



November 2005 Vol 50 No 5

PORTS HARBORS

Official Journal of the International Association of Ports and Harbors

Faith in the future

Can Bilbao fulfil its hub port dream?

Rotterdam's revolution

'Infrastructure essential to a world-class port'

Eastern star

Megaport to transform the Baltic?

When the wind blew

Exclusive reports from New Orleans' Gary LaGrange and
IAPH President Tom Kornegay on Katrina's and Rita's aftermath

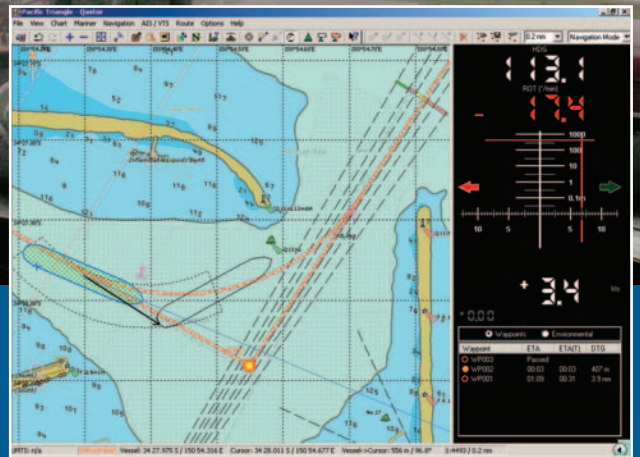
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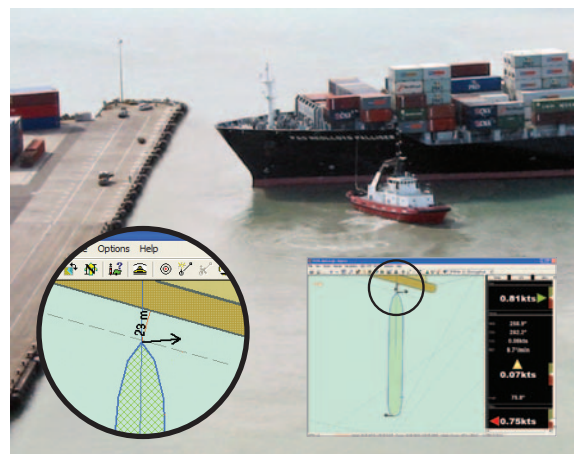


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Port president Gary LaGrange and US transportation secretary Norman Mineta survey Hurricane Katrina's impact on the Port of New Orleans

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Build a more cohesive partnership

"All the maritime deals in the world will accomplish nothing unless we confront the twin challenges of capacity and congestion – our goal is simple, the maritime infrastructure must keep pace with the soaring increase in global trade"

That was US transportation secretary Norman Mineta's keynote in his address to the IAPH executive committee in Los Angeles last month.

Congratulating the Association on its 50th anniversary and welcoming IAPH back to the city where it was founded, he stressed: "It's critical that we continue to work together to build a more cohesive partnership among the world's ports and harbours."

Both this Association and I know that our future prosperity depends on it."

Indeed, it's that cohesive partnership within the world port industry that the IAPH and its numerous industry activists and supporters have been striving to foster and strengthen for the past half-century.

Yet we still have a long way to go.

We're tackling an ever-widening range of port industry issues, particularly with the

“ It's essential for us to more actively reach beyond the port community for closer collaboration ”

tremendous growth of globalization in the world economy. And it was with this in mind that during May's Shanghai conference, the IAPH board decided to reform the technical committees.

In his inaugural speech, President Kornegay placed this vital issue at the top of his list. Following on from that, the executive committee in Los Angeles set out the 2005/2007 missions and work plans for the respective new technical committees.

I am convinced that the new committee framework will better meet members' needs as well as facilitate their more efficient and flexible participation. At the same time, it's essential for us to more actively reach beyond the port community for closer collaboration.

To successfully address any of the current issues, it's vital we develop more cohesive partnerships – not only among the world's ports, but also with other concerned international organizations. **PH**



Dr. Satoshi Inoue
Secretary General – The International Association of Ports and Harbors

PEOPLE

AAPA CHAIRMAN

IAPH third vice president Bernard Groseclose Jr. is the new chair of the American Association of Port Authorities.

CEO of South Carolina State Ports Authority, "Bernie Groseclose is extremely well respected by his colleagues in the port industry," said AAPA president Kurt Nagle, "and was unanimously elected by port officials throughout the Western Hemisphere. We look forward to his leadership in these challenging times."



Bernard Groseclose

WSC BOSS

Adolph Adrion, CEO of Hapag-Lloyd, was elected chairman of the World Shipping Council (WSC) in September.

Adrion, who began his maritime career as a ship's boy and went on to earn his master's certificate, was appointed Hapag-Lloyd Container Line Europe MD in 1997 before becoming CEO.

RESPONSIBILITY

P&O has appointed Michael Gradon as CEO of London Gateway, which will see him take responsibility for the new £1.5Bn port and business park project based in Thurrock, UK.



Michael Gradon

CRUISING ON

Laurent Monsaingeon of French Riviera Ports was elected president of MedCruise, the Association of Mediterranean Cruise Ports, in October – MedCruise currently represents 44 countries covering 63 ports.

Additionally, Albert Poggio of Gibraltar was elected a senior vice president and Valeria Mangiarotti of Cagliari became vice president.

Strategic terminal for Dalian



Signing ceremony – front row (l. to r.): James Tsien, Hutchison Ports China MD and DPC general manager Sun Hong. Back row (l. to r.): Hutchison Ports China director Henry Wah, Hutchison Whampoa (China) MD Simon To, DPC chairman Yuan Fuxiu, HPH group MD John Meredith, Madame Sun Chunlan, Dalian's party secretary, and Dalian's mayor Xia Deren

Dalian Ports Corporation general manager Sun Hong and Hutchison Ports China MD James Tsien signed a joint venture deal in October to develop a dedicated ore terminal at the port.

Called Dalian Ore Terminals Limited, the newly-formed JV is owned 50:50 by DPC and the HPH Group. It has a 50-year tenure and plans a total investment of RMB2.2Bn once approvals from relevant government agencies have been received. The cash will go on a two-berth 886m quay with an alongside depth of 23m, three ship unloaders, two stacker reclaimers and a rail loading station.

DPC chairman Yuan Fuxiu commented: "We are excited about the strategic partnership with HPH – by leveraging both companies' strengths, we're confident that Dalian Ore Terminals will contribute to the transformation of Dalian Port into a major maritime centre."

HPH group managing director John Meredith was equally pleased: "The joint venture marks HPH's first dedicated non-containerised terminal operation in the PRC, expanding the Group's network to north China. The investment reflects the importance of Dalian's strategic location."

Post-Panamax terminal planned

Mersey Docks and Harbour Co (MDHC), which includes Medway Ports and Heysham and is now owned by the Peel group, plans an £80M, 600,000 TEU post-Panamax river terminal capable of handling two new generation box ships simultaneously.

It involves building an 800m

quay and infilling work to create a 17ha triangle of land between the river wall at Seaforth Dock and the river wall at the Gladstone entrance and will free up capacity at Seaforth Container Terminal inside the locks, boosting total capacity to about 1.5m TEU.

"We've seen significant

growth in containers over recent years – around 6% to 7% annually – and if growth continues at the same kind of level, in a few years' time we'd be running into capacity issues," said MDHC CEO Peter Jones.

More info at
www.merseydocks.co.uk

With stunning views



Artist's impression of the new HQ

China Shipping Agency (UK) and Johnson Stevens Agencies at the Port of Felixstowe have awarded Jackson Construction a £6M+ contract to build a milestone HQ building.

Designed by London-based Colwyn Foulkes & Partners, the high-spec, four-storey steel frame building will include 'a wealth of innovative

architectural features, including large, open plan offices, an atrium and a top floor directors' suite.' And its prime coastal location will also offer breathtaking views across the port towards the North Sea. Work's scheduled for completion by August 2006.

More info at www.jackson-construction.co.uk

Catching up

After missing much of the global mining boom due to inadequate rail and port facilities, South Africa's transport and logistics agency, Transnet, has signed agreements to upgrade rail services between coal and iron ore mines and the ports of Richards Bay and Saldanha respectively.

Over ZAR5Bn goes to upgrade

Saldanha iron ore terminal – where work's already about 90% complete, according to SA Port Operations executive Leon Broom – and the 860km-long railway from the Northern Cape iron ore mines at Sishen, which will boost the line's capacity by 12M tonnes to 41Mt by 2009.

More info at www.transnet.co.za



Leon Broom at Saldanha

Cash for Brazilian ports

Brazil's 2006 budget proposal for infrastructure investments totals BRL4.89Bn (US\$2.09Bn) and includes road, rail and other projects, with the country's ports benefiting as follows:

■ **North Region** – projects in Amazonas state include BRL39.1M for river ports while Pará state port administrator Companhia Docas do Pará will receive BRL1M for environmental and administration investments.

■ **North Eastern Region** – ports will receive BRL57M as follows: Bahia, Ceará and Rio Grande do

Norte will get BRL4.3M for efficiency and environmental studies, while the Port of Areia Branca in Rio Grande do Norte gets BRL22.7M for ship docking equipment. Suape gets BRL30M to build quay four.

■ **South Eastern Region** – Brazil's biggest port, Santos, receives BRL12M for environmental and efficiency studies, while the Port of Vitória in Espírito Santo will get BRL6.7M for various projects and the Port of Rio de Janeiro will receive BRL4.2M to upgrade security.

Santos will also get BRL49M for berth and access channel dredging, plus BRL2.5M for

construction of a new administration complex and BRL30M for a new access road.

■ **Southern Region** – the Port of Rio Grande in Rio Grande do Sul state will receive BRL7M for breakwater and dredging works, while BRL35M goes for breakwater works at the ports of Imbituba and Laguna in Santa Catarina state. The Port of São Francisco do Sul, also in Santa Catarina, will receive BRL11.3M for its railroad ring and BRL8.5M for berth and access channel dredging.

More info at www.brasil.gov.br

Thinking big

Osprey Terminals is to develop a 19-acre container transloading facility in at Cedar Crossing industrial park in Texas that includes multiple berths and will provide access for container transportation within the Osprey Line network and between other Gulf of Mexico and inland river marine facilities. The project's scheduled for

completion in the first quarter of 2006.

Osprey also recently completed the largest single unit container tow in the history of the US inland waterway system – 15 barges loaded with 750 TEU of agricultural products and transported from Memphis to New Orleans and Houston.

More info at www.ospreyline.com

A record!

PEOPLE

NEW PDA CHAIRMAN

François Soulet de Brugiere is the Port of Dunkirk Authority's new chairman, succeeding retiree Jo Dairin.



François Soulet de Brugiere

CHANGES

Associated British Ports (ABP) has made key management appointments:

- John Fitzgerald becomes port director for the group's five South Wales ports after John Copping took early retirement
- Matt Jukes, deputy port manager for Hull & Goole, takes on John's old role as port director of ABP's short-sea ports, and
- Mike Stacey replaces Matt at Hull & Goole.



John Fitzgerald



Matt Jukes

WELL QUALIFIED

Port security specialists Securewest International have appointed former European Military Sealift Command (MSC) anti-terrorism force protection director Shawn Jay Winter as special operations and training manager for Europe and the Middle East.



Shawn Jay Winter

PEOPLE

ABRUPT EXIT

P&O Ports India chairman Jimmy Sarbh has resigned after previously stepping down from his position as regional director of P&O Ports for South Asia and the Middle East.

Sarbh was expected to continue as chairman for another two years, but differences with the management prompted his abrupt exit. He's now likely to set up the international port consultancy firm Sarbh Maritime, to focus on India and other developing markets.



Jimmy Sarbh

NEW FACES

Philippines-based port operator International Container Terminal Services (ICTSI) has overhauled its overseas management team.

Former Baltic Container Terminal (BCT) chief Jan Mors has been appointed senior vice president, based in Dubai, where he will oversee new business development activities in three continents – Johannes de Jong takes on Jan's old post at BCT.

And at its flagship Manila International Container Terminal:

- Noel Monzon becomes systems operations manager
- Julio Cabral is appointed assistant operations manager for administration and planning, and
- Sherwin Sanchez is the new assistant human resources development manager.



New MICT managers (l. to r.): Julio Cabral, Noel Monzon and Sherwin Sanchez

CHAIRMAN RETIRES

Stephen Lee Ching Yen has stepped down as chairman of Singapore's PSA International, to be succeeded by 64-year-old Fock Siew Wah.

Antwerp Operators Join Forces



Cheers! (l. to r.) PSA HNN CEO Vincent Lim, Yang Ming executive VP R. Ho, PSA Europe CEO Pierre Timmermans, K-Line senior MD T. Shimizu and Hanjin senior VP G.S. Choi

Formed through the union of PSA Hesse-Noord Natie and K-Line / Yang Ming & Hanjin (KYH) and due to begin business in January, new joint venture Antwerp International Terminal will enable KYH to use Antwerp as a European hub for its rapidly expanding Far

East-Europe trade.

"We've been Antwerp customers for a long time, its operational flexibility and efficiency is crucial in enabling KYH to deliver high quality services," said K-Line senior MDT. Shimizu.

PSA HNN plans to invest over €500M in Antwerp during the next five years to double terminal capacity to over 10M TEU on the right and left banks of the River Schelde.

More info at www.portofantwerp.be + www.kline.co.jp

SEMINARS & COURSES

DREDGING ENGINEERING

The 35th Dredging Engineering Short Course, organised by Texas A&M University's Centre for Dredging Studies, takes place on the university's campus January 9-13, 2006.

More info at <http://edge.tamu.edu>

PORT MANAGEMENT

The Antwerp / Flanders Port Training Centre (APEC) offers the following 2006 seminars: (i). Port Management, Jan. 23-Feb. 3; (ii). Port and Freight Railway Management, Feb. 13-24; (iii). Port Security, March 6-17; (iv). Ro-Ro Terminal Management, March 20-31; (v). Gestion d'un Terminal à Conteneurs (in French), April 17-28; (vi). IT, EDI and the Internet in Transport Businesses, May 8-19; (vii). Tasks and Responsibilities of Forwarders, Agencies and Shipping

Lines, May 22-June 2; (viii). Container Terminal Management, June 12-23; (ix). Port Environmental Protection Technology, Sept. 4-15; (x). Inland Waterways Transport, Sept. 25-Oct. 6.

More info at www.portofantwerp.be/APEC

PORT STATE CONTROL

The International Chamber of Commerce Port State Control Course runs April 3-13 at the University of London.

More info at www.icc-ccs.org

PORTS & DREDGING

The 42nd International Port Seminar takes place April 24-May 12, 2006 in Delft, Holland, and will be followed by IADC's Dredging Seminar, May 15-19. More info at www.unesco-ihe.org

How green is my port?

A unique new business park will be the result of a deal just signed between Amsterdam Port Authority, Lisman Inter Holding and Strukton Vastgoedontwikkeling.

Located on the south side of Amsterdam's Afrikahaven and covering over 24ha of land, Business Park Greenport will feature striking

architecture, areas of parkland and lots of open space, says architect Cees Dam, whose spatial plan "ensures that the various buildings, plots of land and public areas will have a uniform, attractive look while still meeting the individual needs of future occupants."

Amsterdam's vice mayor Mark

van der Horst commented: "This unique business park will meet the very highest standards and the fact that private companies like Lisman and Strukton are prepared to stick out their necks shows the site's great potential."

More info at www.greenport-businesspark.nl



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PORT UPDATES

NERVES OF STEEL

South Korea's Pohang Steel Company plans to invest US\$900M to set up a dedicated port at Jatadhari in Orissa, India.

The port will be constructed in two phases as part of an overall US\$12Bn investment and used to transfer raw materials and finished products to and from a planned 3M-tonne capacity steel plant.

CAPACITY CLIMBS

China's Fujian city plans to construct five large berths by 2020:

- Two before 2010, each able to handle about 100M tons of cargo per year, bringing total cargo throughput to 300M tons
- Three more built between 2011 and 2020, bringing total throughput to 600M tons by 2020.

PLEASE MOVE

Shanghai International Port Group has asked several major shipping lines to move their China-Europe services from Waigaoqiao to the new Yangshan Deepwater Port by the year end.

Sixteen services, including Maersk Sealand, CMA CGM and OOCL, will be shifted to the five-berth, phase one terminals.

ONE BREAKWATER, TWO BERTHS

Salalah Port Services has awarded a US\$262M contract to a Consolidated Contracting and Hani Archirodon joint venture to construct two 18m-deep berths and a new 2.85km breakwater at Oman's Port of Salalah.

Once completed, the new berths will add an extra 960m of quay and increase container handling capacity from 2.24M to 4M TEU a year. An additional US\$94M will also be spent on eight super post-Panamax and rubber-tyred gantry cranes, tractors, trailers and reach stackers.

LA GETS GREENER

The Port of Los Angeles has outlined plans for a US\$16.63M set of air quality improvement measures to be implemented over the next 12 months.

The clean air programme commits over US\$9M in incentive funding to modernize 869 yard tractors, which account (*contd page 10*)

Doug Marchand and SIPG CEO Lu Haihu shake on the deal



Georgia gears for growth

"A roadmap to success" is how Georgia Ports Authority (GPA) executive director Doug Marchand describes plans for the Port of Savannah, designed to create jobs and economic opportunities and achieve 150% growth in under 15 years

"The GPA will invest over US\$700M over the next ten years to help the port stay ahead of the competition for the foreseeable future," said Marchand. By 2015, Savannah should have the capacity to handle about 4.37M TEU.

The capital-spending plan includes improvements to the

Garden City Terminal, the largest single container facility on the entire East and Gulf Coasts, and includes funds to:

- Complete Berth 8, giving it an additional 2,100ft of quay
- Buy new super post-Panamax cranes, RTGs, toplifts and other equipment, and
- Carry out a major harbour deepening project, dredging to 48ft from the current 42ft at mean low water.

GPA also signed a memorandum of understanding (MoU) with Shanghai International Port Group (SIPG) in

October to jointly promote all-water shipping routes and trade opportunities between Asia and the Port of Savannah.

"Georgia-grown, processed and produced products exported to Shanghai have increased by more than 30% in just the past year. The State of Georgia can only benefit from this trend and by increasing ties with China," Marchand commented.

GPA also has strategic partnerships with other ports, including Sydney, Australia, and Japan's Port of Shimizu.

More info at www.gaports.com

Nelson would have approved

The Battle of Trafalgar was commemorated in style by Haven Gateway's shipping community, who were joined by visitors from about a dozen overseas European ports at a special Trafalgar Dinner.

Held at historic Hintlesham Hall in Suffolk and sponsored by solicitors Prettys, the dinner coincided with October's EU Port-Net conference, organised in Ipswich to discuss 'Feeder, Ferry and Shortsea Challenges.' Guests included delegates from Tallinn, Riga, Klaipeda, Szczecin, Elblag, Hamburg, Malta, Hamina, Antwerp, Genoa and the European Commission.

Welcoming the visitors, Haven Gateway chairman George Courtauld highlighted the fact that Nelson's flagship Victory had a multinational crew, many drawn from countries represented by the Port-Net partners.

Funds raised at the event were donated to



Left to right: Heleen Derveaux (Antwerp), Birgitta Olssen (Hamina, Finland), Miquel Roqa (Prettys) and Linda Smolowitz

Seafarers UK and the Royal Agricultural Benevolent Institution.

Dredging Projects

TWO MONTHS TO GO!

The Port of Nanjing says it will increase depths to 10m before the end of the year to enable access by 50,000dwt ships.

BLASTING BEGINS

Dhatri Dredging and Construction has begun deepening India's Port of Visakhapatnam, kicking off with blasting work to break up the rocky bottom.

The work will be completed in 10 months, during which the inner turning circle will be taken down to 12.35m; the outer circle to 19m; the inner channel to 11.8m and an area close to the LPG berth to 16m.

EUROPEANS TACKLE CALABAR

The Nigerian government has selected European majors Van Oord and Jan De Nul to dredge the Port of Calabar's 84km access channel.

Van Oord will complete the project's N4.310Bn first phase and Jan De Nul, will dredge the remainder for N4.971Bn. The pair have 40 months to complete the work.

HELPING HAND

Jawaharlal Nehru Port (JNPT), India's largest container port, has appointed Scott Wilson as project management consultant for its ambitious RS.8Bn (US\$182M) channel deepening project.

The consultant will advise on global tenders and bidding processes for the project, which is scheduled for completion by December 2008. Tendering will take about six months and the port plans to award a contract by mid-2006.

CRISIS AVERTED?

The embargo on dredging at Brazil's Port of Santos has been partially lifted after an environmental license was signed by environmental secretary for the government of Sao Paulo Jose Goldemberg.

Dredging can now begin throughout Santos estuary, apart from in areas between the left bank terminals – Santos Brasil and the new car terminal at Tecon Two – the export corridor on the right bank and the area in front of the Alemoa chemical pier.



History come to life

Bon voyage!

Sweden's Port of Gothenburg is one of the sponsors behind the construction and now the ambitious expedition of the replica 18th-century, full-rigged East Indiaman Götheborg.

She set sail on October 2nd on a two-year voyage commemorating historic

Sweden-Far East shipping as well as relations in trade and culture. The voyage will roughly follow the original route and include calls at Spain, Brazil, South Africa, Australia, Indonesia, China, Singapore, Mauritius, Ascension, Azores and Great Britain.

More info at www.soi.se



More RTGs are on the way

SCSPA approves \$64M for new equipment

To handle growth over the next five years, the South Carolina State Ports Authority approved seven contracts totalling \$63.7M for four super post-Panamax container cranes, 16 rubber-tyred gantry cranes (RTGs) and various upgrades to container-handling equipment.

"These projects will give us new capacity and serve as the bridge to port expansion on the former Charleston Naval Complex," said SCSPA president & CEO Bernard

Groseclose Jr. Charleston expects permits for its new three-berth, 288-acre container terminal by August 2006, with first phase completion slated for 2011.

The port's container volume rose 14% in the fiscal year that ended June 30, reaching an all-time record of 1.97M TEU – more than double the volume handled a decade ago.

More info at www.port-of-charleston.com

IN PASSING

ENVIRONMENTAL PLANNING

GreenPort 2006 is a new forum designed for the discussion of environmental issues, where port developers and specialists can collaborate to chart a way forward for the development of new port capacity. The event takes place February 22-24, 2006 in Antwerp, Belgium.

STRADDLING THE WORLD

Dubai Ports Authority (DPA) and DPI Terminals (DPI) have merged to create DP World, one of the world's largest port operators.

Former DPI Terminals MD Mohammed Sharaf will head DP World, managing ports in the Middle East, Asia, Europe, Australia and Latin America.

CASH & CARGO

'SATISFYING GROWTH'

Milford Haven Port Authority's 6.1% increase in shipping tonnage, plus changes and acquisitions, gave it a combined turnover of £15.6M for 2004, compared to the previous year's £12.6M – 'satisfying growth,' said the authority, which managed to convert 2003's £486,000 loss into a £682,000 profit.

MELBOURNE MIXED

Trade growth has boosted the Port of Melbourne's operating profit to A\$21.6M (US\$16.4M) after tax for the 2004-05 fiscal year, that's A\$13.5M

higher than the previous 12 months.

CASH IN HAND

Alabama State Port Authority has approved a US\$96.7M 2006 operating budget, 15% up on 2005, and a US\$17.6M capital budget, most of which will be spread among the port's eight operating units.

Additionally, US\$66M will be spent on the port's Choctaw Point Terminal during 2006 and later in the year, the board may consider further expansion at McDuffie Coal Terminal beyond the US\$28M project already underway.

PORT UPDATES

for 78% of nitrogen oxide emissions at the port. Nearly US\$2.2M will also be used to subsidize the purchase of low-sulphur diesel fuel to power auxiliary engines on ocean-going vessels, ancillary cargo handling equipment used by terminal operators and marine harbour craft.

SURGING GROWTH

Cargo growth at the Port of Rotterdam's continuing at an unprecedented level with 185M tonnes handled in the first half of 2005 – 5% up on the same period in 2004.

"I stick to my prediction that total throughput for the whole year will be up by 2-3%, with containers up by 10%," said port CEO Hans Smits.

GREEN LIGHT

The Chinese government has given China Merchants clearance to proceed with the ambitious expansion of the country's third-largest container port in Qingdao.

The project involves a total RMB4.4Bn (US\$543.7M) investment, which will be split between China Merchants and Qingdao Commission. Six berths will be built and construction's expected to begin soon.

ALL CLEAR AT LAEM CHABANG

A new joint venture company formed by a Hutchison Port Holdings-led consortium has been awarded a 30-year concession to build and operate a new ro-ro terminal at Thailand's Port of Laem Chabang.

The terminal will have general cargo handling capability, with a total 500m of quay and 16m alongside depth.

INCREASED AUTONOMY

India's government has agreed to increase the financial autonomy of its ports to Rs.5Bn (US\$114M) from the current Rs.1Bn, to assist with the development of more infrastructure projects.

CAPACITY CLIMBS

Incheon North Port Operation, a joint venture between Ssangyong Construction and six stevedoring companies, has begun construction of three general cargo berths costing KRW113.9Bn.

(Contd page 11)

Looking to Africa for expansion

APM Terminals is to manage and operate Apapa Container Terminal in Lagos, Nigeria.

"We've been very satisfied with the ports' privatisation process in Nigeria and we commend the Bureau of Public Enterprises, the Federal Ministry of Transport and the Nigerian Port Authority for their professionalism and the transparency of the process," commented APM's CEO Kim Fejfer.

The firm will make 'substantial investments' in infrastructure refurbishments as well as

significant equipment investments, including new generation gantry cranes.

"We also have an ongoing commitment to the development of staff wherever we operate," said Fejfer. "Our business plan includes focus on the continued training and development of our staff to facilitate the development and operation of Apapa Container Terminal to world class standards."

More info at www.apmterminals.com



Kim Fejfer



Phase one takes shape

Ready For Business

South Korea's largest single terminal, Pusan Newport Co (PNC), is on track to begin operations on January 1, 2006.

Phase one of the development consists of three berths of 350m each, with a further three berths on schedule for completion in 2007 and the final three berths operational by 2009. The overall terminal has a conservative estimated handling capacity of 5.5M TEU.

PNC's a joint-venture company established to develop, build and operate the north terminal of Pusan Northern Port. Located at the boundary of the west side of Busan City and eastern tip of Kyongsangnam-do, it has a 3,200m quay with alongside depths between 16m and 17m.

Port operator DPI Terminals and Samsung Corporation are the joint lead sponsors & investors.

All nine phase one quay cranes should be in place as you read this and will enable the terminal to handle next-generation box ships. The facility will also host the largest container cranes built to date with a rail gauge of 42.7m designed for nine traffic lanes and boom outreach over 22 rows.

PNC is being promoted as the 'gateway hub of northeast Asia' due to its strategic location between Japan and northeast China. A total of 4.08M m2 of terminal and logistics support area has also been designated as a free trade zone.

More info at www.dpiterminals.com

MICT makes a million

Orient Overseas Container Lines' (OOCL) 1,200 TEU box ship OOCL Advance delivered this year's one-millionth container to Manila International Container Terminal (MICT) in October.

Owned by International Container Terminal Services, Inc., MICT has now handled 1M+ TEU for the fourth consecutive year and over 13M TEU since its first full year of operations in 1989.



Celebrating (l. to r.) Toti Gimenez, OOCL ops manager; Felipe Pacheco, MICT terminal manager; OOCL Advance's captain, Min Oo Lwin, and chief engineer Slepov Vladimir; Francis Andrews, ICTSI senior VP and MICT general manager and Enrico Sanchez, OOCL's MD

BOUGHT & SOLD

QUAY CRANES AND RTGS

Furthering its efforts to attain regional hub status in Eastern Europe, Baltic Container Terminal (BCT) has ordered two new quay cranes and four rubber-tyred gantry cranes to help up its capacity to 1M TEU.

The Kone post-Panamax cranes should have been delivered as you read this. Each have a 46m outreach, 50-ton lifting capacity under the spreader and are capable of reaching across a 17-container row and working vessels up to 6,000 TEU.

Kalmar will supply four E-1 Type electric drive RTGs for yard operations, which will be commissioned in May or June next year.

FOR PROSPERITY

Crane-maker Gottwald has received its first order from Thailand – Ngow Hock Group's ordered two 100-tonne HMK 260 E mobile harbour cranes for the Thai Prosperity Terminal on the Chao Phraya River near Bangkok.

SABAH'S SHUTTLES

Sabah Ports has ordered seven shuttle carriers, four reachstackers,

nine 5-high empty container stackers and 26 terminal tractors from Kalmar Industries for its facility at Kota Kinabalu, Malaysia.

LIFTING EXPECTATIONS

History was made in September as Hungary's first ever mobile harbour crane went into operation.

Inauguration of the 40-tonne lifting capacity Liebherr LHM 150 at Gönyü Harbour near Gyor was celebrated with a lavish opening ceremony attended by port representatives and politicians, including Hungarian transport and economic affairs minister Zsolt Horváth.

"Up to now we've had to rent sufficient craneage, especially to handle heavy cargo," said port general manager Ákos Pintér.

AT WORK IN ARGENTINA

The Port of Buenos Aires' Terminales Río de la Plata has installed a new post-Panamax gantry crane built by China's ZPMC.

The crane can reach across a 16-container row and the acquisition forms part of the terminal's total US\$60M five-year spend.

PORT UPDATES

Scheduled for completion by 2008, the three berths will have a total pier length of 700m and be able to accommodate 20,000dwt ships.

FULL HOUSE

Dalian Port Container Terminal, a joint venture between PSA, COSCO Pacific, APM Terminals and Dalian Port Container Company, has signed a 50-year agreement to acquire, construct and manage Berths 13, 14, 15 and 16 at Dalian Dayaowan Phase II.

The deal means the JV now owns all six berths – it bought Berths 11 and 12 in June – which when completed will have a total 2.8M TEU annual handling capacity, 2,097m total quay length and 13.5-17.8m alongside depth.

GUNSAN'S GAS

South Korea's GS Caltex is to construct an LNG terminal at the Port of Gunsan, scheduled for completion by 2009.

The company will initially import 2M tons of LNG, then expand import volumes to 5M tons in 2010.

TUTICORIN TENDER

An expected increase in export/import trade has prompted India's Tuticorin port to invite tenders for the preparation of a feasibility report to develop an outer harbour.

The central government recently approved the Rs.21,500M project, which includes deepening of the dock basin to enable access by 14.5m-draught vessels, breakwater construction, construction of new berths, plus various other facilities.

Jebel Ali expansion on track

Jebel Ali, expanding

Dubai's Jebel Ali Port has awarded a DH1.85Bn dredging and reclamation contract for Container Terminal 2 to Belgian contractor Jan De Nul.

Scheduled for completion in 2008, the terminal forms part of stage one of the port's enormous 14-stage expansion, designed to raise total annual capacity to 55M TEU by 2030.

Jan De Nul should complete its part by 2007 and work will be carried out alongside other projects to

construct rubble mound breakwaters, revetments and build floating pontoons at the eastern side of the new quay wall.

Terminal 2's thought to cost around Dh5Bn and it will have a first phase capacity of 5M TEU, taking Jebel Ali's total capacity to 15M TEU. It will be equipped with custom-designed 'next generation' port equipment to handle fifth and sixth generation container ships.

More info at www.dpa.co.ae + www.jandenul.com

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Rotterdam's logistics revolution

Customs notification and declaration of a vessel at the Port of Rotterdam used to take up to 10 hours – **Marian Lewandowski** was part of a team that cut it to 20 minutes



A single port community system (PCS) is the goal and Rotterdam is leading the way through *Port infolink*, its space-age control and logistics centre that's transformed day-to-day operations.

Prior to the PCS implementation, data was managed on a bilateral basis via an assortment of electronic data interchange (EDI) tools, faxes, emails or by making telephone calls.

The challenge was to transform a wide range of message formats to a single, common XML format – and Port infolink uses Xenos terminalONE solutions. But to understand just how radical the change has been, you need a little...

Background

Since EDI, and more specifically EDIFACT, became available in the 1960s, the electronic data exchange standard has held the promise of minimizing manual data entry, slashing human data entry errors, expediting operations and lowering overhead processing costs for both shipping carriers and ports alike.

But the promise never materialised because of high implementation and maintenance costs.

Then along came the Internet, bringing new protocol transformation, transaction security and message routing technologies that reduced both the cost and time required to implement EDI. In the past, an EDI solution could require a capital outlay of US\$300,000 to US\$500,000 and annual transaction fees of US\$100,000 to US\$200,000 for a port processing 10M transactions annually. Compare that with an Internet-based, EDI-compliant solution costing US\$50,000 to US\$100,000 for an out-of-the-box application that not only puts ports in control of their transaction handling, but eliminates the need for third-party networks and

high maintenance fees.

Cost savings are so great with an Internet-based solution that a complete return on investment may be obtained in as little as three months, depending on transaction volume.

Additional benefits

Apart from providing an immediate and immense enhancement to the bottom line, ports can convert their significant cost reductions into a competitive tool, passing transaction savings to shippers who participate in their eBusiness model. Lower costs will also bring ports more traffic: expedited transaction processing will shorten ships' turnaround time – a win-win for both the port and its shipping customers.

And additional savings can be realised if electronic transaction systems are integrated with eGovernment import / export regulatory systems, including customs systems.

By relying on Internet-based electronic exchange of data between shippers and back-office port applications, manual processing of emails and faxes is eliminated – because data's automatically routed (in real time) to the right back office application, using appropriate protocols, and formats. What's the result?

- Faster availability of any special equipment required for unloading ship contents
- Faster delivery of accurate and correctly formatted information to customs officers
- Faster transfer of ship cargo, when required, to other carriers
- Faster livestock processing, and
- Faster availability of appropriate personnel and government inspectors if hazardous materials need to be inspected.

Ships' turnaround time has been cut



Mission control at Rotterdam

Coping with change

Flexibility is the key to meet ports' stringent requirement to optimize the benefits of their investment in an EDI solution. For unless the solution can be easily adapted to reflect changing data formats, changing partner profiles and changing business rules, its long-term practicality will be questionable.

To ensure the highest level of flexibility, solutions should segment functionality, making the various solution elements independently managed through a single, easy-to-use interface. Formatting of input data, for example, should be functionally distinct from output formatting, which in turn should be independent of mapping and data transformation rules.

With an Internet-based data exchange solution, ports will never have to:

- Cobble together multiple products from multiple vendors
- Incur expensive custom programming charges
- Face ongoing and high-priced service and maintenance fees
- Deal with batch processing of transactions and interrupted data flows.

Instead, manual data entry and outdated EDI solutions can be easily and cost-effectively replaced with one that:

- A:** Provides any-to-any data exchange connectivity between any disparate platforms
- B:** Authenticates every data exchange, in every protocol and format, to ensure that no data is sent or received unless both the recipient and the data type for that recipient have been pre-approved
- C:** Determines the communications protocols and business rules required for each specific data exchange between a shipper and the port and ensures that communications are sent using those same protocols and rules
- D:** Secures all data exchanges with standard, key-based security
- E:** Re-sends data when acknowledgement is not received in defined intervals until such acknowledgement is received, or a timeout period has been reached
- F:** Manipulates and delivers data to appropriate back-office systems, based on business rules.

Business at ports is booming, but so is competition. To succeed in an increasingly competitive environment requires an ability to adapt to changing business needs in seconds and to give shippers the fastest possible turnaround when in port. An Internet-based data exchange solution can provide these benefits – and finally deliver on the true promise of EDI and EDIFACT.

A million messages later

On June 28, the millionth message was sent via Rotterdam's new port community system – it's proved itself and in general, its main benefits are:

- 1: Operational efficiency** – more and real time information exchange between more players, re-use of data and better planning
- 2: Lower costs** – for the whole port community with no increase in staff

3: A more secure port – because more information is available in real time.

Specifically, the PCS cuts paper transactions in customs declarations. The cargo declaration EDI PCS service makes paperwork redundant – and will save a 750m high stack of paper!

Shipping companies and cargo handling agents are rapidly connecting to vessel notification and cargo declaration EDI and the platform on which the services are running is functioning perfectly. Again, it's far more efficient and saves vast piles of paperwork.

Pre-notification of truck, barge and rail shuttle visits is also enabling faster turnaround of carriage operators and optimizes gate and stack planning. The PCS also delivers container and cargo status information, cutting the 'no-show' percentage for hinterland traffic.

And finally, re-use of data for all players in the port has greatly reduced the number of mistakes and 'problem' containers. **PH**

Marian Lewandowski is evangelist at data to e-content specialists Xenos Group and has been building companies from concept stages through to product development and sales growth in the software industry for over 30 years. A regular speaker at industry conferences and workshops, he can be reached at mlewandowski@xenos.com

Port infolink?

...provides software and logistics support from its operations centre in the Port of Rotterdam, services including real time inbound and outbound supply chain management for a wide range of companies.

"Via Port infolink, we're offering the market a digital infrastructure that's simply essential to a world class port," says supervisory board chairman and immediate past president of the IAPH Pieter Struijs – who's also Rotterdam's director of infrastructure and maritime. He has a clear vision as to what the digital infrastructure should be used for: "Notifications aimed at the harbourmaster and customs, plus the core processes in the port. Other processes will have to be picked up by the market itself."

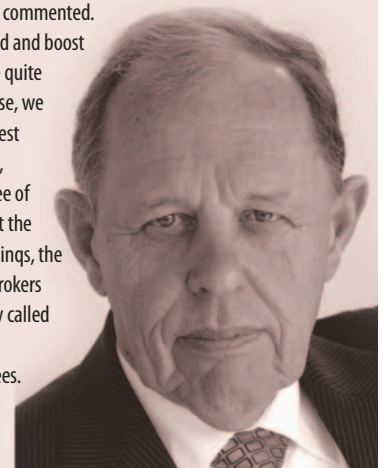
Struijs emphasizes that the Port of Rotterdam is the main initiating party behind Port infolink. In the future, however, the market itself will also need to invest.

"As the Port of Rotterdam, we bear responsibility for the development, construction and maintenance of this: usage is a matter for the companies," he commented.

"Providing the facilities are good and boost efficiency levels, companies are quite willing to pay for them. Of course, we will always continue to also invest ourselves." Throughout the port, Struijs encounters a great degree of enthusiasm for Port infolink: "At the most recent consultation, Deltalinqs, the Association of Rotterdam Shipbrokers and Agents, quite unequivocally called Port infolink a great success."

And Struijs himself fully agrees.

More information www.portinfolink.com





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...to shore

"Over 300 million tons of cargo pass through the Port of Rotterdam and that translates to a lot of paperwork. We needed a robust, standards-based solution to help us automate our Port Community System and Xenos was the logical choice."

Bart Roozkrans, managing director,
Port infolink



Port infolink

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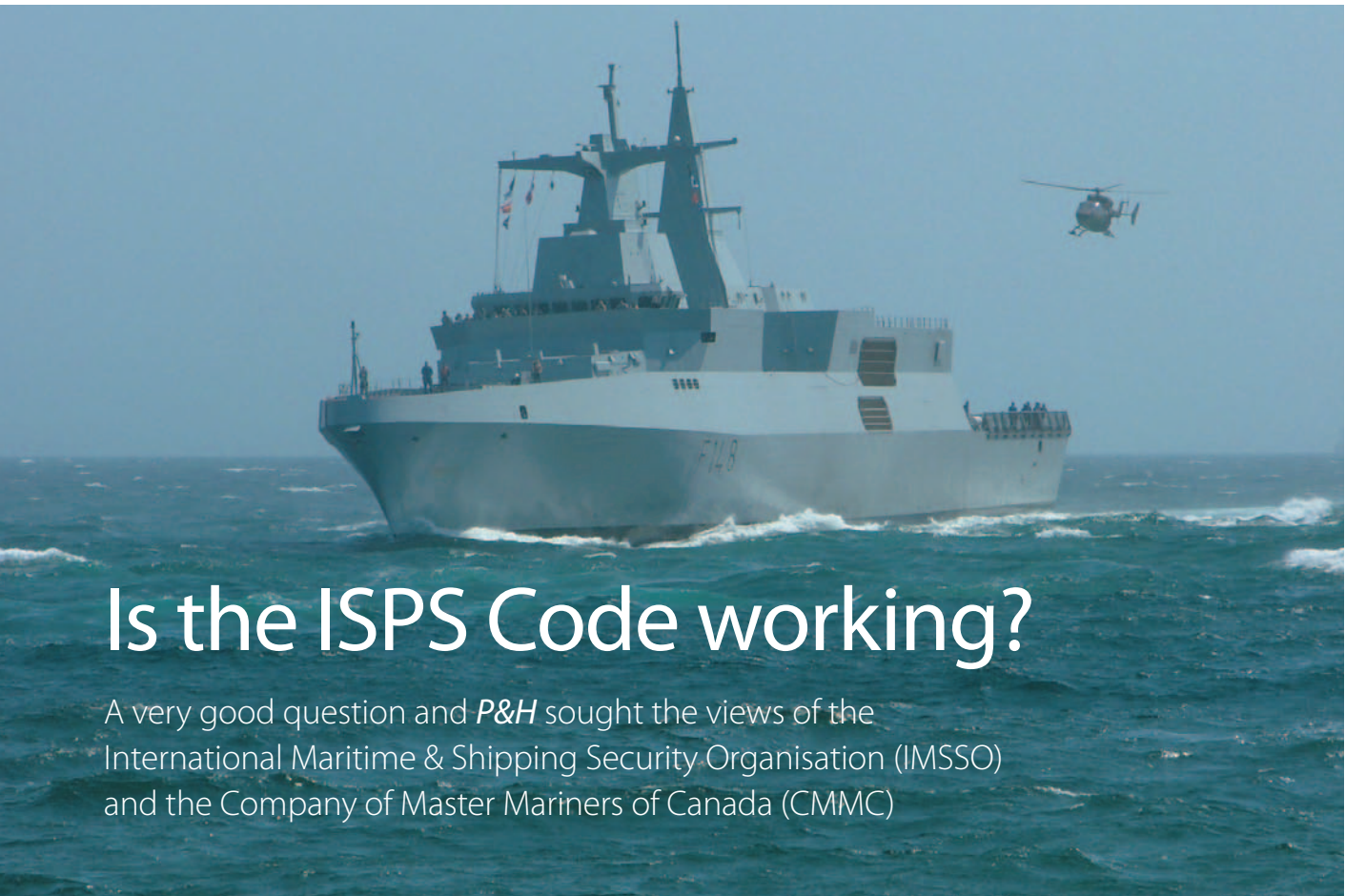
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Is the ISPS Code working?

A very good question and *P&H* sought the views of the International Maritime & Shipping Security Organisation (IMSSO) and the Company of Master Mariners of Canada (CMMC)

Escorts for ships entering and leaving ports?

In many ports, the code is working well as far as the interface between the ship security officer (SSO) and the port facility security officer (PFSO) is concerned, says the IMSSO.

Non-standardisation, however, has caused an unwelcome extra administrative workload on ships already overloaded by paperwork, especially as most flag administrations did not require an increase in the minimum safe manning numbers to cope with the code's added requirements on ships' personnel when in port. SSOs have had to face many problems, not just in different countries, but at different ports in the same country.

It's to be hoped that the standardised form agreed at the December 2004 *IMO NAV 79* sub-committee will, over time, become the norm...

But in the meantime, the main problem encountered by ships when visiting ports is not liaison with the PFSO, not the attendant paperwork or even the extra security duties: all can be factored into the ship's operational requirements, albeit with difficulty.

No, the main problem is dealing with the plethora of visitors, official and unofficial, who usually arrive at the same time to carry out their various duties ... but with little or no idea of what they are required to do to comply with the code. What's worse, they don't know what's required of the ship in order that it complies with all aspects of the code, thus causing unnecessary trouble for ship security personnel.

Customs officers, police officers, immigration officials

et al arriving at the ship and not complying with the requests of the SSO and security personnel are a pain.

Ports to blame?

In many cases, these officials have not been informed of the requirements by their port authorities – or if they have, they blatantly choose to ignore the information! They forget that the code is a two-way street and place the onus on the ship.

Ports must speed up their side of the implementation bargain by completing the required security programmes as soon as possible. This should include a *compulsory* training programme for all port users, with a requirement they complete this course prior to taking up port-related duties. It should also include a liaison programme between the port authorities and all other interested parties, overseen by the port security committee.

There're many ports, including major ports, that have not even started to implement their obligated requirements to ensure compliance with the code. There are a variety of excuses: lack of funds, political will and infighting between authorities among them. But unfortunately, and in many cases, it's down to a complete lack of interest from contracting governments – the 'it won't happen to me syndrome' is rife.

The fact that a port has a *Document of Compliance* does not automatically mean that all the security requirements have been put in place. This document might be accepted by other contracting governments

for expedient reasons as proof of full compliance, but it's clear to many SSOs that ports they visit don't comply. The lack of any visible evidence that extra security equipment is in place, or port personnel's lack of knowledge of the code's requirements, are dead giveaways.

Level playing field?

It seems strange that a ship has to comply in all aspects with the code – or face potentially severe consequences – yet a port facility is still permitted to allow compliant ships to visit when it's patently **non-compliant**. After all, everyone who had to comply with the code was given the same amount of notice – 18 months from December 2002 – prior to implementation in July 2004...

It's now 35 months since that date; how long will it be before port facilities are forced to comply, to bring all participants to the same level playing field?

Let's hope it's soon!

But only lobbying by ship-owning associations, seafarers' unions and other interested parties will compel ports and their contracting governments to comply. And remember, terrorists are hardly going to wait until then...

More info at www.imsso.com

To Canada

Where the Company of Master Mariners of Canada (CMMC) hosted a two-day conference in Nova Scotia during September, themed *Security of Ships, Ports and Coasts*, to review the code's impact.

"Waterside security probably hasn't been given the attention that landside security has since 9/11 and the implementation of ISPS. We feel the threat to ships in port is more from the water than from the land and it needs to be more closely looked at by ports and regulatory authorities."

That was Capt. Howard Newhoff's opening gambit and as head of security for Royal Caribbean International and Celebrity Cruises, his concerns were very real.

"It's more difficult to address waterside security because it's not in a confined area," he continued. "We think more needs to be done throughout the world and throughout North America in that area."

His suggested measures included:

- Having more law enforcement vessels in harbours when ships visit
- Escorts in and out of ports, and
- Divers available to check underwater facilities and ships' hulls.

Other topics included:

Fair treatment for seafarers by Capt. Lazlo J. Kovats of the International Federation of Shipmasters' Associations

Security strategies for ports, from retired US Coast Guard Rear Admiral Paul Pluta

Maritime boundary security – information and intelligence, by Capt. D.O. Thamer, the Canadian Navy's plans and operations chief of staff

Flag and port state views, by Tom Allan of the UK's Maritime and Coastguard Agency and UK permanent

“ the threat to ships in port is more from the water than from the land ”

representative to the IMO as well as chair of its maritime safety committee.

Recommendations

Following the conference, delegates' recommendations included:

- Marine pilots' role should be investigated in relation to security improvements
- Information provision by seafarers should be investigated for improved marine domain awareness
- A security culture must be inculcated in seafarers and industry leaders
- Government organizations should become more involved in their ISPS responsibilities
- The contribution of mariners to safety and security should be recognized by the provision of necessary tools to do the job effectively – and there should be an investigation into their workload and hours of work
- ISPS interpretation, on an international basis, should be reviewed to ensure a standard, consistent application and should be the responsibility of member states
- Governments should be urged to consider the third draft guidelines toward the treatment of seafarers that have been produced by IFSMA
- Joint International Civil Aviation Organization / IMO committee on security should be encouraged to obtain the best results of both groups
- The fishing industry should be encouraged to become part of the information source for marine domain awareness
- Investigate the use of multi-agency marine security operations centres on an international basis – but with a caution on interference with member state responsibilities
- The Maritime Security Trust Fund goals should be more widely known and supported financially by administrations and industry
- IMO should look into the development of guidelines for member states to implement 'near miss' reporting systems
- The undertakings in the preamble to section 11 of the code relating to shore leave, plus the Convention on the Facilitation of Maritime Traffic, should be observed
- The International Seafarers Identification Document should be internationally accepted.

The recommendations are expected to be passed to the IMO through the Canadian government or through IFSMA. **PH**

More info at www.mastermariners.ca



New tricks for an old port

Over the past 300 years, the Port of Cork has faced many challenges – how would it cope with the International Ship and Port Facility Security Code (ISPS)? **Brian Rodricks** has the answer

VNPR cameras record every vehicle at the ro-ro terminal

In setting an internationally recognised framework to determine the detection and deterrence of security threats, as well as establishing roles and responsibilities for key stakeholders, ISPS has forced ports to scrutinise their operations more closely than ever before.

The code makes it clear that ensuring the security of ships and port facilities is a risk management activity that must be considered objectively on a case-by-case basis – and Cork has addressed these challenges by implementing a fully integrated security system.

One of Ireland's largest, busiest and most economically important ports, Cork hosts over 3,000 ships annually and handles 10M+ tonnes of cargo, valued in excess of €35Bn. And over its three centuries, the port's changed dramatically to respond to the evolving needs of the shipping industry. ISPS meant another transformation, Cork looking for a solution that:

- Would enable it to adapt and meet the code's challenges, but would also be

- Flexible enough to respond rapidly to a changing environment and cope with future security demands as the millennium progresses.

The contract went to integrated security specialists ADT.

The challenge

Cork presented ADT with a number of unique issues that needed to be addressed effectively:

- 1). It's a big port, with facilities spread out over roughly 15km² consisting of four main, distinct areas – making it more difficult to monitor. It was essential that the system offered centralised remote control, but without limiting its capabilities.

- 2). The time scale was tight and pressured – the port needed a solution managed effectively and efficiently, but implemented quickly and with minimal disruption to operations

- 3). And as said, Cork needed to be both in line with today's ISPS Code demands, but able to adapt to the changes of tomorrow. The system needed to be both

state-of-the-art and flexible as the port evolved and security issues changed day-to-day.

Solutions

One of the reasons the contract went to ADT was the firm's ability to manage the differing elements of the security solution. All engineering and electrical work was carried out by the firm – ensuring that the project was controlled at every stage and not put in difficulty by third parties / complicated chains of communication.

ADT utilised local expertise and know-how, providing dedicated on-site project managers to ensure that things ran smoothly as well as equipment manufactured by their parent company, Tyco Fire & Security, the latter ensuring a high degree of knowledge and strong supplier relations.

Two key features are central to Cork's system and pivotal in meeting the site's geographical challenges – closed-circuit television (CCTV) and access control:

■ **The CCTV system** consists of 24 static and controllable cameras connected by fibre optic cables, as well as microwave signalling, with the capacity to transmit data over a distance of about 3km. It includes recording equipment that enables viewing at control offices, plus vehicle number plate recognition (VNPR) which automatically records every vehicle embarking and disembarking ro-ro vessels.

Entry to the deepwater terminal also has a full traffic management system with control barriers and VNPR cameras. It can also be used to provide automatic entry to vehicles whose registration plates have been granted the required access level.

■ **The access control system** works throughout the facility, allowing access to be managed and automated from a central point using devices at doors as well as barriers, gates and turnstiles.

Central to modern technology solutions today is their networked capability and Cork's system is no different. It has the maximum degree of network links, with both the CCTV and access control equipment

Refining security

The US *National Strategy for Maritime Security* has been adopted by a White House panel – a strategy that tries to balance commerce with counter-terrorist measures and contains three driving principals:

- 1). Freedom of the seas
- 2). Uninterrupted flow of commerce, and
- 3). Good border management.

The plan's objectives are to: a). prevent terrorist or criminal acts; b). protect population centres and critical infrastructure; c). minimize damage / expedite recovery after an attack, and d). safeguard the ocean and its resources.

Coast Guard Capt. Glenn Wiltshire stressed, however, that the strategy is "a work in progress," adding that industry fears of a nationwide port shutdown in the event of a single terrorist attack is not the default: the plan will rather allow the US government to "react to the specific threat and allow commerce to continue."

The full, 'classified' version of the plan identifies 29 high-risk scenarios, Wiltshire said, adding that strategies to mitigate the threats are also a key element.

An overview of the 'unclassified' plan can be found at: www.dhs.gov/interweb/assetlibrary/HSPD13_MaritimeSecurityStrategy.pdf

connected throughout the port via standard, hard-wired cabling together with fibre optics and microwave transmission. Those features, vital in a large scale site, enable information to be transmitted over several kilometres while operators can control and monitor movements remotely.

Staying ahead

Incorporating a high degree of flexibility in the system, to take account of the rapid pace of change and evolution in security needs, was the port's second demand. And Cork's system has the capacity to grow and adapt to changing circumstances and requirements.

ADT are also providing maintenance and development support over the next five years to ensure the system continues to be effective.

Cork's harbour master and deputy CEO Capt. Pat Farnan commented: "We're delighted to have appointed ADT. They've more than fulfilled our expectations by providing an impressive level of technical know-how and expertise. Their ability to manage this development as the sole contractor for all the engineering and electrical work was a key factor in awarding this project.

"The shipping lines and passengers who pass through our port on a regular basis will benefit from the greatly enhanced security and control we can now provide," he added.

ADT's head of port security for Ireland, Liam Brew, felt: "This contract is testament to the strength of ADT's capabilities in port and harbour security. Our depth of knowledge and expertise enables us to provide tailored solutions based on insights and understanding of the specific challenges faced by port operators." **PH**

Brian Rodricks is global marine market manager of Tyco Fire & Security, ADT's parent company

Better than expected...

Despite anecdotal evidence that many vessels would not be ISPS Code compliant on July 1, 2004, the contrary prevailed.

That was the finding of the eighteen member authorities of the Tokyo MOU, writes deputy secretary Mitsutoyo Okada, an Asia-Pacific regional co-operation scheme on port state control whose implementation campaign was held in conjunction with the Paris MOU.

A total of 5,253 inspections were conducted aboard affected vessels within the region and port state control officers used a standard questionnaire to verify compliance, covering certification; ship security level; access control to the ship / restricted areas; communication between ship's personnel and whether the crew had taken part in drills to test the effectiveness of vessels' security plans.

Of those 5,253 inspections: (i). 55 detentions were made; (ii). 239 further inspections on security-related items were called for; (iii). 364 were given lesser administrative measures; (iv). 16 were restricted operations and (v). 11 were expelled for code breaches. Overall, the ISPS-related detention percentage was 1.05% – much lower than the overall 5.9% detention rate in the region during the same period.

Faith in the future

The Port of Bilbao's **José Angel Corres** plans a tender to operate a new short sea terminal – but will his gamble pay off?

**Planning a
resurgence, José
Angel Corres**

The Guggenheim Museum now stands where British stevedores once played football during the many years of steel, iron ore and coal trade exchanges between Euskadi and Britain in the 19th and early 20th centuries.

And, says port chairman Corres, the Basques are again looking at the UK – their leading maritime container trade partner – as well as other northern European Atlantic world cargo destinations, to ensure the international resurgence of Spain's largest Atlantic seaport.

A rethink over plans to create a western European sea motorway could now lead to the involvement of a UK port, says Corres, who is

keen to develop Bilbao as hub for mega carriers. International operators are now looking for alternative ways of moving goods from the Far East to the Atlantic, he says, in order to avoid growing port congestion at northern Europe's largest ports.

Looking East

Corres now reckons that Bilbao could also capitalise on a 'cascade effect,' where medium-sized ships will be displaced from current trade routes as a result of an increased presence of 8,500 TEU box ships sailing from the Far East to northern European ports.

It's a view backed by a pilot study recently published by *Uniport Bilbao*, a non-profit

organisation that aims to improve Bilbao's competitiveness, which claims that operators of 2,800 TEU ships trading on routes from the Far East would save vast amounts of money by using Bilbao as a hub to serve northern Atlantic regional ports, rather than opting to directly serve the region's major ports.

"Feeder ships serving northern European hub ports are now very unhappy due to congestion, which is increasing waiting times for unloading and loading," Corres says. He reckons that a route between Spain and France, plus another between France and the UK, would be more attractive to owners instead of a single route between Spain and France.

Half of Bilbao's traffic is intra-European trade,

but China's imports rose sharply in 2004 and China is now Bilbao's third most important country in terms of containerised imports. And the port's now seeking a mega carrier company from the Far-East to start transshipment services, Corres added.

Challenges

After the success of Bilbao's LNG terminal and regasification station – opened in 2003 and due for enlargement – one of the challenges for the Basque port is to increase box trade. Container traffic grew 8% last year, but Bilbao's overall 14.5% increase in tonnage over 2003 was largely down to a surge in LNG imports.

Isn't Corres concerned by the greater growth at Spain's Mediterranean ports? Up to a point – but he's confident of Atlantic ports' future role. And his planned terminal will have a draught of 20m and berths of 910m in length, reflecting that.

"Most of Europe's consumers live in the Atlantic areas of Europe. Those areas will not produce as much as they've done in the past, but they will still have to continue consuming goods," he says. Transshipment activity at Bilbao would, he reckons, result in the displacement of individual feeder services.

"In those ports that have mega carriers running round-the-world transshipment services, traditional individual feeder services are being displaced because the mega carrier operators are able to use their ship to distribute large volumes of feeder services," Corres says.

Adding to Bilbao's strength is its hinterland economy. Despite the formidable €/£ exchange rate, exports from Bilbao to the US continued to grow last year and overall dry bulk trades – largely steel exports – grew 21%. An industrial restructure of the economy of the *Basque Autonomous Community* (CAV), which raises its own taxes and has its own tonnage tax mechanism, is now bearing fruit.

The CAV economy grew 3% in 2004 and GDP per capita in the CAV remains higher than the EU average. Foreign investment in the CAV grew 135%, despite an overall sharp fall in

Feeder growth

Antwerp-based Delphis inaugurated a new feeder service last month, calling twice a week at Dunkirk's NFTI OU Container Terminal, to provide a regular box service between Dunkirk, Le Havre and Felixtowe and between Dunkirk and Rotterdam.

Called Delphis Channel Connection, the link's been assigned the Finnish flagged, 374 TEU MV *Smaragden*, which made her first call at Dunkirk on 11th October.

Shipping company Dutch Feeder Lines (DFL) has also launched a new, twice weekly Amsterdam-Hamburg container service, using Amsterdam's USA Terminal and the Hamburger Buss Hansa Terminal with the aim of tapping into growing container traffic in north-western Europe.

DFL MD Frits Dix commented: "When I've driven between Amsterdam and Hamburg in recent months,



DFL's USA Terminal in Amsterdam

I've always overtaken a wall of container trucks on the highway. I'm just itching to attract part of this business and move these containers onto my ships."

Spain as a whole.

"The steel and automotive sectors, historical and fundamental base of the Basque economy, have been growing in the international market over the last ten years," Corres says. But, he warns, problems remain...

Road transport

"State intervention in ports should be minimal – ports should be self-sufficient, ahead of the reform of Spain's ports law. But maritime exports and port productivity will not improve unless Spain's transport system is entirely restructured," Corres says.

"We don't have forwarding companies moving large volumes of goods. Instead of making a single agreement with one forwarding company, traders have to talk to 50 individual firms, many of whom have only one client," he complained. That affects short sea development because individual forwarders moving 20 tonnes of cargo a day will continue to think only of road transport. Bigger forwarding companies moving larger quantities of goods would boost prospects of

maritime exports, Corres believes.

And it looks as if his wish will come true. As we went to press, Juan Antonio Mendizabal, spokesman for 11 freight firms that use 700 trucks, said that forwarding companies, agents, stevedores and road haulage transport union **Sintrabi**, had reached a preliminary agreement to shake up road hauliers' systems. The move came after the public prosecutor denounced Sintrabi at the Basque High Court of Justice on September 21, alleging that trade malpractice had led to the dismantling of free competition rules related to the entrance and departure of goods by truck at the port.

Under the new agreement, Sintrabi will allow trade companies to own truck fleets and employ truck drivers ... as long as jobs and prices are maintained. It will mean the erosion of one man / one truck haulage companies.

In conclusion

Corres believes there's a final hurdle: the Atlantic sea motorway on its own is not working, he says, because of the large investments ship owners need to make. And current EC proposals on aid for a western European sea motorway might not go far enough...*

"Shipowners are still not making investments because they have no guarantees over the economic viability of short sea projects," he commented.

He has faith the situation will resolve itself and his planned terminal is proof of that. Only time will tell if he's right. **PH**

*For more information, see the EU's preliminary report on *Motorways of the Sea*, which gives a rough indication of possible services and infrastructures and the modal shift from road transport: http://europa.eu.int/comm/transport/intermodality/motorways_sea/potential.htm

UK confidence

MacAndrews has introduced the largest ship it's ever operated in over 250 years of trade with Spain.

The 822 TEU container feeder *Velazquez* now operates MacAndrews' weekly service between Bilbao (Friday), Dublin (Monday) and Liverpool (Tuesday), replacing the smaller, 450 TEU *Doerte*, which switches to weekly service between Liverpool (Thursday), Greenock (Friday) and Bilbao (Monday).

It's a significant investment and with 150 reefer plugs and a speed of 18.5 knots, *Velazquez* will also play



Velazquez, linking Spain with the UK

a major role in MacAndrews' increasing commitment to carrying fresh produce between Iberia and the UK/Ireland.



When the wind blew

Hurricane-ravaged New Orleans made the world's headlines for the wrong reasons, but there have been success stories as P&H's senior US reporter **Will Watson** discovered in this exclusive interview with port CEO Gary LaGrange

New Orleans and its sister ports along the US Gulf Coast are struggling to return to productivity and while significant progress has been made in the days since hurricanes Katrina and Rita devastated the region, much more work remains to be done.

And, as the Crescent City's port boss Gary LaGrange recently told the Senate's Finance Committee, it's going to be an expensive process – his facility alone needs US\$1.7Bn to recover and other Gulf ports also need expensive aid. As outgoing chairman of the American Association of Port Authorities (AAPA), LaGrange was tasked with speaking on behalf of all the beleaguered ports.

In his remarks to the Senate in that capacity, LaGrange outlined a four-point plan that the Gulf ports have requested of the US Army Corps of Engineers (USACE):

- A pre-positioning of generators
- Repair and restoration of storm-damaged jetties
- Engineering analysis of damaged and remaining structures at public ports, and
- Legislation to lift restrictions on the Corps' ability to accept funds from the Federal Emergency Management Agency (FEMA).

In New Orleans alone, post-storm surveys show that over 380,000 jobs in the US are directly tied to the port's operations and that upwards of 200,000 of those jobs could be permanently lost if New Orleans isn't fully

returned to productivity. LaGrange commented that several key senators were very receptive to his plea, noting that Chuck Grassley of Iowa and Max Baucus from Montana "had been fantastic" in their pledge of support for the ravaged area.

LaGrange reviewed the many aspects of his port's recovery for *P&H*: "We're up to 30% of our usual productivity," he said, noting that figure is particularly impressive since most downriver facilities are still out of action. Repairing those assets alone will cost \$700M of the \$1.7Bn he says his port needs. But LaGrange added that the upriver facilities' capabilities will be maximized and forecasts the port could be up to 85% productivity within a few months – despite the downriver dilemma.

Agencies rally round

New Orleans' success to date has been truly a team effort, LaGrange said, lauding transportation secretary Norman Mineta and acting maritime administrator John Jamian for particular praise: "We couldn't have done this without them," he said, noting that MarAd had sent several ships to New Orleans that have provided everything from electrical generators enabling gantry cranes to move cargo, to sleeping facilities for over 500 of the port's workers.

LaGrange was also quick to compliment the Coast

**Transportation
secretary Norman
Mineta (l.)
visits Napoleon
Avenue Container
Terminal with
Gary LaGrange**

Guard, USACE, the National Oceanic and Atmospheric Administration and the area's pilots for expediting efforts to reopen the lower Mississippi River. Pointing out that his port trades as much upriver as to overseas ports, LaGrange said that not only New Orleans, but many other maritime interests would have been imperilled by a protracted river closure.

Joining LaGrange in his praise of the agencies and pilots is George Duffy, president of NSA Agencies in Louisiana, who tells *P&H* that damage estimates were overestimated in the days following Katrina. Early reports had all of the lower Mississippi grain silos out of commission, when most only needed the restoration of electrical power to be functional.

He added that the lower Mississippi could have been reopened days earlier than it was, however, blaming delays on inaccurate soundings from overly sensitive NOAA ships. He notes that the ten elevators between Baton Rouge and New Orleans are now working and transshipment of tonnes of cargo has resumed between the river's barges and the ocean-going freighters and tankers.

Challenges ahead

LaGrange tells *P&H* that his biggest challenge is getting his full workforce back – and that means providing housing for the families displaced when their homes were flooded.

Only about one-third of the port's workers have returned since the storms, LaGrange said, noting that some 500 to 600 workers are being housed on MarAd ships.

"That's only a temporary solution," he said, adding that he's negotiating with FEMA to establish a 'village' at the port where workers and their families can live. The plan is to use government-owned modular housing and mobile homes to set up the village until local housing becomes available – "that's the next level," he said.

"It will take families to rebuild New Orleans," LaGrange said, adding that in addition to homes, the area awaits



**Checking the
damage, Gary
LaGrange at
P&O's terminal**

the return of critical services ranging from schools and retail outlets to churches where people can worship. He also said security has been a critical issue since the hurricanes and floods.

"For a good period of time after the storm, the only safe places in the city were on port property or aboard vessels in the river," he said, noting that the Louisiana state police had taken over the ground floor of the port administration building as a base of operations. "It can't get any safer than that!"

Beyond the people, LaGrange says his port needs significant work that will take months, if not years. In addition to the \$700M needed for the downriver areas of the port, another \$200M is needed to repair the upriver assets and \$150M is needed to restore the four bridges that link critical port areas. The remainder of the requested funds are for canal locks already in the planning stages.

East and west

To New Orleans' east, some ports are doing better while others are still struggling.

Alabama ports boss James Lyons says the Port of Mobile has reopened to ship handling and is expecting massive amounts of building materials to come through over the coming months as construction replaces clean-up in the Gulf Coast states. This forecast is based, he says, on conversations with many of the



**Praise –
NSA Agencies' president
George Duffy**

A new New Orleans?

Thomas Jefferson understood the vital importance to the whole nation of the Mississippi River and the Port of New Orleans.

And today, with the city's additional contribution in oil, gas, and refineries, it's evident New Orleans must be rebuilt. But how?

For despite President Bush's now infamous comment – "I don't think anybody anticipated the breach of the levees" – everyone knew that not only could the levees breach, but they were likely to do so in the event of a hurricane strike.

New Orleans is between a rock and a hard place: the brooding waters of Lake Pontchartrain on one hand, the Mississippi River on the other. An average 2.5m below sea level, New Orleans' protective curtain of wetlands stretched around 50 miles to the closest Gulf shore a century ago. Today, it's 20 miles and shrinking fast – at about 25 square miles per year.

By 1998 things were so bad the US\$14Bn *Coast 2050* plan was drawn up to remedy the dangers by restoring and rebuilding coastal wetlands to act as a natural storm-breaker. After President Bush came to power, however, only a pittance was allocated – funding for the US Army Corps of Engineers (USACE) was slashed in every annual Bush budget.

Hand-in-hand with *Coast 2050* was a plan to build an integrated flood-control system that would defend New Orleans against category five hurricanes. Not just raising, extending and strengthening the city's existing, but aging, levees, canal walls and pumping systems, but also building powerful gates to seal the pair of narrow straits that connect the eastern edge of Lake Pontchartrain to the Gulf and thus prevent hurricanes like Katrina pushing a wall of water through these straits to flood the lake and in turn, the city. Holland built similar gates to hold back the North Sea after their disastrous 1953 floods and they work splendidly.

There are other thoughts...

Take the Hart-Miller Islands in Chesapeake Bay. Decades ago, USACE realized that dredging the huge quantities of silt deposited by the estuary and simply dumping it only hastened the refilling of ship channels. So the Corps started pumping the mud into permeable dykes around existing islands and selected shallow areas and created new land. *P&H's* sister magazine, *Dredging and Port Construction*, has just published the latest chapter in that success story.

Apply that thinking to New Orleans: dyke the lowest-lying areas in the city and pump silt continuously from the bottom of the Mississippi behind those dykes. In time, the city will become an island, safely above any storm surge that may come.

The problem is that it will take many years. And the city can't wait to begin rebuilding.

So look at the construction methods in Washington DC, which used to be a swamp and was rated a 'hardship posting' in 19th century diplomatic circles. Every high rise begins with I-beams driven deep into the ground so the building stands on those, not on concrete foundations. Using that technique to rebuild in New Orleans means that reconstruction could begin now, while the current ground level is still about 15 feet below the eventual ground level.

Those seeking to profit in the new New Orleans could be required to help the city in two ways:

- By including housing for workers and their families in the centuries-old American tradition of 'factory towns'
- By contributing to an overhead transport system, such as a monorail, connecting rebuilt parts of the city with the historic quarters.

Properly handled, New Orleans might be commercially functional, with much of its vibrant, attractive lifestyle, within three years. And more importantly, it would be a whole lot safer.

But are there any visionaries out there?



port's customers.

Mobile has seen a gradual increase in wood and plywood imports – mostly from Europe – over the past several years, *P&H* is told by port spokeswoman Judith Adams, who says the port should be able to handle the throughput, but noted that Pier E's return to action (a lumber handling facility) has been delayed because its fenders were all ripped away by a runaway oil platform during the hurricane. That breakaway semi-submersible did more damage than just at Pier E, Adams added, noting it sideswiped another vessel before lodging beneath a bridge.

She said many repairs are still ongoing at the port, particularly to cargo handling equipment, though the good news was that sheds and warehouses sustained only minimal damage.

Worst hit by the storms was Mississippi's Port of Gulfport, where many facilities were razed to the ground. But even that port is returning to activity and Enrique Hurtado, Mississippi Ports' deputy trade director, tells *P&H* that cargo throughput began when Dole resumed fruit shipments from South America.

"Their ships are also taking cargo out," he said. Since then, Chiquita and Crowley have resumed a limited service to Gulfport and Hurtado hopes to have all regular scheduled calls resuming soon. Many of his imports are now going direct from ship to truck, bypassing the string of flattened transit sheds that are already being repaired. Unlike New Orleans, Hurtado says Gulfport has plenty of available labour and is now only waiting for more cargo.

George Duffy also noted to *P&H* that ports in Lake Charles, Louisiana, have resumed activity as has Pascagoula Port, Mississippi, and its nearby shipyards – although much work remains before full activity can return.

Optimism and hard work

All across the Gulf Coast, port bosses have rolled up their sleeves and are struggling together with shipping companies, stevedores, pilots, longshoremen and local, state and federal agencies to recover from what is being called the worst devastation ever faced by the US maritime community.

Calls are out for federal spending and for tax breaks for private companies who choose to invest in

And while IAPH president Tom Kornegay's Port of Houston avoided damage from Katrina and dodged a bullet when Hurricane Rita veered east from its expected course up the Houston Ship Channel, the port has been fast to rush to fill the voids left when nearby quays were silenced – as Kornegay details in the following article.

In the days after Katrina, Kornegay opened his quays to ships that would normally call at New Orleans and Gulfport and numerous vessels accepted the offer – allowing critically needed cargoes to both enter and leave the country.

A team effort indeed. **PH**

More info at www.portno.com and www.aapa-ports.org



Putting preparedness to the test

Writing exclusively for *P&H*, IAPH President **Tom Kornegay** outlines the measures taken by the Port of Houston following Hurricane Katrina and prior to Hurricane Rita

Looking forward – (l. to r.) PHA chairman Jim Edmonds, engineers Mark Vincent and Steve de Wolf and Tom Kornegay look over the new Bayport Container and Cruise Terminal's construction plans

Without the benefit of warning or a chance to prepare, a hurricane devastated Galveston, Texas, on Sept. 8, 1900, leaving over 6,000 dead and more than 3,600 homes destroyed in a community of 37,000 residents.

It remains the greatest natural disaster in US history in terms of the loss of life. The category 4 storm, with 140mph winds, took with it what had been the largest cotton port in the nation. Commercial interests moved inland onto the newly dredged Houston Ship Channel, which made the Port of Houston a deepwater port in 1914.

Residents of the US Gulf Coast are well aware of natural disasters' ability to change communities' destinies. Planning and preparation are essential for saving lives and minimizing damage.

Katrina strikes

The 2005 hurricane season may set a new record for the number of storms since record-keeping began in 1851. In less than one month, two hurricanes, Katrina and Rita, wreaked havoc on the coasts of Texas, Louisiana, Mississippi and Alabama, killing over 1,200 people and causing US\$billions

of damage. As I write, Hurricane Wilma is battering the Yucatan Peninsula (*and Hurricane Alpha had struck Haiti as we went to press – ed.*)

Houston and Texas sheltered hundreds of thousands of evacuees from Katrina. In support of hurricane relief efforts, port authority employees contributed \$6,390 to the American Red Cross and during a port-wide blood drive, rolled up their sleeves and donated units to the Gulf Coast Regional Blood Centre.

The port authority also offered a \$100,000 sponsorship to the Houston Katrina Relief Fund, which will support economic development opportunities such as job training, small business development and general social services for the people of Houston and our guests.

Then Hurricane Rita took aim for Houston in late September.

Rita threatens

Fresh memories of Katrina's destruction and misery propelled Texas coast residents into an unprecedented evacuation while the port authority and commercial interests along the ship channel prepared for the worst.

City and county leadership moved quickly and kept the area informed throughout the crisis: – "We have a plan and are working through it. Houston is the best prepared city in the country," said Mayor Bill White.

With landfall just days away, the port authority notified the news media that it was ceasing operations of all public facilities at 17.00hrs on Wednesday, Sept. 21. Docks and warehouses were secured and all the



Happier times – Tom Kornegay (I.) and Representative Tom DeLay celebrate completion of the Houston Ship Channel dredging in August

port authority's vessels, such as fire boats and working barges, were placed in safe harbour. Vehicles were fueled in anticipation of electrical outages that would disable fuel pumps and the mobile command unit was secured.

Container cranes, equipment and other items were tied down and secured to help prevent injury to persons and damage to property from flying objects. Containers were consolidated by stacking loaded containers over and around empty ones. To prevent wind damage, isolated dock offices on open wharves were surrounded with loaded containers or trash dumpsters.

All shipping agents were advised that they must complete a checklist if they intended to weather the storm in port. All non-essential port authority personnel were given two days' leave to take care of their homes and evacuate with family members to safer locations.

Essential personnel, including employees from operations and port police, rode out the storm in the port's co-ordination centre. Designed for use in emergencies, the facility allowed personnel to remain in constant contact with city, county, state and federal agencies. Access to information from the US Coast Guard monitoring the Houston Ship Channel, as well as city and county emergency management systems, kept port personnel fully informed during the crisis.

Although we normally compete with each other on a day-to-day basis, ports fully co-operate with each other in times of emergency. The Port of Corpus Christi generously loaned our port police 12 new hand-held satellite telephones in anticipation of Rita.

Veering away

Hurricane Rita, whose winds rose as high as 175mph, suddenly changed course before landfall and instead of a direct strike on Galveston Bay, she hit our port neighbours to the east in Beaumont, Port Arthur and Lake Charles. Nonetheless, her strong winds caused 1.3M power outages throughout Houston, Texas

coastal communities and East Texas.

"The loss of electricity was too high, especially since the storm did not hit Houston dead-on," said Harris County Judge Robert Eckels. "Power outages shut down a pumping station, jeopardizing water supplies to Baytown, half of Houston and ship channel industries. Power was restored before water ran out, but steps should be taken to provide pumping stations with more reliable backup power."

"Immediately after Rita passed over us and winds died down in the Houston area on Saturday, Sept. 24, we sent our officers and teams to assess power supplies and any damage so that we could start prioritizing what steps should be taken," said port authority police chief Russell Whitmarsh. That preliminary assessment found we were lucky: the Port of Houston sustained minimal impact from Rita.

Maintenance personnel cleared storm debris and downed tree limbs. PHA employees and related port personnel returned to work on Monday, Sept. 26 and trucks began bringing cargo the following day as the Houston Ship Channel reopened to commercial vessels and barges. We were also able to provide temporary office space to two key personnel from the Port of Lake Charles, which took a direct hit from the hurricane. With access to communications and power, they could perform some of the work needed to help bring their facility back online. It was a small thing we could do to help out our port neighbours in need.

Port-mortem

An extensive review of every step in the port authority's hurricane preparedness and response plan is now being conducted as I write. Personnel are searching for ways to refine and improve the procedures, based upon experiences during Hurricane Rita and consultations with port stakeholders and area emergency response professionals.

Congested roads during the massive evacuation of coastal communities, for example, created problems for Houston pilots traveling to and from vessels leaving the ship channel. By working more closely with regional authorities, we're making sure the pilots receive special credentialing so that they can move more freely on area roadways to do their work during future evacuations.

The co-ordination centre worked just as it was designed – our communications equipment kept us in touch with emergency officials and the generators made sure that the equipment kept running. But, sleeping arrangements were a bit tight after five days, so we'll explore options for future long-term stays.

We learned of ways to improve this plan and we will continue to do so as more is learned about hurricanes themselves and as technology improves to help us better prepare for the storms. After all, the Port of Houston is one of the most important financial assets in Texas – and also the nation. Annual training exercises and continuing improvements to our plans ensure that we are doing everything in our power to protect this important national asset. **PH**

More info at www.portofhouston.com



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What price Katrina and Rita?

North America's dramatic 2005 hurricane season has caused striking, widespread losses, writes **Sam Ignarski**, with major implications for ports

Renewal of port and terminal insurances in 2006 is bound to prompt alternative strategies on the part of many insurance managers.

Hurricane Katrina has been a bad story for the Port of New Orleans (flood) and GulfPort (windstorm losses) and it appears that Lake Charles has taken a reasonably hard hit from Hurricane Rita – the grain industry is holding its breath this year, wondering how much of the giant US crop will reach their customers in the usual way.

It's difficult to believe that the marine insurance market will be able to walk away from the combined losses from hulls, cargo, realty and equipment for under US\$150M or so. This amount, near as it is to the record sums paid out in claims in the aftermath of 2003's Typhoon Maemi in Busan, is dwarfed by the estimates currently being raised in respect of the American offshore energy market, where \$5Bn for Katrina is commonly estimated and something like \$3Bn for Rita. This raises the loss ratio for the energy market over the last two years to some 1,000%.

Steps to take

Figures like these are completely unsustainable in the modern insurance world and must lead to dramatic changes. Those responsible for port and terminal insurance policies should be working out their contingencies now.

It's beyond peradventure that underwriters will be

asking all their marine clients for more. In some cases a lot more. And many large insurance groups that have failed to make satisfactory returns on their marine insurance portfolios for a decade may decide their capital is better used elsewhere.

What can buyers do to avoid making insurance an even larger purchase of last resort? There're a variety of ways to minimise the inevitable pre-renewal request for more – here are a few of them:

■ **Trawl the market** – those with good loss records to date should give firm instructions to their brokers to trawl the market unusually finely this renewal. Strangely enough, it's those with ghastly loss ratios who normally trawl the market best, while the good accounts tend to stay where they are, content with their relationships and not so mindful of how volatile the insurance market can be at times like these.

It's already known that several of the primary insurers have been hit by Katrina. The TT Club has instructed a whole touring squad of adjusters and surveyors to go into New Orleans and the AIG has already admitted that it's one of those insurers that can already say their exposures to the storm season as a whole are well above US\$1Bn. So, for that matter, can Lloyd's of London.

■ **TA higher deductible** – buyers who really don't want to pay a small fortune by way of general premium increases should be considering a much higher deductible as a method of keeping expenses

Devastation – a Coast Guardsman reviews the shell that was once USCG Station Gulfport before Katrina hit



down. The sport of dollar swapping with insurers is not something particularly in keeping with current events in the market.

How much can a port or terminal operator afford by way of risk retention? Some can easily afford US\$1M. Others can stretch to US\$5M. This will certainly have the effect of concentrating insurers' minds.

■ **Tighten up your wordings** – buyers should check such things as 'borrowed employees' indemnity wordings, standard trading conditions and circular indemnity wordings with their shipowner clients. This will not be the best time to incur heavy losses because the shipowners' bills of lading are more watertight than the cargo handling agreements struck with shipowners.

■ **Captive arrangements** – it's also traditional in times of winded underwriters and heavy claims for terminals and ports to dip a toe in the water of captive arrangements and tied insurers. Shipowners have been doing so for the best part of 15 years – but for some reason, companies on the waterfront still seem to prefer the old-fashioned ways...

In all, the consensus this autumn, in the run up to the new renewal season, is that the incipient softening of the marine insurance market has ceased / will cease – all in the course of these last few weeks.

Lessons for insurers

What can marine underwriters do to navigate to the far shore of an underwriting profit? They will have to reinvent their business mix.

At Lloyd's, over half the income received in the entire market is from the US. This was never a good idea and today it shows how dangerous it is for underwriters to clump around it, despite the fact it's been lucrative in the past. Insurance is all about spreading the losses of the few amongst the many.

A healthy marine book would perhaps restrict itself

to around a quarter of total premium income deriving from the US market, the rest coming from less volatile markets in Europe and the Asia Pacific region. A further desideratum would be to ease the larger players in the marine market into paying their way for a change. The rates charged to very large port or shipping companies have never been adequate in the best of years, let alone the worst. They've grown used to the idea that their underwriters are there to be fleeced with regularity.

The queue of underwriters who would be honoured to do business with a large port or shipping group may be a little shorter in the next few years, however.

That said, the insurance industry may always be counted upon to act in certain ways. There will certainly emerge a number of new 'clean sheet' catastrophe insurers in places like Bermuda. They will take up residence alongside the old clean sheets, formed in the aftermath of 9/11 and who now face paying out major amounts of money in the coming months – a good deal ahead of the time they'd have hoped.

Conclusions

Even if the 2005 hurricane season calls in the feared US\$50 to US\$60Bn in settlement of all the losses produced, it will hardly make a dent in the US\$450Bn in insurance funds that currently keep the world's wheels turning.

The firms likely to be under the worst pressure after the current storm season will be the smaller, primary insurers who rely heavily on their reinsurers and who may not be able to pay in any comfort the additional premiums likely to be asked for by those reinsurers.

In this way, larger insurers get larger and niche operators must do very well to thrive. **PH**

Sam Ignarski is co-founder of Reinvention Ltd., which concentrates on new approaches to transport and shipping insurance. He's also editor of Bow Wave, the weekly e-zine aimed at the risk and insurance world



We have to find a way...

There's a gap between the IMO's International Convention for the Control and Management of Ships' Ballast Water and Sediments and the products that enable ships to comply, writes **Penny Allen**

And to complicate matters, there's as yet no independent facility in Europe or elsewhere that can type-approve equipment needed to meet the requirements.

The convention, more commonly known as the *Ballast Water Management Convention*, was adopted in February 2004 and sets out a series of regulations and guidelines of which the general gist is that from 2009 to 2016, ships will be required to 'manage' their ballast water.

That could include ballast exchange, which involves replacing coastal water with open ocean water during a voyage and is currently employed as way of reducing the movement of coastal organisms in ballast tanks from port to port. It cuts the density of coastal organisms in ballast tanks that may be able to invade a recipient port, replacing them with oceanic organisms with a lower probability of survival in nearshore waters.

But there's doubt about the procedure's effectiveness.

Andrew Kendrick, vice-president of British Maritime Technology's marine and offshore division commented:

"From an ecological standpoint, we have to find a way, but ballast water exchange doesn't do it."

There're various reasons for this school of thought:

- Some organisms are retained in ballast tanks and may eventually find their way to a different port
- It's often difficult for certain designs of vessel to discharge ballast at sea
- It's not an option for most vessels during heavy weather
- Many ships operate around the coast of one particular area, as in Canada or the US, and might have no opportunity to exchange ballast, and
- As Kendrick noted, it's difficult to monitor the efficacy of ballast exchange as vessels may not be carrying out the procedure.

After 2016 therefore, and to address the concerns, the Convention's gone one step further and stipulated that ships will not be allowed to exchange ballast. And that means ballast treatments are essential if ships are to meet the convention's future requirements.

Work has already begun...

Ballasting can be tricky – Bahamian-flagged Westwood Rainier lists about 30 degrees at Seattle's Terminal 5 during cargo unloading when a ballast imbalance occurred

Meeting the requirements

There're various products, and combinations of products, currently on the market that treat ballast water, including filtration, UV light and electro-ionisation. In addition, extensive research is being carried out by such companies as Norway-based MetaFil and US firm Marine Environmental Partners. But as said, whilst these companies may be doing good work, as yet there's no approvals body to establish whether or not their products will be able to meet the Convention's requirements.

In the run-up to the 2009 initial implementation, MetaFil's research & development director Aage Bjørn Andersen believes there'll be a "rat race for type-approved equipment" and is therefore keen to see an approvals body set up. According to Andersen, proper assessment of the equipment would require a purpose-built facility – and therefore financial commitment – from whoever takes on the responsibility.

MetaFil's currently talking to two institutions – the Norwegian Institute for Water Research and the Royal Netherlands Institute for Sea Research – in the hope of persuading them to take it on. Given the financial implications attached to such facilities, Andersen doubts we'll see more than two or three approvals bodies in Europe.

Saving the ocean

Amongst the Convention's requirements is the 'D2 standard,' arguably the most talked about as it dictates

“There's no technology capable of providing these requirements”

ballast water performance – “A strict requirement,” Andersen commented, “with regards to how many organisms you can release or discharge.”

The standard refers to organisms of two different sizes and stipulates how many viable (capable of living and reproducing) organisms of each size can be discharged:

■ Fewer than 10 viable organisms per cubic metre that are greater than, or equal to, 50 micrometres in minimum dimension

■ Fewer than 10 viable organisms per millilitre of less than 50 micrometres in minimum dimension and greater than, or equal to, 10 micrometres in minimum dimension.

In the same way, this standard also concerns itself with bacteria found in ballast water.

But how to comply?

Andersen told *P&H* that at the moment “there's no technology capable of providing these requirements.”

Nothing daunted, and in preparation for the 2016 deadline, MetaFil's developed *OceanSaver* “a three-stage process that we think should meet the Convention's requirements.”

A tangled web

Vessel operators planning US port calls could face 26 or more separate sets of ballast water rules if a federal judge rules as feared on 30 November.

San Francisco's Judge Susan Illston has already held with environmentalists that vessels should enjoy no exemption from the Clean Water Act and now she could rule that individual states – not the federal government – should control ballast exchange policies.

Joseph Cox, president of the Chamber of Shipping of America, hopes the judge will leave rulemaking authority with the Environmental Protection Administration (EPA) and enforcement with the Coast Guard.

“The court should allow the EPA to implement a uniform national standard,” he said, noting that it would be a nightmare for vessel operators to face different discharge rules in each state's waters. “We need reasonable people to solve this problem,” he tells *P&H*.

The Coast Guard agrees and spokeswoman Jolie Shifflet commented: “Enforcement should be at the federal level,” adding that the Coast Guard has worked on ballast water discharge solutions for years. Presently, it's estimated that 70M tonnes of ballast water, containing about 10,000 species, are dumped annually into US waters.

The Coast Guard's recent NOBOB – or No Ballast Onboard – initiative is presently in use in the Great Lakes – but it's those very Great Lakes states (New York, Illinois, Michigan, Minnesota, Wisconsin and Pennsylvania) that have intervened in the case, asking that they be given regulatory authority over ballast water.



Myriad ballast rules would be too cumbersome says Joseph Cox

And unfortunately, Cox says, the EPA has agreed that states do have that authority. He hopes the court will find myriad ballast rules too cumbersome and name the EPA to establish a national standard.

Joining the EPA in asking for national standards are the Chamber of Shipping, the American Waterways Operators, the Lake Carriers' Association, the World Shipping Council and the International Council of Cruise Lines.

Cox expects a final ruling from the judge early next year.

After taking on a load of containers, this P&O Nedlloyd vessel counterbalances by releasing ballast – photo courtesy Dale Crisp



■ **Stage one** – separates larger organisms (above 50 micrometres) via filtration; they're then pumped back into the water they originated from

■ **Stage two** – water's supersaturated with nitrogen to reduce oxygen levels, a process Andersen believes will also help against re-growth that occurs as the animals reproduce in the ballast tank during 'resting time' between ports

■ **Stage three** – is described as 'hydrodynamic cavitation by manipulation of the water characteristics' and essentially ruptures organism's cell membranes due to the extreme impact of water.

Water is then pumped out using oxygen-enriched air to bring oxygen levels back to normal, said Andersen,

adding that this process could also reduce corrosion in ships' ballast tanks.

OceanSaver is currently on trial aboard two ships – car carrier *Höegh Trooper* and bulkier *Federal Welland* – and when the tests are completed "could be installed aboard existing ships and newbuilds," Andersen argues.

"We're running endless tests to ensure complete system integration," he explained. "We'll then carry out extensive performance standards to make sure everything is running as it should be."

All he'll need then is that elusive body to type-approve it. **PH**

More info at www.oceansaver.no

Tough new rules

Commercial vessels transiting California waters will now be subject to the stricter-than-Marpol standards that the state imposed on cruise ships last year.

Gov. Arnold Schwarzenegger has signed senate bill 7111 to impose strict rules on incineration of trash and release of graywater and other hazardous wastes from all 'ocean-going' ships – it precludes vessels from conducting onboard incineration while operating within three miles of the California coast and regulates the release of graywater, sewage, sewage sludge, oily bilgewater, hazardous waste or other waste.

Finally, and beginning in 2006, the bill mandates that the master, owner, operator, agent or person in charge of an oceangoing ship who operates in the marine waters of the state provides information relating to ports of call and sewage, graywater and blackwater discharge to the State Lands Commission upon the vessel's departure from its first port or place of call in California.



Gov. Arnold Schwarzenegger



New star in the east

Can a megaport in the Baltic change the way an entire nation ships and lives? *P&H* discovers two award-winning architects who think so

Star gazers – Bjarke Ingels (l.) and Julien De Smedt, photo courtesy Ulrik Jantzen

A Rotterdam rival to serve as the gateway to Eastern Europe's growing markets – that's Bjarke Ingels' and Julien De Smedt's dream.

The two architects head Copenhagen-based Plot, a firm that wants to construct a manmade island to house an enormous harbour in the Baltic Sea. Their concept – and the unfolding reaction to it – is a telling snapshot of how design-sensitive Denmark approaches port politics, economics, logistics and engineering.

Ingels and De Smedt are calling for the super-harbour as part of the Fehmarn Belt Fixed Link (FBFL), a giant project to connect Denmark and Germany over a 20km bridge-tunnel combination across the Baltic. Formal approval for the link itself is expected next year.

The super-harbour would cost an estimated €1Bn to construct and Ingels and De Smedt want to see it sited at the point of connection between the FBFL's projected bridge and tunnel, leaving an open

shipping lane on one side. The duo estimate it would need to be around 2M square metres, with the same capacity as the Port of Rotterdam. And they argue that the super-harbour could replace ports in Denmark's 12 largest cities.

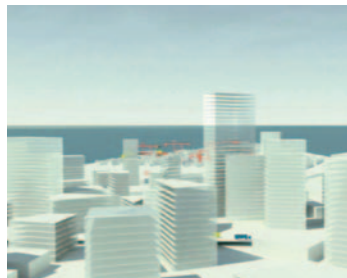
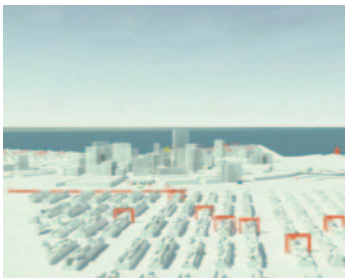
A star is born

The concept drawings resemble a star and the architects' guiding principle is to shift the Baltic's container feeder ship transfer point from Rotterdam to the new super-harbour.

Deepsea box ships entering the Baltic would pass under Denmark's Great Belt Bridge and proceed to the FBFL – depths to this point are at least 20m. Heading east, however, shallows would require cargo to be transferred to feeder ships that troll the Baltic Sea, where container traffic has doubled every five years since 1990.

The new island would enable planners to build seven dedicated terminals for containers, oil, industry and bulk. All of which would have intermodal connections via the FBFL. In addition to streamlining maritime traffic through the new port, clearing the old urban ports would effectively double the size of Denmark's city centres, according to the architects. That would free-up key stretches – 36.1M square metres – of Denmark's 7,000km of coastline for prime living and recreation areas ... worth about €20Bn.

They acknowledge that existing Baltic harbours are still vital. More so than ever, in fact, based on the current



Terminal concepts

6% annual economic growth rate of the emerging Baltic Rim markets. But Plot argues that much of that freight should be concentrated in a better place.

Though the plan might sound outlandish, when these young designers talk, people listen. Plot has won a variety of commissions throughout the country, including housing, healthcare and community centre projects. The firm's also been busy with port and harbour designs, their concepts and projects including a comprehensive masterplan to renovate Vejle Harbour, in Denmark's Jutland region, the planning of Copenhagen's South Harbour and a Maritime Youth House in Copenhagen's Sundby Harbour.

Opening debate

Danish port and transport officials, architects and consultants, offer varying opinions about the superharbour's feasibility and potential, however.

On the negative side, Association of Danish Ports' spokesman Tom Elmer Christensen says it's not

practical. "If one port were to take over, it could only happen if you make an offer good enough," he says.

He points out that two enormous bridges have opened in Denmark in recent years – the Great Belt Bridge in 1998 and the Øresund Fixed Link in 2000 – intensifying regional shipping competition. Yet Denmark's small commercial ports have still held their own in terms of commercial traffic tonnage and remain viable, Christensen says.

Danish municipalities with ports see their facilities as essential to their industrial and tax base, Christensen argues, and private investors would anyway be needed for their radical overhaul. But private companies would rather make their investments away from municipalities – which they're doing now anyway to remain competitive, planning to spend €1.34Bn over the next seven years.

Christensen adds that another recent proposal for a large, privately-funded, deepwater container harbour on Stigsnaes Cape near the Great Belt Bridge – to be

“...even if the super-harbour proposal turns out to be financially and technically feasible, that may have no bearing on its outcome.”

built from recycled materials, in part to receive tax incentives – has raised questions about financing, capacity and environmental impact.

Port of Copenhagen harbourmaster Jørgen Hansen calls the super-harbour proposal “very futuristic” and agrees that securing financing would be the key. He believes that the concept of a single logistical centre for Denmark, on paper at least, is “probably a good idea.”

Interestingly, the highest ranking Danish official in the Fehmarn Link project, Peter Lundhus – the director of Sound & Belt Holding – describes the general super-harbour concept as “fine,” but says that big questions remain.

Lundhus argues that traffic capacity and environmental issues would have to be examined and that a public agency, or the private sector, would have to come up with the money to finance a comprehensive feasibility study.

Mixed reaction

Peter Wedell-Wedellsborg of Copenhagen’s Reform Architects – a design theorist and occasional Plot competitor – says the super-harbour proposal is interesting in several ways.

On the face of it, the idea “seems quite valid,” he says, adding that simply watching how such a super project is handled would be fascinating. He also wonders how proposals for the old harbour spaces would unfold.

Meanwhile, Plot’s searching for private backers and endeavouring to gain support by explaining Baltic shipping trends, and port logistics, in simple, fact-laden terms. And perhaps it’s not coincident that the super-harbour concept drawings depict a seven-point star ... very reminiscent of Danish shipping giant Maersk’s logo.

Maersk spokesman Peter Beck Beng, however, flatly refused to comment on the company’s support, or lack of it, for the concept!

Finally, Danish communications consultant Ajs Dam of Bysted is sceptical about the super-harbour’s prospects. As spokesman for the Øresund Link, he fended off years of criticism that the enormous project was a boondoggle and warns that even if the super-harbour proposal turns out to be financially and technically feasible, that may have no bearing on its outcome.

Only time will tell... **PH**
More info at www.plot.dk



the PORTfolio

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A zero-sum game?

Will one-upmanship and discounts plague the Canadian cruise industry? **John Hill** investigates...



British Columbia has a grandeur all its own

British Columbia's (BC) ports are being sucked into competition with each other to gain cruise companies' favour, according to *Playing off the Ports: BC and the Cruise Tourism Industry*, a new report by Dr. Ross Klein.

Written for the Canadian Centre for Policy Alternatives, the report claims that ports are spending \$millions on new facilities to tempt cruise giants – in the hope that passenger / crew spending power will provide a rich return on the investment.

But, warns Dr. Klein, the only winners will be the cruise companies. Ports will be forced to compete to undercut each other, while cruise ships' flexibility means they can easily change their port calls from one trip to the next.

Since one port's gain is another's loss, port authorities have entered into a zero-sum game ... with

the cruise companies calling the shots. To remedy this, Dr. Klein recommends "the same structure of port charges and per-passenger taxes for cruise ships is needed for all BC ports."

Swings and roundabouts

The report notes that BC's cruise industry is in a special position: it's the transit area for ships travelling from the USA to Alaska, the continent's second-largest cruising destination. Not only is BC on the way, and well-provided with its own scenic assets, but US cabotage laws stipulate that foreign-registered ships (as most US-owned cruise ships are) calling at more than one US port have to call at a foreign port, or embark / disembark passengers at a foreign port.

Until recently, this was achieved by the companies



**Prince Rupert –
a destination in
its own right**

Coping with Queen Mary

The Maritime Institute of Technology and Graduate Studies (MITAGS) is developing a port simulation project to assist Bermuda in managing vessels – especially big cruise ships – within its port and channel configurations.

MITAGS executive director Glen Paine announced the move, which includes numerous simulation runs through various parts of the port's North Channel in both calm seas and with winds up to 20 knots. With water depths ranging from 11.6m to 18m and channel widths from 160m to over 1,000m, Bermuda's Department of Marine and Port Services was particularly concerned to study a potential visit by RMS Queen Mary 2, which has an overall length of 344m, a beam of 54.1m and a loaded draft of 10.3m. And Queen Mary 2's master, Commodore Ronald Warwick OBE, joined the study participants.



starting their cruises from Vancouver. Dr. Klein states, however, that with the faster vessels cruise lines are operating today, starting from Seattle has become a more attractive option. So while Seattle has seen cruise passenger numbers rise by 362% from 2000 to 2004, Vancouver has seen a fall of 12% over the same period.

Missing out on Vancouver means that cabotage rules have to be satisfied in another way. And that's an opportunity for BC's ports on both the mainland and Vancouver Island. Victoria, for instance, has seen a 40% rise in passenger numbers from 2003 to 2004.

"Ports around BC, such as Nanaimo, Campbell River and Prince Rupert, are spending millions of dollars to build facilities for cruise ships," notes Dr. Klein. He reckons there's a risk that these investments are over-optimistic – ports' returns will depend on the whim of the footloose cruise business. But that's disputed...

Port perspective

Bill Mills, the Port of Nanaimo's CEO, told P&H the report was "poorly researched" and "couldn't be farther from the truth."

He agrees that the shift from Vancouver to Seattle has provided an opportunity, but says it's not so much down to the advent of faster ships (many are the same ships, he says), but that "post-9/11, Americans are more comfortable leaving from their own country."

And the region's ports are already working together, he points out, under the aegis of the *Cruise BC* initiative. A non-profit association of the six British Columbia ports able to accommodate large cruise vessels, it was launched in April 2003 and promotes BC as a world-class cruise destination. And Mills was "not aware that any port has cut its fees to attract cruise ships."

Under Cruise BC, Celebrity Cruises has already announced three, four and five-day itineraries featuring ports such as Vancouver, Victoria, Nanaimo and Prince Rupert. Some will

“ BC offers a less-crowded, less-commercial and friendlier experience... ”

cruise British Columbia's spectacular Inside Passage, an experience that's contributed to the growth and success of the Alaska cruise programme.

Prince Rupert CEO Don Krusel commented: "It's clear from the work Cruise BC has done in assessing and demonstrating the potential of British Columbia as a cruise destination that we can compete with deployments elsewhere in the world. For Prince Rupert, the launch of this new programme represents an extension to the season and another layer of potential growth in the cruise sector."

Backing his claims of port-hopping, however, Dr. Klein argues that Celebrity Lines' ship Mercury shifted its port call from Nanaimo to Campbell River. But Bill Mills claims this is an error. It had always been planned that Mercury would call at Campbell River, he said, Nanaimo only got the 2005 call because Campbell

European Capital of Culture

That's Liverpool's title in 2008, following the city's 800th birthday in 2007, but delays in building its long talked about cruise ship berth at the central Pier Head may cut the planned celebrations.

The £19m project was originally due to be ready for the 2006 cruise season, but the takeover of Mersey Docks & Harbour Company by Peel Holdings, plus other delays, has led to a question mark over just how many ships might call in 2007 / 2008. As we went to press, Peel and Liverpool City Council were holding talks to try and resolve the situation...



**Far right: the Three
Graces, Liverpool
landmarks**

Cruising to success

BC's Port of Prince Rupert has only recently entered the cruise business in a serious way, but saw a 50% increase in traffic last year.

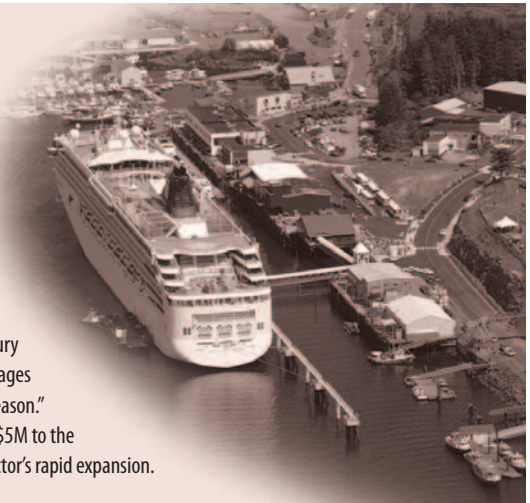
In 2004 the port received 94,000 passengers compared to about 47,000 in 2004 – it has the potential to attract 140 vessels and over 250,000 passengers per year within a decade.

The good news came after the Western Economic Diversification Programme provided \$1.56M towards Prince Rupert's new dock at the Northland Cruise Ship Terminal. Part of the Cruise BC initiative, that's helped establish the port on the international cruise map. Indeed, Celebrity Cruises' 2,000-passenger vessel

Mercury stopped twice at Prince Rupert in September for 11-hour port calls.

"We're pleased to have an opportunity to showcase the discoveries a visit to Prince Rupert offers and to demonstrate the potential this port represents for Celebrity's future operations," said port president and CEO Don Krusel. "We hope the experience will lead to more extensive operations for the Mercury in Prince Rupert in 2006 and other Alaskan voyages currently in the planning stages for the 2007 season."

Cruise activity will contribute an estimated \$5M to the area and has been a catalyst for the tourism sector's rapid expansion.



Alaska could be facing 'saturation problems'

Spain celebrates

New cruise terminal projects are springing up in line with the Spanish cruise market's growth:

- **Barcelona** – Costa Crociere's Palacruceros terminal came on stream at the end of September
- **Santa Cruz de Tenerife** – has just inaugurated a 220m cruise pier on El Hierro Island, and
- **Bilbao** – the Basque regional government is investing €11.4M in the Getxo terminal, comprising two 350m berths, each with a draught of 12m.

Investors sought

Hong Kong's chief executive Donald Tsang has called for private investors to help develop a new cruise terminal.

The October announcement followed a recent tourism commission study on market demand for cruise terminal facilities that identified an urgent need for another berth to serve the growing passenger line business in Asia. Hong Kong's government has reserved the old Kai Tak airport site for the cruise terminal and has included its development in the Kai Tak Planning Review, currently undergoing public consultation.

River's cruise facilities were not ready.

Mills points to the fact that before this year Nanaimo had no cruise ship visits, yet as this is written has had seven calls – without spending anything on new infrastructure. The only investment thus far, he says, has been essentially marketing-directed. And it's all come from the port's own revenues as an entirely self-sufficient federal crown agency.

True, there is a plan for a US\$14m investment in new facilities to improve the port's attractiveness to cruise lines. This would depend on getting funding under the federal government's Western Economic Diversification Programme, however, a scheme that allows for federal and provincial governments to each contribute a third of the cost for approved

infrastructure programmes, with the other third coming from local interests. But this remains a possibility rather than a fact.

The future?

Director general of Cruise BC, Graeme Drew, told P&H that the creation of any price-fixing authority would simply lead the cruise companies to "reduce the number of calls in BC to meet the minimum requirements of cabotage – a single stop!"

As for the idea of a BC passenger levy, such as Alaska is currently trying to establish in order to spread some of the cruise ship wealth around ports, Drew commented: "Alaska has tremendous destination appeal, which BC lacks at present, so we can't get away with it."

He suggests that while the report makes several mistakes, "in general, Dr. Klein is suggesting that a collaborative approach is good. What's frustrating is that there's already a collaborative approach, in that the ports share market-sensitive intelligence to grow BC as a cruise destination and allow us all to get a slice of a bigger pie. But you can't avoid competition ... and the cruise lines are astute and pragmatic businesses."

He believes, however, that BC faces an opportunity to benefit from what he calls "saturation issues" in Alaska.

"BC offers a less-crowded, less-commercial and friendlier experience," Drew says. And for him, the first all-BC cruises out of Seattle by Celebrity's Mercury means the current approach "seems to be working." **PH**

More info at www.wd.gc.ca and www.cruisebc.ca

Long-term damage?

Underscoring the stark reality of Hurricane Katrina's impact on New Orleans' cruise business, Royal Caribbean has pulled its entire winter 2005-2006 schedule from the port.

"Katrina's impact has been devastating," said Royal Caribbean president Adam Goldstein, but he vowed to return to the battered homeport "as soon as circumstances permit."

In addition, Carnival Cruise Lines are shifting the *Sensation* to Port Canaveral – not returning to New Orleans until 26 October 2006. But Carnival president Bob Dickinson is also looking "for a full resumption of service in New Orleans at pre-Katrina levels as soon as possible."



Gwangyang's
600m-wide
stacking yard



Springboard to China?

One of the world's most dynamic and promising business locations and the best place to invest in northeast Asia – that's **José Ramon Rosal-Cernuda's** opinion of Gwangyang Bay Free Economic Zone

A huge container port, hundreds of companies, three major airports, 88km² of free economic zone, a free trade zone and excellent road and rail infrastructures.

The entire Gwangyang area has been planned as the next international manufacturing and logistics hotspot – and the fact it's set in a relatively unspoiled, beautiful natural area is an added bonus. In addition, and within 100km², one million people live in the towns of Gwangyang, Suncheon and Yeosu.

The port area, with its 1992-built POSCO steel mill and over 100 domestic and international firms in the Yeosu Petrochemical Complex, has always been regarded as a quiet example of productivity and growth. A glance at Gwangyang Bay's statistics confirms that: 17M tons of steel and 5.42M tons of petrochemicals are produced annually, with the container port handling 1.32M TEU (over 21.5M tons) in 2004.

Look east

But the newly created Gwangyang Bay Free Economic Zone (GBFEZ) is adding a new dimension: it's planned as the powerhouse behind impressive expansion plans that will give the port 5M TEU capacity by the end of 2008. Already boasting the most efficient on-dock system of its kind in the nation as well as 20m

channels and 16m alongside depths, when completed in late 2011, Gwangyang will have 33 berths with a total length of 13km.

Why do I believe it's the best place to invest in northeast Asia? Apart from its competitiveness and robust labour force, it's perfectly positioned. The GBFEZ is nestled between two of the world's leading economic powers, Japan and China.

The latter's boisterous entry to the age of globalization, and the consequent turbulence it's generated, has created many opportunities – but also many anxieties – for those international corporations seeking to do business there. The GBFEZ offers an alternative: China is Korea's biggest trading partner and by setting up shop in the GBFEZ and using it as a springboard to China, global players may well feel more secure about their investment in the region.

For its part, Korea has recognised that the explosive growth of the once sleeping dragon underlines the need to start shifting its economic policies towards a model that combines high-end industrial production with top-notch services.

And there's also Japan. Now celebrating the 40th anniversary of the establishment of diplomatic relations with its nearest neighbour, Korea plans to forge closer ties with Japan.

**Gwangyang
has plenty of
expansion room**



“ The concept of making companies feel part of the port family is becoming reality ”

The result? A widespread conviction among Gwangyang Bay's citizens that by the end of 2007, when the new terminals are in operation and the next fully automated phase is on its way, the area will become a formidable business base.

International attraction?

As news of its logistical benefits spreads, it's expected that a multitude of international companies will flock into the GBFEZ. Part of the attraction is that among the benefits the zone offers, the concept of making companies feel part of the port family is becoming reality. In addition, the GBFEZ is constantly revising its strategic plans in order to put international investors' needs first.

It's this kind of commitment that's already attracted firms from Germany, Holland, India, Japan, Singapore and the USA – even from China – to sign MoUs with

the GBFEZ authority. They'll join such companies as 3M, KIA Motors, Samsung Electronics, LG, BASF, Kumho Mitsui Chemicals and Dow Chemical.

The GBFEZ is open to foreign direct investment and free trade, as well as a plethora of other business opportunities. Buildings are being raised, companies approached and incentives applied.

“With all the great incentives, we're practically giving land away!” commented zone authority boss, Commissioner Baek Ok-in

It might be only a year since the GBFEZ took its first steps, but the authority's confident the toddler will grow into a giant. **PH**

More info at www.gfez.go.kr

José Ramon Rosal-Cernuda is the marketing and public relations director for Gwangyang Bay Free Economic Zone

Focal point

The Port of Gwangyang is not just constructing new quays, but is also home to a new Seamen's Club and is building the 22-storey Marine Towers Complex.

The twin towers will encompass 20,750m² and house hotels, convention areas, restaurants, a post office, shops, government offices and both local and international logistics and trade businesses. And once completed the complex will dominate the port's skyline.

The port handled 1.32M TEU last year



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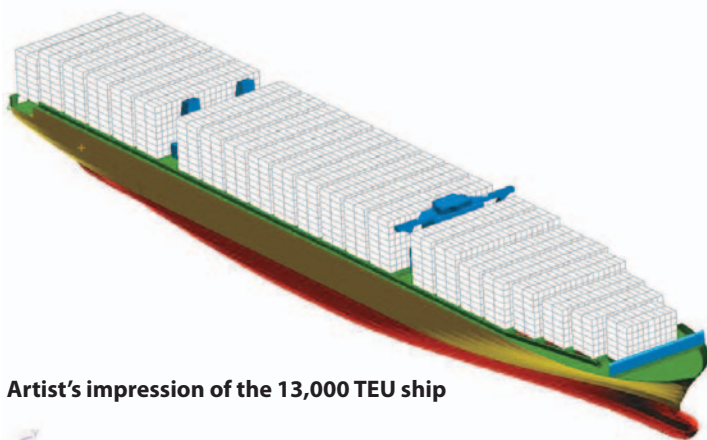
At the busy Evergreen terminal in Los Angeles, U.S.A. Cavotec Specimas "Pull & Store" reels are at home. Mounted on container cranes they tug along giant power cables with fibre optics for power and controls ensuring that the cable has the right tension. To handle these large amounts of containers every year,

A contribution to reliable container handling.

great efficiency and low downtime is a must for equipment with a working cycle of 24 hours. In this terminal you also find 1100 meters of Panzerbelt cable protection system, a system now used in more than 300 port applications around

the world. Mail or fax us to ask how Cavotec Specimas motorized cable reels and the Panzerbelt system can help your port or terminal become more profitable and efficient. As reliability is a key factor it is supported by the extensive Cavotec service network which is also locally active in the United States.

The Cavotec Group consists of seven manufacturing "Centres of Excellence" located in Canada, France, Germany, Italy, Norway and Sweden and by five local manufacturing units in Australia, China, Germany, Sweden and U.S.A. For the distribution of products and support to its customers Cavotec has 22 strategically located sales and services companies.



Artist's impression of the 13,000 TEU ship

Can you cope?

Korean yard Hyundai Heavy Industries is accepting orders for a 13,000 TEU boxship...

At September's *Container Forum* in Hamburg, Hyundai Heavy Industries (HHI) vice president D.S. Cho joined Germanischer Lloyd's (GL) container ships type manager Jan-Olaf Probst to present a design study for the new vessel.

Over 100 potential customers attended and were told: 'All the relevant calculations have been carried out and the design is completely approved by Germanischer Lloyd.'

The ship's characterized by two technical innovations:

- A twin drive configuration, and
- Separation of deckhouse and engine room.

Powered by two 45,000kW engines and capable of 25.5knots, the vessel will be 382m long, 54.2m wide with a draught of 13.5m. The 6,230 containers below deck are stacked in 10 tiers and 19 rows, while the 7,210 deck containers are stowed in 21 rows.

'From a technical standpoint, the safety aspect is a major argument for the twin drive,' says GL. 'In the event of an engine failure, the ship would remain manoeuvrable and could reach a safe harbour under its own steam.'

'To meet SOLAS requirements for bridge visibility on such a large ship,' GL continued, 'the innovative arrangement of the forward deckhouse permits an increase in container capacity and a reduction in ballast water. International regulations on the protection of fuel tanks are also satisfied – the tanks are located in the protected area below the deckhouse.'

How long do ports have to prepare?

'Owing to the yard's great workload – 145 container ships are on HHI's order book – delivery before 2009 will not be possible,' says GL.

More info at www.hhi.co.kr and www.gl-group.com

Security agenda

The International Marine Contractors Association (IMCA) formed a Security Task Force in October to work on security and health issues for personnel in transit, piracy, the implications of the ISPS Code and security in the workplace and aboard vessels.

"These are real issues of

growing anxiety to our members who operate globally, some of them in politically sensitive areas," said IMCA's CEO Hugh Williams.

Chaired by Nigel Hope of Technip, the new task force has 'total flexibility to cope with ever-changing demand over a wide range of issues.'

More info at www.imca-int.com

Colombo joins

Sri Lanka's capital and primary port, Colombo, has become the 40th member of the US-led Container Security Initiative.

The announcement came from US Customs & Border Protection (CBP) commissioner Robert Bonner, who added that the programme is now about 80%

complete – CBP hopes to add another dozen ports to the core CSI programme, but the work will then continue as the World Customs Organization (WCO) is expected to expand the scheme globally in its efforts to fully secure the supply chain against terrorist attack.

Plans ready?

The European Maritime Safety Agency (EMSA) is preparing to inspect EU port plans for places of refuge and waste reception facilities

Despite EU requirements entering into force last year for member states to file emergency contingency plans, industry officials suggest that no resolution to the issue has ever been reached and no list of refuge plans has ever been published – even unofficially.

EMSA official Panayiotis Petropoulos admitted that the issue "was a sensitive one," but

stated that a series of "unofficial visits" to EU ports will commence by the end of year. A Danish firm has also been drafted in to conduct a similar assessment of deficiencies within port's reception facilities, he told *P&H*.

Petropoulos acknowledged there'd been many problems implementing the related Directive, but refused to be drawn on any details.

Into action

"Hamburg Port Authority will drive growth of Hamburg's port through quicker decision making and high efficiency."

That was HHLA terminal operator CEO Klaus-Dieter Peters' verdict on the newly launched Authority (HPA), whose supervisory board convened for its first session in October.

Shipowners also stand to benefit, declared German shipowners'

association MD Hans-Heinrich Nöll: "The merger of all port-related functions in one authority will facilitate co-ordination between the administration and the port's customers."

HPA has been structured in a corporate way with its own budget, yet remains under full control of the local government.

More info at www.hafen-hamburg.de

The next generation

The IMO International Maritime Law Institute (IMLI) commenced its 17th academic year in September, welcoming 33 students from the world over.

Since its establishment in 1989 by the IMO and the

government of Malta, IMLI has successfully trained 332 lawyers from 103 states. The 2005/2006 intake sees five new states represented for the first time: Argentina, Germany, Iraq, Korea (DPR) and Turkey.

IMO turns to LRF

The IMO's MSC 80 committee has endorsed the Registered Owner and Company Numbering Scheme to run in parallel with the IMO Ship Numbering Scheme

The scheme, which comes into force on January 1, 2009, is managed by Lloyd's Register-Fairplay (LRF), which issues the numbers – each unique to the company or registered owner – from its database on behalf of the IMO. Flag administrations are required to use the numbers as a unique company identifier on CSR, ISM and ISSC certificates held aboard ships and have the next three years to update their information systems and fleet data

exchanges to bring them in line with LRF.

In a related matter, LRF has been granted observer status at IMO, MSC and FSI committees, making it the first private organisation to be given this role, normally reserved for NGOs. LRF is now free to attend these meetings, submit its own papers and contribute directly to debates on these or any other schemes.

More info at www.imo.org + www.lrfairplay.com



Raising the industry's profile

Images of the maritime industry should not simply be about ships...



Preparing for the future

Trained in Marseilles

Nineteen port executives from Africa completed a 12-day course at the Port of Marseilles in September to prepare them as port management instructors under the TrainForTrade initiative run by the United Nations Conference on Trade & Development (UNCTAD).

Organised in association with

the Marseilles authority's training and port exchanges institute, the course has a long record of assisting ports worldwide, particularly in Africa. The training was financed by the Provence-Alpes-Cote d'Azur regional government, which like the port is a partner in the UNCTAD scheme.

More info at www.unctad.org

That's the *raison d'être* behind the Maritime Industry Foundation's establishment, delegates at September's Mare Forum in Rome were told by MIF chairman Paul Slater.

The objective's to create "a knowledge centre that will be accessible to opinion-formers as well as the public," he said, adding that it will "be both a formal and informal educational tool that, within a few years, will be communicating with millions of curious minds."

The MIF was founded this year and is endorsed by the Round Table of International Shipping Associations, in consultation with the IMO. It's been established as an industry / university partnership supported by both public and private funds and is an independent, non-commercial, non-profit, UK-registered charity whose goals are:

- To provide a vehicle for systematically enhancing the image and reputation of the maritime industry in general, as well as the individual business

activities that combine to make up the industry

- To enable schools, colleges and maritime universities globally to access hitherto dispersed, disparate data through specifically-designed awareness programmes

- To inform politicians, regulators, the media and the public in order to help create a better informed decision-making environment

- To provide information and awareness packages to encourage young people to work in maritime professions, both at sea and onshore

- To crosslink the Maritime Industry Knowledge Centre with other relevant websites and information sources

- To provide financial support to develop the Maritime Industry Knowledge Centre through research projects, related programmes and the establishment of scholarships and grants for students.

More info at www.themaritimefoundation.com

Oil pollution compensation

At October's International Oil Pollution Compensation Funds Assembly, Intertanko and the International Chamber of Shipping (ICS) restated their support for measures evolving from IOPC-FA's working group on oil spills, which has been responsible for:

- Increased compensation levels for oil spill victims
- The introduction of a supplementary fund for those states that wish to avail themselves of further levels of compensation, and
- An increase in compensation funded by shipowners in those states.

The working group's now been terminated, but Intertanko and ICS confirmed their willingness to participate in a new working group which may be set up to consider what further economic incentives may be developed to encourage quality shipping and/or discourage any substandard element in oil transportation.

More info at www.intertanko.com and www.marisec.org



Worker safety

Containerships will have to embrace new safety features to bring down accident rates amongst stevedores

ICHCA International safety panel chairman Mike Compton pulled no punches at Hamburg's boxship conference in September: "Each individual container ship's manual will need to be amended and, if necessary, the ship's provisions amended," he said.

The IMO's code of safe practice for cargo stowage and securing (CSS Code) is to be revised as a result of a submission by the UK to the MSC last May, Compton pointed out. He argued that safe access to cargo during loading and discharging operations had been compromised over the years by the minimising of deck areas for the highest possible intake of containers. This has led to

"appalling accident rates amongst stevedores, which in turn prompted some terminal operators to launch safety programmes."

Steve Durham, senior safety manager at Hutchison Ports UK in Felixstowe, explained that the UK's premier box port was able to bring down accident rates during lashing operations by 33% through a wide-ranging accident prevention programme launched in 2002. This included the establishment of an employee risk forum, regular chargehand and ship planners safety courses and the publication of vessel condition reports and assessments.

More info at www.ichcainternational.co.uk

'Historic move to boost trade'



Signing ceremony (l. to r.): Tampa Chamber of Commerce chairman Sam Ellison; Richard Wainio, US Ambassador to Panama Bill Eaton, Panama's economics minister and ACP chairman Ricaurte Vásquez and second vice-president Rubén Arosemena Valdés, Tampa's mayor, Pam Iorio, Alberto Alemán Zubieta and Tampa Port Authority chairman Gladstone Cooper

The Panama Canal Authority struck a strategic alliance with Tampa Port Authority in October

With over 60% of Panama Canal traffic originating from, or travelling to, the US east coast, the alliance is designed to increase co-operation between the PCA and the Port of Tampa, Florida's largest.

It will also seek to boost trade along the 'All-Water Route' from Asia to the US east coast via the Panama Canal, which has experienced significant growth in recent years, creating jobs and contributing to economic development.

The pact was highlighted by the formal signing in Panama of a memorandum of understanding (MoU) – renewable on an annual basis – by Canal CEO Alberto Alemán Zubieta and Tampa Port Authority's CEO Richard Wainio.

"We look forward to working with Tampa to provide a safe,

reliable and efficient service to our customers," said Zubieta.

"The region's experiencing strong cargo growth and the Tampa Bay / Central Florida market in particular is one of the fastest growing in the US," Wainio commented.

Specifically, the MoU covers:

- Joint marketing activities to generate new business
- Data sharing to forecast future trade flows and market trends
- Market studies exchange that may benefit either party in future product development or business ventures
- Information sharing related to modernization and improvement projects, and
- Interchange of advanced technology capabilities and programmes.

Piracy patrols

The Malaysian government's announced that its newly-formed National Maritime Enforcement Agency (NMEA) will finally swing into action to patrol the busy Straits of Malacca on November 30, 2005.

The straits is the world's busiest shipping lane with about 60,000 ships passing through annually, carrying

half the world's oil trade and about two-thirds of the world's total trade. Malaysian deputy prime minister and defence minister Naib Abdul Razak said the NMEA will initially field 72 vessels manned by 500 personnel. It has a US\$16M budget to cover the remainder of this year and about US\$120M for 2006

Forty years of maritime solutions that changed the world

This year, 2005, the International Association of Dredging Companies celebrates both its **40th anniversary** and the **100th issue of Terra et Aqua**. Therefore, the jubilee issue of Terra et Aqua depicts a selection of maritime infrastructure projects carried out over the last forty years, in which IADC members played a crucial role. A selection that also shows how dredging has contributed to:

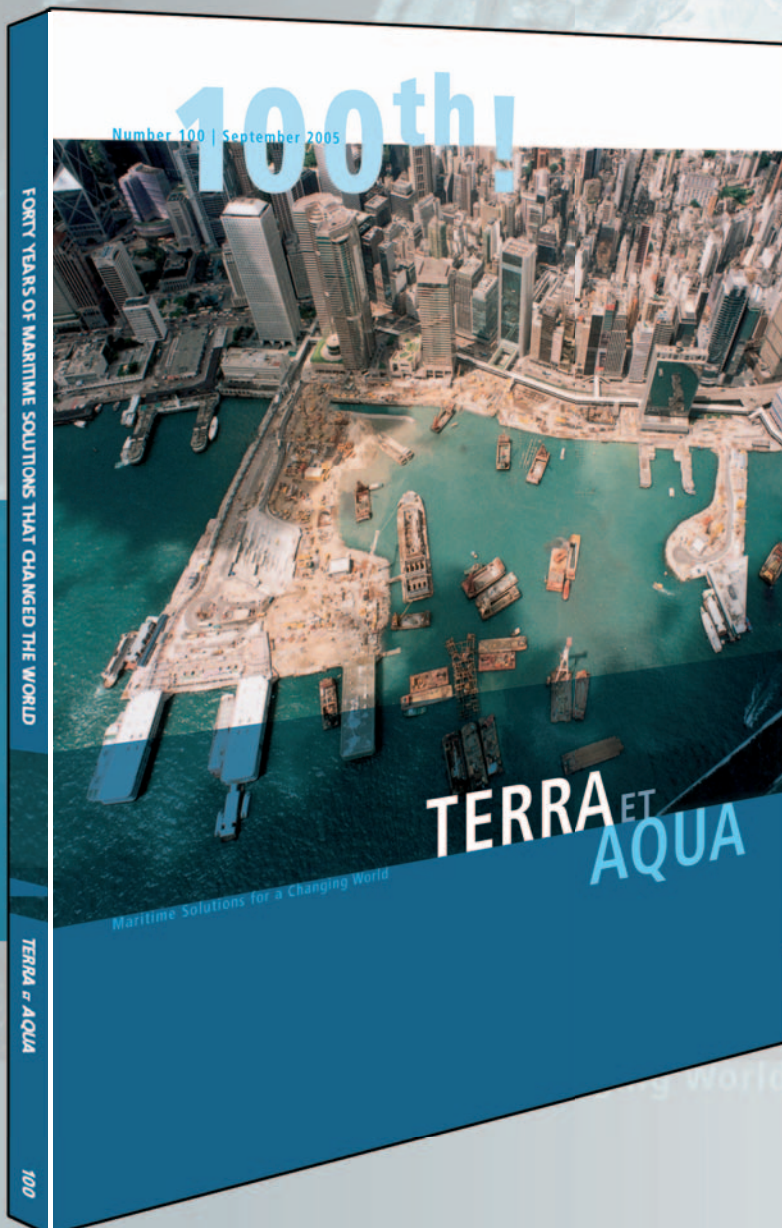
- World Trade,
- Coastal Defence,
- Urban and Industrial Development,
- Energy supplies and development of Ecology and
- Tourism.

A showcase of how the dredging and maritime construction industry has helped to change the world.

This special issue of Terra et Aqua is available for € 10 (soft cover) or € 15 (hard cover).

Please order your copy at www.iadc-dredging.com or e-mail info@iadc-dredging.com.

As from the 101st issue, Terra et Aqua is available free of charge on request to individuals or organisations with a professional interest in dredging and maritime construction. Please register at www.iadc-dredging.com or e-mail info@iadc-dredging.com.



TERRA^{ET} AQUA

Number 100
September 2005



International Association of Dredging Companies



Anniversary homecoming

IAPH returned to Los Angeles, the city where it was founded, for an exco meeting and 50th anniversary celebration at which US transportation secretary **Norman Mineta** delivered the keynote address

1.



2.



3.

Nearly 100 maritime industry leaders, and VIPs who included Los Angeles' mayor Antonio Villaraigosa, gathered for the celebration to hear Secretary Mineta wish the Association "a happy fiftieth" and congratulate IAPH president and Port of Houston chief Tom Kornegay "for his unflappable leadership during a rough time for our nation's Gulf Coast area."

"With the world's attention focused on the devastation wrought by Katrina and Rita, I don't want anyone to lose sight of looming transportation challenges that have nothing to do with the weather. I'm speaking of growing trade volumes that, while indicative of a strong economy, threaten to clog our ports and their transportation connections."

"Because maritime commerce is so important to international trade," he continued,

"it's in our best interests to stand together to confront the issues that challenge the international community."

He briefly discussed the recent maritime agreement between the US and Brazil, explaining that it will not only help promote trade, but will also strengthen relations between important allies. The pact builds upon similar agreements the US has forged with other nations, including China."

But all the maritime deals in the world will accomplish nothing unless we confront the twin challenges of capacity and congestion," Mineta said. "It's imperative that transportation systems support and encourage trade, not serve as a bottleneck to it."

Concluding, he added: "Our goal is simple: our nation's maritime infrastructure must keep pace with soaring increases in global trade. Key ports

around the world are adding significantly to their own capacity, much of it aimed at funnelling exports directly to the American market. It's therefore critical that we continue to work together to build a more cohesive partnership among the world's ports and harbours."

"This Association and I know that our future prosperity depends on it."

In reply

Tom Kornegay stated: "We greatly appreciate Secretary Mineta's understanding of the vital role of ports in the global transportation industry."

"His supportive insights and perspectives are tremendously valuable as our global organization forges ahead with a bold agenda aimed at tackling enormous challenges and seizing vast opportunities that confront ports worldwide – from economic viability and



1. IAPH founding father and honorary member (l.) Lloyd Menveg, who chaired the first IAPH Conference in Los Angeles and was the Association's president from 1959 through 1961, with current president Tom Kornegay (centre) and US transportation secretary Norman Mineta
2. VIPs (l. to r.) Bruce Seaton, Tom Kornegay, Bernard Groseclose, Gichiri Ndua and Satoshi Inoue.
3. Second VP Gichiri Ndua (r.) chats with Port Conakry director general Almamy Kabele Camara and PR chief Mrs. Sow Binta.
4. Port Klang's Salihuiddin Yussuf, R.K. Jain from IPA, India, and Kenya Ports Authority's Charles Kisewa.
5. Port of Riga delegation (l. to r.) Andris Ameriks, Andris Argalis, Irina Gorbaticova and CEO Leonids Loginovs

capital resource development to security and environmental stewardship."

The week-long IAPH executive committee meeting at the Marina Hotel Port of Los Angeles / San Pedro featured technical presentations and deliberations on critical issues confronting global ports, including port security after implementation of the ISPS Code, green port initiatives, port congestion, ballast water and related transportation issues.

Other highlights of the conference included tours of the ports of Los Angeles and Long Beach aboard the *MV Spirit*. In addition, a ceremony was also held to mark the signing of a memorandum of understanding between IAPH and the Organization of American States. **PH**

Find the entire conference agenda at www.iaphla-exco.com



To Kenya!

**Second VP
Gichiri Ndua**

Where Kenya Ports Authority will host the 5th Pan-African Ports Conference (PAPC) and the IAPH Europe / Africa Regional Meeting & 50th Anniversary Celebration in Nairobi, December 4-8.

PAPC is a confederation geared towards co-ordinating and promoting co-operation between African ports in their respective regions and was founded in 1998 after a joint Pan-African Ports Seminar hosted by IAPH, the Port Management Association of East and Southern Africa and the Port Management Association of West and Central Africa.

Conference theme is *Port Modernisation: Adapting to Socio-Economic and Environmental Challenges* and the event has attracted international maritime experts as speakers. Around 200 to 300 delegates are expected and topics include:

- Port modernisation and development, including logistic parks, intermodalism and rail-port interface
- Environmental governance and waste management
- Labour productivity in relation to the HIV/AIDS scourge
- Corporate social responsibility, and
- Security.

Welcoming Gichiri Ndua

The IAPH Europe-Africa meeting, to be held on December 5, is a fitting event to mark the election of Kenya Ports Authority corporate services manager Gichiri Ndua as IAPH 2nd vice-president – and he looks forward to welcoming fellow members and guests.

"May I take this opportunity to sincerely thank all of you who elected and warmly

received me into this position," he writes. "I've no doubt that the responsibilities bestowed upon me are enormous and a clear manifestation of the confidence and trust you all have in me. I wish to reaffirm my commitment to serving the IAPH family and the maritime world at large.

"We all acknowledge that port modernisation in Europe, Africa and the world over is an ambitious, long-term strategy that most have adopted and are pursuing," he continued. "This programme will not only enable African ports to benchmark themselves against the very best global ports, but also raise the level of service delivery between African ports and the rest of the world."

He added: "I wish to invite members of the cruise shipping fraternity to explore the African continent and sample the many exotic destinations it has to offer. Interactions occasioned by frequent visits will broaden and entrench our understanding of each others' cultures – and we'll get to know each other better!"

"May I also take this opportunity to welcome the IAPH family and the rest of the world to the Pan-African Ports Conference," he said, "and members of our Europe / Africa Region to the board meeting.

"I shall count on your support and co-operation in steering the Association forward." **PH**

More information / registration info at www.kpa.co.ke



José Perrot

Fit for the 21st century

At the Shanghai Conference held last May, IAPH decided on a complete overhaul of committee structures...

the same concerns, communications have changed," writes chair José Perrot.

"IAPH and its members need to be active in this area to keep the world port industry abreast of the latest news; the risks / true benefits of certain port activities; ports' influence on local, regional and national economies – and much more

"And we need active members from the different IAPH regions, from different ports or from related activities (regular or associate members). Requisites? Experience in communication, an email address and the willingness to spend an average of one hour a week dedicated to the committee.

"In return, you'll find a network of experience, and friends, throughout the world – join the group!"

Legal Committee

"We're open for new members," says chair Frans van Zoelen, who emphasizes that the redefined mission encapsulates the elements that reflect IAPH's ambition in general and that of his committee in particular.

"Our mission concerns initiating, following-up, studying and recommending proposed actions – from a legal point of view – that should be taken on behalf of IAPH concerning the collective interests of port authorities," says Frans. "Next to that, we want to make it clear we're also available to other technical committees needing advice on legal matters.

"The Committee's 2005/2007 programme will include the following:

- Places of Refuge
- Uncitral
- Follow-ups on both the Ballast Water Convention and the draft Wreck Removal Convention
- Updating the legal database on 'International Maritime Conventions Impacting to Ports'; and
- Following – and if necessary intervening in – actions of the IMO's Legal Committee.

"To make all that happen, we need extra manpower," says Frans. "It's a critical factor and I look to our board members to urge their employees to become Legal Committee members.

"Being a Legal Committee member cuts both ways: it's an opportunity to get acquainted with various legal issues and how



Frans van Zoelen

they're solved in other port organisations – and you'll get to work with a unique collection of skilled lawyers with different backgrounds and from various legal environments. The latter alone is both rewarding and stimulating."

Future challenges include injecting specific legal elements into general IAPH policy. So Frans welcomes and encourages colleagues who have general backgrounds to join.

"The Places of Refuge dossier taught us the necessity of having a combination of different disciplines. And we learned that 'cakes can be baked in different ovens' – ie: it pays if individual ports are active in their respective countries in order to promote IAPH's ideas to their own national authorities."



Susumu Naruse

Port Planning and Development

"Our mission is to monitor, collect, analyze and disseminate information pertaining to development, planning, design, construction and maintenance of port and harbour facilities," writes chair Susumu Naruse.

"We're taking up contemporary themes that

The aim is to keep pace with the global port industry's contemporary needs and at their Los Angeles meeting, the executive committee approved *Missions & Work Plans for 2005/2007*.

The move followed many discussions and surveys among members, plus submissions from the eight technical committees' chairs.

And while the full Missions & Work Plans programme has already been sent to members via the online newsletter, *P&H* asked newly-appointed committee chairs to look at mission essentials. It's also your chance to join the committees – details are at the end of this article.

Communication and Community Relations

"Because your immediate environment is no longer your next door neighbour, but people throughout the world with whom you share

In sympathy

A resolution expressing sympathy to victims of hurricanes Katrina and Rita in the US Gulf region and Caribbean was unanimously adopted at the Los Angeles exco meeting.

The Resolution (details at www.iaphworldports.org/ResolutionKatrinaRita2005.pdf) will be sent to UN agencies and other relevant international NGOs for wider recognition. IAPH also invites members to support the AAPA Emergency Relief Fund – www.aapa-ports.org for more information

IAPH also expresses its deepest sympathy for victims of the Pakistan earthquake. We sincerely hope that affected areas and people can recover as soon as possible.

most interest member ports and for the 2005-2007 term, we've five projects:

- Guidelines on cruise terminal development – a carry-over from the previous planning committee
- Forecast of world container transport – collection and analysis of various existing long-range container demand forecasts
- Port development in BRICs countries
- Anti-tsunami measures, and
- Joint work with PIANC – guidelines on fairway design.

"Interested? Then you'll be welcomed as a member. And I'm sure you'll find our discussions intriguing and exiting."

Port Safety and Security

"Sound port development relies heavily on a stable business climate, support from the community and approval from respective authorities," writes chair Peter Mollema.

"A safe and secure port working environment is therefore an important prerequisite for all port and maritime operations. Accidents, security incidents or catastrophes leading to any loss of life, severe disruption of port operations or environmental damage simply will not be tolerated anywhere.

"That's a challenging task for port authorities,"

he continues, "particularly considering today's market demands and the global situation with respect to terrorist threats. This is why IAPH dedicated one of its committees to precisely this subject: Port Safety and Security. And at the Los Angeles exco meeting, the following mission was established:

- To collect, interpret and summarize for the Association the latest relevant information concerning port safety and security requirements, initiatives and best practices
- To provide analyses and draft positions on



Peter Mollema

port safety and security matters to be placed on the agenda of international organizations such as IMO, ILO, WCO, ISO and others.

The EXCO meeting also approved a definitive work plan for 2005/2007, focal points including safety and security-related developments at the UN and other international organizations, together with developments related to ISPS Code implementation and supply chain security.

"Further, the committee will monitor developments and collect best practices on LNG operations and on handling dangerous goods in the port environment – specifically, ship-to-ship transfer and fumigated containers.

"We also intend to intensify co-operation with port safety related technical organizations," he states, "and compose an annotated list of indispensable references on the above topics for the IAPH website.

"As chair of the committee," Peter concludes, "I need enthusiastic support and expertise from both regular and associate members of IAPH. And I'm looking forward to working with the world's finest experts on port safety and security."

Your turn

Time, interest, knowledge and enthusiasm – essentials for any committee member – are the major requirements if you're considering joining any IAPH committee. And all the chairs – listed above – will welcome both regular and

Chairs and Vice Chairs of IAPH Technical Committees

COMMUNICATIONS AND TRAINING GROUP

Co-ordinating chair: 1st Vice President O.C. Phang (Port Klang Authority, Malaysia)

■ **Human Resources Development**
– chair: Eddy Bruyninckx (Antwerp Port Authority, Belgium); vice chair: vacant

■ **Communication and Community Relations**
– chair: José Perrot (Port Autonome du Havre, France); vice chair: Abdul Rahim Abd Aziz (Penang Port Commission, Malaysia)

PORT SAFETY, SECURITY AND ENVIRONMENT GROUP

Co-ordinating chair: 2nd Vice President Gichiri Ndua (Kenya Ports Authority)

■ **Port Safety and Security** – chair: Peter Mollema (Port of Rotterdam, Netherlands); vice chair: Richard Lolich (MARAD, USA)

■ **Port Environment** – chair: Geraldine Knatz (Port of Long Beach, USA); vice chair: David Padman (Port Klang Authority, Malaysia)

■ **Legal** – chair: Frans van Zoelen (Port of Rotterdam, Netherlands); vice chair: Jacques Braems (Port of Dunkirk Authority, France)

DEVELOPMENT, OPERATIONS AND FACILITATION GROUP

Co-ordinating chair: 3rd Vice President Bernard Groseclose Jr. (South Carolina State Ports Authority, USA)

■ **Port Planning and Development** – chair: Susumu Naruse (Ministry of Land, Infrastructure and Transport, Japan); vice chair: Wolfgang Hurltenne (Port of Hamburg Authority, Germany)

■ **Port Operations and Logistics** – chair: José Luis Estrada (Puertos del Estado, Spain); vice chair: Yoseph Bassan (Ashdod Port, Israel Port Authority)

■ **Trade Facilitation and Port Community Systems** – chair: Santiago García-Milá (Autoritat Portuària de Barcelona, Spain); vice chair: Boo Won Kang (Busan Port Authority, Korea)

associate members.

Any employee of any IAPH member is eligible to join – get the Missions and Work Plans by visiting 'Committee Rooms' on the IAPH website (www.iaphworldports.org) or by contacting the IAPH Secretariat at: info@iaphworldports.org.

Still interested? Then visit www.iaphworldports.org/meeting/051017%20TC-MemberCall.htm where you'll find an application form. The Secretariat and committee chair will take it from there. **PH**

Common themes of interest

At the Los Angeles meeting, a ceremony was held to mark IAPH's memorandum of understanding with the Inter-American Committee on Ports Organization of American States (CIP-OAS), establishing common themes of interest and areas for co-operation between the two organizations.

It joins two other, similar MOUs with the American Association of Port Authorities (2004) and the International Navigation Association (2001).



Sealing the pact (l. to r.) IAPH president Tom Kornegay, head of OAS-CIP Carlos Gallegos and IAPH secretary general Satoshi Inoue



You can help

In conjunction with sister maritime organisations, IAPH is a founding member of the IMO-recognised **World VTS Guide** that's free to end users and accessed via the worldwide web

The service aims to assist shipmasters and other users with the information

necessary to enter a VTS area and subsequently comply with its requirements, thus optimising efficiency and enhancing safety.

Now that it's migrated to the web, the Guide's relatively simple to update. But it relies on two main sources to remain accurate:

- VTS authorities themselves, and
- End users of VTS information.

And what remains difficult – all publishers having similar problems, including **P&H!** – is to persuade VTS authorities to update their information. That's one way you can help, just by checking the information published and getting corrections to editor, webmaster – and former shipmaster – Paul Owen, FNI, at

admin@worldvtsguide.org.

How it works

The Guide's information is arranged in a standard, uniform format that's easily understandable to mariners. Prior to publication, the VTS centre concerned checks every item – and every effort is made to ensure that it's faithfully reproduced. Coastline detail is shown in diagrammatic form, but is NOT for navigational use.

The World VTS Guide's governed by a board comprising several key maritime organisations, founding members being the International Association of Lighthouse Authorities (IALA) and the International Maritime Pilots Association (IMPA) as well as IAPH. The triumvirate was later joined

by the International Federation of Shipmasters' Associations (IFSMA) and the International Harbour Masters' Association (IHMA). The board also enjoys active support from the International Hydrographic Organisation (IHO).

How can the information be provided free? The Guide's a non-profit organisation so only the actual costs need to be recouped – ie: maintaining the key website information facility and processing and maintaining the VTS information. Day-to-day admin support's provided by IALA from their Saint Germain en Laye HQ in France and as a result, the costs of operating such a reliable, commercial website – compared with publishing and distributing the information in paper form – are very small.

Information providers are asked to pay the costs for initial production of their VTS information in the standard format when they join the Guide and there's also a small annual fee to maintain the entry. But that's it.

To be of any use, however, the information must be up-to-date and the Guide always needs to add more existing and new VTS systems to its ever-expanding list. If you're in a position to assist by providing contact details of persons responsible for a VTS not included in the Guide – or you realise that information in the Guide needs updating – please pass this information to the editor, or use the links provided on the website: www.worldvtsguide.org.

And thanks!

Membership Notes

The IAPH welcomes the following new members

Associate Members

Navis LLC

Address: 1000 Boardway, Suite 150, Oakland, CA 94607, USA
Tel: +1-510-267-5000
Fax: +1-510-267-5100
Web: www.navis.com
Contact: John Dillon, CEO

Nature of Business: Navis delivers proven, mission-critical supply chain execution solutions that enable the world's leading logistics providers, retailers and manufacturers to institute industry-best practices.

Navis' SPARCS/Express is the proven, industry standard marine and intermodal terminal operation system, handling over 25% of the world's container volume. At more than 150 locations globally, SPARCS/Express has helped the world's leading terminal

operators increase capacity, service and profitability through real-time visibility and optimization of terminal operations.

Associated Transport Systems, Inc.

Address: PO Box 818, Prospect Heights, IL 60070, USA
Tel: +1-847-259-9351
Fax: +1-847-259-9361
Email: wbehrens@associatedtransport.com
Website: www.associatedtransport.com
Contact: William Behrens, president
Nature of Business: port representatives & consultants

Regular Member

Haifa Port Company Ltd.

Address: PO Box 33539, Haifa 31334, Israel
Tel: +972-4-851-8255
Fax: +972-4-867-8687
Email: amosu@haifaport.co.il
Web: www.haifaport.co.il
Contact: Amos Uzani, CEO



Dr. Inoue and Gichiri Ndua

Gichiri Ndua in Japan

IAPH 2nd vice president Gichiri Ndua visited Tokyo in early September for a meeting with secretary general Satoshi Inoue and deputy secretary general Tatsuki Hioka.

Top of the agenda was the forthcoming Africa/Europe Regional Meeting & Fifth Pan-African Ports Conference hosted by Kenya Ports Authority in Nairobi, December 4-8 – see IAPH Info for more information.

Mr. Ndua also made a courtesy call on Ports and Harbours Bureau director-general Heizo Kito at the Japanese Ministry of Land Infrastructure and Transportation.

And on the way back to his homeland, he flew into Rotterdam for a meeting with Peter van der Kluit and Fer van de Laar of IAPH's Europe office to discuss the 'Training for Promising Young Professionals' project.



John Wallace (l.) receives the IAPH honorary member scroll of honour from then IAPH president, the late Anthony Tozzoli, at the 1985 14th World Ports Conference in Hamburg

Obituary – John M. Wallace

IAPH honorary member and former vice president John M. Wallace passed away on June 11, 2005, at the age of 78.

Appointed president of the Maritime Services Board of New South Wales (NSW), Australia, in 1975, John Wallace oversaw major trade growth through NSW's large commercial ports. By the end of his presidency in 1984, cargoes at Sydney, Port Botany, Port Kembla and Port Jackson had surged to 80.5M tons. He

continued to contribute to the port community by serving as president of the Association of Australian Ports and Marine Authorities during 1983-1984 and as an IAPH vice president during 1983-1985. He was also a very active IAPH committee member and chaired the Port Safety, Environment & Construction Committee for many years.

IAPH extends its deepest sympathies to Mrs. Heather Wallace, her sons and daughter.

Dates for your diary

Major maritime congresses throughout the world

NOVEMBER

24-25: The 3rd Thai Ports and Shipping Conference – Bangkok, Thailand

www.transportevents.com

29-December 1: Terminal Operators' Conference Americas – Savannah, USA

www.toc-events.com

DECEMBER

5-9: IAPH Africa / Europe Regional Meeting and 5th PAPC Conference – Nairobi, Kenya

www.kpa.co.ke/IAPH_PAPC/index.htm

6-7: PorTech Asia 2005 – Shanghai, China

www.globaleaders.com

6-9: Marintec China 2005 – Shanghai, China

www.marintecchina.com

FEBRUARY

2-3: The 4th Intermodal Africa – Namibia, South Africa

www.transportevents.com

14-17: The 1st Panama Annual Dredging Conference & Exhibition – Panama Canal, Panama

email: weda@comcast.net

28-March 2: China Maritime – Hong Kong

www.baird.com.au

MARCH

6-10: World Maritime Technology Conference – London, UK

www.wmtc2006.com

14-16: TOC Asia Conference & Exhibition – Busan, South Korea

www.toc-events.com

21-23: Oceanology International, incorporating Spill06 International – London, UK

www.spearhead.co.uk

22-24: Asia Pacific Maritime – Singapore

www.apmaritime.com

MAY

14-18: The 31st PIANC World Congress – Estoril, Portugal

www.pianc-aipcn.org

17-18: The 2nd China Dredging Association International Conference & Exhibition – Guangzhou, China

www.chida.org

22-26: The 16th IALA Conference – Shanghai, China

www.iala-aism.org

JUNE

6-7: The 4th Asean Ports & Shipping Exhibition & Conference – Kuala Lumpur, Malaysia

www.transportevents.com



We don't have time to wait for the IMO!

Dr. Geraldine Knatz, MD of Long Beach and new IAPH executive committee member, urges IAPH to take the lead in environmental regulations

We hear a lot today about businesses becoming 'green,' but what does it really mean to be a 'green port?'

There's no precise definition of a green port, and what looks 'green' in one part of the world might look a bit 'washed out' in another.

My port, Long Beach, is working diligently with its customers to reduce air emissions from port operations, including ships. One of our key approaches is emission reduction by hooking ships up to shoreside electrical power, a process we call 'cold-ironing.'

Working with our neighboring Port of Los Angeles and with international port technology firm Cavotec, our engineers have developed a standardized connection for shore-to-ship power – and are even sharing this technology with other ports along the US west coast and in Canada.

At international conferences, however, ship designers often ask us: "why not wait on IMO for a standard?" Well, in the words of our new IAPH president, Tom Kornegay, "waiting on the IMO is like watching a glacier move."

We don't have time to wait for the IMO: the pressure on US and Canadian ports to do something now is just too great.

Furthermore, IAPH does not have to wait on IMO.

The standard connection we're promoting for vessel cold-ironing in Long Beach and Los Angeles does not have to be the west coast standard for ship-to-shore connections. It could be the **IAPH Standard** – the perfect opportunity for IAPH to be at the forefront of innovation.

There's no reason why every port that decides to cold-iron must design its own ship-to-shore connection. And just because IAPH develops a 'standard' does not mean that every IAPH port has to cold-iron. But if another IAPH port decided that this method of reducing air emissions from ships was appropriate, it would know who to turn to for design criteria – the IAPH!

Why are ports in situations where they have

to make individual, unilateral decisions that have international implications? It makes one wonder about the effectiveness of the international organizations we participate in.

Wouldn't they better serve us if they were out ahead of us instead of following us? Take IMO's current air emissions regulations for ships, for example:

- They're not the best available technology
- They don't address pre-2000 vessels, and
- They don't address particulate emissions – the major pollutant linked to health impacts in big port cities.

We cannot expect a change in the IMO, which by its very nature of seeking consensus arrives at the least aggressive position. IMO will always move slowly and cautiously. But what the industry needs now is swift, ground-breaking action.

So why wait on the IMO?

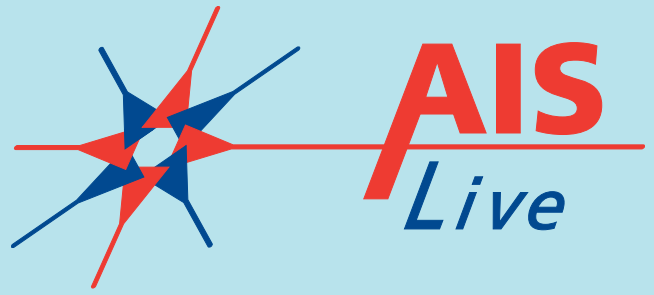
Right now, IAPH has a golden opportunity to exert the leadership needed to ensure that the maritime industry is a model of innovation in becoming green.

If IAPH does not step up to that role, inconsistent application of emission control technology and other environmental requirements will continue to plague the maritime industry. Of course, it won't be easy, but it would be a lot faster and more effective than waiting on the IMO.

Imagine a time when the words "we are following the IAPH standards" become leverage in our negotiations with our customers. The collective strength of the ports in the IAPH could be a formidable force – and greening of the maritime industry is a great place to start! **RH**

Geraldine Knatz

“ IAPH has a golden opportunity to exert the leadership needed to ensure that the maritime industry is a model of innovation in becoming green ”



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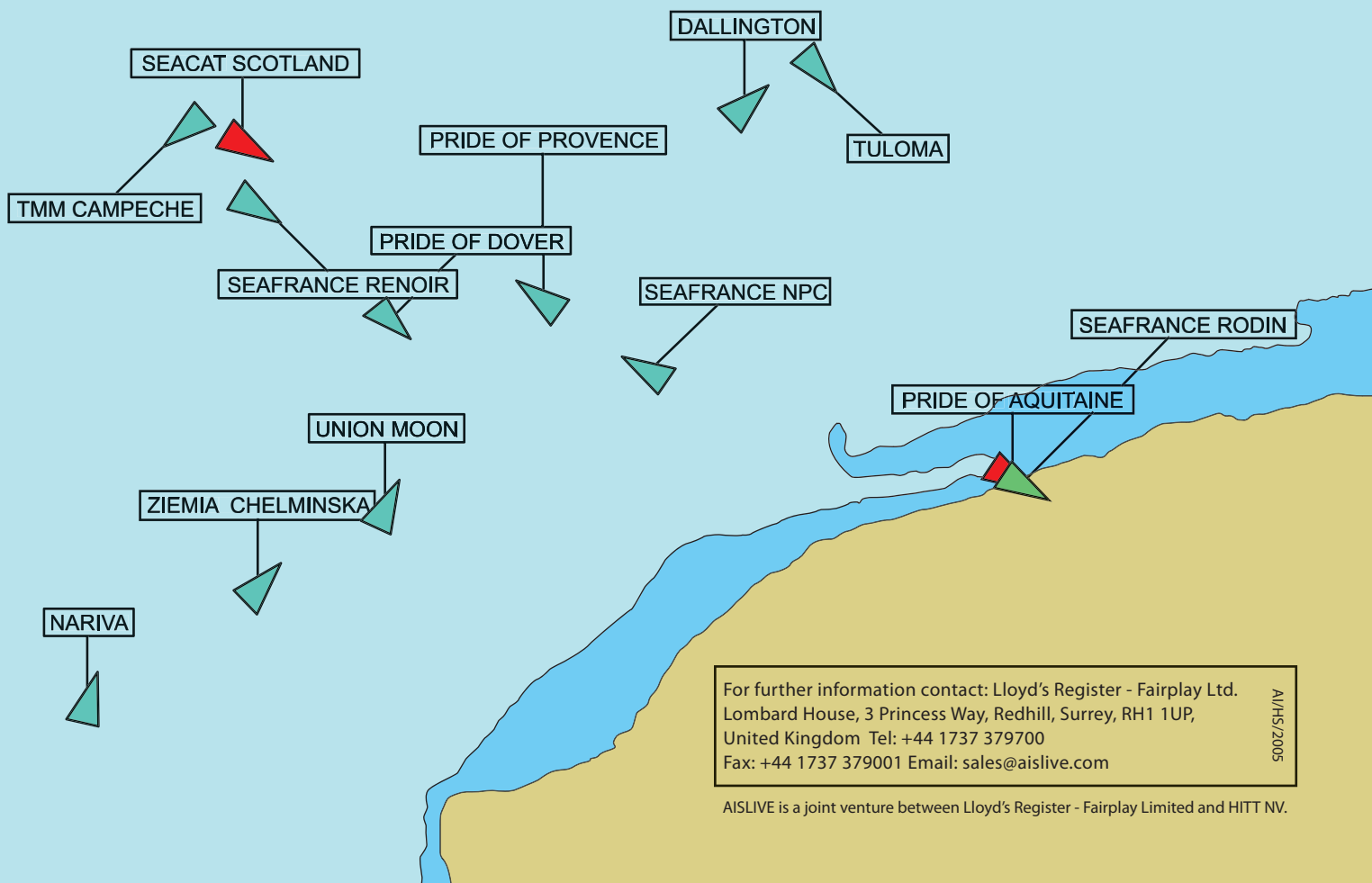
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