?

The entries will be judged by a panel consisting of the members of the Human Resources Development Committee and ad-hoc members to be appointed by the Chair of the Committee.

What are the prizes?

1st Prize: Known as the "Akiyama Prize", it consists of a award cash of US\$2,000, plus an invitation to attend the 24th World Ports Conference of IAPH, May 21-27, 2005, Shanghai, China, including traveling costs and hotel accommodation.

2nd Prize: A cash award of US\$1,500

3rd Prize: A cash award of US\$1,000

When is the deadline?

December 31, 2004

Your Entry

IAPH IT Award 2005

The Trade Facilitation Committee organises this award to demonstrate their commitment to promoting the use of information technology in ports and maritime transportation and the award is presented to outstanding projects in this arena.

Conditions of entry

The 7th award, to be presented in Shanghai in 2005, is open to entries from any Regular or Associate Member of IAPH. Any application of information technology within a port may be submitted, whether purely internal to the port authority or involving outside organisations.

The winner will be the project or application, implemented in the previous 2 years, that resulted in the greatest benefit to the port as assessed by the Selection Committee on the following criteria:

- Reduced costs
- Increased revenue
- Improved safety
- Environmental protection
- Enhanced efficiency

It is specifically intended that these criteria will enable ports in less developed countries, perhaps with limited resources and their own particular circumstances, to compete for the award alongside those who already use available technology extensively. Relative improvement for a port will be the key factor for comparison.

Project Description

Submissions for the award should follow these guidelines:

- Project Summary - Briefly describe (up to 400 words) the project. Include the business problem, the technical solution, the date of implementation and the time taken to achieve results.
- Results achieved - (up to 400 words) - Provide specific performance measurements to show the improvement resulting from implementation of the project. Examples would be cost savings, increased revenue, time savings and increased operational capability.
- Technology used - (up to 200 words) - Detail hardware, software and services that were used in the project.
- Obstacles overcome - (up to 300 words) - Explain the primary problems (technological, organisational, human etc) overcome or avoided in the progress of the project, and how these were countered.
- Technology Base - (up to 300 words) - Provide an indication of the level and extent of technology in use within the organisation before implementation of the

submitted project.

Gold, silver and bronze plaques will be presented for the best entries.

Selection Committee

The Selection Committee will review and judge the merits of all the projects submitted. The four members of the Committee will be:

- Chairman of the IAPH Trade Facilitation Committee;
- Nominated representative of the port of Shanghai (Hosts for 2005 Conference);
- A member to be nominated by the Chairman of the Trade Facilitation Committee from a region not represented by the other two members; and
- Satoshi Inoue, Secretary General of the IAPH.

Language

Submissions should be in English.

Notification of Results

The winners of the three awards will be notified in good time to allow the presentations to be made during the 25th IAPH World Ports Conference in Shanghai, China, May 21-27, 2005

Publicity

The award-winning entries will be published in the IAPH journal "Ports and Harbors".

Entry submission to ;

Entries should be provided in quadruplicate (4 copies), and sent by mail, e-mail or fax to:

IT Award 2005
International Association of Ports and Harbors
7th Floor, South Tower, New Pier, Takeshiba,
1-16-1 Kaigan, Minato-ku,
Tokyo 105-0022, Japan.
Fax : +81 3 5403 7651
E-mail: info@iaphworldports.org

Deadline for Entries

4 p.m. Japan Time
February 28, 2005

ISPS Code enters into force smoothly

JULY 1 witnessed the relatively smooth start of implementation of the ISPS Code worldwide. The port industry has been striving hard to meet the new security requirements under the ISPS Code since December 2002, when IMO unanimously adopted the amendments to the SOLAS Convention with a view to strengthening maritime security and preventing and suppressing acts of terrorism against shipping.

To assist members, IAPH took initiatives to discuss a number of issues related to actual application of the Code to port operation and security management on many occasions such as the Durban Conference, Board Meetings and Technical Committees' meetings. IAPH also established on its website a Security Question & Answer Section to facilitate exchanges of relevant information and experiences among members as frequently as possible.

On top of that, IAPH conducted a series of surveys to gauge the progress made in ISPS Code compliance and also to identify problems and difficulties faced by members. The first survey was run in April 2003, the second in September/October 2003 and the third in March/April 2004. Each time, every response was immediately circulated among members via the on-line "Security

Bulletin" on line and also compiled into a summary report, which was not only sent to members but also officially submitted to IMO, in particular highlighting major problems identified and requesting the Contracting Governments to take urgent actions to cope with those problems and assist the port industry for smooth implementation.

In June 2004, as the deadline date getting closer, IAPH requested member ports to keep us updated of the latest status of compliance, which was changing and improving significantly toward the end of the month. Based on those reports and updates received by the Secretariat, IAPH was running an "ISPS Code compliance update" to provide the latest information on compliance with the ISPS Code. The summary was also sent to the security section of IMO.

As of July 1, 2004, the compliance of member ports can be summarized as follows:

- No. of member ports in full compliance: 110 ports in 30 countries
- No. of member ports with all Port Facility Security Plans submitted, pending approval: 23 ports in 12 countries

- No. of Port Facility Security Plans approved or submitted in relation to the above ports:

You can find further details on the IAPH website. If your port is not included in the compliance lists, please let us know by writing us at portsecurity@iaphworldports.org.

While the Secretariat likes to express its sincere thanks to all members for their cooperation and support, we also believe that most members who have not yet reported have all or nearly all port facility security plans approved and placed in order in time. That is we consider why the world maritime system could roll into the new security regime on July 1, 2004 without serious disruption and delays in port activities.

Nevertheless, this is just a beginning. We will still have to expect a number of difficult situations and issues in the course of implementation of the new system. Among those are how to handle ships that are not fully compliant or have berthed at non-compliant port facilities during their last ten calls. IAPH will continue to work on these issues to make the new security system as effective and efficient as possible in every respect. Furthermore, it has now become more essential for all parties concerned with the world trade to work together to develop as quickly as possible an integrated secure system for global logistics chain. Your thoughts and suggestions would be most appreciated for the IAPH's continued commitment to the world's maritime security.

Places of Refuge CMI Conference in Vancouver May 31-June 4, 2004



Frans van Zoelen

Acting Chair of the Legal Protection Committee

IAPH was represented by Mr. Frans van Zoelen, Acting Chair of the Legal Protection Committee at the recent meeting of Comité Maritime International (CMI)'s 38th International Conference in Vancouver, May 31-June 4, 2004.

NEXT to typical maritime law subjects like General Average (Revision of the York-Antwerp Rules 1994) and the Amendments to the 1988 SUA Convention (Convention for

the Suppression of Unlawful Acts Against the Safety of Maritime Navigation), the CMI did put the subject of Places of Refuge on the agenda of its Conference in Vancouver, June

2004.

This is a further proof of the fact that the subject of Places of Refuge has been brought firmly under the international spotlight. This attention was prompted by various ships in distress, the best known examples of which were the ERIKA, the CASTOR and the PRESTIGE.

A Place of Refuge is a place where a ship experiencing difficulties seeks refuge in order to remedy those difficulties. A place of refuge may be calm coastal waters, a bay or a fjord but naturally in most cases it will be a harbor or a port basin. This is why the present subject is of particular importance to ports and port authorities.

In December 2003, the 23rd session of the IMO Assembly adopted Guidelines on Places of Refuge for Ships in Need of Assistance. The purpose of the guidelines is to offer States, captains, shipping companies and salvage companies an operational framework to respond effectively when ships experience diffi-

culties. This provides a common approach to enable complementary action to be taken by the respective parties. In particular, the guidelines offer a method of determining the operational situation of the ship in distress. The guidelines are also important to coastal states because they assist in selecting a suitable Place of Refuge for the ship in distress. Explanatory notes on the IMO guidelines are given in *Ports & Harbors, ...* edition, page Although these are guidelines, it is expected that their systematic application will lead to the departure points and courses of action incorporated therein acquiring a normative character. This means that the guidelines will become legally relevant, which will manifest itself mainly in validating the course of action pursued by the parties involved after the event.

However, the guidelines do not address the liability and compensation issues regarding damage resulting from the decision to admit a ship in distress to a Place of Refuge or to refuse such admission. The Legal Committee of the IMO was asked to examine these issues and in particular to investigate whether the existing compensation systems are sufficient or whether more is required. In turn, the Legal Committee asked the Comité Maritime International (CMI) to arrive at an opinion on this matter in order to give direction to the debate on these complex subjects. As you will know, the CMI is an organization that unites authoritative experts on maritime law.

The CMI subsequently formed an international working group in order to deal with the matter properly. The working group succeeded in placing the subject of Places of Refuge on the agenda of the 38th CMI Conference, held in Vancouver from 31 May until 4 June, and to this end identified a large number of questions for debate. Because the subject of Places of Refuge is of great importance to the international port community, the International Association of Ports and Harbors has published a so-called discussion paper setting out its opinion on the questions that were formulated. A copy of that discussion paper can be found in the members' area of the IAPH website (www.iaphworldports.org), as can the stance adopted by the IAPH at the conference in the debate on Places of Refuge.

At CMI's Plenary and Assembly meetings it was decided that CMI's working group on Places of Refuge will continue its work in cooperation with

IMO, other international organizations and all interested parties and further that the working group will submit a report to the IMO and the Executive Council of CMI on Places of Refuge and particularly on the liability and compensation regimes.

It is expected therefore that CMI's working group will meet again in the second half of 2004 in order to finalize on the basis of the considerations made in Vancouver its response to IMO's questions. This means that that CMI's report could be available for the Legal Committee of IMO of April 2005.

IAPH stance on Places of Refuge

In the CMI Conference in Vancouver, Mr. van Zoelen express IAPH's views and concerns over the issue of Places of Refuge which summarized as follows

1. Should there be an International Convention?

In the opinion of the International Association of Ports and Harbors the key topic of the subject Places of Refuge is coming to one clarifying framework in order to assess whether a ship in need of assistance should be given permission to enter a Place of Refuge. A Place of Refuge can be quiet coastal waters, a bay, a fjord, but in most of the cases a Place of Refuge is of course a harbor or a port basin.

As illustrated by Professor Eric van Hooydonk in his paper, *The Obligation to Offer a Place of Refuge to a Ship in Distress*, there is at this moment too much confusion about this question.

IAPH is of the opinion that the international community is served by an approach in which there is a balancing of interests between:

The ship in difficulty and the marine environment on the one hand

The interest and related risks at stake in the Place of Refuge on the other hand.

This balancing of interests should be done on a case-by-case basis because every incident has its own characteristics.

This approach does not give too much leeway if this *modus operandi* is

A subsequent question is how we can safeguard that this decision-making process will indeed be applied and will not be manifestly reckless. The best stimuli for this are monetary or financial consequences. This consequences will manifest themselves if the decision maker, the authority who decided on the request for granting a Place of Refuge, faces civil liability because he did not apply the decision-making process as he should have done; or if he refused a Place of Refuge where he should have given access, or he granted a Place of Refuge where he should have refused it.

Having to bear the damage caused by the faulty decision is in itself a perfect stimulus.

The instrument of criminal liability is not really functional and might lead to uncertainty, thereby delaying the decision-making process.

3. Should there be a requirement for reception facilities?

IAPH supports the view that the availability of reception facilities like floating docks will have tremendous positive effects on coping with the problems we encounter if a seagoing ship meets difficulties.

A floating dock in quiet coastal waters is in itself a Place of Refuge where the difficulties can be overcome away from residential and other sensitive areas.

Floating docks and other reception facilities should be the result of cooperation between states on a regional basis. States, which are gathered around a sea basin like the Mediterranean or are in the vicinity of an intensively used seaway, have to cooperate.

As a matter of fact it is in the interests of the States to be prepared to combat the difficulties they meet if a ship in distress enters their jurisdiction. So it is a task for a State to invest in such pre-active facilities. The inclination to do so of course depends on the vulnerability of a specific coast and the other characteristics of the coastline.

So a regional approach seems to be sensible here.

4. Does the law require greater clarity in the area of civil liability where damage ensues from a decision to grant or refuse a Place of Refuge?

If the decision-making process concerning Places of Refuge is modeled via the balance of interests on a case-by-case basis and is laid down in a rule of international law, IAPH is of the opinion that the civil liability does not require greater clarity. Indeed, the decision then has to be transparent and verifiable in order to be exposable for validation of this decision afterwards by a judgement on the basis of civil law.

What is a point of concern for this association is of course the damages caused in a Place of Refuge after the ship is granted access on the basis of a perfectly sound decision.

How sound and thoroughly the decision-making process on granting access has been, this does of course not exclude the possibility of causing damage in a Place of Refuge.

IAPH is of the opinion that additional measures have to be created in order to safeguard those (in most cases ports) which have to abide by the decision of a State to grant access to a ship in distress.

This means a solution has to be found for the situation where such damages cannot be recovered as a consequence of the limitation of liability or the absence of an additional regime. A separate regime has therefore to be created for non-compensable damage caused by a ship in distress in a Place of Refuge.

The legitimization for such an additional regime is that those who have to undergo such an extreme and extraordinary decision as to accept a ship in distress in their waters, should not be left to suffer the consequences.

5. Should the IMO Guidelines on Places of Refuge for Ships in Need of Assistance (NAV 48/19 Annex 12) be inclined in an Instrument?

Yes, the IMO Guidelines on Places of Refuge for Ships in Need of Assistance (NAV 48/19 Annex 12) should be part of the Instrument as an Appendix.

6. Should IMO Guidelines on Shipowners' Responsibilities in respect of Maritime Claims (IMO Resolution A898 (12) be included in an Instrument?
and
Should compulsory insurance and direct action

against insurers be included in an Instrument?

IAPH already asked attention for the necessity of creating an additional regime for non-compensable damage caused by a ship in distress in a Place of Refuge and suffered by those who did have to undergo the decision of a positive response towards a ship in distress seeking shelter in a Place of Refuge.

All options should have to be studied including those mentioned in these two questions.

7. Should States be entitled to require financial security before granting entry to ships in distress?

Yes, States should be entitled to require financial security before granting entry. This possibility is, for instance, functional where in the weighing of interests only monetary risks are involved. If the monetary risks attached to permitting entry are neutralized by such a financial security, this will tip the balance in favor of the ship. For this it would be indeed useful to prepare a standard for undertaking.

8. Is there scope for a voluntary scheme to be set up to fund liabilities arising from decisions to allow a Place of Refuge?

If this question points at the so-called Salvage Reward for Ports, IAPH, however sympathetic the suggestion may be, has some hesitations.

In IAPH opinion granting access to a ship in difficulties should not be the mere result of the impulse of a financial incentive which might be ignored after all: a ship in distress should be admitted on the basis of the outcome of the balance of interests on a case-by-case basis.

9. Should Places of Refuge be designated in advance and publicized?

All bays, fjords, harbors and port basins are potential Places of Refuge. It is more useful to make known or disclose the reception facilities which are in or near the vicinity of a such a potential Place of Refuge and which can make a Place of Refuge more suitable

than it looks at first sight and which information can be useful for shipping and salvor companies.

10. Should there be criteria for determining the Place of Refuge in contingency plans?

Yes, there should be criteria for determining the Place of Refuge in contingency plans. These criteria will probably develop further on the basis of experience. So these criteria should not be formulated as a static rule.

11. Should an Instrument seek to ensure that decision making about a Place of Refuge should be made by an independent person?

The decision-making process should be at a distance from the political field.

Even if the person or authority involved has a certain independence, this person or authority acts on the basis of jurisdiction derived from the State.

Therefore compensation questions, like those for measures which are not reasonable, should not be considered otherwise than if they were prescribed by the state.

12. Is there a need for decision makers to be appointed on a regional basis?

No, each State should exercise its own decisions concerning its own territory. It goes without saying that close cooperation between States who are gathered around a sea basin like the Mediterranean or are in the vicinity of an intensively used seaway, is not only useful but also necessary.

New Appointments

Two EXCO Members newly elected in Charleston

In the IAPH Executive Committee (EXCO) there had been vacancies created by the departures of several members. In Charleston, the following new EXCO members were elected to fill the vacancies by the respective regions and confirmed by the Board. We would like to wholeheartedly congratulate the new EXCO members.

1) Asia/Oceania Region



Mr. KANG Beom-Gou
Director of Port Policy Division
Ministry of Maritime Affairs & Fisheries, Korea

I am deeply honored to serve as a new IAPH Executive Committee member. I express my thanks to all the members for their support.

IAPH has increased effectiveness of ports and contributed to the development of port industry through exchanging various port-related information and strengthening cooperation with other international organizations. IAPH has also built cooperative relationships among ports.

I hope that the role and activities of IAPH as such will be strengthened one step further.

To this end, I will commit myself to fulfilling my duties as an IAPH Executive Committee member with utmost efforts.

Based on the discussions in Busan A/O Regional Meeting in February and Charleston Board of Directors Meeting in April, I hope that all the members continue to support Busan – Korea's No.1 Port – in its bid to host the IAPH World Ports Conference in 2011.

It would be appreciated if IAPH offers an opportunity for a couple of Korean port experts or maritime experts to make a speech as guest speakers at the IAPH 2005 World Ports Conference in Shanghai.

2) Africa/Europe Region



Mr. Eric Brassart
Executive Managing Director
Port Autonome de Marseille

BECOMING an Executive Committee Member for Africa/Europe Region is of great responsibility for me. The Port of Marseille Authority, 1st Port in France and the Mediterranean and 4th European Port, enjoys strong and frequent relationships with international ports all around the world. Thanks to its geographical position it also enjoys historical expertise and links with African Countries that it may share with all "Member Ports".

Every year, as part of our commercial action, our port sends delegations to visit ports authorities in Europe, Africa, Asia and North America in order to exchange our views on current issues and look for common projects.

I always pay particular attention to these business meetings, as they do not only contribute to building up strong relationships between people – with pleasure I see several Port Directors attending these meetings who I truly consider as personal friends – but they also help us in our approach to foreign markets.

I honestly believe that the IAPH has a very important role to play in the re-shaping of our activity sector and to provide opinions, recommendations and implementing projects to benefit all ports involved. As a new EXCO Member, I shall try to do my best to foster cooperation among all the IAPH family members as I used to do this for the Port of Marseille Authority and I thank you for your kind support.

Membership Notes

New Members

Associate Member:

Drewry Shipping Consultants Ltd. [U.K.]

Address: Drewry House, 213 Marsh Wall, London E14 9FJ, U.K.
Telephone: +44-20-7536-6513
Fax: +44-20-7987-9396
E-mail: Davidson@drewry.co.uk
Website: www.drewry.co.uk
Representative: Nigel Gardier, Managing Director
IAPH Coordinator: Neil Davidson, Director, Ports

Visakha Container Terminal (Pvt.) Ltd. [INDIA]

Address: Sapt Building, 4th Floor, 18 J.N. Heredia Marg, Ballard Estate, Mumbai 400 001, INDIA
Telephone: +91-22-22616451-53
Fax: +91-22-2262-1878
E-mail: kbk@jmbaxi.com
Representative: Krishna B. Kotak, Managing Director

Changes

Member Matters:

Vostochny Port Joint Stock Company [RUSSIA]

General Director: Mr. Alexander G. Ignatenko

Port of Tallinn [ESTONIA]

Chairman of the Management Board:
Mr. Mart Tooming

Autoridad Portuaria de Gijon [SPAIN]

President: Mr. Fernando Menendez Rexach

Sri Lanka Ports Authority [SRI LANKA]

Chairman: Mr. Dileepa Wijesundara

Port of Rijeka Authority [CROATIA]

E-mail: lucka-uprava-ri@ri.htnet.hr

IAPH Meetings

- **September 15 (p.m.), 2004**
Officers Meeting
NYC, New York, USA
- **December, 2004 (t.b.c.*)**
IAPH Africa/Europe Regional Meeting
Egypt
- **January 10-13, 2005**
IAPH EXCO Meeting
Yokohama, Japan
- **February 1-4, 2005**
IAPH Asia/Oceania Regional Meeting
Tehran, Iran
- **May 21-27, 2005**
24th IAPH World Ports Conference
Shanghai, China
- **October, 2005 (t.b.c.*)**
IAPH EXCO Meeting
Presidential Choice
- **February, 2005 (t.b.c.*)**
IAPH Africa/Europe Regional Meeting
Sines, Portugal
- **May 20-25, 2006**
IAPH Mid-Term Board Meeting
Dunkirk, France
- **October, 2006 (t.b.c.*)**
IAPH EXCO Meeting
In Japan ?
- **April 27-May 4, 2007**
25th IAPH World Ports Conference
Houston, Texas, USA

* Notes: To be confirmed.

Launching Seattle's Cruise Ship Industry Lessons Learned



Mark Knudsen

Deputy Director, Seaport Division
Port of Seattle

ADVENTURERS, gold-seekers, and fishermen have called the Port of Seattle the gateway to Alaska since the 19th century. Now this port city has become the gateway to Alaska for a whole new type of northern voyager. In 2004, more than a half-million Alaska-bound visitors will make the trip to America's northern frontier aboard cruise ships departing from Seattle.

Seattle's cruise business continues to be a great success story for the Puget Sound region. A recent economic impact study demonstrates that the cruise industry brings jobs and creates economic opportunity for the traditional maritime sector and beyond. While historically Seattle's maritime tradition has been closely linked to fishing and container cargoes, the Port has emerged as a major force in the booming Alaska cruise market. Passenger cruises to Alaska have grown dramatically since 1999, when the Port hosted just six cruise ships and 6,615 passengers. The 2004 season will see 150 cruise ship calls and more than 550,000 passengers.

It is easy to see why Seattle's popularity has skyrocketed. Seattle offers passengers two cruise terminals on Seattle's downtown waterfront, convenient air travel connections at nearby Seattle-Tacoma International Airport, and a choice of seven premier ships with weekly departures to Alaska. Combine those cruise advantages with a proven vacation destination and visitors find

countless opportunities to enjoy the Pacific Northwest before or after cruising.

Looking back, Seattle's experience serves as an excellent case study in how vision, investment and technology came together to launch Seattle's cruise industry. Nearly two decades ago, Port of Seattle commissioners created a vision of a vibrant waterfront development to replace the dilapidated piers and pilings that greeted visitors and vessels. This vision created a "new front door" for the city by creating a new neighborhood. After one hundred community meetings, the 11-acre Central Waterfront Project began its transformation of Seattle's downtown waterfront. The undertaking would create condominiums, restaurants, a public marina for recreational boaters, a maritime museum, a world trade center, an international conference center, commercial office space, a 1,700-space parking garage, a new port headquarters building and a cruise terminal.

The Port Commission's vision included a "shell" that would eventually be used as the Bell Street Pier Cruise Terminal and a commitment to build out the facility once a cruise line added Seattle as a cruise homeport. While development plans included the cruise terminal, Seattle could not compete with Vancouver, B.C. for the lucrative cruise business. A century old law known as the Passenger Services Act (PSA) had effectively kept Seattle out of the Alaska

market by requiring all foreign built and registered vessels to stop in a foreign port when traveling with passengers between two United States destinations. The required stop would extend the cruise itinerary past the seven-day cruise package preferred by most travelers. Even a broad-based community effort to change the federal law failed to overcome this legal hurdle.

In the end, ship technology helped Seattle compete in the market by negating this hurdle. Norwegian Cruise Line (NCL) began homeport service in May, 2000 with seven-day cruises to Alaska on board its newest and fastest vessel. The increased speed allowed the vessel to complete its typical itinerary making time for a stop in Victoria, B.C. to fulfill the federal PSA requirement of a foreign port stop— all within the marketing requirement of a seven-day vacation. As promised, the Bell Street Pier Cruise Terminal was completed with input from the Port's first cruise customer, NCL. The substantial build-out of the two-story, 69,000-square-foot structure required a phased approach with improvements in place for the year 2000 sailings, and final terminal enhancements completed in time for the 2001 cruise season.

Terminal amenities include a mechanized gangway system permitting comfortable access from the second floor ticketing level despite Elliott Bay's extreme tide fluctuations. A hospitality corridor features a café and two concierges. The popular concierge service offers baggage storage before and after cruises, reservation services for attractions, restaurants and rental cars. Clearly, the facility's strongest selling point is its downtown waterfront location just a few blocks from the Pike Place Market, the Space Needle and Seattle's retail and cultural core. Two upscale hotels give passengers the convenience of guest rooms directly across the street from terminal.

As demand for U.S. ports grew — particularly after September 11— the Port of Seattle added a second cruise terminal in May 2003 to accommodate more homeport ships. The Terminal 30 Cruise Facility occupies an expansive 40 acres with a 95,000-square-foot cruise terminal, 700 surface lot parking spaces and a mechanized gangway. The terminal is located five minutes drive from the city center and 15 minutes from Seattle-

Tacoma International Airport and is homeport for almost half of Seattle's sailings in 2004. This year Seattle will serve as homeport for Norwegian Cruise Line, Princess Cruises, Holland America Line, Celebrity Cruises and a selected homeport voyages by SilverSea Cruises and America West Steamboat.

The very presence of these remarkable vessels in Seattle's harbor is a constant reminder of the economic impact of this new community industry. To quantify the industry's contribution to the region, the Port recently commissioned a cruise economic impact study. The study, released in May of this year, found that cruise ships calling at the Port of Seattle brought \$124 million in business revenue, \$39 million in payroll and \$3.8 million in taxes into the regional economy in 2003. The study also indicated that the cruise industry was responsible for 1,072 jobs. The projections for the 2004 cruise season are even more dramatic with \$208 million in business revenue, \$59 million in payroll, \$5.8 million in taxes and 1,732 jobs into the regional economy.

Clearly, the revenue and business opportunities offered by expanding the cruise business in Seattle makes this an industry the Port is willing to support in the coming years. As the Port looks ahead and charts its course for future

cruise business, we continually reflect on the lessons we have learned in achieving success thus far. As the industry matures in Seattle, the Port continues to use the same framework to stay competitive. The framework for Seattle's success relies on implementing four "Lessons Learned" along with a number of strategies that we define as "Keys to Success". Together, this combination underlies a business strategy that serves as the foundation of Seattle's success.

Lesson #1.
Do your homework

It is absolutely critical to know the cruise lines and their target market. Understanding the company's itineraries and assessing their market strategy will help focus your port resources. The goal of this review is to determine which cruise line would view your port as adding value to their product. This examination of a port's competitive position should include a discussion of the community as a tourism destination, a review of existing cruise and airport facilities and an evaluation of the cost of key services (fuel, pilot fees, port charges). This financial analysis is particularly critical in the case of competition from a nearby port. This is an ideal

time for decision-makers to assess the local costs and challenges associated with soliciting homeport cruise business versus the less capital intensive goal of attracting port-of-call vessels.

Lesson #2.
Plan Ahead

Cruise lines considerably altered their planning horizon after September 11, making wholesale changes in their fleet deployment. While some exceptions still exist, cruise lines have resumed their 18+ month planning window. This means that a conversation with a cruise line today would focus on a ship deployment nearly two years in the future. This kind of planning horizon means that ports vying for cruise business must be prepared early on with possible incentives for the "first cruise line to enter a new market", trade advertising to promote a facility and/or destination, or custom proposals responding directly to a cruise line's particular market niche. To do this well, ports need to create a clear message about what they are selling

This is also the time to consider the investment in facilities needed to meet a vessel's operational needs as well as satisfy the requirements of local regulatory agencies. Discussions internally and with potential cruise line partners should weigh the feasibility of a temporary facility and potential phasing options for a permanent structure.

Lesson #3.
Build relationships

Building and maintaining relationships has been the foundation of Seattle's success. Spending time and energy to nurture relationships with several key constituencies will immensely increase the prospects for effective partnerships and a successful cruise program. Key groups are:

- Cruise lines
- Local community, business and labor leaders
- Regulatory agencies
- Other ports

Each relationship is important. The cruise line relationship can start with basic research to understand the cruise customer, their business strategies and identify the decision-makers. We recommend attending selected cruise functions and arranging regular customer calls to meet decision makers at the tar-



Bell Street Cruise Terminal (Seattle's first cruise facility opened in May, 2000; completed in May, 2001)

get cruise line. Appointments with a combination of marketing and operations executives will allow a port the opportunity to communicate its strengths. The cruise line needs to understand a port's ability to address operational and safety needs for vessels and passengers, along with an understanding of the tourism potential of the destination. To do this will require a financial commitment since many cruise lines are headquartered in Miami or Southern California.

Strong relationships among community, business and labor leaders will also contribute to a successful cruise program. This is an opportunity for ports to leverage their traditional role as the economic engine in the community and bring a new dimension to the existing maritime industry. To do this, consider developing a strategy to educate and involve those who benefit locally. The port will need to facilitate the communication about the cruise industry. Again, clear messages regarding jobs, potential business revenue, and tax impacts are critical.

Regulatory agencies are also critical partners in launching a successful cruise program. In the United States, meeting the regulations and expectations of a number of regulatory agencies – many still in transition as the Homeland Security Department organizes – can seem a daunting task. While most ports have experience with security and mar-

itime regulations for container and other cargoes, the added dimension of thousands of embarking and disembarking cruise passenger requirements creates unique challenges for Customs, Immigration, Coast Guard and police agencies. A similar strategy like the one used for community, business and labor leaders will be necessary, including a strong education and communication component. Ongoing discussions before, during and after cruise season will benefit both the port and the regulatory agencies as issues arise.

Consider creating a partnership among competitor ports that share a common interest and promote a similar message. In Seattle's case, the Port helped organize Cruise the West, a marketing consortium of West Coast ports interested in attracting more cruise ship service to the west coast of the United States. The group meets twice per year to discuss joint marketing strategies to expand regional markets. As a group Cruise the West attends the annual Seatrade Cruise Conference in Miami each spring. Pooling resources allows the group to purchase a large booth at the conference's trade show. The size and strategic location of the trade booth gives Cruise the West a significant presence at the conference. Each port maintains its individual identity and makes its own cruise line contacts, but every effort is made to leverage relationships

to benefit all the member ports.

Lesson #4.
Leverage Partnerships

The entities directly involved in launching and operating the cruise industry locally create a valuable partnership. But it is important to reach beyond the operational players and involve others. The tourism community, convention and visitors bureau, retailers association, and ground transportation companies all have a vital stake in the success of the cruise industry. Cruise lines look for broad-based community support for deploying a ship to a new homeport or even for a port of call. Look to these interests to provide expertise in creating a positive guest experience for passengers. Explore cruise promotional programs that offer special offers to attractions, restaurants and retailers. Perhaps these additional partners would sponsor a shuttle from the cruise terminal to the shopping district or to local attractions.

Along with the "Lessons Learned" described above, Seattle's business strategy includes constant attention, review and strengthening of several areas that we refer to as "Keys to Success". This is our internal checklist of issues that are critical to the cruise lines and define successful cruise operations.

Keys to Success

1. Costs to cruise line (port charges, stevedoring, ground transportation)
2. Revenue capabilities at the port city and proximity to other destinations
3. Facility constraints (ample area for check-in, baggage, ground transportation, parking, vehicle and provisioning truck traffic)
4. Efficient passenger flow through the cruise terminal with timely embarkation and debarkation for passengers
5. Airlift capacity
6. Cooperative relationships with labor and regulatory agencies
7. Providing for needs of crew members

As Seattle's cruise industry matures, the Port of Seattle will continue to lead the effort to sustain and expand the cruise program. While we will use the same framework to stay competitive, our new challenge is to shape a business strategy that addresses the issues that come with growth.



Terminal 30 Cruise Facility (Seattle's second cruise facility opened in May, 2003)



IMO: SOLAS amendments and ISPS Code enter into force on July 1, 2004

FAR-reaching international maritime security measures developed and adopted by IMO enter into force on July 1, 2004. The security measures, which include the International Ship and Port Facility Security Code (ISPS Code), are in the form of amendments to the 1974 Safety of Life at Sea (SOLAS) Convention and are aimed at enhancing maritime security on board ships and at ship/port interface areas. They were adopted by a Conference on Maritime Security in December 2002.

Other amendments to SOLAS entering into force on the same date include requirements for the fitting of water ingress alarms in holds, ballast and dry spaces on bulk carriers and requirements for radar transponders to be fitted in liferafts carried on ro-ro passenger ships.

Measures to enhance maritime security

The bulk of the new security measures are included in a new Chapter XI-2, entitled Special measures to enhance maritime security. The new chapter applies to passenger ships and cargo ships of 500 gross tonnage and above, including high speed craft, mobile offshore drilling units and port facilities serving such ships engaged on international voyages, and it enshrines the much-heralded ISPS Code.

The ISPS Code contains detailed security-related requirements for implementation by Governments, port authorities and shipping companies in a mandatory section (Part A), together with a series of guidelines about how to meet these requirements in a second, non-mandatory section (Part B). It is the first ever internationally agreed regulatory framework addressing the crucial issue of maritime security and represents the international maritime community's contribution to the global resistance against terrorism.

The Code requires a ship security plan to be drawn up for all SOLAS vessels, and for the plan to be approved by the flag State administration. Each ship must also have a designated ship security officer

and each shipping company must appoint a company security officer. Similarly, port facilities are also required to have an approved security plan and to appoint a designated security officer.

Both shipboard and port facility security plans must set out the details of measures to be put in place at each of three escalating security levels. National Administrations are required to set the security levels and ensure that security level information is provided to ships entitled to fly their flag. Prior to entering a port, or whilst in a port, within the territory of a Contracting Government to the SOLAS Convention, a ship shall comply with the requirements for the security level set by that Contracting Government, if that security level is higher than the security level set by the Administration for that ship.

The new chapter confirms the role of the master in exercising his professional judgement over decisions necessary to maintain the security of the ship. The master shall not be constrained by the Company, the charterer or any other person in this respect.

It also requires all ships to be provided with a ship security alert system, fitted according to a strict timetable which requires most vessels to be fitted by 2004 and the remainder by 2006. When activated, the ship security alert system shall initiate and transmit a ship-to-shore security alert to a competent authority designated by the Administration, identifying the ship, its location and indicating that the security of the ship is under threat or has been compromised. The system will not raise any alarm on board the ship. The ship security alert system shall be capable of being activated from the navigation bridge and in at least one other location.

Other regulations in this chapter cover the provision of information to IMO, the specific responsibilities of shipping companies, and the control of ships in port, including measures relating to the delay, detention or restriction of operations including movement within the port or expulsion of a ship from port.

To improve the traceability of ships on the high seas, regulation XI-1/3 of the existing SOLAS Chapter XI on Special measures to enhance maritime safety (re-numbered as Chapter XI-1) is modified to require ships' identification numbers to be permanently marked in a visible place either on the hull or superstructure.

Passenger ships should carry the marking on a horizontal surface visible from the air. Ships should also be marked with their identification numbers internally. In the same vein, a new regulation XI-1/5 requires ships to be issued with a Continuous Synopsis Record (CSR) which is intended to provide an on-board record of the history of the ship. The CSR shall be issued by the Administration and shall contain information such as the name of the ship and the State whose flag the ship is entitled to fly, the date on which the ship was registered with that State, the ship's identification number, the port at which the ship is registered and the name of the registered owner(s) and their registered address. Any changes shall be recorded in the CSR so as to provide updated and current information together with the history of the changes.

Modifications to SOLAS Chapter V (Safety of Navigation) contain a new timetable for the fitting of Automatic Information Systems (AIS). Ships, other than passenger ships and tankers, of 300 gross tonnage and above but less than 50,000 gross tonnage, are required to fit AIS not later than the first safety equipment survey after July 1, 2004 or by December 31, 2004, whichever occurs earlier. Ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.

Other amendments to SOLAS adopted in December 2002

In addition to the security-related measures, a series of other important SOLAS amendments adopted in December 2002 by the expanded Maritime Safety Committee (MSC), also enter into force on 1 July 1, 2004. They include:

Chapter XII (Additional Safety Measures for Bulk Carriers)

- New regulation XII/12 on Hold, ballast and dry space water level detectors requires the fitting of high level alarms and level monitoring systems on all bulk carriers, in order to detect water ingress. The regulation requires the fitting of such alarms on all bulk carriers regardless of their date of construction.
- New regulation XII/13 on Availability of pumping systems requires the

means for draining and pumping dry space bilges and ballast tanks any part of which is located forward of the collision bulkhead to be capable of being brought into operation from a readily accessible enclosed space.

Chapter II-1 (Construction - structure, subdivision and stability, machinery and electrical installations)

- In Part B (Subdivision and stability), a new regulation II-1/3-6 Access to spaces in cargo areas of oil tankers and bulk carriers is intended to ensure that vessels can be properly inspected throughout their lifespan, by designing and building the ship to provide suitable means for access. Associated technical provisions for means of access for inspections are mandatory under the regulation. Without adequate access, the structural condition of the vessel can deteriorate undetected and major structural failure can arise. The regulation requires each space within the cargo area to be provided with an appropriate means of access to enable, throughout the life of a ship, overall and close-up inspections and thickness measurements of the ship's structures to be carried out.⁽¹⁾

- In Part C (Machinery Installation), a new paragraph added to regulation 31 (Machinery control) requires automation systems to be designed in a manner which ensures that threshold warning of impending or imminent slowdown or shutdown of the propulsion system is given to the officer in charge of the navigational watch in time to assess navigational circumstances in an emergency.

Chapter II-2 (Fire protection, fire detection and fire extinction)

- The amendments concern references to the IMDG Code and reflect amendments to SOLAS chapter VII (Carriage of Dangerous Goods) adopted in May 2002 which make the International Maritime Dangerous Goods Code (IMDG Code) mandatory.

Chapter III (Life-saving appliances and arrangements)

- Amendments to Regulation 26 (Additional requirements for ro-ro passenger ships) require liferafts carried on ro-ro passenger ships to be fitted with a radar transponder in the ratio of one transponder for every four liferafts. The regulation is made applicable to existing ships as well as new ships.

INF Code

- The amendments to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel,

Plutonium and High-Level Radioactive Wastes on board Ships (INF Code) in the sections on definitions and application reflect amendments to SOLAS chapter VII (Carriage of Dangerous Goods) adopted in May 2002 which make the IMDG Code mandatory.

⁽¹⁾ In May 2004, the MSC adopted amendments to SOLAS regulation 3-6 in chapter II-1 (Construction - Subdivision and stability, machinery and electrical installations) on Access to and within spaces in the cargo area of oil tankers and bulk carriers (resolution MSC.134(76)) and to the associated Technical Provisions for means of access for inspections (resolution MSC.133(76)). The amendments are expected to enter into force on January 1, 2006.

The resolution adopting the amendment includes a paragraph under which the flag State Administration may provisionally apply the amended regulation to new ships to be constructed on or after January 1, 2005 instead of applying the original requirements of regulation II-1/3-6.

The Committee also approved an MSC circular on the Application of SOLAS regulation II-1/3-6 on Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers - Application of the Technical provisions for means of access for inspections, drawing the attention of the Member States to the provisions for their provisional early application as from January 1, 2005.

(June 30, 2004, IMO)

IMO: ISPS Code Status Update 05

Continued improvement in ISPS Code implementation

THE latest ISPS Code implementation figures show a continuing improvement, particularly as far as port facilities are concerned, IMO Secretary-General Mr. Efthimios Mitropoulos said today, Wednesday (30 June). The latest figures issued by IMO, on the eve of the entry-into-force date, suggest that the majority of ships and ports worldwide will have achieved full compliance and that many more are well on the way towards doing so.

"The figures released today indicate that the number of port facility security plans submitted and approved has increased significantly in the week before July 1, 2004," Mr. Mitropoulos said. "Although the figures are changing constantly, at the moment the percentage of port facility plans approved

has caught up with the percentage of International Ship Security Certificates issued. It is clear that all parties concerned, Governments and the industry alike, are doing their utmost to be ready for the entry-into-force date."

The information in the following table is the result of an ongoing survey among IMO Member Governments, which between them, represent more than 80 per cent of world merchant shipping by tonnage. Mr Mitropoulos pointed out that the real picture should almost certainly be better than that suggested by the survey, as Governments understandably concentrate their efforts on reviewing and approving plans and issuing certificates rather than reporting their progress.

Mr Mitropoulos said he was encouraged that, in the light of these reassuring developments and the repeated public pledges and reports made at relevant IMO meetings, Member Governments, administrations and industry have pulled out all stops over the recent weeks and a high level of compliance has been achieved globally. He was optimistic that any disruption of trade would be avoided or at least kept to an absolute minimum.

In calling for a pragmatic and realistic approach in the period following entry into force, Mr Mitropoulos added that "We have not flicked a switch, indeed, even though the administrative processes may not all yet be completed - and that is, of course, a matter of regret, - the overwhelming likelihood is that the work already carried out by shipping companies and port facilities in preparation for the Code means that the actual level of preparedness, vigilance and awareness on the ground will be higher than it was anticipated only one week ago."

He added, "This should naturally not distract us from the final goal, which is not only to be 100 per cent compliant but also to create the necessary security culture and raise our defences so high that the shipping industry does not become a target for terrorist activities."

Mr. Mitropoulos, therefore, recommended SOLAS Contracting Governments not to become complacent and urged those, which have not yet done so, to implement the measures with all speed. "The challenge now," he said "is to ensure that, once the entry-into-force date has passed, we do not drop our guard and relax. Protecting the industry, seaborne trade and the world economy at large is an ongoing duty and this is exactly what we should do."

ISPS Code status at 0900 on June 30, 2004

SHIPS

Governments (46 responses)

• Number of ships liable to the Code	22539	
• Ship Security Plans (SSP) submitted	19377	53.2% (up from 41.3%
• International Ship Security Certificates (ISSC) issued	11996	from 41.3% on June 25)

IACS

• Number of ships liable to the Code	16784	
• Ship Security Plans (SSP) submitted	13005	69.3% (up from 60.8%
• International Ship Security Certificates (ISSC) issued	11639	on June 25)

INTERCARGO

• Number of ships liable to the Code	916	
• Ship Security Plans (SSP) submitted	769	56% (as reported on
• International Ship Security Certificates (ISSC) issued	513	June 11)

INTERTANKO

• Number of ships liable to the Code	2175	
• Ship Security Plans (SSP) submitted	2175	71% (up from 56% on
• International Ship Security Certificates (ISSC) issued	1547	June 25)

IPTA

• Number of ships liable to the Code	429	
• Ship Security Plans (SSP) submitted	425	99.0% (up from 71.1%
• International Ship Security Certificates (ISSC) issued	425	June 25)

ICCL

• Number of ships liable to the Code	118	
• Ship Security Plans (SSP) submitted	118	100.0% (up from 88.9%
• International Ship Security Certificates (ISSC) issued	118	June 25)

BIMCO

• Number of ships liable to the Code	2622	
• Ship Security Plans (SSP) submitted	2189	18.6% (as reported on
• International Ship Security Certificates (ISSC) issued	488	June 11)

PORT FACILITIES

Governments (86 responses)

• Number of port facilities	7974	
• Port Facility Security Plans (PFSP) submitted	4688	53.4% (up from 31.9%
• Port Facility Security Plans (PFSP) approved	4260	on June 25)

Notes:

The International Ship and Port Facility Security Code (ISPS Code) was adopted, along with other maritime security measures, at a Conference on Maritime Security held at IMO in December 2002. The ISPS Code is mandatory under amendments to the International Convention for the Safety of Life at Sea

(SOLAS) which enter into force on 1 July 2004.

See http://www.imo.org/home.asp?topic_id=551 for further information.

The information in the table above is the result of an ongoing survey of selected IMO Member Government, who between them represent a large proportion of world merchant shipping tonnage.

security assessments and prepared detailed ship security plans as required. By any standards this is an impressive achievement."

For months ICS has been vociferous in warning operators that ships unable to demonstrate compliance should anticipate serious hold-ups and even possible denial of entry to certain ports. Yet while the task facing everyone in the industry – shipping companies, flag state and ports – in preparing for July 1 has been enormous, the delay by some flag states in processing applications for approval of security plans and issuing ISPS Code certificates has been a disappointment, especially as the unusually short period for the implementation of ISPS was enthusiastically accepted by governments at the IMO Diplomatic Conference in December 2002. ICS acknowledges the late efforts made by some flag states to complete the necessary paperwork, while pointing out that in some cases these efforts may have come too late.

"There can be no excuse for ships which have simply ignored all the warnings," said Mr. Horrocks, "and we expect port state inspectors to apply the Code with rigour. But this must be tempered by common sense. It would be ironic indeed if security measures designed to protect world trade simply cause disruption after July 1."

"A ship must be able to demonstrate that it takes its security responsibilities seriously, but the aim should be to ensure that security is enhanced, not to seek out deficiencies at all costs. Ships' crews should be treated as partners in combating terrorism, not as potential security risks".

ICS has continuing concerns about the readiness of ports world-wide, which must comply with their own security requirements, to meet the July 1 deadline, and about the implications for compliant ships that call at non-compliant ports. ICS stresses that it will be vital for ports to cooperate fully with requests from ships made necessary by the ISPS Code, including the completion of formal Declarations of Security.

Mr. Horrocks observed: "There will clearly be problems if ships are seriously penalised for failures on the part of ports over which the ship has no control – yet another reason why we are calling for a rational response by port state control inspectors."

Since the adoption of the ISPS Code, and in lieu of timely advice being issued by many governments, ICS has been active in educating shipping companies about ISPS requirements, including the development of a Model Ship Security Plan which is being widely used within the industry. Further details can be found at



ICS: Call for rigour but rationality on eve of ISPS Code deadline

THE new International Ship and Port Facility Security (ISPS) Code, comes into force world-wide on July 1, 2004 for all ships in international trade. The Code is a central part of the package of security measures adopted by the world community following the terrorist attacks on the United States in

September 2001.

On the eve of the ISPS deadline the International Chamber of Shipping (ICS) has issued a final plea to governments and port state control authorities to temper rigour with rationality during the immediate enforcement of the ISPS Code, in order to avoid unnecessary disruption to the flow of world trade and the movement of goods in ports.

ICS Secretary General, Chris Horrocks, explained:

"In just over 18 months, and at a cost of hundreds of millions of dollars, the shipping industry has trained thousands of ship security officers, conducted on-board

www.marisec.org/isps.

Meanwhile, in co-operation with the Round Table of international shipping associations, ICS is encouraging shipping companies to complete an Industry Feedback Report on any incident that may occur as a result of actions taken by port state control authorities when enforcing ISPS, in order that any problems that arise can be taken up with IMO or individual administrations. For details see web address above.

(June 29, 2004, International Chamber of Shipping)



WCO: Adopts Second Resolution on Security and Facilitation, Creates New High-Level Strategic Group

DIRECTORS General meeting at the WCO Headquarters in Brussels on the occasion of the 2004 WCO Council sessions (June 24-26, 2004) adopted a new Resolution on security and facilitation measures concerning the international trade supply chain. This Resolution follows on from the Resolution on Security and Facilitation of the International Trade Supply Chain, which was adopted in June 2002. The latest resolution has initiated a High Level Strategic Group, which will provide leadership and Guidance to WCO Members in the establishment of an international Framework on security and facilitation.

The Resolution takes account of the challenges faced by Customs in the 21st Century, the changing international trade environment and the risks posed by terrorism and organized crime.

It galvanizes the support and commitment of Customs Leaders throughout the world by the creation of a new High-Level strategic Group, composed of a critical number of Directors General. This Group, which met for the first time on Saturday June 26, 2004, ensures the active participation and commitment of Directors General from each WCO region, in order to:

- Provide leadership and guidance to WCO Members and the wider international community;
- Prepare an international framework for security and facilitation;
- Develop and define standards on integrated supply chain security and facilitation;
- Recommend capacity building measures needed to assist developing countries show-

ing the political will to conform to the standards that will be set.

To achieve this final objective, the Council has decided to establish a third Directorate within the Secretariat, with the responsibility for capacity building activities.

The Resolution also calls upon Customs services to commit themselves to implement modern Customs' processes and procedures and provides an important role for the Secretary General in monitoring progress, informing, facilitating and promoting the new global initiative.

The private sector and other international organizations will be fully involved in the implementation of the international framework, as developed by the Customs administrations.

(June 30, 2004, WCO)



ICS and ISF meet at Cambridge, UK

THE International Chamber of Shipping (ICS) and the International Shipping Federation (ISF) held their Annual General Meetings on May 10/11, in Cambridge, United Kingdom. Representatives of the 45 national shipowners' associations that comprise ICS and ISF reviewed recent international maritime regulatory developments including the imminent entry into force of the IMO ISPS Code, pressure on the principle of maintaining uniform international rules for shipping, and progress towards a new International Maritime Labour Convention.

Last chance to comply with ISPS

Speaking after the meetings, re-elected ICS Chairman and ISF President, Mr. Rolf Westfal-Larsen commented: "Who knows how many ships will not be in full compliance with the ISPS Code by the July 1 deadline? What I can say, however, is that the ICS membership has been working very hard to ensure that the necessary preparations have been made, despite the continuing delay by many flag states in issuing instructions about the procedures for the approval of security plans and the issue of certificates.

"Our real concern is whether world ports will have completed their security preparations. We have to hope that immediately after July 1 there will be a practi-

cal approach to ships arriving from ports which have not yet demonstrated approved security measures, and that properly certificated ships will not find themselves penalised through no fault of their own.

"The industry takes its security responsibilities seriously and our meetings confirmed the view that ships unable to demonstrate compliance with ISPS should expect serious delays, and even denial of entry into certain ports."

Preserving global regulation for shipping

The ICS/ISF AGMs welcomed the resolve of IMO, and the statesmanlike response of its non-European member governments, in reaching the compromise agreement on the phase-out of single hull tankers in December 2003.

Mr. Westfal-Larsen said: "Thankfully IMO has managed to regroup again and we have been encouraged by the robust defence of IMO by its new Secretary General, Admiral Mitropoulos.

"But the industry is disturbed by a creeping tendency for governments to violate long established maritime laws in the interests of short term political expediency, whether it be the illegal escorting of tankers out of their EEZs or the criminalising of seafarers involved in a maritime accident.

"We urge governments to concentrate on implementing and enforcing existing agreements. If change is needed, there are tried and tested mechanisms for pursuing such change without unilateral or regional action.

"While the industry has to recognise that the environment is a political issue, governments need to realise that internationally-adopted regulation is the most effective way of ensuring that industry performs safely and in an environmentally conscious manner."

International Maritime Labour Convention

The meeting reviewed progress towards the adoption of a new ILO

Convention consolidating existing ILO maritime instruments, that should be easier for governments to ratify and enforce. The new Convention will cover such important matters as conditions of employment, hours of work, accommodation at sea, health protection, welfare, medical care and social protection.

Mr. Westfal-Larsen said: "The industry is committed to the provision of decent work for the seafarers we employ through a global framework that is enforced inter-

nationally. We are therefore very encouraged by the progress being made – through the ILO's tripartite process – by shipowners, unions, and governments in drafting a Convention that should be ready for adoption in 2005. Inevitably, given that this is such an ambitious undertaking, there are a number of serious pinch points. More than half of the world's seafarers come from developing countries and issues such as social security protection are proving very complex."

"However", said Mr. Westfal-Larsen, "we can now see the contours of the new Convention, which we are confident will be a great improvement on the existing patchwork of ILO maritime standards. Our Objective is that the new Convention should come to be regarded in the same light as core IMO Conventions, such as SOLAS, MARPOL and STCW."

(May 12, 2004, ICS/ISF)



WMU: Appoints Mitropoulos as Chancellor of the World Maritime University

THE IMO Council appointed Mr. Mitropoulos as Chancellor of the World Maritime University (WMU) for the two-year period July 1, 2004 to June 30, 2006.

The Council also accorded the status of Chancellor Emeritus of the WMU to the former chancellor and previous IMO Secretary-General Mr. William A. O'Neil.

The Council also appointed Mr. Mitropoulos Chairman of the International Maritime Law Institute (IMLI) Governing Board for the two year period July 1, 2004 to June 30, 2006.

Mr. Mitropoulos said he was pleased and honoured to accept his appointments and was delighted at the recognition given to his predecessor, Mr. O'Neil, by awarding him the status of WMU Chancellor Emeritus.

"The pre-eminent position of the WMU has been gained in no small part through Mr. O'Neil's activities as Chancellor and the status of Chancellor Emeritus was justifiably accorded by acclamation," Mr. Mitropoulos said.

The Council also expressed its deep appreciation to Mr. O'Neil for his outstanding services during his stewardship of the affairs of IMLI as Chairman of its Governing Board.

(June 28, 2004, IMO)



BIMCO: New management team for 2005

BIMCO will start its Centenary year with a new management team in charge at its Copenhagen headquarters following the scheduled retirement on January 1, 2005 of Secretary General Mr Truls W. L'orange.

Meeting yesterday in Amsterdam, BIMCO's Executive Committee, has appointed Mr Carsten Melchiors, 50, as the successor to Mr L'orange. Together with Deputy Secretary General Mr Søren Larsen, 46, he will form the new management team for the world's largest shipping organisation.

Commenting on the appointment, BIMCO President Mr C.C.Tung says: "I am very pleased with the early appointment of a successor to Mr L'orange and I am confident that Mr Melchiors' wide commercial experience in international shipping makes him ideally suited to this challenging leadership role." Mr Melchiors has 30 years' background in shipping, having worked for recognised companies such as AP Møller, J.Lauritzen and Elite Shipping. He currently holds a position as Managing Director of the Maritime Development Center of Europe, a Copenhagen based interest organisation.

BIMCO President Designate Mr Knud Pontoppidan, due to take over the BIMCO Presidency in May 2005 commented: "2005 is BIMCO's centenary year; a time to celebrate 100 years of a unique shipping organisation, but a milestone that will mark new challenges for the shipping industry. With Mr Melchiors and Mr Larsen at the helm, I am confident that we have a leadership combining commercial knowledge with longstanding organisational experience - vital to meet the challenges BIMCO faces."

Mr Melchiors and Mr Larsen will take over an organisation that has consolidated its position as the prime shipowners' body, representing a substantial cross section of the maritime industry. This considerable achievement, said Mr Tung, "is in no small measure due to Mr L'orange, who during his three year 'time charter' with BIMCO, has provided an open and inspiring style of leadership. He has greatly increased the visibility of BIMCO and will deliver to his successor a well-tuned and financially sound organisation."

Mr Melchiors, commenting on his appointment, said "He was privileged to be joining an international organisation of

such reputation as BIMCO. I look forward to be continuing the good work". Mr Melchiors will take up his new position with BIMCO on December 1, 2004.

Mr Ove Tvedt, who constitutes the third leg of BIMCO's current management team will retire, as planned, during 2005.

BIMCO established in Denmark in 1905, is the world's largest international shipping association with approximately 2,550 members in 123 countries. The owner-members of BIMCO control a fleet of about 525 million DWT thereby representing 65% of the world's merchant fleet. BIMCO is accredited as an official observer at the International Maritime Organisation (IMO). Among its many activities, BIMCO provides practical information and assistance to the maritime community.

(June 14, 2004, BIMCO)

Upcoming Conferences



World Dredging Congress XVII

Dredging in a Sensitive Environment

September 27 - October 1
Hamburg, Germany

Congress objectives

The Congress will bring together researchers and practitioners from industry, academia and governments from all of the world to discuss the latest developments in all aspects of dredging, but with a special focus on "dredging with nature"

Introduction

In recent years there has been a considerable move towards managing sediments on a river basin scale, thus fully acknowledging the dynamic interrelationship between rivers, estuaries and coastal waters. With this shift in approach, comes a gradual change in the perception of dredging. It is increasingly recognized that the proper management of dredging, and dredged sediments can result in real environmental gains for fluvial and coastal ecosystems, while still ensuring that rivers continue to function as economic lifelines for local, regional and national economies. Examples of dredging "with nature" include: the controlled returning of dredged sediments to the estuary thus helping to achieve or to maintain natural processes; creating increased inter-tidal areas and habitats

such as wetlands, nesting islands and offshore reefs. To ensure safe navigation and to meet the needs of increasing commerce, navigation channels and ports will continue to be dredged in the foreseeable future, whether for maintenance or extension. Thus, dredging and dredged sediment management will continue to be an integral element of sustainable development of rivers and coastal zones.

Registration:

- CEDA/EADA/WEDA member:
€ 962.80 (€ 830+VAT € 132.80)
- Non-member:
€ 1044.00 (€ 900+VAT € 144)

For further information:

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Rotterdamseweg 183c, 2629 HD Delft,
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Tel: +31(0)15 268 25 75
Fax: +31(0)15 268 25 76
E-mail: ceda@dredging.org
URL: <http://www.dredging.org>



Third Annual Short Sea Shipping Conference 2004

October 13 – 15, 2004
New York City, N.Y., U.S.A.

THE U.S. Maritime Administration will sponsor the Third Annual Short Sea Shipping Conference in New York City, October 13-15, 2004. The objective of the conference is to build on recent accomplishments to advance the growing short sea shipping industry in the Americas through the exchange of knowledge and insights. The Conference will convene a broad representation of over 400 experienced leaders from the transportation industry and state and federal agencies, as well as representatives from Mexico, Canada and Europe.

"The integration of Short Sea Shipping into the Nation's Transportation Planning Process"

This is an interactive conference that will specifically address issues of product identification, market responsiveness, cost, funding, outreach, and project development.

This year's Conference will offer a valuable opportunity to assess the opportunities and barriers facing development of short sea shipping services in the United States, discuss ideas to leverage business opportunities, and overcome system impediments.

Greater utilization of short sea shipping in the United States will require a seamlessly integrated logistics chain that offers door-to-door solutions to its customers. As such, cooperation between modes is vital to door-to-door

delivery involving more than one mode.

This year's gathering will further investigate initiatives specifically designed to stimulate short sea shipping services in the United States. Discussions and presentations will include, but not be limited to, the following topics:

- Building added capacity into the national transportation system
- A short sea shipping marketing study to include an examination of market feasibility, fuel efficiencies, successful existing short sea shipping services, a safety and security analysis, military applications, an inventory of underutilized port infrastructure, and infrastructure investment comparisons
- Direct funding for terminal design, revitalization, and the new construction of short sea shipping facilities
- Workforce Development
- The identification of Research, Technology, and Development for potential short sea shipping services
- Expanded freight planning and development eligibility
- The integration of short sea shipping and surface transportation projects
- "Lessons Learned" from United States and European Union operators and transportation planners
- The development of a short sea shipping awareness agenda
- Efforts to make short sea shipping an integral part of our freight logistical and distribution chains
- The development of a short sea shipping political agenda and a common goal consensus
- Plans to generate greater shipper involvement
- The integration of short sea shipping into the transportation planning process

For further information:

URL: <http://www.iei-corp.com/sssc2004/index.html>



Port & Terminal Technology 2004

October 19 – 20, 2004,
Amsterdam, the Netherlands

THE event is aimed at those involved in the successful development and operations of port and terminal facilities both in the container and dry bulk sector. We expect participants to come from engineering departments from Port Authorities, Terminal Operators, Consultancy Firms, Dredging Contractors, Maritime Construction Firms and

Suppliers to the industry.

Suggested topics include:

- Paving
 - Terminal lighting
 - Terminal Design
 - Impact of larger ships on port infrastructure
 - Simulation – cargo handling
 - Port & Terminal Efficiency
 - Increasing productivity for cargo handling
 - Fender systems
 - Quay & Breakwater design
 - Environmental issues
 - Dredging
 - Accelerated Low Water Corrosion (ALWC)
- Following our successful event on Accelerated Low Water Corrosion (ALWC) in 2002, a session on this topic will be included:
- 1) identification of the issue
 - 2) case studies
 - 3) prevention
 - 4) different solutions

Registration Fee:

£ 495.00/€ 745.00/US\$ 895.00

For further information:

Millennium Conferences International Ltd.
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Maidenhead, Berkshire SL6 4LB, U.K.
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E-mail: info@millenniumconferences.com
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Upcoming Seminars

Implementation of the ILO/IMO Code of Practice on Security in Ports (2004) Workshop

October 14 – 16, 2004
Turin, Italy

OBJECTIVES

The general aim of this workshop is to raise awareness about the effective implementation of the ILO/IMO code of practice on security in ports (2004).

Upon completion of this workshop, participants will be able to:

- Describe the ILO/IMO Code of Practice on Security in Ports (2004) and explain its link with the IMO/ISPS Code and with the ILO Seafarers' Identity Documents Convention (Revised), 2003 (No. 185).
- Analyse the institutional and organisational

arrangements necessary for the implementation of the ILO/IMO Code of Practice on Security in Ports (2004) in a port.

- Identify the roles and responsibilities of governments, employers and workers in the implementation of the ILO/IMO Code of Practice on Security in Ports.
- Undertake a port security assessment (PSA) and the development of a corresponding port security plan (PSP)
- Provide general advice to their organizations on the implementation of the ILO/IMO Code of Practice on Security in Ports (2004)

PARTICIPANTS' PROFILE

- Personnel with managerial functions, belonging to relevant government departments, port authorities, private enterprises and training institutions in the Maritime/Port industry.
- Maritime/Port workers' representatives responsible for port security issues.

CONTENTS AND METHODOLOGY

This workshop will include lectures covering background information on all provisions of the ILO/IMO Code of Practice on Security in Ports (2004) from leading experts from the International Labour Organization (ILO), the International Maritime Organization (IMO), the International Association of Ports and Harbours (IAPH), the International Transport workers Federation (ITF) and governments followed by discussions and practical group work.

Participants will have an opportunity to interact with experts and receive practical guidance on how to improve port security through the implementation, as appropriate, of the provisions of the ILO/IMO Code of Practice on Security in Ports (2004).

LANGUAGE

Participants are expected to be fluent in English.

The ILO promotes equality of opportunities and strongly encourages women's applications.

HOW TO APPLY

The cost of participation (US\$1,265) should be paid in advance by the participant or his/her sponsoring organisation. This cost includes tuition, handouts (including one copy of the ILO/IMO Code of Practice on Security in Ports, which is available in English, French or Spanish) and board and lodging at the Centre's Campus from October 13 until October 16, 2004 (3 nights). Participants who wish to leave on October 17 are expected to pay an additional amount of US\$93.

The ILO Training Centre is unable to provide fellowships.

Interested individuals and government departments may wish to contact local offices of multilateral and bilateral donor agencies to apply for financial support.

Applications to attend the workshop, which must be supported by a concise curriculum vitae of the candidate, along with a nomination letter from the sponsoring/funding institution, should arrive by fax or e-mail soonest, but in any case, not later than August 20, 2004.

For further information:

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URL: www.itcilo.org

International Port Training Seminar

September 27-28
London, UK

Day One: September 27

Session 1:

Training Design & Development

- A Review of Changes in the Port Industry over the Past Four Decades
- The ILO's Portworker Development Programme
- Development of Workforce Skills & Training
- Developing Management and Leadership Skills

Session 2:

Training Implementation

- Implementing Employee Development Programmes
- Implementing Effective International Training Programmes
- The Links Between Health & Safety
- Port Facility Security Officer Training - Implementing the ISPS Code

Day Two: September 28

Session 3:

Training Assessment, Evaluation & Review

- Motivation & Knowledge Retention on Training Courses
- Recognised Qualifications for the Ports Industry
- Serious Games & Simulation Based E-learning for Ports
- Reviewing Employee Development
- Best Practice in Competency Based Training
- Flexible Learning to Improve Professional Development in Port Management

Tokyo News Service's Website

Tokyo News Service, Ltd. has posted its website "S&TN OnLine" on the Internet. Provided on this homepage for easy reference are liner shipping schedules and related data extracted from Shipping and Trade News and Sea Sprite.



URL: <http://www.tokyonews.co.jp/marine>

Information posted: 1. Sailing schedules a. Liner shipping schedules (export/import) to and from Japan b. Liner schedules (export) from Asian countries other than Japan c. Feeder schedules to and from Singapore
2. Ship details 3. Telephone and fax numbers of shipping firms and agents 4. Surcharges 5. News

Tokyo News Service, Ltd.

- How can we Market the industry more Effectively to Potential Employees?

Seminar fee:

£1,173.83 (€999.00 + VAT £174.83)

For further information:

The Booking Department
Informa UK Limited
PO Box 406, West Byfleet
England KT14 6NN
Tel: +44(0) 20 7017 5511
Fax: +44(0) 20 7017 4745
E-mail: cust.serv@informa.com
URL: www.lloydsmaritimeacademy.com/lm1583

Managing Terminal Capacity & Productivity

September 29 - 30, 2004
Lloyd's Maritime Academy
London, U.K.

THE future of the port industry continues to raise new challenges as the continuing global expansion of trade places them under increased pressure. The capacity and productivity of a port are essential elements in the fragile logistical supply chain that can mean the life or death of a port.

As increased security and environmental measures as well as new operating technologies come to the fore, ports will be subject to increasing accountability and their drive to remain competitive will be determined by their efficiency and productivity. Management of these elements is essential to the long-term survival of any terminal.

Delivered by an expert faculty, and through utilising a combination of lectures and a workshop, this Lloyd's Maritime Training Programme will determine the means by which capacity and productivity can be effectively managed and assess the impact of new technologies and regulation.

Program Objectives:

- LEARN about emerging technologies
- find out about simulations and their commercial effect
- analyse the impact of security measures
- examine productivity key performance indicators
- consider how to benchmark productivity
- develop an understanding of maximum asset utilisation
- share the specialised practical experience of the expert faculty

Seminar Fee: £1,173.83
Third delegate half price £586.92

For further information:

Lloyd's List Events, part of Informa
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UK
Tel: +44 20 7017 5000
Fax: +44 20 7017 4981
E-mail: maritime.enquiries@informa.com
URL: www.lloydslistevents.com/lm1583

New Publications



New MARAD Survey: Carriers' Service Quality improves, difficulties cited

A survey of all the principal container carriers serving mainstream U.S. trades shows that the carriers believe their service quality has improved, and that European and Asian ports are better than U.S. ports in most service areas common to container ports.

The report, *Mainstream Container Services 2003*, summarizes responses received from 21 of 22 carriers serving the transatlantic and transpacific trades; those carriers accounted for 93% of the 2002 traffic. The survey obtained important information not available from previously existing data, and is the first survey of its kind. It provides a baseline for future dialogue between this segment of the industry and the Maritime Administration (MARAD). Questions focused on how services are evolving, port performance, and where service improvements and investment focus are needed and expected in these trades.

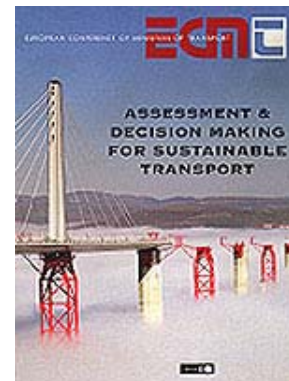
Mainstream Container Services 2003 is available in print and CD-ROM versions, and will be available for download from the MARAD website at: www.marad.dot.gov/marad_statistics.

For further information:

U.S. Maritime Administration, Office of Statistical & Economic Analysis
400 Seventh Street, SW, Room 8107,
Washington, DC, 20590.
Tel: (202) 366-2267
Fax: (202) 366-8886
E-mail: data.marad@marad.dot.gov



OECD: Assessment and Decision Making for Sustainable Transport



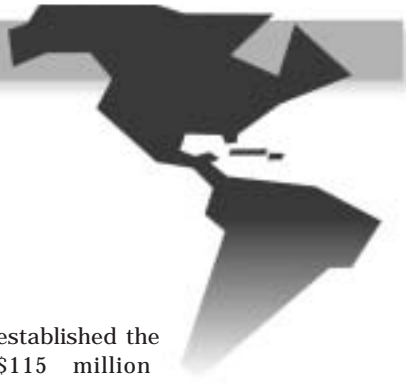
BRINGING the results of economic appraisals and environmental assessments before technical and political decision-makers in ways that are clear, concise and transparent is essential if planning and decision making procedures are to achieve a sustainable transport system. This report makes recommendations for good practice in the transport sector on the basis of reviews of recent experience in infrastructure planning and policy development in seven countries.

Price: US\$69.00/ €55.00 / £39.00 / ¥7,500

For further information:

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The Americas



Transport Canada: Security Requirements Strengthened for Vessels, Marine Facilities and Ports

TRANSPORT Canada has strengthened its security requirements for vessels, marine facilities and ports by establishing the Marine Transportation Security Regulations.

"The Government of Canada is committed to maintaining the safety and security of Canadian ports," said Transport Minister Tony Valeri. "The Marine Transportation Security Regulations will further enhance marine security across Canada and abroad."

These regulations, which have been approved by the Governor in Council for publication in the Canada Gazette, Part II on June 2, 2004, will implement the requirements of the International Maritime Organization's (IMO) International Ship and Port Facility Security Code, as well as amendments to its Safety of Life at Sea Convention, 1974. The IMO is a specialized agency of the United Nations which focuses on improving safety at sea and preventing pollution from vessels.

Transport Canada's regulations apply to all commercial vessels of 500 tons (gross tonnage) or more, or carrying more than 12 passengers and travelling between countries, and marine facilities and ports serving such vessels. They require the completion of security assessments and security plans, and the designation of security officers.

In addition, the regulations surpass the IMO requirements by extending them to:

- cargo vessels of 100 tons (gross tonnage) or more other than towing vessels;
- towing vessels that tow barges carrying certain dangerous cargoes; and
- marine facilities and ports that serve the above vessels.

In order to enhance marine security in Canada and to help ports and port facilities meet these new requirements, the Government of Canada recently

established the \$115 million Marine Facility Security Contribution Program.

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

These actions include, among others:

- committing \$308 million to strengthen marine security;
- committing \$115 million for the Marine Facility Security Contribution Program to assist ports and port facilities with security enhancements;
- requiring vessels to provide at least 96 hours advance notice before they enter Canadian waters;
- introducing new boarding protocols to improve the response to threats before vessels arrive at Canadian marine facilities or ports;
- establishing enhanced security procedures, in partnership with the United States, for vessels entering the Great Lakes - St. Lawrence Seaway system;
- working with international partners to develop new marine international security requirements; and
- committing \$172.5 million for a broad range of initiatives to enhance the security of Canada's marine transportation system and maritime borders including the use of aerial surveillance and vessel monitoring systems, such as automatic identification systems, which will enhance Canada's ability to track vessels entering and operating in Canadian waters.

The Marine Transportation Security Regulations have been established in order to meet the International Maritime Organization's July 1, 2004 deadline for implementation of the Security Code requirements.

(May 21, 2004, Transport Canada)



Canaveral: McLouth retiring as Port Director/CEO



MALCOLM "Mac" McLouth, the Canaveral Port Authority Director and Chief Executive Officer, announced today he will retire the end of this year. At today's Canaveral Port Authority meeting, Port commissioners named the Port's Chief Operating Officer and Senior Vice President, J. Stanley Payne, to succeed McLouth.

"I am honored to have had the opportunity to serve our Port since 1966," McLouth says. "Port Canaveral has always been one of the strongest assets for our community, and I have strived to keep expanding our Port and to keep it economically sound."

McLouth has served as the Port's Director since 2000. Prior to being selected as its Director, he was the Port Deputy Executive Director for Business Development for four years. He served as a Port commissioner from 1966 to 1996.

"I first saw Port Canaveral's potential for greatness while camping at the jetties as a Boy Scouts leader during the 60s," McLouth says. He later was elected as a Port Commissioner, helping to build what today is the second busiest cruise port in the world and only the second government in Brevard's history to stop levying a property tax. As a Port Commissioner, McLouth also led efforts to establish Foreign Trade Zone 136 at Port Canaveral.

"I've seen Port Canaveral grow from its infancy to what it is today, a source of jobs for thousands of people in East Central Florida and an economic engine for our community. I am proud to have the privilege of being part of its growth and presence in our region.

I wanted to make sure the necessary

resources are committed to assure the uninterrupted growth, economic success, and overall value of Port Canaveral to East Central Florida."

"His wealth of experience at the Port has been an invaluable asset, our secret weapon in negotiations," says Port Commission Chairman Joe Matheny. "He will still continue to be a strong, driving influence for us."

Payne is scheduled to take over his new position on July 2.

"I am honored to be selected as the successor to Mac," says Payne. "He has been a pivotal person in the growth of our Port, not only in size, but also in stature throughout the world as a major seaport."

Payne has extensive experience in port operations and shipping, having served as Deputy Executive Director of the Virginia Port Authority. He received his bachelor of science in economics from the University of Virginia and a Juris Doctorate from the College of William and Mary. Payne also served as President of the North Atlantic Ports Association.

(June 14, 2004, Canaveral Port Authority)



Georgia: Reaches out to seven major trading partners during G8 Summit



DOUG J. Marchand, Executive Director of the Georgia Ports Authority, participated in a G8 Summit panel discussion titled "Georgia Business: Empowering Success" today. During the panel discussion, Marchand told an audience of international media and Georgia business leaders that Georgia's deepwater ports have a \$20 billion relationship with the seven nations represented here this week.

"In 2003, the Port of Savannah exported a total of \$7.4 billion of goods to the seven nations and received \$13.9 billion," Marchand told the audience. "So it is safe to say that Georgia and the G-8 countries have a more than \$20 billion relationship when it comes to waterborne international

trade. And we would like to see that relationship grow."

Of the seven nations represented in coastal Georgia this week, Japan is Georgia's largest waterborne export market with \$600 million of products shipped from Georgia to Japan in 2003, Marchand said. Georgia kaolin clay, woodpulp and plastics were the top three export products in that order.

The United Kingdom is Georgia's second largest export market with some \$408 million in goods, mostly new cars and woodpulp. "Spain, Italy, Germany, France, Russia and Canada, in that order, are also important and growing markets for Georgia made products," said Marchand.

"Georgia's ports serve as an excellent gateway to the entire United States," said Marchand. "Our top waterborne importer of the seven nations is also Japan with more than \$2 billion in goods imported from Japan to Georgia last year. The majority of these products were machinery and vehicles."

"The key to our success with these seven nations is best described by the title of this briefing - 'Georgia Business - Empowering Success'," said Marchand. "Together, our valued partners in the public and private sectors have worked together to achieve extraordinary success and new opportunities. As a result of this partnership, we have kept ahead of the growth curve and become the fastest growing port in the nation."

Georgia's deepwater ports and inland barge terminals generate more than 275,968 jobs throughout the state each year and contribute \$10.8 billion in income, \$35.4 billion in revenue and some \$1.4 billion in state and local taxes to Georgia's bustling economy.

(June 9, 2004, Georgia Ports Authority)



Houston: Breaks ground on Bayport

- First phase targeted for completion and operation in mid-2006

THE Port of Houston Authority (PHA) celebrated the groundbreaking for the Bayport Container and Cruise Terminal with a special ceremony at the industrial site on Monday, June 21. PHA Chairman Jim Edmonds was joined by Vice Chairman Kase Lawal, Commissioner Steve Phelps, Commissioner Jim

Fonteno, Commissioner Jimmy A. Burke, Commissioner Cheryl Thompson-Draper and Commissioner Janiece Longoria as well as more than 300 invited guests, including: Texas Secretary of State Geoffrey Connor; Harris County Commissioner Sylvia Garcia; Houston Mayor Pro-Tem and City Council Member Carol Alvarado; Pasadena City Councilman Bill Welch; Walt Niemand, President and CEO of the West Gulf Maritime Association; Clyde Fitzgerald, President of the South Atlantic & Gulf Coast District of the International Longshoremen's Association; David Zachry, President, Civil Group of Zachry Construction Corporation and several PHA executives, staff members, and contractors.

"For 90 years, the port has made an indelible and positive impact on the Houston region," stated Chairman Edmonds. "Today's event is one of the most anticipated moments in the port's mighty history."

Built out in phases over 15 to 20 years to meet market demand, Bayport will have enough space for seven ships and a 378-acre container storage yard. It will have a maximum capacity of about 2.3 million TEUs (twenty-foot equivalent units, the standard of measurement in the maritime shipping industry) - a 200 percent increase over PHA's current container handling capacity.

As a proponent of the Central American Free Trade Agreement, Congressman Kevin Brady hailed Bayport as a factor in strengthening trade. "One of my top priorities in Congress is strengthening trade between the United States and Central America, and Bayport will be an integral part of that process," Brady said. "With Bayport operational, I expect that our ability to both export and import goods to and from Central American countries will increase our trading opportunities, bringing more business to Americans and the Port of Houston."

Texas Secretary of State Geoffrey Connor mused about the old days when signs posting "G.T.T." meaning "gone to Texas" were displayed in windows of closed up shops all across America advertising the flurry of migration to the vast land of opportunity in Texas. "Soon, shippers will leave G.T.B. - 'Gone to Bayport' - signs at other ports across the Gulf of Mexico," Connor said. "Indeed, Bayport will be the pinnacle of U.S. port terminals, and I expect that shippers will line up to dock at this facility."

Connor said that Texas is at the forefront of emerging markets and indus-



From left to right: Wade M. Battles, PHA Managing Director; Commissioner Steve Phelps; Commissioner Janiece Longoria; Commissioner Jim Fonteno; Chairman Jim Edmonds; Commissioner Cheryl Thompson-Draper; Commissioner Jimmy Burke; Vice Chairman Kase Lawal; Charlie Jenkins, Bayport Project Manager.

tries, noting that one of Governor Rick Perry's top priorities is job creation and economic development. "Texas is now taking the most aggressive approach in the nation to attract new jobs, industries and opportunities. The access to the Port of Houston is one of the major reasons why companies choose Texas," Connor said.

Harris County Commissioner Sylvia Garcia said that as the local economy grows and creates new jobs, infrastructural developments such as Bayport are needed to accommodate the rising consumerism. "As a society, we all want the creature comforts of nice cars, clothing, food, materials for our homes and electronics – and the port delivers these goods in the millions of containers that cross our docks each year," Garcia said.

Container throughput at Houston's port has risen at an average growth rate of more than 10 percent per year for 12 years. Studies conducted by the Texas Transportation Institute predict a continued worldwide container growth rate of 7.2% through 2010. The study also estimates growth rates as high as 13% along the Gulf of Mexico.

Currently, PHA handles 64% of the containerized cargo market along the U.S. Gulf, and 94% of the waterborne containers moving through Texas. Much of that activity takes place at PHA's Barbours Cut Container Terminal, which was built in the 1970s and is operating at full capacity.

"Bayport is not only about handling new container growth, but also keeping our current customers," Garcia said. "Without room to grow, these shippers will take their cargo to ports outside of Texas, most likely New Orleans. We are a growing market with increasing consumer demands. Naturally, the Port of Houston must grow to meet those requirements, and Bayport is the

answer."

The Bayport groundbreaking signals a journey of long-anticipated prosperity, according to Walt Niemand, President and CEO of the West Gulf Maritime Association, an organization that represents shippers and businesses interests in the ports of Texas and Port Charles, Louisiana. "Bayport will allow us to satisfy all of our customers' demands while meeting the needs of Houston and Texas consumers and businesses," Niemand said. "We are ready to begin filling this facility with business as soon as it is ready for us."

The Bayport facility is expected to create approximately 39,000 jobs. Approximately \$1.6 billion will be contributed to the Texas economy through wages and tax revenues.

"Bayport means a lot to my constituents," stated Houston Mayor Pro Tem and City Councilwoman Carol Alvarado. "This new terminal will bring financial security to many hard-working men and women. Bayport will mean that jobs will be available for today's young people who are still in school."

Bayport is the single most important project for every member of the ILA, according to Clyde Fitzgerald, president of the ILA's South Atlantic & Gulf Coast District. "Most of our members live in this area, and they would not have supported this project so strongly if they believed it would be harmful to the communities in which they live," Fitzgerald said. "Their support speaks volumes."

Completion of the first phase of Bayport – including 1,660 feet of the ultimate 7,000 ft. wharf and approximately 65 acres of the ultimate 1,043 acre facility – is targeted for mid-2006.

Bayport ultimately will feature three berths to accommodate the growing fleets of sleek, modern and luxurious

passenger vessels.

"The cruise business will be a highly appealing aspect of Bayport because of its close location to several popular Mexican and Caribbean vacation destinations," Pasadena City Councilman Bill Welch said.

(June 22, 2004, Port of Houston Authority)



Los Angeles: Named Best North American Seaport

MORE than 13,000 readers of cargo trade magazine CargoNews were polled to select the top seaport in North America, and the Port of Los Angeles was named the winner. Announced at the Shipper's Choice Awards on May 12, the Port of Los Angeles was selected over finalists Port of Long Beach and Port of New York/New Jersey for the top honor.

"The Port and City of Los Angeles are proud to receive this award," said Mayor Jim Hahn. "It is especially gratifying to be named best seaport in North America by the shippers themselves, those who truly know what world class means."

"It is truly an honor to receive this prestigious award," said Larry Keller, Executive Director of the Port of Los Angeles. "The Port is committed to listening and responding to our customers, and this award says loud and clear that the industry appreciates the work of the people at the Port of Los Angeles."

The Shipper's Choice Awards are part of the Annual Asian Freight & Supply Chain Awards. This year's awards were presented in Shanghai. CargoNews is published from Hong Kong and has been publishing for 28 years.

(May 20, 2004, Port of Los Angeles)

Los Angeles: First-in-the-World electric plug-in of container ship

WITH hundreds of environmentalists, engineers, elected officials and community members looking on, today Mayor Jim Hahn officially opened the world's first Alternative Maritime Power (AMP) container terminal,

the Berth 100 China Shipping terminal, at the Port of Los Angeles.

"This Port makes Los Angeles wealthier by generating billions of dollars each year. This unprecedented technology will make Los Angeles' environment healthier by eliminating tons of pollution each day," Mayor Hahn said. "When I took office back in 2001, I said there would be no net increase in emissions at the Port. AMP is a large part of how we're keeping that pledge."

AMP involves fitting the wharf with electricity, supplied by the Los Angeles Department of Water and Power (LADWP), converting the electricity to a voltage compatible to the ship through a transformer, and then plugging-in the ship to the clean electrical power instead of its diesel engine while the ship is 'hotelling' at dock. Through this process, more than one ton of smog-forming NOx and 87 lbs. of particulate matter in the air is removed from the air each day the ship is utilizing AMP.

"This is a historic day—not just for the communities of Wilmington and San Pedro, but for all of Los Angeles," said Councilwoman Janice Hahn. "It may seem like a small task – plugging in just one ship. But, a fact that I like to remind people of is that, with every AMP ship that is plugged in, we remove as much pollution from our air as is generated by 16,000 truck trips."

China Shipping is the first Port customer to commit to AMP technology. Six additional Port customers have signed Memorandums of Understanding to study the use of AMP at their terminals.

"We are proud to partner with Mayor Jim Hahn and the Port of Los Angeles on the AMP project," said China Shipping Group President Li Kelin. "Air quality is an issue not only for the people of Los Angeles, but for all people. We are proud that China Shipping was the first shipping line to embrace the AMP technology."

"There were many challenges involved in this first-ever AMP project," said Los Angeles Harbor Commission President Nicholas Tonsich. "The right partners needed to be in place, and we are fortunate to have such dedicated associates as China Shipping and LADWP. Together, we accomplished what no other Port has – clean containership hotelling."

LADWP is supplying Berth 100 at the Port with the shoreside electrical power of 6.6 kilovolts. This is converted to 440 volts through a transformer located on a barge that is positioned perpendicular to the stern of the ship. The power is then sent to the ship through nine plugs that are positioned with a crane located on the barge. "LADWP's primary focus is to provide reli-

able power, keep the rates stable and help preserve the environment for the City of Los Angeles," said LADWP Commission President Dominick Rubalcava. "We are happy to be a part of this groundbreaking project."

China Shipping's AMP'd vessel Xin Yang Zhou will make regular calls at the Port of Los Angeles. Additional China Shipping container vessels are being fitted with AMP technology and will be calling at the Port.

(June 21, 2004, Port of Los Angeles)

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



NYNJ: Signed historic agreement with Army Corps

THE Port Authority and the U.S. Army Corps of Engineers today launched a \$1.6 billion dollar project to deepen channels in the Port of New York and New Jersey to 50 feet – an action that will improve navigational safety and allow the port to accommodate the next generation of cargo vessels that require deep water to operate and can handle more than 8,000 truck-size containers.

During a signing ceremony at the Elizabeth-Port Authority Marine Terminal, witnessed by New Jersey Governor James E. McGreevey, representatives of the two government agencies finalized an agreement that outlines funding commitments and a timeline for the channel-deepening work. The Port Authority and the federal government will share the construction cost.

The channel deepening program is scheduled for completion in 2014, but Port Authority and Army Corps officials have pledged to try to accelerate this timetable.

New Jersey Governor McGreevey said, "Our ports are vital to New Jersey's economic success. Their contribution to everything that makes New Jersey strong – in the creation of jobs, and the infusion of money into our local businesses – can't be overstated. In 2003, we made a record level of investments in capital improvements at our port. And we saw record volumes of cargo pass through our port as a result. Today, we are launching an even bigger investment that will lead to enormous economic benefits. This is a good day for New Jersey and New York."

New York Governor George E. Pataki said, "The Port of New York and New Jersey plays a crucial role in New York State's economy, bringing in more than \$100 billion worth of cargo last year into the biggest consumer market in the country. Our plans for deeper channels will provide a means for continued growth in cargo coming to this region, which means lower costs to consumers for such everyday products as automobiles, petroleum, furniture and beverages."

John Paul Woodley Jr., Assistant Secretary of the Army for Civil Works, said, "This is an historic day for the Port of New York and New Jersey. This Port and the trade it represents are great engines of prosperity for the nation, and President Bush is committed to insuring that they continue to fulfill that role. Today the federal government, in partnership with the states of New York and New Jersey, has taken a critical step forward in providing improved access to this port for the latest class of cargo vessels while protecting the aquatic environment."

Colonel John B. O'Dowd, the Army Corps' New York District Engineer, said, "For more than 200 years, the Army Corps of Engineers has been committed to maintaining the navigation channels in the Port of New York and New Jersey. Channel deepening is just one component of our overall harbor improvement programs. All dredged material will be used beneficially, which will have a positive impact on the ecology of the region. At the same time, construction of 50-foot channels will reduce truck trips, noise, congestion and air emissions that would otherwise result from moving products to the largest market area in the country."

Port Authority Chairman Anthony R. Coscia said, "Our continued commitment to invest in the port – including our plans to devote nearly \$1 billion toward the overall 50-foot channel-deepening program – is recognized worldwide by international shippers doing business in this country. The support we have received from Governors McGreevey and Pataki and our Congressional delegation will ensure that we continue to generate jobs and tax revenues for New Jersey and New York, and retain our designation as the leading port on the East Coast."

Port Authority Vice Chairman Charles A. Gargano said, "The Howland Hook Marine Terminal on Staten Island has been a success story in our port since it reopened nearly 10 years ago. The deeper harbor channels – together with

the \$350 million we will spend at the New York facility over the next five years – will greatly improve the ability of Howland Hook to attract more business and provide an even greater economic boost to Staten Island and the New York region.”

U.S. Senator Jon Corzine said, “The signing of this Project Cooperation Agreement is one of the last steps necessary to ensure the dredging and deepening of the Port of New York and New Jersey channels, and I am proud to have worked with my colleagues in the New Jersey and New York delegation to secure the funding for this project. This dredging project guarantees that the Port of New York and New Jersey will continue to help drive our region’s economy.”

U.S. Congressman Bob Menendez said, “The deepening to 50 feet will not only ensure the competitiveness of the megaport of the East Coast in today’s global economy, but will help to continue its phenomenal growth, and expand its potential as an economic engine for our state and region.”

U.S. Congressman Rodney Frelinghuysen said, “The 50-foot deepening Project Cooperation Agreement is a milestone of national significance for the Port of New York and New Jersey. By increasing the depth of the harbor, we’re opening the door for more goods to be moved in and out of the region, while allowing us to become more competitive with other ports. It goes without saying that this port drives our regional economy. The increased and continued growth of international maritime trade means the creation of more jobs and ultimately a stronger economy here in New Jersey and New York as well.”

U.S. Congressman Jerrold Nadler said, “The 50-foot project is absolutely essential if we are to become the hub port on the East Coast and preserve the more than 229,000 jobs in New Jersey, Staten Island and Brooklyn.”

Port Authority Executive Director Joseph J. Seymour said, “This channel-deepening program is a critical part of the Port Authority’s aggressive, long-term commitment to the port. To make sure our port remains competitive, we also are investing millions of dollars in projects to build ship-to-rail facilities at our marine terminals, to strengthen wharfs and berths, and to create more terminal space. We are confident that our investments will result in major economic dividends in the future.”

Port Authority Port Commerce Director Richard M. Larrabee said, “In

conjunction with our channel-deepening work, we are committed to providing the maximum amount of environmental benefits to the region. The material that we are removing as part of this project will be beneficially reused to cap landfill sites, to remediate brown-field sites, and to create artificial reefs. To mitigate the environmental impacts from our channel-deepening program, we also are proactively working on plans to retrofit the engines on Staten Island ferries to provide extensive emissions benefits that will benefit the region long after the channel-deepening work is completed.”

Today’s agreement will allow the Army Corp of Engineers to begin to award contracts for the deepening of the Ambrose, Anchorage, Kill van Kull, Newark Bay, Arthur Kill, Port Jersey and Bay Ridge channels to 50 feet.

(May 28, 2004, The Port Authority of New York & New Jersey)

PLIPDECO (Trinidad & Tobago): Acting President appointed



CAPTAIN Rawle Baddaloo has been appointed to act as President of the Point Lisas Industrial Port Development Corporation Limited (PLIPDECO) effective from April 17, 2004.

He takes over the reins from outgoing President Mr. Neil Rolingson, and will continue to act in the position until a successor President is appointed.

Captain Baddaloo joined PLIPDECO in 1979 and has held his current substantive post of Vice President, Commercial Relations and Harbour Management, for the past four years.

As the immediate past President of the Caribbean Shipping Association, and a former President of the Shipping Association of Trinidad and Tobago, he needs no introduction to the national and regional shipping communities. Captain Baddaloo has acted as President of PLIPDECO on several occasions in the past.



Redwood City: Port Maritime Business sets record

A record 1,139,503 metric tons of cargo crossed the Port of Redwood City docks by mid-April, Redwood City Port Commission Chairman Larry Aikins announced.

The tonnage surpasses the Port’s record of 1,111,404 set all of last year, and it becomes the third million ton year in Port history. With the fiscal year ending June 30, the Port projects a record at 1.4 million metric tons. The record is reflective of the busy construction industry and the dire need for scrap metal overseas, Aikins said, and is driven by increases in imports of cement, construction sand, and gypsum and export of scrap metal.

Aikins said that Port’s success underscores that the construction industry continues to rally. Much of the cement, aggregates and gypsum imported from China, Canada, and Mexico are used in the building trades.

Recognizing the Port’s continued economic success, the Port Commission agreed to contribute an additional \$400,000 “emergency contribution” to the financially-strapped City of Redwood City’s General Fund, in equal installments July 1, 2004, and July 1, 2005.

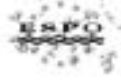
For the last 10 years, the Port has contributed a percentage of its net revenue to the City based on a formula. Combined with the one-time emergency contribution in equal installments, it is projected that the Port will give the City \$1.2 million over the next two fiscal years starting July 1, 2004.

“The Port’s subvention to the City is possible because of the success of the Port and our tenants,” said Commission Vice Chairman Dick Dodge. “Because of the extraordinary financial difficulties facing the City, the Port has decided to slow the funding of its reserves so that we can increase our annual subvention and provide additional assistance to the City in the form of the two \$200,000 emergency contributions.”

The Port of Redwood City does not receive any tax subsidies and supports its operations through revenues generated from maritime, commercial, and recreational activities.

*(Port of Redwood City “Currents”,
Summer 2004)*

Africa/Europe



ESPO: 2003 total EU port traffic rose by 3.5%, container traffic by 10.5%

IN 2003 total sea transport of goods in the ports of European Union rose by 3.5 % to 3.070 Million tons. Container throughput grew by 10.5 % to approximately 58.6 Million TEUs, almost the same growth rate as the previous year.

Big container ports had the same rate of increase as the medium size and smaller ports. Container traffic had a more important growth in North European ports (+10-11%) than in Atlantic ports (+9-10%) and Mediterranean ports (+7-8%).

Non-containerised general cargo (including ferry and ro-ro and excluding liquid and dry bulk) grew by about 4%.

(June 1, 2004, ESPO)



EC: Commissioner De Palacio announces new port package

SPEAKING at the first annual ESPO conference in Rotterdam, Commission Vice-President Loyola de Palacio announced yesterday afternoon that she had given her services instructions to develop a new port package, following the failure of the market access to port services' Directive in November last year.

"We consider a number of options", the Commissioner said, "However, lessons can and should be learnt from the reactions to the Commission's proposed Directive of 2001." In particular, she referred to the following elements which should be taken into account:

- liberalization of port services should fully respect social, health, safety and environmental legislation both at European and national level;
- the "level playing field" argument – competition between ports must take place on a fair basis, with clear rules;
- a Community framework should contain general principles and provisions, allowing a sufficiently flexible approach to respect the variety of ways in which ports are orga-



nized and operated throughout the EU.

The expectation is that the new port package will consist again of a Directive proposal on market access to port services but would also contain guidelines on public financing of ports. "Ports are more than ever on the EU agenda", the Commissioner concluded, "and I intend to formally submit a proposal on ports before I leave my term of office in the Commission, that is before November 1." Mrs. De Palacio referred to a revised draft which may be available before the end of this month, which supposedly concerns a draft for internal purposes within the Commission.

(June 18, 2004, ESPO News Plus)



Antwerp: Port Mobility

ON June 21, 2004 the Flemish Government started ambitious works on the Antwerp Ring Road R1. The works cover the route between the motorway junction E19 – A12 to the north and the 'Kennedytunnel' to the south, including the overpass in Merksem, all approach and exit roads as well as the connections with the motorways (E313, E34, E19, A12). Traffic will always be able to circulate in both directions but on a limited number of narrowed lanes. This implies that the capacity of the Ring Road will be halved.

In order to limit disruptions as a result of the works as much as possible various initiatives have been taken. The Flemish Region has built five temporary bridges over the most important junctions of the Singel (inner-ring road).

In the context of the works on the Ring around Antwerp, the Antwerp Port Authority, together with the Antwerp Port Federation and 'Promotie Binnenvaart Vlaanderen' (Promotion of Inland

Navigation in Flanders), has developed a number of projects with the objective of reducing disruptions during the works.

AGHA and the Antwerp Port Authority will be launching a website that will inform freight traffic of all the possible disruptions as a result of the works and which aims to improve the access to the Antwerp port during the works. The www.antwerpportmobility.be website divides the port in six zones. Site users input their point of origin and their destination (quay number). The site will then provide users with the best possible route in function of the parameters date and time of visit. The information on the website will be available in four languages.

Furthermore the Port Authority has developed a website that gives an overview of all inland terminals in Europe (including departure and arrival days as well as transit times) in consultation with 'Promotie Binnenvaart Vlaanderen'. Through the website of www.containerafvaarten.be visitors can access contact information for all the operators concerned.

(June 22, 2004, Port of Antwerp)



Constanza: Increase in the global traffic in 2003



THE global traffic in the ports of Constanza, Midia and Mangalia recorded 43,245 thousand tons in 2003, meaning an increase of 2,721 thousand tons, respectively 7% comparing with 2002.

This increase of the global traffic in 2003 is mainly given by the increase of the maritime traffic with 9% (2,713 thousand tons) and the inland traffic with 0.08% (8 thousand tons). So, the maritime traffic recorded 33,464 thousand tons in 2003 comparing with the last year when it recorded 30,751 thousand tons. The inland traffic reached 9,781 thousand tons, from 9,773 thousand tons in 2002.

Regarding the imports, it was recorded an increase of 20.77% (2,952 thousand tons), from 14,216 thousand tons in 2002 to 17,168 thousand tons in 2003. The exports

recorded a decrease with 1.92% (275 thousand tons), from 14,321 thousand tons to 14,046 thousand tons. In the transit traffic, it was noticed a decrease with 2.5% (121 thousand tons), from 4,805 thousand tons recorded in 2002 to 4,684 thousand tons in 2003.

The container traffic registered a significant increase, so that in 2003 it registered 206,449 TEU, comparing with 136,272 TEU registered in 2002. The increase is 51.5% (70,177 TEU). In quantity, it was registered an increase of 42.25% (558,239 tons), from 1,321,254 tons in 2002 to 1,879,493 tons in 2003.

(news @ portofconstantza.com)



Göteborg: Wins EU Clean Marine Award



PORT of Göteborg AB has been presented with the new Clean Marine Award by the EU Commission. The award is meant to promote environmental protection measures in shipping. Port of Göteborg won the award for its work on shore-to-ship electricity feeding.

The Clean Marine Award is being presented in three categories: shippers, shipping companies, and authorities. The award should be viewed as an encouragement to organizations that have implemented environmental protection measures that further diminish the emissions to the air created by shipping.

The Clean Marine Award for EU authorities was presented by Margot Wallström, EU commissioner for the environment, to Magnus Kärestedt, president of Port of Göteborg AB.

"We hope for a close co-operation with shipping companies and shippers that want to create state-of-the-art qualities in their environmental protection work", Mr. Kärestedt commented. - To the Port of Göteborg, the shore-to-ship electricity feeding is an important step in our effort to be an environment-oriented link in the logistics chain.

The first shore-to-ship electricity interface for cargo vessels at the Port was Berth No. 700 in the Port's Ro/ro Terminal, com-

missioned in co-operation with shipper Stora Enso.

The shore-to-ship electricity interfaces completed to date at the Port of Göteborg have resulted in a decrease in the emission of nitrogen oxide by 80 tonnes annually, sulphur dioxide by 60 tonnes and particles by two tonnes.

Ships need electricity when at berth, for lighting, heating and ventilation but also for pumps, apparatus and machinery. The usual way to generate current is to have a diesel engine produce it. The shore-to-ship electricity feeding makes away with emissions and also engine noise, an important working environment factor. The fact that the electricity provided at the port terminal is generated by wind makes the environmental effect of the method even better.

The Clean Marine Award is viewed by the European Parliament and the European Council as a welcome incentive to further decrease the emissions to the air by the shipping industry, a strategy recently adopted by the European Commission.

(Port of Göteborg, June 2, 2004)



Hamburg: Shanghai and Hamburg agree on port partnership

THE day before yesterday the two seaports Shanghai and Hamburg agreed on a port partnership on the occasion of the participation of Port of Hamburg Marketing at the "Transport Logistic 2004", a trade exhibition and conference organised for the first time in Shanghai.

Against the background of the great significance which both sea ports have for their respective market regions and the enormous potential growth in foreign trade by sea, particularly for traffic between China and Europe, as well as with the EU expansion after the admission of new member states, representatives of the Port Authority of Shanghai and the State Ministry for Economic and Labour Affairs of the Free and Hanseatic City of Hamburg agreed on a port partnership. The port partnership aims to further develop goods traffic between China and Europe via the two ports Shanghai and Hamburg. It is of particular interest to both partners to strengthen their cooperation in the areas of port planning, port administration, port construction and IT.

The Agreement was signed in Shanghai on behalf of the Port of Shanghai by General Director Xu Pei Xing and for the

Port of Hamburg by Manfred Reuter, Director of the Senate and Head of the Authority of Ports, Services and Economic Infrastructure and by Dr. Jürgen Sorgenfrei, Director of the Port of Hamburg Marketing, Reg. Assn., on 10th May 2004 to mark the occasion of the trade fair participation of the Port of Hamburg at the "Transport und Logistic 2004". In addition to numerous Chinese and international exhibitors the Port of Hamburg presents itself from 11th to 14th May 2004. The Port of Hamburg has organised a partner stand together with marine transport companies from Hamburg and is inviting to a Port Reception in Shanghai on the 13th May 2004.

(May 12, 2004, Hafen Hamburg Marketing e.V.)

Sines/PSA: Sines Container Terminal receives first vessel

OPERATIONS at Sines Container Terminal XXI (Terminal XXI), a collaborative effort between the APS and PSA, commenced on May 31, 2004 with the arrival of the first vessel 'MSC Cristiana' from the shipping line Mediterranean Shipping Company. PSA is working actively to attract more vessel calls and shipping lines to hub in Sines.

Located about 150 km south of Lisbon, Terminal XXI plays a complementary role to the existing ports in Portugal and is poised to handle increasing numbers of both transshipment and local containers. Terminal XXI is strategically located at the cross-roads of the two vital transoceanic shipping routes of North-South and East-West and well-connected by road and rail to the hinterland market.

"Sines and Terminal XXI represent for MSC an excellent opportunity for transshipment operations given the exceptional geographic location and the high quality of the port facilities. MSC believes that the beginning of operations at Terminal XXI is an important progress factor for the country, for the surrounding area of Sines and, last but not least, for our local export and import," said Mediterranean Shipping Company.

According to Mr Jose Monteiro de Moraes, President of Sines Port Authority (Administração do Porto de Sines, SA), "Terminal XXI represents a clear bet for the National Port System to capture container traffic from the main maritime routes. Notwithstanding its ambition to capture other traffics, including in the context of Iberia, Terminal XXI's main priority is oriented towards capturing transshipment traffic. Therefore, we witness today the first

step towards the realisation of a project which is of utmost importance at the national, regional level and Iberian level."

"PSA has a close working relationship with the Sines Port Authority to grow Terminal XXI into a major regional container port to service transshipment and local trade. We will strive to provide best-in-class services for all the shipping lines that call at Terminal XXI and meet their individual requirements," said Mr. Pierre Timmermans, CEO of PSA Europe.

Phase I of Terminal XXI offers 320 metres of berth with 16-metre draft, two post-panamax quay cranes and three rubber-tyred gantry cranes. This provides Terminal XXI with an annual handling capacity of 250,000 Twenty-Foot Equivalent Units (TEUs) of containers.

(May 31, 2004, Porto de Sines / PSA Corporation)



St. Petersburg: P&O Nedlloyd to open office

TO meet demand in the fast growing Russian market, P&O Nedlloyd is to open its own office in St. Petersburg in September this year. Once operational the office will provide customers with access to P&O Nedlloyd's full range of liner and logistical services.

As a result of this development, P&O Nedlloyd will no longer use Ruscont as independent agents in St. Petersburg, though Ruscont will continue to service the Russian container shipping market.

P&O Nedlloyd will continue to work in co-operation with Rusmarine group.

(June 1, 2004, P&O Nedlloyd)



Fremantle: Taking a leading role in a campaign to introduce safety regulations for ships' mooring lines

FREMANTLE Ports Harbour Master, Captain Eric Atkinson, told an international congress of harbour masters in Cape Town this month research indicated that at least 12 people die every year from accidents involving faulty mooring lines, and numerous others are seriously injured.

He said the estimated number of deaths worldwide was based on the findings of surveys conducted by a number of maritime bodies, among them the International Association of Ports and Harbours, and the International Harbour Masters' Association. The figure could be much higher.

As well as the fatalities there were many severely disabling injuries such as crushed and fractured limbs associated with mooring line accidents.

Captain Atkinson said Fremantle Port's campaign to address this problem was initiated following an accident at Fremantle in December 2000 when a stern line gave way under tension. A port services officer involved in the mooring operation subsequently had his right leg amputated below the knee.

Captain Atkinson said the incident highlighted a compelling need for international regulations to ensure that ships' mooring lines and mooring equipment are in a safe and well maintained condition.

"Mooring lines are not included in the International Convention for the Safety of Life at Sea regulations." "There is no international convention to force ship owners to ensure their mooring equipment is safe."

Captain Atkinson said the absence of regulations on ships' mooring lines and mooring equipment was a critical omission from the International Maritime Organisation's safety regulations.

"As a result, there is no legal basis for member States of the Port State Control program to inspect ships' mooring lines and equipment, as there is for all other aspects of vessel safety," Captain Atkinson said.

Port State Control is an international memorandum of understanding targeting sub standard ships. It enables the inspection of foreign ships to ensure they meet international safety and environmental standards.

Asia/Oceania



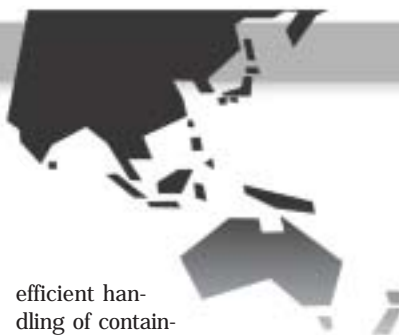
Colombo: New container terminal



A new container terminal built at a cost of Rs.2.18 billion will be opened at the Colombo Port Thursday by Ports and Aviation Minister Mangala Samaraweera. The new terminal is designed to increase the Port's container handling efficiency by 350,000 TEUs per annum.

"The Unity Container Terminal will help further boost our image as one of the best Ports in South Asia," a Sri Lanka Ports Authority (SLPA) official said.

Equipped with three 41-ton lifting capacity container cranes, with an outreach to handle 13 boxes across the beam of a ship, the new Unity Container Terminal (UCT) will shortly be complemented with a computer link to the Jaya terminal for the



efficient handling of containers, he said.

The new Terminal, funded by the Japan Bank for International Cooperation, includes a 340 meter long, 100 meter wide pier with a backup yard area behind it. The smaller berth is nine meters deep and 130 meters in length and the larger berth is 11 meters deep and 210 meters in length.

The pier, 340 meters long and 100 meters wide, has 528 slots for high stacking. The backup yard which is 32.5 hectares has an additional 492 slots.

According to the SLPA, the UCT is supplemented by eight transfer cranes of 41-ton capacity for yard operations and 45 prime movers and trailers.

The SLPA has constructed a bulk handling berth with its own funds to act as an additional berth for bulk cement vessels. This will also be available for any general cargo operations, the official said.

The construction contractor for the UCT was Penta Ocean Wakachchiku Joint Venture while Japan Port Consultants was the project consultants.

(Sri Lanka Ports Authority Daily News, June 1, 2004)

The Australian Maritime Safety Authority monitors mooring lines during Port State Control inspections and raises any serious issues with ship masters but is currently unable to detain vessels for issues related to mooring arrangements.

Captain Atkinson said a proposal had now been put to the International Maritime Organisation by one of its member States, with support from others, to review safety issues in relation to ships' mooring equipment.

"It is hoped that this will cover mooring lines as well," Captain Atkinson said.

"Given the seriousness of the current situation, this matter needs to be high on the IMO agenda until something is done."

Captain Atkinson said Fremantle Ports had a policy in place enabling mooring personnel to refuse to take a ship's mooring line if they had reason to suspect that the line was unsafe.

Under this policy, the master of the vessel would be provided with written notification of the reasons for rejecting the line, with copies of this forwarded to the Australian Maritime Safety Authority and the ship's agent. However, in Fremantle Ports' view, it is important to have an inspection regime because mooring lines are often handled in the dark, and it is not possible to adequately inspect them during mooring operations or to be sure that the appropriate action is taken by relevant authorities.

(May 21, 2004, Fremantle Port Authority)

MOMAF (Korea): Inter-Korean Shipping Agreement successfully concluded

THE Republic of Korea and the Democratic People's Republic of Korea concluded the South-North Korean Shipping Agreement and Annexes in an exchange of documents during the 9th inter-Korean economic cooperation promotion committee meeting held in Pyongyang June 2-5, 2004.

South and North Korea have had four rounds of shipping cooperation working-level contact since November 2002 to reach the pact. Under the Agreement, South and North Korean flagged vessels will be able to transport goods directly between the two sides. In the absence of the Agreement, goods were transported by boats flying third-country flags. The pact will also provide an institutional infrastructure for inter-Korean shipping on a stable basis and further promote exchanges and cooperation between the two countries with the facilitation of coastal shipping industry.

The Agreement calls for both sides to open seven ports to the other. The South Korean ports to be opened for the purpose are Incheon, Gunsan, Yeosu, Busan, Ulsan, Pohang and Sokcho and the North Koreans ports Nampo, Haegu, Goseong, Wonsan, Heungnam, Cheongjin and Najin. Ships running between South and North Korea are to be given a navigation permit from the other party's maritime authorities and will be treated on the same footing with the other's vessels.

The Agreement also enables both sides to engage in rapid rescue works in case of maritime accidents and to establish a consultative body to facilitate bilateral cooperation in the ports and shipping sectors. The Agreement and the Annexes are expected to come into effect during the second half of this year following necessary domestic procedures by each side.

(June 8, 2004, MOMAF)



MPA (Singapore): "Best Seaport in Asia" for 16th time

SINGAPORE's seaport has clinched the "Best Seaport in Asia" award at the annual Asian Freight & Supply Chain Awards (AFSCA) held in Shanghai, this evening. This is the 16th time that Singapore has won the top spot since the awards started 18 years ago. The award once again attests to the strong vote of confidence that the international maritime community has in Singapore as a premier port and an international shipping hub.

Captain Khong Shen Ping, Director (Port), Maritime and Port Authority of Singapore (MPA) received this prestigious honour conferred by the international maritime community at The Grand Hyatt Hotel, Shanghai.

Starting out as the Asian Freight Industry Awards (AFIA) in 1986, the AFSCA recognises and honour outstanding organisations that have shown leadership in the cargo transportation, freight and supply chain sectors. This award organised by the Hong-Kong based industry journal Cargonews Asia, has grown over the years into a respected air, sea, land and freight transportation award ceremony.

The efficiency and quality of marine services offered by the Singapore port is closely monitored by the MPA. It conducts an annual marine services survey as part of its continuing efforts to assess the level

of satisfaction with the services provided and to identify areas for improvement.

In its 2003 Annual Marine Services Survey (AMSS), about 400 shipmasters completed the survey. They were asked to rate their satisfaction level on various aspects of the marine services provided in the port such as pilotage, towage, bunkering, vessel traffic information service and navigational aids, among others.

The survey showed that over 90% of the shipmasters expressed high degree of satisfaction for the services provided as compared to 83% in 2002. This percentage increase is attributed to an overall increased level of performance for the services.

The survey also showed that efforts to ensure navigational safety and port security in Singapore were highly regarded by the shipmasters.

Going forward, the MPA will be meeting with its industry partners, i.e. marine service providers, to share the findings of the survey. The MPA will work with them to identify ways to further improve the services.

(May 12, 2004, Maritime & Port Authority of Singapore)

MPA (Singapore): First country to participate in US. International Port Security (IPS) Program

SINGAPORE is the first country to participate in the United States Coast Guard's International Port Security (IPS) Program. This was revealed by RADM(NS) Lui Tuck Yew, Chief Executive of the Maritime and Port Authority of Singapore (MPA), at the 3rd Maritime Security Seminar held today at the Grand Copthorne Waterfront Hotel. The Seminar is jointly organised by the MPA and ST Education and Training Pte Ltd (STET).

According to the USCG, the objective of the IPS Program is for the US to engage in bilateral or multilateral discussions with trading nations around the world to exchange information and share best practices to align port security programs. It serves to reinforce the implementation of the International Ship and Port Facility Security (ISPS) Code by combining multinational best practices with international requirements to ensure a comprehensive and consistent approach to maritime security.

RADM Lui said, "Singapore's participation in the IPS Program emphasizes our commitment towards working at the multilateral and bilateral levels to promote

and encourage the effective and timely enforcement of the ISPS Code. It underscores the importance that we place on promoting multilateral and bilateral understanding and exchanges on the issue of maritime security.”

At the request of the USCG, MPA hosted four USCG officers to a six-day visit program from May 26-31, 2004, which included discussions with the MPA and other relevant Government agencies, and on-site visits to some of Singapore’s main port facilities, namely PSA Corporation, Jurong Port Pte Ltd, Singapore Cruise Centre Pte Ltd, Shell Eastern Petroleum Pte Ltd and Sembawang Shipyard Pte Ltd. The USCG officers also observed the first joint maritime security exercise conducted by the MPA, NOL and PSA Singapore Terminals on May 25, 2004.

RADM Lui also said, “Ensuring that Singapore remains a safe and secure port requires a close working partnership among all stakeholders, be they Government agencies or private organisations. The participation of our various terminal operators and shipyards in the IPS Programme attests to their commitment to this partnership. It is only through such close co-operation that Singapore can achieve a balance between security enhancement and trade facilitation.”

Commenting on the visit, CDR Joseph J. Lo Sciuto, Supervisor of the IPS Program, said, “We have engaged in a very productive information exchange with the MPA. We visited several maritime facilities and during our information exchanges, we identified several ‘Best Security Practices’ which we will be taking back to the maritime industry in America. This has been a fruitful visit. We deeply appreciate Singapore’s proactive approach to fully implementing the ISPS Code. These actions exemplify Singapore’s position as a role model for maritime security in the Asian region. We would like to thank Singapore and MPA for hosting our visit and participating in the program.”

The US-Singapore co-operation on port facility security further strengthens Singapore’s status as a secure port. Singapore is well prepared to comply with and enforce the ISPS Code come July 1, 2004. Presently, all of our port facilities are already in compliance, and more than 90% of Singapore-flagged ships have had their security plans approved. The relevant legislations are also in place to give effect to the ISPS Code. Further, the maritime security exercise conducted on 25 May 04 has demonstrated that our security plans work well on the ground.

(May 31, 2004, Maritime and Port Authority of Singapore)



Qingdao: Qingdao Harbor Vocational Technology College



A well-furnished Fully-functional Vocational Technology College

Qingdao Harbor Vocational Technology College (QHVTC), established in 1975, is a state-owned full-time college, which is engaged in education of college degree, adult continuing enhancement, involving fields such as trading business, management, know-how training, technology services, educational cooperation etc. Making recruitment nation-wide, the college now has 5,300 students on-campus.

Occupying an area of 796,659 sq.m, the college owns complete educational facilities. Profound academic atmosphere, strict management, vigorous campus lifestyle and evergreen environment, promise the college superb educational condition, and for which the college was awarded the titles Civilized Model Unit, Garden-like Unit, Prominent Vocational Education Unit and Prominent Sanitary Unit by local authorities.

A Vocational College Backed by One-hundred-million-ton Port

Qingdao Port owns first-class container terminals in the world, a 200,000-ton-class ore terminal, the largest in Asia, and a top-nation 200,000-ton-class crude oil terminal. In 2003, Qingdao Port became one-hundred-million-ton port, with 140million tons of cargo handled. In the same year, Qingdao Port cooperated with Maersk-sealand and P&O Neduoyd with an investment of \$887 million to build world-top container terminals. As a subsidiary unit of Qingdao Port, the college fully takes the Port’s advantages to leap forward in its development.

The Only College in the Nation Featuring Port and Navigation Business

Catering to the needs of port and navigation business, the college sets more than 20 subjects and courses including Ocean Shipping Tally, Lifting Crane & Engineering Machinery, Vessel & Port Electrical Equipment, Customs Declaration & Overseas Shipment, Mechatronic Engineering, Logistic Management, Container Handling Business, Logistic Machinery & Control Technique, International Navigation Business, Electrical Engineering & Automation, Automobile Application Technique &

Marketing, Digital Technique & Application etc.

The subject Mechatronic Engineering has been recommended as a Model Subject by Ministry of Education. Meanwhile, QHVTC has been appointed as one of the largest four Training Center by Ministry of Communication, and listed as the Vocational Technique Training & Testing Center. In April, 2004 the college was nominated as the Logistic Engineer Training Base by local authorities, and in May the college became the member of China Federation of Logistic & Purchasing

QHVTC, The Cradle of Port & Navigation Business Talents

QHVTC has enrolled lots of elites from home and abroad. Nowadays, the college has 480 staff including 300 teachers, among whom 98 individuals are professors or vice-professors or senior engineers, and 160 possess double professional titles. The college has set up doubles of training and practicing sites and employment network based on national famous enterprises such as Qingdao Port, Haier, Hisense etc. The employment rate of graduates constantly remains more than 96 per cent. Furthermore, graduates studied certain subjects are demanded more than supplied, and many of them have become the cream of crop on their jobs, moreover some individuals have made world record in handling container and ore leading their teams, and the performance of which is called Zhenchao Efficiency.

QHVTC, the Cradle of A New University – Qingdao Marine Business University

The Qingdao Port has transferred its business to the western district, where QHVTC is located, which has brought about further economy development of Qingdao city. QHVTC has made an expansion project to upgrade itself to be a comprehensive university.

The planned university – Qingdao Marine Business University will consist of several colleges including Logistic Business College, Mechanical & Electrical Engineering College, Port & Navigation Business College, E-information Engineering College, Law Science College, Environment Preservation & Social Security College, Foreign Language Study College, Vocational Technology College, with an enrollment of 20,000.

The Qingdao Port strongly supports the expansion project, and assists the QHVTC to seek partners at home and abroad for the cooperation in building the University. The goal is to build the University to be an international opened comprehensive university featuring port and navigation business.

(June 2004, Qingdao Port)