



PORTS HARBORS

Official Journal of the International Association of Ports and Harbors

Securing security firms

Don't be unguarded in your approach

Winds of change

Climate is changing insurers' view of ports

Ports + women = network

Making waves in a man's world



In the fast lane

What's the alternative? Gearing up for modal shift

Cavotec in action.



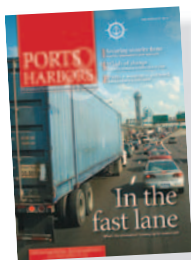
As care of the environment, and subsequent social issues arising from pollution, become ever more important to companies around the world, we are continuously expanding our knowledge and expertise on the subject.

Minimal pollution. Maximum efficiency.

This focus has led, amongst other achievements, to us becoming a main supplier of alternative maritime power (AMP) supply systems to ports and ship owners around the world.

By allowing ships to disengage their engines when in port, local pollution levels drop dramatically. The success of these systems is measured by an ever increasing flow of interest from the market and society itself.

After 30 years of leadership in our industries, we understand that our customers require solutions that help to reduce their environmental impact without also reducing their bottom line. This approach will better ensure a cleaner and safer global environment for future generations and make the world a more pleasant place to live in today.



Ports are an essential part of the supply chain and will need to gear up facilities to cope with modal change

July 2006
Issue 04 Volume 51

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27th IADC INTERNATIONAL SEMINAR ON DREDGING AND RECLAMATION

11 November – 15 November 2006

For decision makers and their advisors in governments, port and harbour authorities, off-shore companies and other organisations that have to execute dredging projects, the International Association of Dredging Companies organises the International Seminar on Dredging and Reclamation.

The Seminar will take place at Manama, Bahrain
Saturday 11 November – Wednesday 15 November 2006.

Since 1993 IADC has, in co-operation with local technical universities, provided a week-long seminar especially developed for professionals in dredging-related industries. These intensive courses have been successfully presented in Delft, Singapore, Dubai and Buenos Aires.

As is appropriate to a dynamic industry, the seminar programme is continually updated.

This year's Seminar includes site visits to the dredging projects in Bahrain.

The Seminars reflect IADC's commitment to education, to encouraging young people to enter the field of dredging, and to improving knowledge about dredging throughout the world.

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Drill, drill, drill and drill again!

It is the second anniversary of the new world maritime security regime – the IMO International Ship and Port Facility Security (ISPS) Code – which came into force from July 1st 2004. It is a tribute to ports that there has been no major disruption of their operations, despite the fact the measure was rushed in without giving ports time to work out its practicalities, however supportive of its aims they may be. This good result is mainly attributable to tremendous efforts on behalf of the world's port and maritime community.

However, it is dangerous to be complacent and lose momentum on port security. The Port Facility Security Plan (PFSP) adopted by each terminal can never be considered perfect. After all, risk management of any kind is a continuous process of improvement and port security is no exception. So, it is time for us to take a fresh look at our security plans based on experiences gained over the past two years. An extensive review and careful audit of each terminal's PFSP is needed to identify any shortcomings and problems and for

as many improvements to be made as is practically possible.

In May this year, IMO's Maritime Safety Committee (MSC) revised an interim draft and approved the Guidance on Voluntary Self-Assessment, which I believe provides us with a basic framework for auditing purposes. The strict compliance of specific requirements, technical or procedural, set out by respective contracting

“ We can learn from each other's experiences when putting security measures in place ”

governments, is also essential. Furthermore, drills and exercises should now be given a high priority. These are the most practical way to make all those concerned fully aware and familiarised with the security plan to ensure its effective implementation.

Awareness is another key to the success of security risk management. The ISPS Code requires us to conduct drills at least every three months and various types of exercises involving relevant authorities, company security officers and ship security officers at least once a year.

Have you ever conducted full-scale exercises at your port or terminal to test communication, co-ordination, resource availability and response? Joint exercises should be co-ordinated over part of or the whole port, with all relevant parties joining in. IAPH will disseminate best practices so we can all learn from each other's experiences of drills and exercises.

Dr. Satoshi Inoue

Secretary General – The International Association of Ports and Harbors

Port updates

COAL BOOST

The Dalrymple Bay coal terminal is set to expand after the Queensland regulator approved the rules governing how much mines pay for using the port. The terminal's capacity will increase from 68M tonnes to 85M tonnes, pending final government approvals.

The first phase of the expansion is expected to be finished by the end of next year, despite cost increases.

EXPANSION APPROVAL

An expansion project that would double the container handling capacity of Jacksonville's port and create up to 5,700 new jobs gained approval from Governor Jeb Bush and the Florida Cabinet.

They agreed to lease about nine acres of state-owned submerged land to the Jacksonville Port Authority for 25 years. The agreement also will permit dredging 1.5M yd³ from the St. Johns River while requiring the authority to donate 1.25 acres of wetlands to be created from upland port property to the state.

\$15M MALTA CONTRACT

The cargo handling contract for the Valletta Grand Harbour has been awarded to a consortium – TF Shipping Agencies Ltd – made up of the Maltese company TF Shipping (Tumas Group Co Ltd), Portek Ports (Mauritius) Ltd and Portek International Ltd. It will invest \$15.43m in port infrastructure in the Grand Harbour to establish it as a Mediterranean logistical centre.

KARACHI'S 1M TEU

Karachi Port last year handled more than 1M teu for the first time in its history – an increase of 30% over the previous year. The throughput also includes 852,000 teu transshipment containers. Total dry cargo imports and exports stood at 13.6M tonnes and 4.3M tonnes showing a growth of 41.91% and 15.5%, respectively, over the corresponding period last year. Import of liquid bulk cargo stood at 7.7M tonnes and exports at 1.2M tonnes. Karachi Port also handled 24,518 tonnes of Afghan transit cargo.



The present APM terminal at Maasvlakte has been expanded to handle 2.5M teu

Maasvlakte 2 a step nearer

The Port of Rotterdam and APM Terminals have signed an agreement, under terms to be satisfied, for the lease of a container terminal at Maasvlakte 2.

APMT will get a terminal of 167ha with a potential capacity of 4.5M teu, virtually opposite its existing terminal at the current Maasvlakte.

Commenting on the agreement, Rotterdam port chief executive Hans Smits said the agreement will pave the way for three or four further terminal operators setting up at Maasvlakte 2, Chinese included.

The new terminal for APM Terminals will be built in phases. The first part is 60 ha, and should be operational at the latest by 2014. It will have a minimum deep-sea quay wall of 2,400m with a depth of up to 20m and

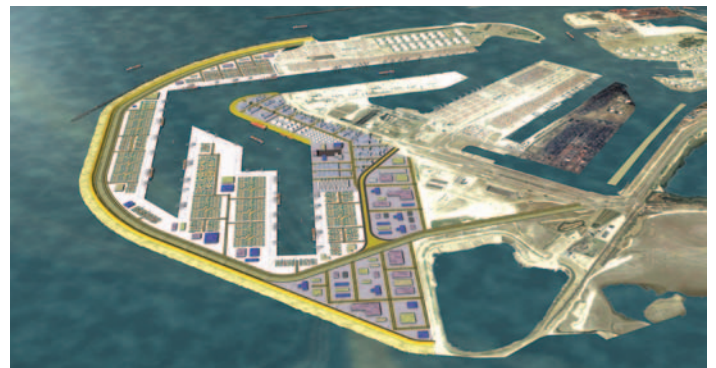
a barge quay of 500m with a depth of more than 10m. The terminal will have a capacity of approximately 4.5M teu.

It will have a direct link to the Betuwe Route rail line.

A 138ha container terminal is also up for lease with 14 companies expected to place bids as P&H went to press. In the

case of APMT, the concession was awarded early because the operator is likely to pull out of its 50% ownership of the EuroMax terminal, which came with the acquisition of P&O Nedlloyd with the APMT shares likely to be sold to the Port of Rotterdam.

Construction work will start in mid-2008.



Impression of the new Maasvlakte 2 terminal

Sri Lanka plans developments

After years of delays and setbacks, Sri Lanka is poised to start development of the ambitious South Harbour facility at Colombo, even though funding for the \$1.4Bn first phase is not in place.

New chairman of the Sri Lanka Port Authority (SLPA), Saliya Wickramasuriya, told P&H that the \$100M needed to start construction of a breakwater, part

of the first phase, would be provided by his agency "if necessary." He said that the facility will add three more berths to the port and be able to accommodate the largest container vessels in service and was needed if Sri Lanka was to maintain its hub status for the South Asia region.

He told a meeting of the UK Ports & Terminals Group in London

that the port's existing facilities would reach capacity by 2008 or 2009. "We cannot realise our transshipment ambitions unless we have new facilities by 2009, ahead of any capacity crunch," said Wickramasuriya. Last year container throughput was 2.5M teu – up from 2M teu in 2004. "This year we will exceed 3M teu," he added.

Trans-Suez for Asia links

Trans-Suez container services between Asia and the East Coast of North America are set for growth, says a new report from Drewry Shipping Consultants.

So far, with the exception of a few carriers such as Maersk, the route has not proved attractive as a cost effective possibility, particularly as more and more cargo is either originating in, or destined for, China.

Although strategies adopted by west coast North America ports have avoided congestion since 2004, Drewry says operators need 'to develop long term alternatives.'

Suez services to the East Coast require at least one additional ship in their strings when compared to Panama services.

However, the report said this is being counterbalanced by continuing double-digit growth in transpacific trade, competitive transit times between ports and the extension of Suez vessels to Hong Kong and Shenzhen in China.

In addition, more post-Panamax ships are coming into service and key ports such as New York will complete dredging projects in the next few years that will allow post-Panamax ships to call at more terminals with more cargo.

'Already in 2006, Maersk Line has inaugurated a new Suez string from SE Asia, and more carriers are known to be looking closely at the idea,' the report said.

Targeting 14,000teu ships

South Korean shipbuilder Samsung Heavy Industries says it plans to target 12,000teu containerships and develop designs for 14,000teu vessels.

Speaking after the delivery of one of the world's largest containerships, the 9,600teu Xin Los Angeles, for the China Shipping Group, Kim Jing Wan, CEO of Samsung Heavy Industries, confirmed his ambitions. The



Constantza's container terminal is already working to capacity

Black Sea plans

The Port of Constantza (MPA) has had to bring forward by eight years its container terminal development plans as the container boom hits the Black Sea port. It has opened the first phase of its new container terminal, giving it a capacity of 325,000 teu, as it grows in status as a hub for the region.

Stage II of the container

terminal will offer a capacity of 450,000 teu from 2009. By 2015 the port will be able to handle between 800,000 and 1M teu once phase three is finished.

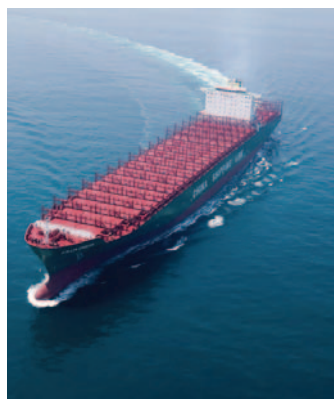
It finished its original container development in 2004, but rapid traffic means that the maximum capacity for the first stage of development was exceeded by the end of last year.

Georgia's \$82.6M upgrade

The Georgia Ports Authority is to go ahead with an ambitious \$82.6M capital improvement plan. The programme will include: four super post-Panamax cranes for \$30.6M; 15 rubber-tired gantry cranes for \$21M; container yard improvements, \$21M and improvements to Colonels's Island at \$3.5M

"We are committed to keeping one of Georgia's strongest economic engines performing better than the competition," said Senator Mack Mattingly, who has just been re-elected chairman of the GPA board of directors for another one-year term.

"This financial plan will increase our capacity and efficiency as well as significantly boost GPA's economic impact throughout Georgia." The port has just added Container Berth 8 to the Garden City Terminal.



The Xin Los Angeles sets sail

Port updates

CRUISE LOSSES

Aruba is expected to lose some \$18M in annual tourist receipts when Carnival Cruise Lines *Destiny* changes its itinerary next year. The line officially announced its 2007 schedule for the 2,642 cruise ship, leaving the island out from the schedules. San Juan, St. Thomas, Dominica and Barbados remain on the itinerary and St. Lucia and Antigua will be added, Carnival revealed.

STEEL PORT

Mittal Steel's Ukrainian arm, Krivirozhstal (Kriviy Rih), the largest steelmaker in the Ukraine, may buy one of the ports it uses to export steel. The three main targets are Sevastopol, still the home base of Russia's Black Sea fleet, Mariupol and Kerch. All are state-owned and would require privatisation by Kiev. The Mittal group already controls the port of Galati in Romania.

LNG FOR IRELAND

A €400M (\$502.7M) LNG import terminal is to be built at Tarbert, on Ireland's River Shannon. The project is a joint venture by the US oil company Amerada Hess and Poten & Partners, under the Shannon LNG banner. The terminal is expected to meet 40% of Ireland's future gas needs, with building work due to start in 2008 for completion in 2011. A deep-water berth will be included as part of the facility, along with two or more gas storage tanks and a 30km pipeline to link the terminal to the national gas distribution system.

COURT ACTION

A court in Lazio has frozen RCT – Rome Cruise Terminal's – concession to run six passenger berths at the port of Civitavecchia. The action alleges that the concession procedure did not comply with competition rules as the port authority did not hold a public tender.

RCT was formed in 2004 by Costa Crociere, Royal Caribbean Cruises and MSC Crociere to run the 40 year concession in Civitavecchia, Italy's largest cruise traffic port in 2005 with over 1M passengers.

People

NOL SEARCH FOR CEO

Neptune Orient Lines (NOL) announced that group president and CEO David Lim will leave the company before the end of the year. The company, Asia's fourth largest container operator, has started a global search to identify a new CEO.

RETIRED IN SEATTLE

Port of Seattle CEO Mic Dinsmore will step down from his post early next year after 14 years in the job. His is the longest tenure in that position in the port's 95-year history. Dinsmore oversaw development of three new container terminals, which led to double-digit growth in international trade in each of the past two years. The cruise industry, which did not exist in Seattle 14 years ago, now consists of more than 200 sailings a year for nearly 750,000 passengers. Each sailing brings an estimated \$1M into the local economy. The Port Commission is considering opening another container terminal in the next two years.

BERTHING AT CERES

Ceres Terminals Inc, a North American terminal operator and provider of stevedoring services owned by NYK of Japan, has appointed Michael DiVirgilio as senior vice-president, development. He moves from NYK Line (North America) where he was senior vice-president of trade management.

SOUTH AFRICA CHANGES

The Durban, South Africa-based shipping and logistics company Grindrod has made some management changes as Alan Olivier prepares to succeed Ivan Clark as its CEO. Laurence Stuart-Hill, Grindrod's executive director responsible for land freight logistics, will take over Olivier's former role as executive director and MD of Grindrod's shipowning arm, Unicorn Shipping. David Rennie, also a Grindrod executive director, will assume responsibility for land freight logistics and terminals in addition to his current responsibility for Ocean Africa Container Lines. Olivier is serving as Grindrod's CEO designate and will formally replace Clark on Jan 1.



How the new deepwater port will look by 2011

Joint venture 15

A proposal to find joint venture partners to develop Ireland's new deep-water port has attracted 15 expressions of interest says Drogheda Port Company (DPC). Bids have now closed.

DPC plans the \$251.3M development, which should be operational by 2011, on the east coast of Ireland at Bremore, Co Fingal, north of Dublin.

The chairman of DPC, Patrick Traynor, expressed his satisfaction at the high quality of international and national interest in the project. "The company is looking forward to engaging with a short list of candidates and to concluding a detailed agreement with a partner before year end," he said. "Bremore Port is, we believe, the last opportunity to build a new deepwater port on the east coast of Ireland."

Ireland has experienced unprecedented economic growth in recent years, with traffic through its ports growing steadily. On Ireland's east coast, ports have seen even more rapid growth than the rest of the economy with annual average increases of 6.3% between 1990 and 2004, growth rates not seen anywhere else in Europe.

There will be a substantial shortfall in port capacity in the very near future and the government is looking to Irish port companies to develop expansion proposals to address the issue.

DPC wants to develop the port and logistics centre away from the existing congested hub of Dublin city. The site has rail links and is adjacent to the M1 motorway, 20 mins from Dublin.

Last year, the port handled a record-breaking 1.4M tonnes of cargo throughput, bringing its existing facilities close to full capacity.

Catalan competition

North European ports are likely to face increasing competition from Barcelona over the next decade, after a 30-year concession to build and operate Port of Barcelona's (ABP) 93ha Prat container terminal was awarded to Hutchison Port Holdings (HPH) and Grupo Mestre.

"Barcelona will be our key port in southern Europe", said John Meredith, HPH MD, adding that the group will invest \$854M in the terminal, to attract a greater share of Asian goods entering

Europe. The port's annual traffic could rise to over 4M teu a year.

The tender agreement involves a €50M (\$62.8M) upfront payment to APB to finance new road and rail links to the port. Since winning the concession, HPH has said that its trade imports from Asia would be concentrated in fewer Mediterranean ports once the Prat terminal becomes operative in 2008. The Hong-Kong based operator will link Barcelona to its holdings in northern Europe.

Clean air moves

Port of Long Beach authorities are studying a proposal by a dry bulk terminal operator, Metropolitan Stevedoring, to test an alternative to cold ironing for reducing emissions from ships in harbor.

Metropolitan wants to use a process developed by Advanced Cleanup Technologies (ACTI) that captures and cleans exhaust gases. A hood is fitted over the exhaust stacks and the gases are piped to a dockside treatment unit, similar to those in industrial plants.

The treatment unit includes a multi-stage emission cleaning system, with a "scrubber" and selective catalytic reduction. ACTI says particulate matter and sulphur dioxide can be reduced by 99%, and nitrogen oxide by 95%.

Richard Steinke, Long Beach's executive director, said: "This could be a major breakthrough in our efforts to improve air quality. Cold ironing is not feasible for all ships, especially those that come here infrequently. The proposed treatment system could be the answer."

If successful, other California ports will undoubtedly show interest, as the system is much cheaper and easier to introduce than cold ironing.

In another development, Maersk has begun switching all its ships calling at California ports from bunker to low sulphur fuel, from 24NM offshore. Gene Pentimonti, senior VP, said that 70% of the 37 ships on the route are already using the cleaner burning fuel.

When all ships are converted particulates will be reduced by 73%, sulphur dioxide by 92% and nitrogen oxide by at least 10%. Pentimonti added that the line has also been testing a selective catalytic reduction on one ship, leading to a drop in nitrogen oxide emissions by 80-90%.

New regulations enacted by California call for all ships to use low sulphur fuel within 24NM as from next year.



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SUBIC GANTRIES

Two 40 tonnes gantry cranes have been delivered to Subic Bay Metropolitan Authority from Japan as part of its plan to enhance capacity from the present 100,000teu to 600,000teu.

INDONESIA STAKE

Manila-based port operator ICTSI has acquired an Indonesian port operator for \$5.59M, boosting a bid to rebuild its overseas operations. ICTSI's purchase of 95% stake of PT Makassar Terminal Services, which operates the Makassar port in the Indonesian island of Sulawesi, was made through its Singapore special purpose outfit ICTSI Far East, the company said. It has a 10 year concession to operate Makassar, which handled 239,522teu last year.

OIL TAKE-OVER

AN oil storage and distribution partnership, Pacific Energy Partners, which plans to build a 250,000bpd VLCC terminal at Los Angeles, is being taken over by Plains All American Pipeline of Houston, Texas in a \$2Bn deal.

BELL TOLLS FOR PATRICK

Toll Holdings has finally assumed control of Australian stevedore Patrick Corporation. The logistics and transport company's success comes almost nine months after it made its original hostile bid for Patrick. The new merged Toll group will have annual revenues of A\$8Bn (\$5.8Bn) and assets of A\$11Bn. MD Paul Little said: "We will act swiftly to achieve Toll's long-held ambition to create a leading, global scale logistics business focusing on Australia and Asia, with operations in 17 countries".

GEORGIA GROWTH

The Georgia Ports Authority (GPA), handled 173,415teu through the Port of Savannah in April 2006 – a 12.7% increase over the corresponding period last year. During the first ten months of its 2006 financial year, the GPA handled 1,688,719teu, up 15.4% on 2005. The growth follows the opening of the first phase of its Container Berth 8 development.

\$154M spend at SCSPA

The South Carolina State Ports Authority (SCSPA) plans to spend \$154M in the next two years on expansion and upgrading facilities in anticipation of record growth in container volumes.

The SCSPA board signed off on the fiscal year 2007 financial plan, which predicts record container volume, revenues, earnings and capital improvements.

Major capital spending projects over the next two years include: \$35.8M for container cranes; \$27.6M for container handling equipment; \$28M for container yard improvements; \$9.8M on wharf improvements; \$6.2M for security enhancements and \$5.3M on new terminal development.

The plan is based on expected growth in container volume of 8.5% in the coming year. To handle the growing demand for shipping services, the SCSPA estimates capital expenditures will top \$150M

over the next two years. In addition to the facility improvements and new equipment, funds for port expansion at the former Charleston Navy Base and \$1.6M for port development on the Savannah River in Jasper County are included in the plan.

All of these funding needs will be handled through internal sources, such as cash, earnings and

independent borrowing, and not through tax dollars or public debt, said SCSPA, which has not received public subsidies for its capital or operating expenses since the late 1970s. The plan also calls for \$165M in operating revenues, up nearly 10% from projections for the current year that ended June 30. A 15% growth in operating earnings is needed to fund it.



More room: The Port of Charleston will be expanded

Auckland faces up to new tsunami alert

Ports of Auckland's (POA) prompt response to a new tsunami alert in May demonstrated that it is prepared should a major emergency occur in Auckland, said the authority.

"As soon as we became aware of the alert just after 4.50am we enacted our extreme weather emergency plan," said Wayne Mills, POA manager, marine services.

"We took steps to start the evacuation out to sea of ships and tugs berthed in the Port of Auckland, and were about to order the evacuation of staff and other personnel at the port when the alert was withdrawn," said Mr Mills.

Taking vessels to sea avoids serious damage to ships and harbor structures which can be caused by heavy tidal fluctuations in the harbor, he added.

"The protection of staff, our local community, port users, as well as vessels and cargo, is a vital part of our day-to-day operations," said POA chief executive Geoff Vazey. "The tsunami alert and stand-down provided an excellent opportunity for us to assess and improve our emergency procedures."

The extreme weather emergency plan is just one of 13 emergency plans that POA has developed for major incidents or emergencies.

Marseilles signs landmark union deals

The Port of Marseilles Authority and trade unions representing all levels of personnel have signed a landmark agreement designed to secure the port's future in a climate of industrial harmony.

The deal could signal the way for the development of the Fos 2XL container terminal and other facilities put on hold by recent industrial action.

The declaration in favour of the development of port activity is

the first in the port's history to be signed by all five of the unions that represent port employees ranging from management staff to manual workers.

Parties to the deal are pledged to creating the conditions for traffic growth – notably by enhancing the port's reliability and by giving priority to dialogue and negotiation in the event of any problems.

The declaration is one of six

new agreements resolving negotiations over issues such as recruitment and promotion policy, work organisation and bonus payments that provoked strike action last October.

The agreements also clear the way for discussions on the Fos 2XL container terminal, the GDF2 methane terminal and the public ore terminal – key development projects in the port's strategy to reduce dependence on oil trades.

Air study at Tacoma

The Port of Tacoma has appointed an environmental programme technician, Galen Hon, to help the port and its customers reduce air emissions in the future.

He will also work with the Puget Sound Maritime Air Forum – an industry body that works to reduce the impact of the maritime industry on air quality. Initially he will be investigating the amount of air pollutants and their sources in the region.

"Galen brings to the port expertise in the study of air emissions and a successful background of helping organisations find ways to reduce their environmental impacts," said Lou Paulsen, the port's senior director of facilities development. "In the short time Galen has been with us, he has already proven to be a remarkable asset to the port and our customers." Tacoma is the sixth largest container port in North America, handling an estimated \$35Bn in trade and traffic of 2.1M teu in 2005.

Busan booming at 130

Busan Port is celebrating its 130th anniversary – with predictions that it will handle 12.5M teu this year – up from 11.8M teu last year.

The port is in the middle of a spectacular building programme that will see 30 new berths brought into operation in five years time. Three berths opened in the North Port redevelopment project in January this year. The port's dredging programme ensures a constant depth of 16m in the access channel to all facilities, including the newly opened port, to accommodate 10,000teu ultra large container vessels.



Courses & Seminars

DIPLOMA

Port Management 2006-2007, a one-year distance learning course, starts August 23.

More info: www.lloydsmaritimeacademy.com/pm

PORT ENVIRONMENT

Port Environmental Protection Technology, a two week seminar in English in Antwerp, September 4 - 15.

More info: <http://www.portofantwerp.be/apec>

MARINE AGGREGATES

Marine Aggregate Extraction: Helping to Determine Good Practice, is at Southampton University, UK, September 6-8.

More info: www.coastms.co.uk

CALL FOR PAPERS

The 14th IMCA Annual Seminar will be held September 19-20 at Copenhagen's Marriott Hotel, Denmark, and a call for papers has been issued.

More info: events@imca-int.com

PORT ENGINEERING

New Developments in Port Engineering is a specialised training course on aspects of port and physical planning, with site visits to dredging sites and the vessel traffic service, Antwerp, October 16-27.

More info: <http://www.portofantwerp.be/apec>

PORT LOGISTICS

A specialised course focusing on several aspects of modern logistics in relation to ports. Antwerp, December 4 - 15.

info: <http://www.portofantwerp.be/apec>

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Dredging

KOREAN DEPTH

Incheon Regional Maritime Affairs and Fisheries Office has committed KRW5.8Bn (\$6.1M) to dredge two container berths operated by Sunkwang, increasing depths to 11m from the current 9m.

More info: www.momaf.go.kr

SEASONAL MAINTENANCE

Port Qasim Authority has invited bids to carry out 2006-2007 seasonal maintenance dredging works in the port area.

The successful contractor will be asked to deploy a minimum 6,000m³ capacity trailing suction hopper and remove about 5M m³ of material.

More info: www.portqasim.org.pk

PROJECT DELAYED

The maximum draft of the Port of Paranagua's entrance channel has dropped from 41ft to 39ft due to long delays in starting emergency dredging work. Dredging at the south Brazilian port was due to start in January, but environmental considerations and budgetary factors forced postponement of the project.

Studies being carried out in the Itajai estuary and its feeder rivers suggest that some BRL200M (\$89.4M) will have to be spent on dredging to create more berths and capacity for the Port of Itajai and its future sister Port of Navegantes.

The Itajai-Acu River has been silting up for years, but port authority management, local businessmen and shipping interests are now keen to dredge and develop more berths along the river bank.

More info: www.portoitajai.com.br

IMPROVED ACCESS

Dutch Transport Minister Karla Peijs has officially opened the newly dredged and lengthened IJgeul channel in IJmuiden.

Improving access to Amsterdam by ports along the Noordzeekanaal, the deepener IJgeul channel can now accommodate fully loaded bulk carriers with draughts of up to 17.80m. It was dredged in three stages to enable access by 17.80m draught vessels.

More info: www.verkeerenwaterstaat.nl



Felixstowe's container park lines up the goods for a host of UK supermarkets

Storing at Felixstowe

A major retail warehousing company is to consolidate its UK operations in the Port of Felixstowe, after a contract between Hutchison Ports (UK) Ltd and LDH (La Doria) Ltd. This will extend the current contract until at least the end of February 2009.

LDH's consolidation of all its operations will see containers handled through Felixstowe for the company rising from 5,200teu to over 10,000 teu by 2008.

By concentrating containers through Felixstowe, LDH will ensure the venture incurs no 'empty running costs'.

LDH's customers include major retailers such as Tesco, ASDA, Aldi and Waitrose, and the company imports a range of goods, from canned produce such as vegetables, fruit and fish, to dry foods such as chocolate and pasta.

Chris Lewis, CEO of Hutchison Ports (UK) said: "When we first

signed the contract with LDH seven years ago, 98% of all warehousing space at the Port of Felixstowe was allocated to forest products. The initial contract was HPUK's first foray into warehousing for retail cargo, which has now flourished into a very profitable business venture, and is testament to HPUK's leading reputation into the fast-growing consumer services market." The venture gives added value to LDH, he said.

Admiral takes helm in ABP bidding

Goldman Sachs and its Admiral Acquisitions partners appear to have secured the takeover of UK port group ABP, as *P&H* went to press, after raising its bid to 910 pence per share. This values ABP at £2.795Bn (\$5.1Bn), comfortably ahead of rival Britannia Ports, the Macquarie Bank-led consortium.

ABP Holdings board has recommended the Admiral offer to its shareholders, describing it as 'fair and reasonable'. The offer is 8% above Admiral's previous one of 840 pence and is based on the 881 pence ABP shares achieved before the improved bid.

However, Britannia has not accepted defeat, and told ABP shareholders to take no action in respect of the new Admiral bid, indicating that it was

'considering its position and that a further announcement would be made in due course'.

Apart from Goldman Sachs, which has a 23% stake, Admiral includes the Canadian Borealis Infrastructure (33%), GIC Special Investments – the Singapore government's private equity arm (33%), and the Prudential Group's Infracapital Partners (10%).

To fund the deal, Admiral will draw around £1.43Bn from its consortium members, with the rest coming in a loan from the Royal Bank of Scotland. If ABP does pull out of the deal, it will have to pay a break fee of 1% of the offer value, on a fully diluted basis, as part of the purchase. If this deal goes ahead, Forth Ports will be the only large port target left in the UK.

More trade for Panama

An expanded Panama Canal will enable the waterway to capture an even bigger share of world trade than the 5% it carries now, according to the country's first vice-president and foreign minister, Samuel Lewis Navarro. He is on a world tour with the Canal's deputy administrator Manuel Benitez, to showcase the \$5.25Bn expansion.

Lewis was adamant that the project could be largely funded from Canal resources and market loans. "The Canal has a positive cash flow," Lewis told *P&H* in London. "Each year we invest \$250M from our own funds. In the eight years of construction we will

be able to raise short term or bridging finance to supplement that cash flow from the market."

Benitez said the project would not go over budget as the "robust" \$5.25Bn estimate included inflation. The project has now been approved by President Martin Torrijos and sent for ratification by the country's National Assembly, ahead of a referendum later this year.

Despite a doubling of tolls to pay for the project, Lewis said it would be attractive to shipping lines that would need eight vessels to operate a weekly Asia – US East coast service via Panama and 11 via Suez.

Empress reigns

Associated British Ports Southampton facility has opened its \$6.1M multi-story Empress Terminal as an alternative to flat land storage. Prince Andrew opened the new terminal (below with ABP chairman Bo Lerenius). The new five-storey flat deck car storage building provides 2,293 spaces for new cars awaiting export and is equivalent to an additional 3ha of storage capacity.

Empress Terminal was built following a £4.2m (\$7.6M) investment by ABP and is intended to accommodate the port's burgeoning deep-sea car trade. As this trade has more than doubled since 2000, the new terminal was an essential investment.

Last year alone, the port handled 723,000 vehicles with an estimated customs value of £7.5Bn, reaffirming its position as the UK's leading car-handling port. The Empress Terminal will store 100,000 cars a year for export.

Lerenius said that the invitation to Prince Andrew to open the terminal followed a chance remark last year at a function to celebrate the IAPH's 50th anniversary, in London. The Prince asked if he could visit a port in his capacity as the UK's Special Representative for International Trade & Investment.



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Just what ports are up against on the frontline of the battle to secure the maritime industry from threats of terrorism can be seen in the scale of world trade. It is estimated that sea containers carried nearly 1Bn tonnes of goods last year – about 80% of all general cargo shipments. As global economies continue to expand and consumers grow ever more demanding, forecasters predict that by the end of the decade more than 20M containers will be on the move at any one time.

The container can be seen both as a strength and a potential weakness of the supply chain with its versatility clashing with its susceptibility to theft or interception. Ports are responding with increasing security measures and the total amount spent collectively by ports and shipping companies on meeting the ISPS Code is thought to be anything from \$10-20Bn to as much as \$100Bn.

According to feedback from members of the International Chamber of Shipping (ICS), there are many highly secure ports. But little has changed in some ports since before the ISPS Code came into force,

says the survey. 'It remains the case that port security across the world does not parallel the security measures implemented by most ships,' the ICS claims.

'A particular problem is a continuing unwillingness amongst some officials boarding ships to comply with the ship security plan required by ISPS and to establish their identity. Such a measure is an essential part of keeping the ship secure, and proving that adequate security is in place at subsequent ports of call,' it adds.

The problems reported by ships trading at port facilities worldwide include pre-arrival requirements, enforcement in port facilities, the identification and behaviour of officials and stevedores, and access.

Reported deficiencies include such fundamental issues as lighting and access controls and the absence of the port facility security officer (PFSO). The ICS commented: 'any shortfall is not acceptable.'

Reports that contain similar information have been submitted by BIMCO members and made available on the BIMCO website. Here the ship security officers give an assessment of their impression of the ISPS Code implementation at the port facilities they have

**No entry to ports:
as much as \$100Bn
is being spent to
keep out criminals
and terrorists**

There is no automatic peace of mind in choosing a security firm to help ports with their plans, as **P&H** finds out

How secure are the security firms?

Photo: Bridget Hogan

visited and other practical information such as the PFSO contact details.

Bimco's website contains 215 reports which describe the implementation of ISPS Code requirements at 159 ports in 55 countries worldwide. Of these, 102 relate to calls during 2005. Bimco says that in general, the reports indicate 'satisfactory' ISPS compliance, with only about 10% indicating concerns.

Ports are now facing a dilemma, in common with others in the maritime sector, of how to choose who undertakes tasks for them, such as audits of their systems or training, required under the ISPS code. A small number of well-known and respected companies have served shipping and port companies well for many years. These are companies vetted by government agencies, certified in the use of firearms and able to produce a transparent list of satisfied clients.

Now, the issue of quality is a concern for the whole sector, as new companies start up in an effort to enjoy the security spending bonanza and ports should be wary in choosing companies.

The introduction of the ISPS has witnessed a gold rush of secretive private maritime security firms offering everything from basic ISPS consultancy, to gun toting ex-marines and even pirate-hunting commando units. With only limited national regulations and no current international structure for an industry-wide regime, the nebulous world of private security is a potential minefield for ports.

Established maritime security firms say that there are currently no more than about 12 private operators globally recognised by their peers as able to handle specialised maritime security work. The fact that there are many others willing to offer an apparently unending supply of fully qualified, experienced security personnel at cut-price rates has rung alarm bells with both their legitimate competitors and potential customers.

According to Kim Petersen, executive director of USA-based Maritime Security Council, several operations sprang up shortly after the 9/11 terrorist attacks and, as the ISPS deadline approached, were clearly in the 'fly by night' category. Despite this, several of the companies established during this time have managed to become significant players with high-profile contracts.

Others fell by the wayside as a result of their lack of specific maritime experience or understanding, but the remainder continue to reappear under different names and guises in the hope of gaining a foothold in this potentially lucrative security sector. For those who make it, the rewards can be substantial. Aegis Defence Services, the independent security consultant appointed by the insurance market's Joint War Committee to advise on the security of international waterways and ports, is expected to make £62M (\$107M) in profits this year after only three years of operations.

Ports are warned, however, that while many of the newcomers' prices may be attractive, their services often don't measure up. "Simply having a former SEAL in the company isn't enough," says Ron Thomason, VP operations for Fort Lauderdale-based SeaSecure.

Those who urge caution in the security world point

to the so-called 'Topcat affair'— when questions over the legitimacy of a deal signed between one private USA security company and Somalia's Transitional Federal Government (TFG) were raised. Topcat, a New York-registered company specialising in 'law enforcement, counterterrorism, patrol and interdiction boats', signed the deal with TFG representatives late last year. Senior officials within one UN agency and several other private military contractors have raised doubts about the legitimacy of the deal and USA officials may conduct an investigation. It seems that no export of vessels or security personnel has yet taken place.

It is problems such as these that have prompted some private security executives to call for international regulation of private security operators although there are no indications that the international community is moving in this direction.

In the absence of recognised international accreditation for private security firms, the industry itself is taking a stand and warning operators to be aware of who they are dealing with. Some firms offer attractive bids, then have taken funds and left the client without security measures in place. This means ports will have to pay again to get the job done properly.

To avoid this problem, ports are urged to invest in training but not to send staff to 'unaccredited' institutions. Money spent on training may mean that investment does not have to be placed in other areas.

The International Maritime Organization (IMO) is stressing training, and last month published its Guidelines on Training and Certification for Port Facility Security Officers. It says practical experience can be taken into account as well as successful completion of an approved course based on IMO guidelines.

The first two years of the ISPS Code's enforcement have seen relatively few incidents or penalties, says Nautical Institute member Steven Jones. In a new book published last month *'Maritime Security – a Practical Guide'* he said that the Code could potentially throw up opportunities for ship delays.

"Causes of delays include the extra security measures that will be taken ashore as ports satisfy themselves of the credentials of incoming traffic," he said. "There are occasionally delays in entering and leaving ports, delays in loading and discharging cargo, delays in getting personnel (surveys crew, etc) on board and delays caused by additional port and flag state inspections and or detentions."

He urges shipowners to make good preparation before making calls at ports and to find out what the local requirements are. He also urges company security officers to liaise with PFOs.

There is plenty of money being spent on port security – putting a big responsibility on port managements place funds into the right projects and in the right direction. And there is a positive spin-offs. Ports with successful security measure have reported reductions in theft and other criminal activity, such as drug trafficking, too. **PH**

More info: www.bimco.dk
www.marisec.org
and www.nautinst.org

Facing up to recognition

Demands for worker identity can be difficult to meet, but biometrics could give greater certainty, as **P&H** discovers

Ports share with other elements of the transport chain the need to re-invent security measures to face a whole new catalogue of dangers and threats, post 9/11. It is not only the New York skyline that has changed for ever.

The security professional now needs an armoury of skills, tools and techniques more powerful, more flexible and more responsive than has ever been necessary before in peacetime. In fact, the very meaning of the word 'peacetime' is now dubious.

Thankfully, modern technology can play an important part here, in particular biometrics. However, David McIntosh, chairman of the International Association for Biometrics, says: "Technology can only ever be part of the answer. Effective port and harbor security depends on the right blend of the technological, the systematic and the human. Together with technology, human vigilance and professionalism are needed more than ever before."

One aspect of technology now attracting attention is the use of automatic biometric techniques to improve confidence in the people's identities. Greater certainty about identity is clearly a highly desirable element in the creation of improved security in ports. "Biometrics is about improving that certainty for the vast majority of honest people who need to gain secure access to places of work and other sites and premises," said McIntosh, who is also CEO of British-based OmniPerception Ltd.

Biometrics – the measurement of biological characteristics that are specific to one particular individual – can include face recognition, fingerprinting or scanning, skin characteristics (other than fingers), voice recognition, DNA sampling, iris scanning, hand geometry, finger vein pattern, gait and facial thermography.

Not all are relevant to ports. DNA sampling, for instance, is highly accurate, but is unlikely to ever be used at a dock gate. Finger prints can be effective in many circumstances, but are an impractical check for glove-wearing or equipment-carrying dockworkers.

Biometrics could 'close the loop' on personal ID. After all, an identity card can be lost or stolen and passwords or PIN numbers can be illegally obtained. It is far more difficult to forge a finger print or impersonate someone else's exact facial characteristics.

"The most powerful ID security comes from a person



Do you know that your port workers are who they say they are? Biometrics could help

having something (such as an ID card), knowing something (such as a password or PIN number) and having a known physical biometric (such as a finger print or digital facial PIN)," says McIntosh. "For different levels of security, more or fewer layers can be added."

The challenge is to find the best security system that keeps goods moving. It must be capable of being used quickly and easily and has to be practical, robust and user-friendly.

Someone seeking access need only have their ID card and their face handy – the card could be a remote RFID version requiring no swipe or other contact. "The facial biometric – used to describe your facial appearance in digital terms – is a number so long that nobody could possibly remember it, but one that you always have with you and simply cannot forget," says McIntosh. "If you're in possession of the right card and have the face that fits, then you can get through the necessary access points without breaking your stride."

A further advance in technology that has made facial biometrics particularly relevant for port and harbor applications is the introduction of special 'light immune' cameras. These make it possible to use automatic face recognition in any light, from bright sunshine to total darkness. Unsheltered external access points, for instance, can now be covered by the same facial biometric system used indoors – immune to natural or artificial lighting changes at the access point.

"No organisation should allow itself to hope that the wizardry of biometrics is anything other than a tool," added McIntosh. "The best biometric technology, integrated into well-designed overall systems will revolutionise certain elements of current practice, but the wise security practitioner needs to understand that biometrics can be very effective as part of a broader, well thought-out solution." **PH**

More info: www.iafb.org.uk

“ The challenge is to find the best security system that keeps goods moving ”

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Ignore audits at your peril

Reviews of ISPS plans are not optional, as **Kraig Wulliman** explains

In the coming months many ports should be turning their attention to compulsory security drills and exercises to test the plans that they have had in place for the past year. Most facilities had their ISPS plans in place in time for the code's deadline just under a year ago. Alarming, many companies may have forgotten that review deadlines are coming up and that audits are not optional, but are one of many security compliance issues.

As with many other maritime security requirements, audits may well be just another task that gets left at the bottom of the pending tray. Whilst this sentiment is understandable, this is a serious aspect of security and must be treated as such. The recent International Transport Workers Federation (ITF) survey into ISPS concluded that most maritime workers feel overloaded by the extra weight of ISPS requirements and say they are not financially compensated for this extra work.

However, security training and audits are vital for the continuous and effective implementation of the ISPS code by the world's ports. There is a very real threat to the sector from pirates and terrorists and without audits, drills and exercises, how can a port authority know that its expensive ISPS planning works?

A proper security audit can help managements meet responsibilities and can identify ways to streamline the security workload. Security planning needs to be tested, with any loopholes identified and closed. Plans should be refined on a regular basis and, in turn, auditors need to be flexible yet rigorous in their approach to the whole area of auditing, and creative when activating exercises and drills.

The ISPS code only establishes general guidelines addressing the parameters of an audit for port facilities. It is left to the contracting government to further define how and how often an audit will be conducted. It is not surprising, therefore, that many ports have yet to complete an audit. Even if one has been conducted, there may be a failure to capitalise on the findings.

It is precisely for this reason that the US Coast Guard started the International Port Security Program, which was put in place to verify ports that are compliant with the guidelines set forth by the contracting government. Under this, the USA Maritime Transport Security Act (MTSA) or the ISPS Code are the required minimum. This program will be setting visit dates in countries that deal with the USA over the next few years to ensure compliance.

So what are the requirements?

In theory, audits should be carried out within 12 months after completion of the initial security plan and every 12 months thereafter.

Auditors will analyse information on the implementation of the ISPS Code, together with local and national requirements together with those in the

ILO Code of Practice for Port Security.

The responsible port facility security officer (PFSO) be asked about recent events or incidents relevant to maritime security. PFSOs are normally a wealth of information on this subject as they have a very good working knowledge of the facility or area and are privy to security incidents that may have happened at the facility or in the immediate vicinity.

Inspection will be made of training schedules, drills and exercises conducted, incidents and breaches of security, changes in MARSEC levels, the maintenance, calibration and testing of security equipment, security threats, declarations of security and the annual audit of the facility security plan (FSP).

A final confidential report is submitted to the PFSO evaluating the port as having 'substantially implemented' or 'not substantially implemented' the ISPS Code based on the effectiveness of the implementation of the company's mandated ISPS Code measures.

Depending on the size of the facility and the level of implementation of the FSP an audit can take two to three days, most of which will be spent auditing the documentation. A 'walk through' is also conducted in the presence of those with security duties to address any non-compliance issues of both operational security and security equipment.

Does this always mean extra costs? Not necessarily. Both port operators and vessel operators may actually have over-specified security in their original plan and audits can identify ways to reduce costs or find more effective methods. **PH**

*Kraig Wulliman is special projects manager (USA) Securewest International
www.securewest.com*



Time to scrutinise security measures

Photo: Dietmar Hausenpusch



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Winds of change

Mega storms and climate change are all affecting the way insurers view the ports industry, as **Bridget Hogan** reports

By 2050 mega-catastrophes like Hurricane Katrina, which used to occur every 100 years, are predicted to happen every 25. This is the consequence of an increase in the magnitude and frequency of catastrophes we have seen in recent years. Yet research conducted by the London underwriting market Lloyd's, with global CEOs and directors, showed that only one in four companies have changed their risk management strategy as a result of increasing weather-related catastrophes. Businesses, including port authorities, need to prepare for the prospect of growing natural hazard risks now, Lloyd's says. It has responded by undertaking work to highlight catastrophe trends, which it has dubbed the 360 Risk Project. In it the market outlines what industry can do to anticipate and respond to the mounting threat of catastrophe risk.

The project says there is increased risk of catastrophe as a result of natural trends and climate change combined. This is borne out, in predictions for this season at least, from the USA. There, the National Oceanic & Atmospheric Administration (NOAA) has warned in its official 2006 forecast that 'a very active hurricane season is looming'. NOAA

administrator Conrad Lautenbacher predicted that there could be 13-16 named storms in the Atlantic Basin, with eight to 10 growing to hurricane strength. Of these, four to six could be 'major' storms of Category 3 strength or higher.

"Although NOAA is not forecasting a repeat of last year's season, the potential for hurricanes striking the USA is high," said Lautenbacher. The record-breaking 2005 season produced an astonishing 28 named storms, 15 hurricanes and seven major hurricanes, four of which struck the USA.

The hurricane season officially begins on 1 June

Hurricane cycle

High sea temperatures are a key ingredient to windstorm formation and globally sea surface temperatures have risen between 0.2°C – 0.6°C over the past century, according to climate models and observations. Natural rhythms play a significant role, with the new cycle of severe hurricane activity that started in the 1990s, expected to last 30 years. We can expect windstorm seasons to lengthen and affect a wider geographical area than previously. Areas previously 'hurricane free' or at lower risk may become more susceptible.



A satellite view of Gulfport after Hurricane Katrina struck.
Photo: NOAA

and extends until 30 November. Since the latest multi-decadal cycle of heavy hurricane activity began in 1995, only two seasons (1997 and 2002) have been below average. The NOAA's new predictions mirror an earlier forecast by Dr William Gray, who has warned of "an above-average major hurricane landfall risk in the Caribbean"

A growing body of expert opinion now agrees that climate is changing – and that human activity is playing a major role. Even more alarmingly, the latest evidence suggests that future climate change may take place quicker than previously thought.

The issue of climate change will be vital to the future of the insurance industry, and therefore its clients. So far, Lloyd's judges, the industry has coped with the huge costs of weather-related catastrophes. But it believes the industry is not taking the issue of catastrophe trends seriously enough.

The industry may be doing too little but it is not yet too late for action, it says.

Key issues it has identified include problems with windstorm trends, which will, it says, put particular pressures on businesses and their insurers. 'Climate

The oceans are rising

Sea levels, which rose on average by between 10cm and 20cm during the 20th century, are often viewed as a long-term issue, but there could be short-term impacts. Huge concentrations of population and economic activity are under threat and the trend is unpredictable and probably irreversible. Rises in excess of 4m would mean every coastal city in the world would be inundated. Even small rises in sea levels are likely to create severe economic and demographic problems. Rapid melt could have the effect of slowing major rivers, such as the Rhine, to a trickle.

change means exposures are changing and new ones emerging. Insurers must regularly review and communicate conditions of coverage,' says the 360 Risk Project. It urges insurers to prepare for the impact of climate change on asset values and says effective partnership with business and government will be central to managing risk.

Lloyd's warns that the insurance industry will want to consider more closely the increasing concentrations of exposure in coastal areas. Insurers may consider withdrawing or restricting cover in flood-prone hotspots. The report adds: 'But, unlike terrorism, we should be able to model the impact of natural disasters with increasing accuracy, so that exposure can be managed and risk spread.'

Last year's Atlantic hurricanes – Katrina, Rita and Wilma – gave rise to gross claims for the world's largest provider of insurance to ports and terminals of \$60M. The TT Club, part of Thomas Miller, managed to mitigate the net cost to about \$2.5M through reinsurance. Even so, it is urging members to take steps to minimise the damage

windstorms cause and to help them achieve this has produced a loss-prevention guide. The booklet offers practical advice on emergency planning, preparations that operators can make before the storm, what to do when faced with an imminent storm warning and how to recover as quickly as possible. As Paul Neagle CEO of the Club told *P&H*: "Ports cannot get out of the way of a storm, but there are things that they can do to mitigate the damage." He estimates that insurance rates for ports could actually fall by 5% in the coming year – except for property catastrophe.

That decrease could be a reward that acknowledges the hard work ports have put into their catastrophe planning and strengthened disaster measures. It remains to be seen how successful ports will be in holding down premiums in the future as the incidence of natural disasters continues to increase in number and severity in the future. **PH**

More info: www.lloyds.com
www.ttclub.com

Closer to the sea

Today, approximately half the world's population – some 3Bn people – live within 200 km of the coastline. By 2025, the number is likely to double to 6Bn if current trends continue unchecked.

Stormy outlook for premiums



Ports were set for a cut in their insurance bills, until Katrina, Wilma and Rita blew in, as **P&H** reports

Following losses from the 2005 hurricane season, some of the world's ports and terminals face property average premiums increases of at least 40%, particularly those operating in catastrophe prone areas.

Ports have not benefited from the fall in rates experienced in the general property insurance market and underwriters are less inclined to drop rates to gain ports business from and terminals, especially for handling equipment.

Recently, the Port of Houston Authority sought proposals to provide property and casualty insurance coverage for three years. It estimated the annual cost would be nearly \$5M.

With another hurricane season upon us, the insurance industry still is struggling to assess the risks and opportunities of writing policies in coastal areas. For observers in the insurance market the view is that the severity of storms and incidents is increasing.

Hurricanes Katrina and Rita permanently changed the equations for underwriting in hurricane zones. What was thought to be a once in 100 years event now happens two or three times in a decade and insurance premiums for ports have risen accordingly.

The response of financial markets to the risks of global warming is tentative at best. Money to underwrite hurricane risks, perhaps the most visible effect of the warmer planet, is tight. This has produced what observers call an 'unsettled' market. There is a lack of underwriting capacity. Early last year many ports were hoping for property premium reductions of 20-30% but when hurricanes Katrina, Wilma and Rita struck their fortunes took a dip. Premium increases are now estimated to be 25-30% up and those for catastrophe-exposed ports have, on average, risen by up to 40%. In some case increases may have even reached 70%.

Piers Comonte, associate director of Aon Marine, said: "Inevitably, ports in the loss affected areas of the Gulf of Mexico and the Caribbean, plus some parts of Asia which are exposed to earthquakes, need to prepare for premiums rises as well as considering retentions and improved risk management programmes."

However, despite underwriters' concerns over catastrophe risks, the ports exposed to the hurricanes suffered fewer losses than feared and some large cities, such as Houston, did not suffer a direct hit. Therefore, market capacity still exists for even the most difficult of risks.

"The biggest lesson learned from last year's torrid hurricane season is the importance of a good working relationship with your insurer," Comonte continued. "To successfully place property placements in catastrophe prone areas, ports need to start the renewal process extra early and demonstrate an effective business contingency plan. When a catastrophic loss is suffered, a port does not need an insurer providing obstacles to claim settlements.

"Any well managed port will have a decent plan which, in conjunction with business interruption insurance, will enable them to return to operation quickly and thus minimise the threat to their bottom line," he added.

Payments on account can help the port get back in operation quickly, thus minimising the interruption to its business. Ports in catastrophe areas are advised to start the renewal process extra early and be able to demonstrate a catastrophe preparedness plan.

Ports generally seek coverage above a set retention to minimise purchasing insurance for predictable losses with low severity. Losses within the retention are funded and paid out of a reserve.

Identifying and eliminating or reducing losses enables ports to purchase insurance at higher retention levels. This avoids paying premium for frequent small losses that the ports have the ability to control or internally fund while still maintaining insurance for low frequency catastrophic events.

Ports need to identify loss exposures or perils that are not covered by a port policy, that are not commercially available, or that ports have decided to not insure against. A financial loss from one of these perils or exposures would have to be internally funded, whether property or liability related.

Ports work hard to ensure that insurance purchased matches their needs. Insurance coverage offered and the pricing for these products, changes annually with market conditions. The amount and type of

Ports in catastrophe prone areas need to start the renewal process early and demonstrate an effective business contingency plan

insurance purchased needs to reflect the needs of the port during the forthcoming insurance year. Internal factors that affect the purchase of insurance include: internal or external changes at port facilities, additions or deletions of major port assets, the type and amount of new construction, and changes in the occupants or uses of our properties.

Ports face a challenge when dealing with the tough external insurance market and deciding where to prioritise insurance spending. The current 'hard' commercial property and casualty insurance market is creating high prices for renewals, more restrictive coverage, higher mandatory deductibles, and more policy exclusions.

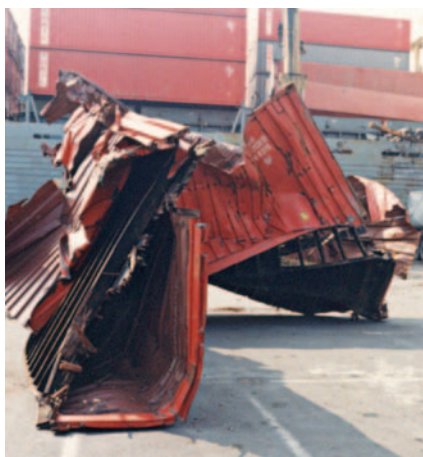
This market results from several factors including an unusually high number of weather related and other natural disasters. Insurers are seeing significant decreases in income from their investment on policyholder surplus.

The current insurance market is almost certain to result in premium increases and more restrictive coverage in liability insurance. Further, property coverage for earthquake, flood, and terrorism will be either excluded, and if offered, available only at significant cost.

The current challenges underscore the need for ports to follow health and safety programmes, loss control, and claims adjustment, to set up plans that reduce the chance of an adverse event as well as its severity if one does occur.

Where the ports are improving and expanding their infrastructure, large construction projects are often best insured in a wrap up programme. **PH**

Not the sight anyone wants to see on the dockside - a severely damaged container
Photos: TT Club



Companies involved in the specialist port insurance sector around the world say

Terrorism

cover is available but still expensive, especially in the London markets

Liability

The casualty market's flat rates offer some solace for the ports and terminals industry
Restructuring of retentions can lead to a reduced cost for liability exposures

Business interruption

depending on the location of the risk, this can be expensive, but is available in the market

Providing havens for stricken ships

P&H gives the floor to **Stuart Hetherington**, Chairman of CMI's International Working Group on Places of Refuge, which plays a key role in forming any international rules on the topic



CMI (Comité Maritime International) is working to advise national and international authorities on the possible outcome of harmonisation of existing laws and proposed conventions to help the formation of a working agreement on places of refuge. The matter is of great importance to ports as often they could be suggested as a location for such a refuge.

The work was started in late 2001 when the International Maritime Organization's (IMO) Legal Committee instigated a study into the legal issues which arise in relation to damaged vessels that seek a place of refuge.

It was spurred into action as a result of the problems encountered by the tanker *Castor* in finding a place of safety in the Mediterranean region. CMI was ready to help, and assisted in identifying, through its national associations, what effect had been given to international conventions in this area in their countries. In order to study the issues, CMI set up an international working group (IWG), under my chairmanship.

The work undertaken by both IMO and CMI in late 2001 and 2002 was given added impetus by the sinking, off the coast of Spain in December 2002, of the 70,000dwt tanker *Prestige*.

IMO's Legal Committee is not currently considering a convention on places of refuge. Instead, at its 90th Session in April last year it decided that the subject needed to be kept under review, and that it was a very important issue. The committee decided then that there was no need to draft a convention dedicated to places of refuge.

The European Commission issued its Vessel Traffic Directive at the same time, which may now be amended so as to provide that: 'Member states shall ensure that, subject to the results of the assessment of the situation carried out on the basis of the plan referred to in Article 20(a), ships in distress are permitted to a place of refuge which will make it possible to limit the threat posed by their situation.'

CMI's IWG prepared a draft instrument for discussion at its recent Colloquium in Cape Town, which also heard a paper from IAPH on the subject. CMI's draft instrument sought to recognise the concurrent rights of states and of

vessels in distress and produce a regime which was consistent with the various international obligations states are currently under. The principal objectives of the draft instrument are:-

- To emphasise the position under customary international law of a presumption to a right of access to a place of refuge for a vessel in distress
- To make the presumption rebuttable by the coastal state if it can show that it was reasonable to refuse access (Article 4).
- To give immunity from suit to a state which grants access to a place of refuge to a vessel in distress (Article 5).

Frans van Zoelen,

Chairman of the Legal Committee writes:

The IAPH Legal Committee regularly reports about places of refuge, assisting with deliberations aimed at drafting a specific international regulation. Work is aimed at assessing the feasibility of achieving a binding international convention, preferably under the auspices of the International Maritime Organization (IMO). An important player in this international arena is CMI. This authoritative gathering of maritime lawyers from all over the world plays a guiding role in IMO's Legal Committee. In September's *P&H* the Legal Committee will reflect on the latest developments with places of refuge.

- To give more force to the IMO Guidelines (Article 8), which CMI recognises as playing a significant role in assisting to define the ambit of "reasonableness", when considering the behaviour of both ship owners (and their masters) and states (and port authorities).
- To clarify the position regarding the issue of letters of guarantee to secure claims of a port or coastal state, which grants access to a ship in distress (Article 9).
- To require coastal states to designate places of refuge in advance, although not necessarily to publicise them (Article 12).

At Cape Town the draft instrument received the enthusiastic support of a number of

delegates, as well as significant stakeholders, such as the International Salvage Union (ISU) and the International Union of Marine Insurance (IUMI). Representatives of ship owners and port authorities however, and some delegates, repeated the views previously adopted at the IMO Legal Committee in April last year, to the effect that a wait and see approach is desirable.

CMI recognises the views expressed by the IMO Legal Committee at its meetings in last year and understands that there is no immediate support for a new instrument. However, the IWG and the CMI Executive Council believe that there remains a probability that ultimately there will be a need for such a Convention.

Further, it is a worthwhile exercise to complete the work which has been commenced and CMI has noted the further work being done by the European Union in this area, which could create a further lack of uniformity in international law.

As part of its continuing work in this area the IWG intends to conclude work on the draft instrument so that it is available for future use.

It will explore what steps can be taken through CMI's national associations to expedite the implementation of the liability conventions (the CLC, Fund, HNS, Bunker and ultimately Wreck). And it will consider whether any adaptations to the law and practice of salvage could provide greater incentives to states to assist vessels in distress.

CMI is aware, for example, that the ISU wants the international community to consider the creation of an environmental salvage fund against which claims of port authorities might be made. The cost of any such award, it is envisaged, would be recoverable from the appropriate liability fund as a 'reasonable preventive measure'. In some jurisdictions there are currently restraints on public authorities making claims for salvage awards.

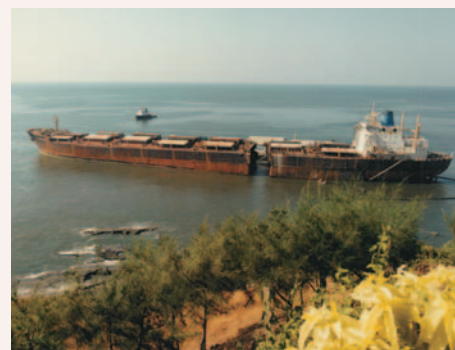
These and other measures which have been mentioned in the course of the debate on this topic since 2001 will continue to be considered within CMI in the lead up to its next conference in Athens in October 2008 with a view to harmonising the law in this area. **PH**

More info: www.comitemaritime.org

It could happen to any port – a ship gets into trouble and needs help

Not all casualties need a refuge but many inquests into shipping accidents have concluded that offering one would allow help to be given quicker

So far there is no one legal regime that will compensate ports for claims that may arise from a ship taking refuge to limit the threat it faces



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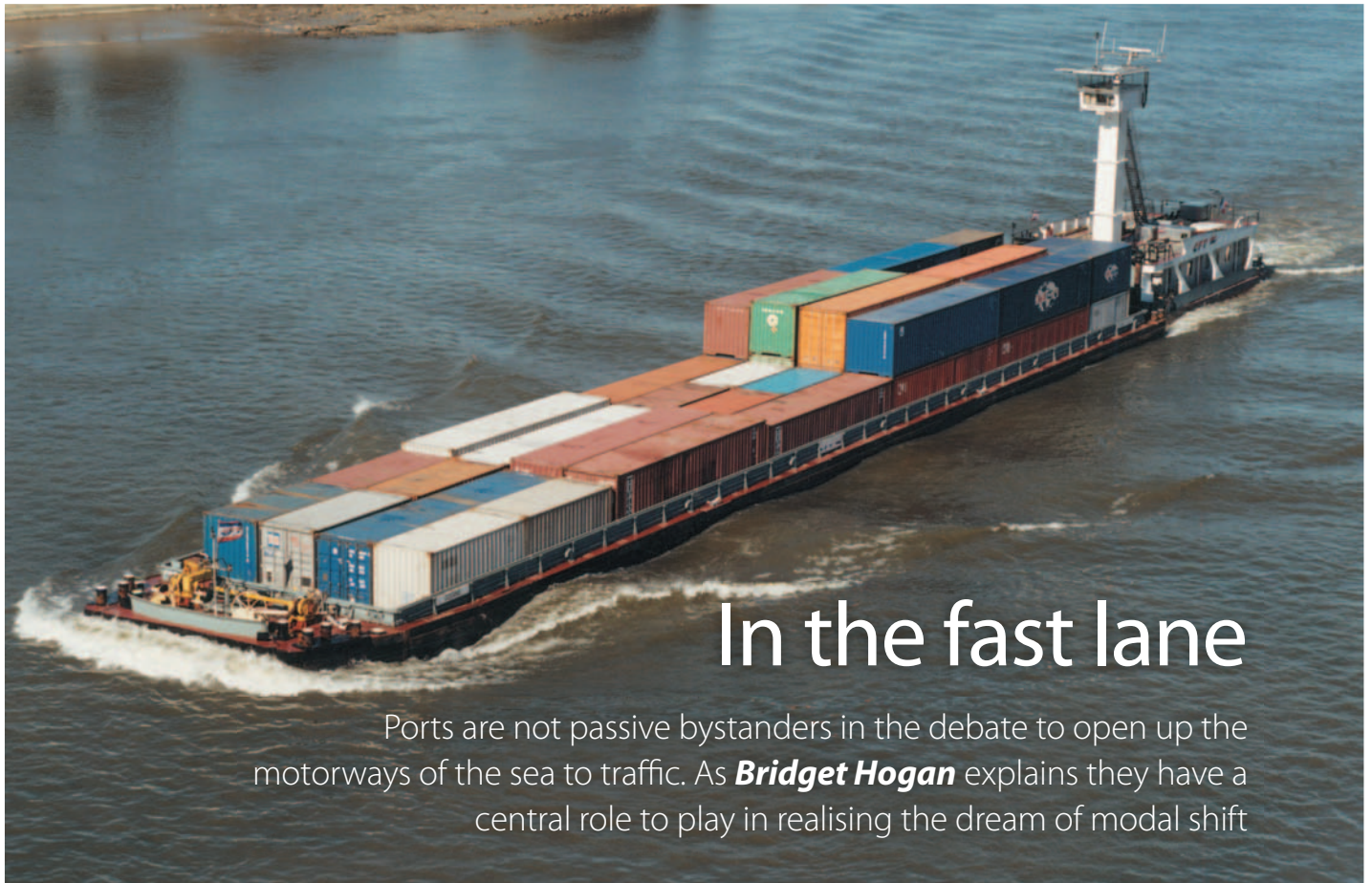
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In the fast lane

Ports are not passive bystanders in the debate to open up the motorways of the sea to traffic. As **Bridget Hogan** explains they have a central role to play in realising the dream of modal shift

As roads and even railways snarl up, goods will be kept moving on other modes

Road traffic is growing around the world and most people argue that it would be a good thing if some of the traffic could be shifted to other modes. In many countries the fear is that the roads will snarl up completely before long. This seems to be a more pressing consideration, even, than the environmental argument.

The world's 600 deep-sea and river ports moved over 400M teu last year – but the bad news for ports is that many of these containers arrived at terminals by road. With container traffic estimated to double in the next 10 years, there can be few who have confidence that roads in any region can cope. Calls for a shift of cargo from trucks to other modes to help ease the problem are gaining momentum, but so far seem to have achieved limited success.

In Europe and increasingly in Asia and the USA, short sea shipping (SSS) is being suggested as a way

forward to ease road congestion, for passengers, and more importantly, for freight. If SSS is to offer the same overall service package as road traffic and dynamic motorways of the sea policies are to evolve in different regions, then ports have a vital role to play.

One overview of the position in the European Union (EU) countries has been presented by Dr Alfred Baird, head of the Maritime Research Group, at the UK's Napier University Transport Research Institute. He says that dramatic growth in road freight in the EU is making modal shift policies more popular. "If nothing is done, total road transport is forecast to grow by about 60% by 2013," he explained. The costs of such growth are high: reduction of supply chain reliability together with increasing accidents, congestion and pollution could total €1Bn a year.

According to Baird, SSS is the only transport mode that has kept up with the EU's economic growth. Only SSS "offers a realistic prospect of substantial modal shift from road in the future," he added.

To achieve modal shift, a number of elements must be in place – and not the least of these is an efficient port system. Baird identifies the provision of measures to provide adequate port infrastructure as a major policy element. He sees an "institutionalised" bias with subsidies going to land transport.

Studies have shown that in the European region at least, modal shift of significant amounts of freight from road to sea is unlikely if left to market forces. In Japan,

Armas to start Moroccan link

The Spanish ferry operator Naviera Armas starts a new ferry link between the Canary Islands and Morocco this month. The service will use two ropax vessels linking Las Palmas and Rosario (Fuerteventura) with Tarfaya (Morocco). The vessels can carry 450 passengers and 96 trailers and the line hopes to tranship cargo from South Morocco and Mauritania for Europe. It has applied for benefits under the EC's Marco Polo scheme, aimed at diverting road traffic away to the sea to improve safety and reduce pollution.



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Friends of the Earth says the length of road per vehicle in the UK could shrink from 16.5m now to 12.4m by 2016 and 11.3m in 2031. The forecast growth in traffic is 51% by 2016 and 84% by 2031

by contrast, ferry services were made successful with the help of public funding for terminal infrastructure, which kept port charges to a minimum.

European SSS has kept pace with the fast growth of road transport, with both modes recording 25% growth in terms of tonne-kms carried between 1995 and 2002. Short-sea shipping carries 41% of all tonne-kms in Europe while road transport carries 45%. Europe's railways are only running at 70% capacity, however, according to Klaus Ebeling, Secretary General of the European Intermodal Association.

Trans-alpine traffic has been targeted for modal shift, to reduce lorry traffic using the limited number of crossings in this sensitive environment. With Marco Polo support the project to develop unaccompanied intermodal rail-road services through the Tauern corridor (DUE), aims to build up a daily block train service. The corridor is to the east of the Alps (from Munich, via Salzburg and Villach, to Cervignano, close to the port of Trieste). So far it operates four times a week, but needs a daily service to be successful. "It is difficult to persuade operators to change from trucks, and it takes time to build up the service, which will run at a loss at first," said Armin Riedl of Lokomotion Rail, the company leading the project.

One problem for SSS is that transport users still do not perceive this mode as being fully integrated into the intermodal supply chain. Customers need a single contact point for the whole intermodal chain.

The EC is working towards simplifying the administrative complexity of SSS. A directive on reporting formalities for ships entering or leaving ports is already in place. Continuing development

towards 'single windows' in port offices will further ease formalities. The efficiency of ports as nodal points between land and sea is integral to the success of SSS.

The EC is developing its 'Motorways of the Sea' in its White Paper for transport policy to 2010. This states that ports need to have good motorway and hinterland connections, rapid administrative procedures and high levels of service.

It has developed the Marco Polo programme to help subsidise new services along these 'Motorways of the Sea'. The second phase of this programme will start next year, with annual subsidies of €100M. Ports will be interested to see what scope there is for infrastructure developments under Marco Polo II.

Inland waterways are also being promoted in the EU, through the 2006 NAIADDES Action Programme. Ports have a major role to play here in smoothing the links, especially administratively.

In the USA the House of Representatives has been debating how to fund intermodal shifts. Chairman of the Subcommittee on Highways, Transit and Pipelines, Congressman Tom Petri, said that growing demand for road and rail capacity means that a focus on intermodal projects will be a high

priority for the federal government.

In the USA, about 70% of freight shipments by value are carried by truck, he believes. He pointed to estimates by the Department of Transportation in Washington that between 2000 and 2010, passenger vehicle travel on public roads will grow 24.7% and freight – moved by truck, rail, and water – will rise by 43%.

Petri said most bottlenecks are found on roads serving major international freight gateways like

Marco Polo

Set up in 2001 to support non-road modes.

Participants finance 65% of project.

Budget 2003 – 2006 €100M (\$126.4M)

Aim – shift 12Bn tonne-km of freight a year

Budget 2007 – 2013 €740M (\$935.5M)

Aim – shift 23Bn tonne-km of freight a year (7M truck journeys of 1,000km)

CO2 emissions reduced by 8,400M kg

New routes to port

Antwerp is keen to promote hinterland links by inland waterway and rail to reduce road transport. The Antwerp Intermodal Network (AIN), supported by Marco Polo, is developing new services for container traffic to and from inland ports on three corridors – north, east

and south of the port – and on the rail corridor to Cologne. "These are short distances, generally less than 100 km, so there is fierce competition from road transport," says Koen Cuypers, AIN project manager at the Port Authority. "It takes time to convince cargo owners

to change their habits, and they need to see reliable and regular services before doing so, making it difficult to fund the start-up phase. And often when senior management favours changing mode, it takes a while for those lower down to make those changes."



Without adequate investment in ports, modal shift will not be successful

the Ports of Los Angeles and Long Beach, at major domestic freight hubs like Chicago, and in major urban areas where transcontinental freight lanes intersect congested urban freight routes. Bottlenecks delay trucks by more than 243M hours annually. Based on costs of \$31.25 per hour, the direct user cost of these bottlenecks is about \$7.8Bn each year, he estimates.

A major study by Dalhousie University in Canada, identified three routes that would be suitable for SSS to take traffic off the roads. These are: Canada to Massachusetts, the New York/New Jersey/Pennsylvania/Maryland cluster and South Carolina. Mary Brooks and Richard Hodgson from the university's Faculty of Management and James Frost from MariNova Consulting Ltd said transit time was very important for shippers.

Customs clearance was perceived to be more difficult for SSS than for road vehicles and the existence of other documentation requirements, taxes and delays in ports were cited by shippers as reasons not to opt for that mode. Despite increasing road congestion, trucks were still seen as faster than SSS.

Without involvement in the development of hinterland connections and services, the deep sea

Japan freight services

For long distance journeys over 300km, coastal ro-ro ferries carry 25% of traffic compared with 4% going by rail

Tokyo – Tomakomai

Was three vessels of 20kt and 30 hours transit

Now two ferries of 30kt and 20 hours transit (carrying 150 trailers)

Maidruru – Otaru

Was three ships and 30 hours transit

Now two ropax vessels 30.5kt, transit 20 hrs

2203: 1.7m trucks carried by long distance

ferries equivalent to 1Bn truck-kms.

terminal operator of the future is out of business. But without adequate investment in ports, governments will not be able to achieve the modal shifts that they want. And all too often ports have been missed out of the equation. Just like the container revolution before, modal shift will have to be achieved with the co-operation of all sections of the transport chain. **PH**
More info: europa.eu.int/comm/transport/maritime/ssss and www.eia-ngo.com

“The World Health Organisation says road accidents are a potential global crisis with 1.2M people killed and between 20M and 50M injured each year in traffic accidents. The agency predicts that the road toll will outstrip HIV/AIDS-related deaths by 2020”



At Heggeholmen Lighthouse: From left to right, port directors all: from Oslo, Anne Sigrid Hamran; Inger Aaseby Skorstad of Grimstad; Birgitta Johansson of Halmstad; Evy Hesjedal of Sandnessjoen and Christel Wiman of Stockholm

Photo: Erik Thallaug

Ports + Women network

There only 10 women port directors in the world – and half were in Oslo to discuss how to be a female top manager in a male-dominated world.

Tove Irén Becker was there to report for *P&H*

Very soon after taking up her present position in the autumn of 2002 as port director of the Port of Oslo, Anne Sigrid Hamran, the highest-ranking woman in Norwegian ports, realised she was in a minority. As a woman with a leading position in the port industry and indeed, the transport sector, she was a minority nationally and internationally.

She took the initiative to set up a meeting purely for women in senior management in ports all over the world, summoning them to Oslo in April. In all, 25 attended. The meeting heard how Norway has taken the lead in the maritime world by appointing three female port directors. Another two port director positions are vacant, at the ports of Bergen and Arendal, and there are women applicants for both positions.

At the meeting Hamran pointed out that women

port directors need a global network to exchange experiences, and probably more than one. "There is a need for informal discussions on work-related issues with other than male colleagues," she said. 'The idea of inviting all the world's female port directors had begun to take hold'.

Invitations were sent to the ten women serving in top positions in Sweden, Malaysia, Africa, Canada and Australia. All had met in the past, thanks to the auspices of IAPH. Unfortunately, due to heavy workloads and the long journey many would have to take to Oslo, only the port directors from Sweden and Norway were able to appear at the first meeting.

With the participation of other senior female management from around the region, the conference became a Scandinavian happening. The five female

port directors who participated in the conference were: Christel Wiman of Stockholm, Sweden; Birgitta Johansson, Halmstad, Sweden; Evy Hesjedal Sandnessjoen, Norway; Inger Aaseby Skorstad, Grimstad, Norway and Hamran herself.

She led the discussion on how to be top female manager in a male-dominated world. All made observations on how sensitive this issue was and how, for different reasons, this was not very well understood by male managers.

The group concluded that there are differences in the way men and women managers work. 'In our world almost everything is characterised by the male way of management,' said Hamran. 'As female managers, we tend to use similar methods to male managers in our work. When we make use of our own methods we might occasionally create confusion.'

Despite a substantial difference in the size and work of the five ports represented at the meeting, they agreed there is at least one common challenge faced by all. This is the question of city development versus port activities, leading to conflict between recreation areas and noisy port operations.

The five directors agreed that this, combined with media attention of port planning issues, can distract from the task of operating a port. Constant pressure from reporters is a tough challenge for a port director.

The Port of Oslo has a number of women in senior management positions. Head of the real estate department, Eva Hagen, is concerned with selling areas surplus to port operational requirements and the head of planning and development, Inger Margrethe Evensen, devises new effective logistic junctions and space-efficient container terminals.

The head of the port's environment and quality assurance department is Torild Jørgensen who has been working on the removal and deposit of polluted sediments from the harbor.

The female port directors also got the opportunity to participate in a cosy dinner at Heggholmen Lighthouse at the entrance to the Port of Oslo. The picturesque and magnificent surroundings gave the five inspiration for a lively discussion on common issues and management at large.

'It is invaluable to be able to meet like this, five women in the same type of industry, dealing with common trades unions and similar professions among employees,' said Hamran. 'For a senior manager it is of vital importance to be a part of such a network.'

After three and a half years in office, she felt the time was right to call in other women in management positions for discussions. All the ports have gone through a period of staff reduction, extended use of IT-based methods and efforts to reduce the use of paper-based systems.

Modern day-to-day port activities require different skills from the past, she observed. So, the group exchanged best practice on outsourcing, municipalities as port owners, the composition and

size of management boards, new legislation for ports, trends for ports and maritime transport and the national transport goals and targets.

Late last year Norway appointed its third female to hold the post of Minister, Fisheries and Coastal Administration – Helga Pedersen. 'To meet so many women dealing with ports gives me enormous pleasure,' Pedersen told the group. 'I have met only one female port director before and now she is Minister of Fisheries in Spain. So, you may have good opportunities for a retirement position!'

She reminded the 25 participants that they undertake the 'extremely important' task of trade promotion, together with issues such as the environment, transport and development of coastal activities.

Women port directors were instrumental in creating wealth and guarded the welfare of both urban and rural elements of the coastline, added Pedersen. 'You have recently been working hard on issues such as security, related to the threat from terrorism and the workings of the ISPS Code.'

'In the future, we shall be working hard to develop ports into efficient logistic hubs. To have such a gathering of women within the port and transport industry is a very good initiative, and the port director of Oslo should be recognised for that,' she said.

Birgitta Johansson took up position as chief financial officer in the Port of Halmstad in Sweden in 1992, taking over as port director three years later. She said of the meeting: 'I have gained a lot. New contacts have been established and we heard some interesting talks. We have now established a small network, and in the future we will meet from time to time.'

Christel Wiman joined the Ports of Stockholm in 2000. She said that she enjoyed the professional discussions related to the day-to-day tasks of a port director. 'We should be able to organise another gathering, maybe in connection with a meeting or conference in one of the existing organizations like IAPH or WISTA (Women in Shipping and Trading Association)', she said.

'Women often tend to understate rather than to overestimate their potential, responsibility and power. This meeting created a good atmosphere for co-operation,' Wiman added. **PH**



The force behind the meeting: Anne Sigrid Hamran Photo: Tove Irén Becker



Revolution not evolution

One port's efforts to meet the challenge of growing container trades is chronicled by **Bridget Hogan**



The face of transshipment is being changed by the rapid emergence of the large containerships either plying the ocean's waves or expected soon. This is a revolution in sea trade and ports are having to move fast. Leisurely evolution is not the answer to cope with these deep-rooted changes in the nature of container shipping.

Transshipment vessels are getting larger, and even more significantly for some ports, the distance being travelled by transshipment cargoes is further than ever

**Views of the Port
of Algeciras, where
Don Quixote
rides a scooter**
Photos:
Bridget Hogan

before. Ports are at the cutting edge of these changes and none more so than those at a crossroads.

The southern Spanish port of Algeciras is a case in point. There, over 90% of the cargo handled is for transshipment. Some of it is destined for other parts of Spain and North Africa. But other traffic is destined for markets in Northern Europe and even the USA or Brazil.

The port is finding that large containerships are discharging cargoes after journeys from the Far East, mainly China, and transshipping them before making the long journey back. Officials at the port said that some of the major lines are making fewer calls to the USA with the availability of terminals such as those at Algeciras.

Last year Algeciras handled 3.18M teu, making it the largest terminal in the Mediterranean, overtaking Gioia Tauro for the first time. Container growth continues in double digits each year, Port Authority of Algeciras (APBA), chairman Manuel Morón Ledro, told *P&H*.

To cope with all this extra cargo, APBA has undertaken a massive building programme at its Outer Isla Verde site. It is taking the port full circle, as the island – now completely lost to development and absorbed into the mainland – was the site of the original port, opened 100 years ago.

The present development, the largest in the port's history, will double the port's container handling capacity by 2010. The second phase of the €600M (\$754M) expansion, part funded by €52M European Commission grants, is now on course to welcome its first containerships at the beginning of 2007.

Phase two will provide 50ha of landfill and berths over 1,000m long. The north quay will be 680m long with a depth of 17.5m and the east quay will have a length of 585m and a depth of 18.5m. A breakwater is also under construction, where a 22m draught is planned.

Phase three will be open by 2010, providing another 55ha, three more container berths and a ro-ro berth. A further 955m will be added to the east berth, to make a total of 1,540m. The draught will be 18.5m. The first phase saw the completion of preparation building works.

The opening of phase two will trigger a big rearrangement of port facilities, to cater for another of the booming cargoes at Algeciras. It wants to consolidate its growing ro-ro freight and passenger traffic in one area. Ro-ro berths are scattered around the port, so, the port authority is engaged in sensitive discussions aimed at persuading its biggest terminal operator, AP Møller Maersk to transfer to the new Outer Isla Verde terminal. This will free up an area where a new ro-ro centre will be developed. The port's growing passenger traffic will then be accommodated within walking distance of the town centre.

Ro-ro cargo is growing and Morón explained how different cargoes are being accommodated. One of the more recent trades through the port is the movement of prawns by truck from the Netherlands. The consignments are taken to Morocco where the prawns are peeled, then shipped back to the Netherlands to be sold. It is a source of amazement to the management at Algeciras that this trade is profitable – yet it is a growth one for the port.

"This is a sign of globalisation and how ports are



benefiting," said Morón. "It happens with vegetables too. Morocco has very low wages and other countries are taking advantage of this. There are call centres based there too."

"Algeciras is like a bridge. The road system leads here from Northern Europe and the roads have been upgraded. In the past 10 – 15 years we have gone from having nothing to having motorways connecting us to the major markets in Europe."

The port has only just completed the largest passenger ferry terminal in Spain, to handle the estimated 3.5M passengers and over 600,000 vehicles that use travel through each year, many as part of the annual migration of holidaying North Africans from their jobs in France, the Netherlands, Belgium, Spain and France.

The port now offers a new airport-style ferry terminal, covering an area of over 19,000m², offering services including restaurants, travel agencies, shops, access to buses, taxis and car rental as well as a covered, multi-storey car park. Passengers can avail themselves of up to eight crossings a day to Tangier, with journeys by slower vessels taking 2.5hrs or 70 mins by fast ferry.

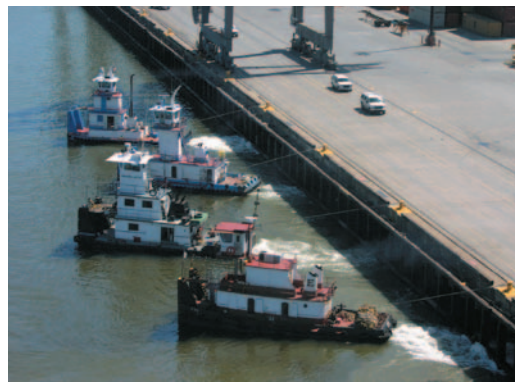
The port has taken advantage of its natural harbor and deep water for its expansion. The depth in some areas of the bay is as much as 450m and the Gibraltar Strait is up to 900m deep in parts. Africa is only 14km away, clearly visible most days from the town and the APBA's airport-style control tower.

Connections throughout the Mediterranean are to be improved. The port is actively promoting links with other Spanish, French and Italian ports, as well as those in North Africa. It is also looking further afield to Northern Europe and North and South America.

There are further developments in its logistics park – the so-called LZA (Logistics Activity Zone) – where there are rail and road links. An initial 108ha, placed in the centre of the bay's industrial production centres is poised to grow as more trade is brought in.

Until the various developments are open, the port's existing terminal operators, including AMP Terminals, are working to improve their own productivity. New equipment has been brought in and round the clock working ensures "it is rare to see a containership waiting for a berth," according to Morón. **PH**
www.apba.es





Keeping clean and keeping working

Most oil spills happen in ports, and good contingency and design can minimise disruption, as **Dr Michael O'Brien**, from ITPOF, explains

Large oil spills from shipping accidents may make dramatic news, but most spills are small and originate in or near ports. Statistics from ITOPF (the International Tanker Owners' Oil Pollution Federation), reveal that 80% of all tanker spills are less than seven tonnes and that 80% of these arise from operational accidents, occurring during activities such as loading, discharging, and bunkering.

International compensation regimes, such as the Civil Liability Convention and the International Oil Pollution Compensation Fund, are available in many countries to

compensate for oil pollution damage caused by tanker spills and these include reasonable response costs. The incident and response are, nonetheless, often disruptive, especially to commercial port activity.

Response operations in most places have become much more efficient in recent decades as contingency plans, specialised response equipment and trained response teams have been put in place. One area where lessons could be learned is how the design of port structures themselves can affect the efficiency of clean-up work.

If spills are not contained, oil can find its way under deep wharves. Tugs are needed to flush it out and avoid repeated contamination
Photos: ITPOF

The techniques for oil spill clean-up in industrial ports are often similar to those used outside the port. The main differences are: the need to work around normal port operations, the physical nature of port structures, and the shift of emphasis towards industrial, rather than aesthetic or environmental criteria when determining the appropriate clean-up endpoints.

The sheltered conditions offered in many ports, which are protected from wind and heavy wave action, can provide an ideal opportunity for effective recovery which is not available in the rough seas off many coasts. It's also usually the case that response equipment is close at hand, which allows rapid deployment and a real chance of getting a spill under control.

More specific to industrial ports is the problem of oil becoming trapped under long wharves. Unless addressed, this can prove to be a continual source of oil contamination, especially when the prop wash and water movement from berthing operations moves the oil out into the open.

Containing and recovering oil under wharves using the traditional booming techniques are difficult given the countless obstructions often present. Depending on the oil type and the wharf structure, it's sometimes feasible to force the oil out using ships propellers or fire hoses, and sometimes access can be gained for vacuum units to deploy hoses and recover the oil.

Ventilation, headroom and accessibility are key health and safety issues for clean-up personnel in the semi-enclosed spaces under wharfs and other port structures. Wharfs built with short piles make it difficult and dangerous for clean-up crews to get underneath the structures at all states of the tide.

Sometimes, long access routes for working deep under some wharfs make work impractical because of the danger of being trapped under the wharf by a rising tide. At commercially active wharfs the quickest escape routes may be blocked by vessels hundreds of metres long.

Sometimes it may be possible to remove the bulk layer of oil on shorelines and facilities by manually scraping or wiping with rags. This is easier where contaminated surfaces like concrete, steel and wood are smooth and easily accessible. Marine growths such as algal films can make the oil removal process easier. Sometimes stains are left, but aesthetic concerns are often minimal in industrial areas. With the ever-increasing availability of small, efficient hot and cold water pressure cleaners, a good standard of cleaning can often be easily achieved.

Porous surfaces such as crumbling or rough cement, rusty steel or hard natural surfaces can be more time consuming to clean, even with hot water high pressure units. And there is the added complication that aggressive cleaning techniques may cause structural damage. Common sense needs to be applied, perhaps using less aggressive cleaning (e.g. lower pressure 'flushing') and accepting lower standards of cleanliness.

The shapes of port structures can also affect the strategy and operational level of effort. By far the easiest shapes to deal with are long, flat walls which

“ The design of port structures can affect the efficiency of clean-up work ”

make it easy to fix hard and sorbent booms in the water to collect the oil freed by cleaning. Pillings are much more troublesome to clean because the operator must continually change the angle of attack and because movement is often hampered by the presence of other pillings or obstructions. With round pillings surrounded by water small boats are continually manoeuvred to access all sides of the structure. Tidal currents or swells add to safety concerns and oily spray is less controlled, risking re-contamination of cleaned areas. Booming around the immediate work area is also more difficult than with flat walls. Multi-faceted shapes, such as small tetrapods, boulders, rubble, or other various objects can also be very time-consuming to clean. If they are oiled underneath clean-up is even more difficult and dangerous.

The 'floor' or substrate under a wharf can have a major influence on the efficiency of work carried out below. Solid floors or those with a hard, compact base are safer and easier to work on than sloped ones and those made up of boulders. Further, the difference between any fixed floor and water can be significant in determining the required level of effort because boat-based operations are much more time-consuming, risky and labour intensive.

The standard of cleaning required should be discussed and agreed early on in the response. If a contingency plan is in place, this should provide the guiding principles and priorities. Consideration should be given to minimising the impact on the environment and matching the final level of cleanliness with the use and priority of the location. However, the health and safety of responders as well as the efficiency of the available clean-up techniques dictate what might be achievable in practice. The usual result is that higher, more stringent, clean-up end-points are assigned for amenity areas (e.g. bathing beaches, marinas, fishing harbors) than for industrial areas, except for example, where water intakes or cruise ship terminals are located. Environmentally sensitive areas may also warrant careful or reduced effort so as to minimise damage caused by the clean-up techniques themselves.

Industrial port areas are most at risk from oil spills, but are not so environmentally sensitive as other places and are often well prepared for clean up. Response equipment and clean-up personnel can be on site within hours of the incident and operations are usually laid down in long-term contingency plans. The technology used is generally similar to that used outside ports, but the priorities, constraints and risks are somewhat different. This is mainly because clean up has to be scheduled around normal port activities, and the work must not compromise worker safety or sensitive areas outside the industrial port areas. **PH**
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Receiving adequately

Shipowners complain about the lack of reception facilities, and a new survey of provision is due out later this year. But **Dr Angela Carpenter** finds there is probably little cause for concern in Europe

The debate on whether the provision of reception facilities in ports is adequate has continued for many years, while inadequacy of provision has often been used as an excuse by ships' masters to justify ships disposing of waste at sea. In the March 2006 issue of *P&H* Roger Holt, secretary general of Intercargo, discussed the provision of facilities for garbage from ships – MARPOL Annex V – and noted that "it is not easy for a ship to clean for loading after discharge in either north-west Europe or the Mediterranean".

Although ports provide information to the IMO on the availability of reception facilities and vessels are able to report a lack of facilities in ports to the IMO, there is very little published data assessing the true levels of provision of facilities.

Those occasions where it has not been possible to access facilities are also likely to stand out much more in the mind of a vessel's captain than all the other times

when facilities have been available.

Concern within the European Union (EU) regarding pollution of the seas and coastlines of its member states resulting from vessels discharging wastes and cargo residues in its waters resulted in legislation being developed which covers the provision of port reception facilities in the region.

This legislation is Directive 2000/59/EC, the Directive on Port Reception Facilities for Ship-Generated Waste and Cargo Residues, which entered into force on 28 December 2000. Member states were required under Article 16 – Implementation – to comply with its requirements by December 2002, although a number of countries failed to meet that deadline. This Article also made provision for the entry into force of MARPOL 73/78 Annex IV for sewage wastes, allowing member states 12 months after entry into force of that Annex before they had

Five key requirements of Directive 2000/59/EC

Article	Requirement	Comments
Article 4	Provision of Port Reception Facilities	All EU states to ensure the provision of reception facilities which should be adequate to meet the needs of vessels normally using ports and the use of which should not unduly delay the vessel
Article 6	Notification Requirement	All ships (except fishing craft or passenger vessels carrying less than 12 passengers) are required to notify ports in advance of intention to use facilities and quantities of waste on board, with at least 24 hours notice where at all possible
Articles 7 and 10	Discharge of wastes	All ship generated wastes and cargo residues are to be delivered to reception facilities unless there is sufficient dedicated storage capacity on board for retention until next port of call
Article 8	Charging System	A fee system will be introduced to encourage use of facilities and a percentage of the costs should be charged to all ships calling at a port, irrespective of actual use of facilities
Article 11	Enforcement	Vessel inspections will take place to ensure compliance with Article 7 (Delivery of ship-generated waste) and Article 10 (Delivery of cargo residues)

Waste from vessels leaves ports with a huge amount of material to get rid of. A variety of methods are used, with more recycling than ever before

to implement provision under the Directive.

Article 6 of the Directive covers notification requirements requiring the majority of vessels to inform a port 24 hours in advance of the need to use reception facilities and the volumes and types of waste that need to be discharged. This advance notification will assist the efficiency of uptake of facilities as ports will be able to ensure that vessels are correctly berthed to access fixed facilities or to ensure that mobile facilities are available at a time when they are needed.

Waiting times to access facilities should be reduced and so vessels should be more likely to use them. Article 7 covers the delivery of waste allows vessels to travel on to another port if appropriate facilities are not available, as long as they have adequate storage capacity on board and have not accumulated so much waste that they cannot make the onward voyage without discharging waste at sea. This means that, should one port not have appropriate facilities available, the vessel should normally be able to move on to another port that does.

In order to assess how effective the Directive has been, Article 17 – Evaluation – set out a three year review to assess its effectiveness and, if necessary, propose changes to the Directive. In the summer of 2005 an independent study on the Directive was undertaken on behalf of EMSA (European Maritime Safety Agency). This study comprised of visits to 50 commercial European ports – the 25 biggest ports in the EU plus one additional port per member state – and also included interviews with port authorities and national and regional administrations, together with interviews and meetings with the various stakeholders such as ESPO, ECSA, HELCOM and FONSABA. The study considers cost recovery systems and port implementation of the Directive.

Early this year EMSA delivered a report on cost recovery systems in place in 55 ports to the European Commission (EC). It will present conclusions and recommendations to the European Parliament and

Council later this year. The date of the report may well depend on whether the EC report considers both Articles 16 and 17 or whether they submit two separate reports. However, indications are that the Commission's recommendations will include development of guidelines to assist ports in implementing the key elements of the Directive including the fee system and also the provision of exemptions for certain ships.

As the EMSA study has not yet been made generally available, information on the provision of port reception facilities is limited. However, two surveys of the provision of facilities in the North Sea region, covering ports in the UK, Netherlands, Belgium, Denmark, Germany and Norway, were conducted in the summer of 2000 and late 2002. These set out to assess the readiness of ports to meet the provisions of the Directive; particularly that ports should be able to provide facilities for all vessels normally calling in at them, without causing undue delay.

The results of the two surveys in the North Sea region suggest that facilities were widely available in the region even prior to the implementation of Directive 2000/59/EC and that, even where a specific type of facility is not available in one port, they are generally available in many other ports in the North Sea region.

With the implementation of the Directive, it can be assumed that more ports in the area will provide facilities for vessels for MARPOL Annexes other than for Annex II since ports normally used by vessels carrying noxious liquid wastes reported that they were already providing the necessary facilities. While there is likely to be an increase in Annex IV facilities for sewage wastes following the ratification of that Annex of MARPOL, demand may be limited except for vessels travelling normally within the 12 mile limit. **PH**

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[www.env.leeds.ac.uk/~carpenta/
 COMPLETE%20THESIS.pdf](http://www.env.leeds.ac.uk/~carpenta/COMPLETE%20THESIS.pdf)*



Spain backs EU liberalisation

A spirited defence of proposals to liberalise the European Union ports policy was delivered by the chairman of Spain's National Ports Authority. Mariano Navas Gutiérrez, said competition between ports was uneven throughout Europe. Unless there was intervention from the European Commission he warned there would soon be "only one entrance to Europe – through the northern ports." He complained that the infrastructure element of projects was not always transparent and told the Inter-American Committee on Ports of the Organization of American States (CIP-OAS), meeting in Algieras, that "tariffs charged by these ports do not reflect the real costs they faced in construction." Referring to the EC's plan to review its ports policy, after failing earlier this year to gain approval for a previous proposal, he called for a "proactive" approach. The new policy, which was debated at a meeting of the European Sea Ports Organisation (see p 40), should "set out a competitive and enterprise framework for Europe. We need better cohesion in Europe if we are to make better use of our ports," he said. Singling out the UK as the only exception, he claimed there was a north-south divide with northern ports enjoying state help with infrastructure projects.

Over 300 representatives travelled from the Americas for the first meeting outside the region – in Algieras

Americas come to Europe

A major port group has met outside the Americas for the first time. The Inter-American Committee on Ports of the Organization of American States (CIP-OAS) met in Algieras, southern Spain.

The 34-member group is made up of the major port officials from North and South American countries and was meeting outside the Americas for the first time.

Carlos Gallegos, the organisation's secretary, said that Latin American ports needed to make progress on several fronts and had come to Spain to exchange views with European ports and the European Union on how to achieve this.

On his list were suggestions on how ports can reduce bureaucracy, make better use of manpower, help with training and achieve better integration with other transport modes.

"Latin America needs to meet these challenges," he said.

The strategic nature of ports was emphasised by Mariano Navas Gutiérrez, president of Puertos del Estado, the Spanish state organisation. He warned ports to consider carefully before turning ownership of facilities to private enterprise. "You could lose strategic advantage, especially when developing logistic links, if you do not structure the changes properly," he warned the 300 delegates.

Most agreed that the major stumbling block to ambitious port improvement projects throughout South America was the availability of finance.

Of the seven individual countries making presentations, all detailed improvements to port facilities that were needed, particularly to allow them to accommodate larger vessels. They also needed to update road and rail links to the hinterlands.

Mexico's director general of the ports authority, Ángel

Gonzalez Rul, explained that most of the country's trade – some 85% – was with the USA. With most points within 1,000km of industrial centres, ports were in direct competition with road transport. "This is a huge problem for us," he said.

In addition, there was a huge proliferation of ports with less than 30km between facilities.

Mexico's privatization programme has been heralded as a major success in the region and port development is underway. The hope is that the country can take some cargoes destined for busy USA ports for on shipment via an improved and expanded rail network.

In Chile, the 10 major ports were privatised in 197, explained Juan Rusque, director of the Ministry of Public Works. There were four major projects to expand ports including increasing container capacity and adding logistics parks.

New wreck removal convention mooted

IMO's Legal Committee has moved a step closer towards completion of the draft text of the new convention on the removal of wrecks. It has proposed a diplomatic conference to

adopt the new convention in 2007. Once adopted and in force, the new convention will provide the enable states to remove wrecks that may pose a hazard to navigation or, because of the nature of their cargo, to the

marine and coastal environments, or to both. The new convention will also safeguard the rights and specify the duties of owners of wrecked ships to remove them by their own means, or with the assistance of salvors.

New approach to port tanker safety

A measure to greatly enhance the safety of tanker operations in ports has been submitted to the International Maritime Organization following an initiative by IAPH and others in the industry, including shipowners.

IAPH, together with the International Chamber of Shipping, International Association of Classification Societies, CEFIC (European Chemical Industry Council, OCIMF, INTERTANKO and International Parcel Tanker Association, has made an

important submission to IMO. This is contained in MSC 81/8/1, and is for consideration at MSC 81.

Managing director of the IAPH Europe office, Fer van de Laar, explained: "These organisations formed an inter-industry working group (IIWG) to study explosions on chemical and product tankers. The document summarises the activities and conclusions of the IIWG, reports on industry measures to prevent recurrences of such incidents and proposes measures for consideration by

the MSC.

"We are recommending an amendment to SOLAS to provide for the application of inert gas to new oil tankers of less than 20,000 dwt and to new chemical tankers."

The group found that the prime cause of past incidents involving such vessels was a failure to follow procedures and a number of the incidents occurred during periods when the vessel was incorrectly assumed to be gas-free. The industry could also consider retrofitting of inert gas to existing ships.

IMO Africa mission



Cutting the tape, left to right: Chairman of the Kenya Maritime Authority Joseph Nguru, IMO's Efsthimios Mitropoulos, Assistant Minister, Githae and Minister of Transport, Chirau Ali Mwachere

The commissioning of a regional maritime rescue co-ordination centre and meetings with the presidents of both Kenya and Tanzania were among highlights of a recent mission to Africa by IMO secretary general

Efsthimios Mitropoulos.

Mitropoulos's first stop was a visit to the President of Kenya, Mwai Kibaki in the capital, Nairobi. The two discussed matters of mutual interest, in particular arrangements for the

diplomatic conference to adopt a new international convention on wreck removal which Kenya is to host on IMO's behalf next year. He also met with IAPH member Kenya Maritime Authority, represented by chairman Joseph Nguru.

In Mombasa, Mitropoulos commissioned a new regional Maritime Search and Rescue Co-ordination Centre (MRCC). This is the first facility to be inaugurated following a resolution adopted by the IMO Conference on search and rescue (SAR) and the Global Maritime Distress and Safety System (GMDSS), held in October 2000 in Florence, Italy.

A second regional MRCC under this initiative is expected to be opened in Cape Town, South Africa, before the end of this year, while three more, in Nigeria, Liberia and Morocco, are currently at the planning stage.

Along with its associated MRSCs in Victoria (Seychelles) and Dar es Salaam (Tanzania), the Mombasa MRCC will provide SAR coverage in an area that IMO identified as suffering from a lack of adequate SAR and GMDSS facilities.

Industry initiative hailed as 'major' advance by Forum

A new reception facilities databases has been hailed as a 'major advancement' by an industry group, in which IAPH takes an active role. The sixth meeting of the Industry Port Reception Facilities Forum hailed the reception facilities element of the IMO's Global Integrated Shipping Information System (GISIS).

Vijayan Nadarajah, from IMO, explained that the database included a search function for reception facilities based on location or waste disposal requirements of the vessel. There was also a feedback mechanism in the system which allowed for the easy reporting of alleged inadequate reception facilities. The Forum noted that there were a number of areas in which the system would need further development, in terms of the information that was entered. In a great many cases both port state and flag state contact point information was not present. Additionally, the information which was taken from the IMO's original reception facility circulars has not been updated by port states since the GISIS system went live in December 2005.

The Forum agreed that the system was a major advancement for the IMO and that it was encouraging to note the good work and effort which had been undertaken to develop such a user friendly system. However, it was agreed that the drawbacks of the system should be drawn together and presented to the IMO at the next FSI meeting. Particular attention should be given to the lack of information being made available by the member states. Linked to the GISIS work and of the IMO's work on reception facilities in general, the Forum turned its attention to the IMO Action Plan on Reception Facilities. A separate standard Advance Notification Form (ANF) and Waste Deliver Certificate (WDC) should be developed by the IMO, members said. After discussing the reasoning behind the development of a concise Guidance Manual on Port Reception Facilities there was general agreement that a simple, diagrammatic document would actually be useful in summarising what is expected of each of the stakeholders when it came to the use and provision of port waste reception facilities.

Powerful decision

The European Commission has recommended the use of shore-side electricity, or alternative maritime power (AMP), for ships using the region's ports.

Although its pronouncement has no force, it is a political boost to advocates of the system. Member states are urged to consider AMP, particularly in ports where air quality is poor, or where high levels of noise nuisance have been identified, particularly at terminals near residential areas.

The EC wants to see harmonised international standards for shore-side electrical connections, and says it supports the IMO's work in this field. It suggests economic incentives may have to be offered to operators to use AMP. It remains an expensive option for ships

More info: http://eur-lex.europa.eu/LexUriServ/site/en/oj/2006/l_125/l_12520060512en00380042.pdf

Low emissions in the Baltic

The Baltic Sea became a sulphur oxide emission control area (SECA) from May and ships there are now required only to use marine fuels with a sulphur content not exceeding 1.5% m/m. Alternatively, an exhaust gas cleaning system capable of reducing SOx emissions to 6.0 g/kWh and below may be used.

Ships failing to comply with Regulation 14 of MARPOL Annex VI while operating inside the SECA will be detained. The ship shall ensure that proper fuel documentation is used as required under Regulation 14(6), including but not limited to, documentation of fuel change-over procedures and execution, as well as documentation of the fuel quality. Sulphur level is taken to be as per the bunker delivery note.

In case a ship that would operate in the Baltic Sea does not receive the required fuel or the proper documentation and/or the MARPOL Annex VI compliant fuel sample, the ship should immediately issue a notification to its flag administration with a copy to the port authority from where the bunker fuel was purchased. One copy should be kept onboard for possible control by port state control officers at ports of call in the Baltic Sea.



Ready to embrace a new ports policy: EC vice-president Jacques Barrot started consultation in Stockholm

Talks start on EC policy...

The European Commission (EC) started its consultation on a new round which should lead to a ports policy for the region.

Speaking at the European Sea Ports Organisation (ESPO) conference in Stockholm, EC vice-president Jacques Barrot confirmed that the meeting marked the beginning of a process: "I will not present today, like a rabbit from the hat, the new European ports policy but I expect us to identify the core elements of such a policy."

Still smarting from its earlier defeat by Euro MPs, the EC accepted an invitation from ESPO to revive its policy ambitions – but in a different form.

ESPO secretary general Patrick Verhoeven told *P&H* that the EC

wants to develop an overall policy view on seaports. "The debate will take some time," he said. "But it is clear the EC is more careful now."

His wish list for the new policy includes an examination of the EU's internal market to ensure fair competition between ports, state aid, infrastructure charging and tariffs. He also wants to examine the concentration of terminal operators.

With maritime traffic and congestion growing, he said port development and increasing environmental constraints should be reviewed. "The regulations are too vague. Some countries apply them rigorously and others have a liberal interpretation. We want the EC to provide us with guidelines that everyone can follow so port

developments can go ahead."

Barrot told the meeting: "My ambition of a broadly-based port policy is to promote investments, sustainable growth and employment in the port sector." The Commissioner put forward a number of issues for consideration, including creating legal security for investments, incentives for modernising infrastructures and services and coping with growth through specialisation.

The consultation process is expected to take about a year and could involve five regional workshops. The results will be assessed at next year's ESPO conference, which will be hosted by the Port of Algeciras and held on 31 May and 1 June 2007

...as Green paper is published

The European Commission (EC) has published its long-awaited Green Paper on European Union (EU) Maritime Policy, which has been anticipated by the industry for more than a year.

The EU Commission for Fisheries and Maritime Affairs hopes the Green Paper will initiate a debate on the development of an overall maritime policy, combining an integrated, cross-sector analysis with effective policy co-ordination and common action.

The Green Paper puts forward five concrete areas for discussion, including: sustainable maritime development; quality of life in coastal regions; ocean management tools; maritime governance as

well as European maritime heritage and identity.

Ports feature prominently in the Green Paper and are identified as key elements in the logistics chain as well as business locations, but as sources of congestion. The consultation process on the Green Paper will last until 30 June 2007.

The EC plans to present findings based on the consultation to the European Parliament and Council of Ministers by the end of next year, summarising the results of the consultation process and proposing the way forward.

http://ec.europa.eu/maritimeaffairs/green_paper_en.htm

Shipowners in 'quality' pledge

Quality shipping is the declared aim of Spyros Polemis (right), new chairman of the International Chamber of Shipping (ICS) and president of the International Shipping Federation (ISF), who says that working aboard ships today is far safer and more lucrative than a decade ago.

But he admits that there are still some "substandard" operations and said that ICS/ISF is working diligently to improve conditions at all companies. Asked about companies that claim to be too busy to take time for proper maintenance and crew benefits, he said: "We do not condone a lack of attention to obligations because of market demands."

Polemis, who is also MD of London-based Seacrest Shipping, praised the international shipping community for the strides made



since the implementation of the ISPS security code. "You have to give credit to the industry," he says, noting that most companies and their vessels were compliant in advance of deadlines.

But he continues to worry about the "security paranoia" that

exists in some quarters. And where relations with the US government are concerned, Polemis says shipowners and operators must become more proactive in dealing with Congress. He cites the Dubai Ports World debacle as a classic case where a "lack of communication and mutual understanding allowed the issue to spiral out of control".

He said that companies should police themselves so that the world's Coast Guards don't have to detain ships and charge crewmen with criminal offences – especially where pollution issues are involved. "Our primary goal is to prevent pollution, not to penalise people," he says, decrying the fact that so many seafarers have been arrested as the result of pollution case.

ICS/ISF is committed to further emissions reductions, he added.

Founder of WMU dies

Professor Günther Zade, founding father and former vice-rector and academic dean of the World Maritime University (WMU) has died in Germany. He was 70.

Professor Zade was involved with the design and establishment of the WMU before it opened in Malmö, Sweden, in July 1983, dedicating his efforts to its progressive development. As vice-rector and academic dean, he contributed directly towards the well-being and academic achievement of the University and its students. Even after his retirement in 2001, he continued to serve WMU as a research fellow and became editor of the WMU Journal of Maritime Affairs.

IMO Secretary-General Efthimios E. Mitropoulos, said: "Professor Zade was one of the true 'founding fathers' of WMU."

www.mainport-hamburg.de
Port of Partnership

Port of Hamburg

53°33'N 9°58'E



Building cohesive partnerships: Kornegay said IAPH and PIANC together can communicate to the maritime industry

Call for help

PIANC Secretary General Louis Van Schel, has written to IAPH asking for members to join its new working group, EnviCom, on the management of ports and waterways for fish and shellfish habitats.

It is a second call for members for this expert group, the work of which will be relevant to all countries that need to maintain navigation infrastructure, while avoiding damage to fisheries. The working group is expected to be of particular interest to developing countries and will investigate trade-offs between short-term economic gains and long-term sustainability of environmental resources.

Working together with PIANC

Two major port organisations – IAPH and PIANC – are working well together in the maritime community, IAPH president Tom Kornegay, told the PIANC Congress in Estoril, Portugal.

The two signed an MOU in 2001 and are “working well together,” he said. IAPH has realigned its technical committees to be closer to PIANC’s own work and more responsive to members. “We have streamlined ten committees into eight,” he explained.

“PIANC’s particular focus has been promoting the maintenance and operation of both inland and maritime navigation. It fosters progress in planning, design, construction, improvements, maintenance and operation of inland and maritime waterways.

“IAPH, on the other hand, encourages the development of the international ports on the transportation waterways that connect all areas of the world.”

Koregay continued: “IAPH works

diligently among its members to build cohesive partnerships. Both IAPH and PIANC analyse and distribute information on evolving trends in trade, transportation, ports and regulations.

“Together, IAPH and PIANC interweave and communicate their influence, knowledge and network to the maritime community.”

IAPH and PIANC co-operate at the committee and working group level, he continued. The two

organizations have collaborated on new guidelines which include:

- Channel dimensions,
- Environmental restoration, and
- Inland port planning.

“However, with these achievements, IAPH and PIANC need to continue to strive to meet the intent of the MOU,” he said. “Long-term success will only be achieved if we keep the momentum going.”

He issued an invitation to PIANC delegates to get involved in the implementation of the MOU goals and objectives and invited them to attend the IAPH 2007 Conference in Houston next April.

Mumbai round-up

Members of the various committees were very busy in Mumbai at the mid-term board meeting working on all the different topics and issues that the IAPH is concerned with. Here is a round-up of some of the deliberations.

Examining training

The IAPH training programme is to undergo a review and the Human Resources Development Committee is to carry it out. Training institutions are to be asked what programmes are already available.

One proposal is for IAPH to donate funds to set up a university course covering maritime issues. The association’s bursary fund is also to be evaluated.

Committee chair Eddy Bruyninckx of the Port of Antwerp Authority, said that a general course covering all the main aspects of port management/and operation would probably be most popular.

Security under scrutiny

IAPH needs to continuously monitor how ports recoup security costs they incur for implementing the ISPS Code, the Port Safety & Security Committee decided.

Peter Mollema, chair of the committee said that there are big differences in the ways of ports recover the costs associated with ISPS Code implementation.

In Europe, most ports had introduced cost recovery schemes charging to ships and/or cargoes. On the other hand, only a few ports implemented similar schemes in Asia and Oceania, he said.

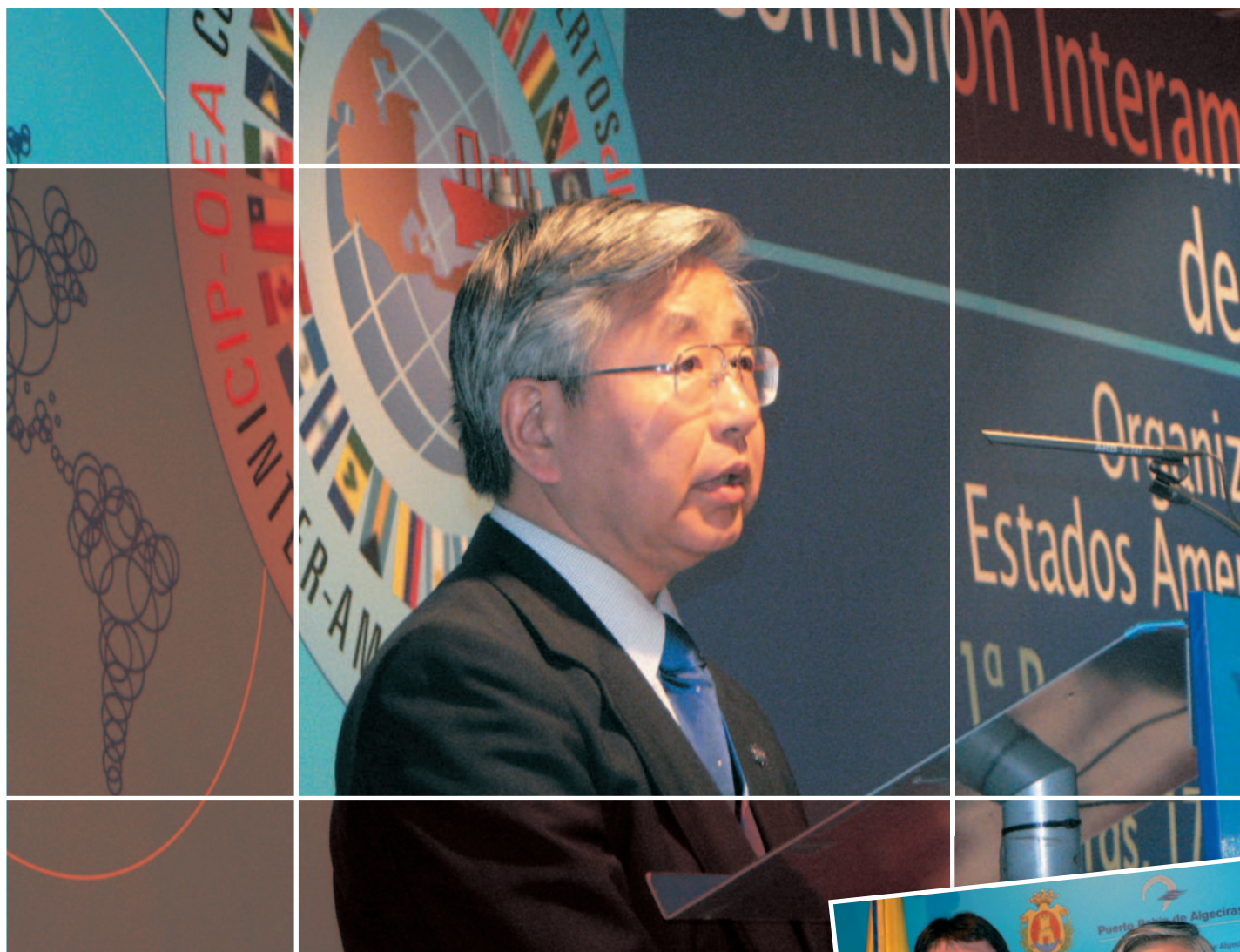
It is feared that the differences in allocation of

government subsidies and grants could influence ports’ competitiveness. One committee member said there were complaints from many Asian ports who do not enjoy subsidies for ISPS from their governments.

The committee agreed that the issue was important and special attention needed to be paid to it.

Short sea shipping

Professor Akira Kaneko has been asked to prepare a presentation on the Japanese experience in promoting short sea shipping. This will be given at the EXCO meeting in Shizuoka, Japan in October.



Above: Dr Inoue addresses the Latin American port leaders. He urged them to get the benefits of joining IAPH

Right: Carlos Gallegos, secretary CIP-OAS and Dr Inoue - the two organisations have pledged closer links

Working together in the Americas

Current issues facing world ports were outlined by IAPH Secretary General Dr Satoshi Inoue, when he was invited to address the first special meeting of the Organisation of American States Inter-American Committee on Ports (OAS-CIP) in Algeciras, Spain.

"The world's ports today face a number of challenges," he told delegates. "Port congestion is one of the most serious issues. To cope with an unprecedented growth of sea-borne trade, especially container traffic, IAPH member ports are striving to introduce innovative concepts and methodologies both for port facilities and port operations."

Two of these revolved around

the 'space efficient port' and 'innovative port' ideals, to provide solutions, rather than just repeating traditional concepts and terminal models when expanding port capacity, he explained.

Turning to safety and security, he said that the IAPH has been collaborating with IMO to ensure the smooth implementation of the ISPS Code at port terminals.

"We strongly feel, however, a need to go beyond the ISPS Code to a new global security regime for the entire logistics chain," he said. "We are presently working on this important but difficult issue with some other organisations such as the WCO and ISO."

Ports had also made big strides

in sustainability and environmental issues, Dr Inoue added.

"Efforts have been made to protect or restore marine water environments and eco-systems in and around ports."

One of the new initiatives is alternative maritime power. "Some IAPH ports now ask ships to stop engines completely while at berth by supplying shore-based power," he explained. Other measures include electrification of yard equipment, out of hours transport of containers and better railway connections to terminals.

More ports were now looking to provide value-added logistics

services. He added: "Ports have been increasingly transforming themselves from the traditional interface between sea and land to integrated logistics centres. IAPH is now carrying out intensive studies on this key issue."

He urged more Latin American ports to join IAPH and take an active part in its technical committees. "I am sure it will help you manage your port better and at the same time you will contribute to the further advancement of the world port community."





Exco members are flying to Japan for deliberations in October

Tsunami measures

IAPH members are to share its experiences of anti-tsunami measures taken since the last major disaster when the Exco meeting convenes in October. IAPH plans to develop guidelines for members on presenting damage from tsunamis, through the Port Planning and Development Committee.

A seminar on the topic will enable members from port communities to share experiences and know-

how with other IAPH members.

Exco members lucky enough to attend the session, from October 9 – 12, can expect a glimpse of one of the world's most iconic sights – Mount Fuji.

The meeting is taking place in Shizuoka, between Tokyo and Osaka, and one of the best points in Japan for visiting the famous volcano.

More info: www.shizuoka-guide

Abuja rendezvous

Members from all over Europe and Africa will be heading for the capital of Nigeria, the country's first planned city, for their regional meeting later this year.

The Secretary General of the Port Management Association of West and Central Africa, Mirelle Backo, has now confirmed the dates for the Pan African Ports Co-

operation Conference which is held simultaneously with the IAPH Africa-Europe Regional meeting.

These combined deliberations will take place in Africa's most populous nation, November 20 – 24 in Abuja, Nigeria. Like Canberra and Brasilia, Abuja is a new purpose-built capital city and has been placed at the centre of Nigeria.

The main focal point of the city remains Aso Rock, a granite monolith that towers over the gleaming green dome of Nigeria's new National Assembly building. Abuja is a convenient jumping-off point for visits to all other parts of Nigeria. The city is already the focal point of diplomatic activity in Africa's most populous country.

Houston welcome

The Port of Houston Authority is looking forward to hosting the IAPH 2007 World Ports Conference, for the first time in 30 years, just as the city starts its spring season

"It will be our great pleasure to welcome you in Houston, Texas, where we will celebrate with the theme of Anchored by Commitment, Buoyed by Unity," said Tom Kornegay, IAPH president, and executive director for the port.

"We are planning a conference that will fulfil all of the business objectives of IAPH while also offering the best social amenities of Houston," he added. "IAPH conferences are a biennial reunion of the world port family to discuss issues of immediate and long-term interest and concern and to acquaint themselves with the state-of-the-art port and maritime technology showcased at conference exhibitions.

"It is an honour to take the helm as president of the IAPH, the global maritime industry's leading organisation."

Kornegay and the port officials are working with the officers and staff of IAPH to develop and implement a bold agenda aimed at tackling enormous challenges and seizing the vast opportunities that confront ports worldwide. Topics to be covered will include economic viability, capital resource development, security and environmental stewardship.

"As president, I am looking forward to hosting your visit to Houston for the 2007 IAPH Conference. I truly expect this will be a highly engaging and productive gathering for discussions and decisions affecting progressive change for our industry as well as exhibitions and hands-on demonstrations of the latest advanced technologies. "In short, the 2007 conference promises to be 'Simply The Best!' On behalf of the Port of Houston Authority and the City of Houston, I extend an open invitation and advance welcome."

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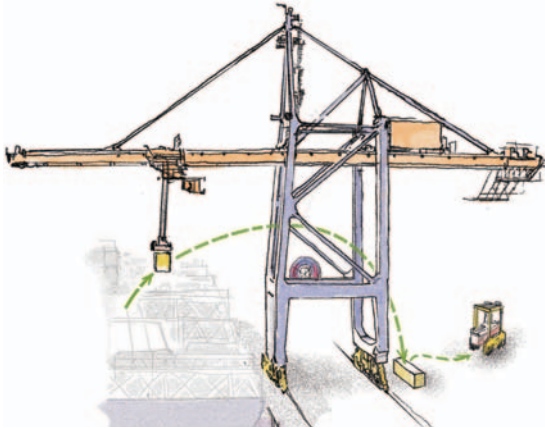
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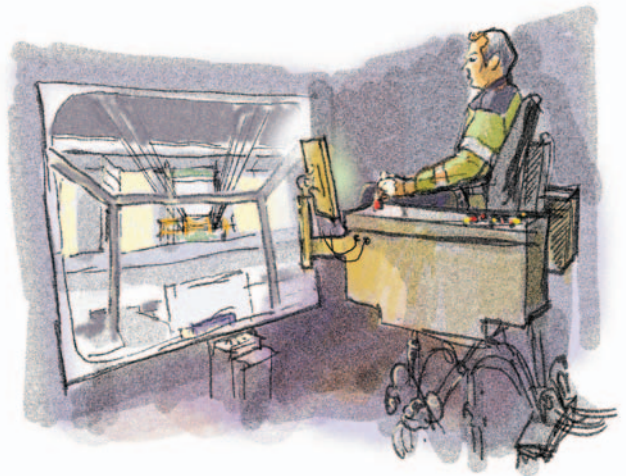
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Shenzhen

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Shanghai

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September 27-29, 2006 Shanghai Exhibition Center.



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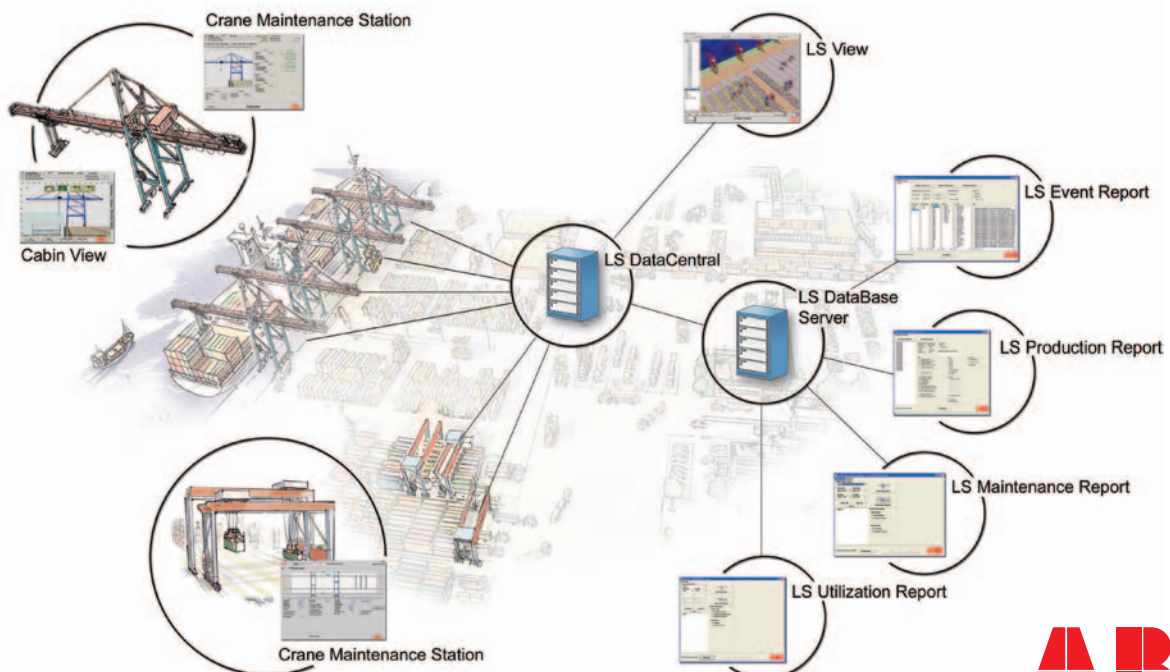
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Dedicated to the cause

We hear from the two new EXCO members elected in Mumbai, Jean-Claude Terrier, from the Port of Dunkirk Authority, France who will serve the African/European Region and Capt Al Diwani, of the Abu Dhabi Seaport Authority, Mina Zayed, UAE representing the Asian/Oceania Region

Links with IAPH over 43 years

Capt Abdul Al Diwani, Consultant Marine Affairs for the Abu Dhabi Seaport Authority, first attended an IAPH meeting when at university in the USA in 1963. He expressed his gratitude to the members who had elected him saying: "It is an honour and a debt that can only be partly paid back by maximum dedication."

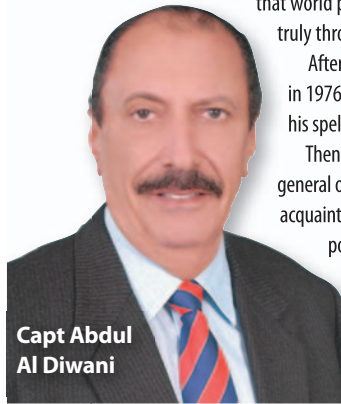
He praised the "democratic system" of IAPH, and what he called the "meticulous efficiency" of the Tokyo head office.

"By serving IAPH at any capacity we, together with all members, are proving to the world that world peace is through world trade and world trade is truly through world ports," he said.

After a career at sea, he moved to the Port of Sharjah in 1976, progressing to deputy director general. During his spell there, Sharjah joined IAPH.

Then in 1982, Al Diwani took up the post of director general of the Arab Maritime Academy, renewing his acquaintance with IAPH when he started his present position at Mina Zayed. This gave him the opportunity to attend meetings in Kuala Lumpur, Abu Dhabi, Durban and Shanghai.

He urged members: "I feel that IAPH can and should do much more if we all try to be more dedicated."



Capt Abdul Al Diwani

Solidarity in actions

Ports need to work together and reassess their relationships, not just with international bodies, but with business partners too, according to Jean-Claude Terrier, new EXCO member for the European/Africa region.

Terrier, who is managing director of the Port of Dunkirk Authority, the third French port with annual traffic of 53M tonnes, said: "I personally feel that ports will have to share their experiences more. They must lobby not only international bodies, but increasingly their economic partners including shipowners and terminal operators, from a common position. These groups are becoming very powerful in their relationships with ports."

He added: "I would like to take the opportunity offered by P&H to address my warm thanks to colleagues in the European/Africa Region who elected me. I am honoured to be serving and I intend serve to the best of my competences and efforts."

He had support as an EXCO member from African ports, and those from both 'main ports' in the region – Rotterdam and Antwerp.

"Finally, I hope to contribute to reinforcing the role of ports and enhancing their solidarity in order to promote the added-value of IAPH in my work for the association."



Jean-Claude Terrier

Membership Notes

The IAPH is pleased to welcome the following new members to the association

Regular Member

Sohar Industrial Port Company

Address: P.O. Box 777, PC 116, Mina Al-Fahal, OMAN
 Telephone: +968-24697830
 Fax: +968-24697831
 E-mail: info@portofsohar.com
 Website: http://www.portofsohar.com
 Representative: Jan Meijer, chief executive officer

Gujarat Adani Port Limited (Port of Mundra)

Address: Navinal Island, Post Bag Number-1, Mundra-370421, INDIA
 Telephone: +91-2838-289188
 Fax: +91-2838-289190
 E-mail: sandeep.mehta@portofmundra.com
 Website: http://www.portofmundra.com
 Representative: Sandeep Mehta, chief executive officer

Associate Member

Kerry Siam Seaport Limited

Address: 8/F Chao Phya Tower, 89 Soi Wat Suan Plu, New Road Bangrak, Bangkok 10500, THAILAND
 Telephone: +66-2-686-8900
 Fax: +66-2-237-7614
 E-mail: kbenja@kerrylogistics.com
 Website: http://www.kerrylogistics.com
 Representative: Kledchai Benjaathonsirikul, General Manager
 Nature of Business Activities: Logistics business

Ms. Tanya Chang

Address: 19189 Coton Manor Drive, Lansdowne, VA 20176 U.S.A.
 Telephone: +1-703-726-9209
 E-mail: maritimereasearch@yahoo.com
 Nature of Business Activities: Freelance writer/researcher

Grain Bulk Handlers Limited

Address: Grain House, P.O. Box 80469, Mombasa, KENYA
 Telephone: +254 41 2230183
 Fax: +254 41 2316845
 E-mail: gbh@grainbulk.com
 Website: http://www.grainbulk.com
 Representative: Mohamed Jaffer, Chief Executive Officer
 Nature of Business Activities: Grain Bulk handling, including stevedoring, shorehandling, storage and delivery



South of France comes to Japan

Representatives from the Port of Marseilles Authority took time out during their promotional tour of Japan to visit the IAPH Secretariat. Pictured at the Tokyo offices are, from left to right: the IAPH's Tatsuki Hioka, Sylvain Pichon, Marseilles' marketing executive, François Lasbleiz, East/West trade manager for Marseilles and Lisa Liu the port's Japan representative.

Wanted: outstanding projects for IT Award

Entries are being invited for the IAPH IT Award 2007, which celebrates outstanding information technology projects in ports and maritime transportation.

The award is organised by IAPH's Trade Facilitation Committee and is presented to those who can demonstrate their commitment to promoting the use of IT in the industry.

This award, the eighth, will be presented at the 2007 IAPH World Ports Conference in Houston in April and is open to any IAPH regular or associate member.

Any IT application within a port may be submitted, whether purely internal to the port authority or whether involving outside organisations.

The winner will be the project

or application, implemented in the previous two years, that resulted in the greatest benefit to the port in areas such as: reduced costs; increased revenue; improved safety; environmental protection and enhanced efficiency.

Ports in less developed countries, perhaps with limited resources and their own particular circumstances, are encouraged to compete for the award alongside those who already use available technology extensively. Relative improvement for a port will be the key factor for comparison.

The deadline for submission of entries is February 28, 2007 and winning entries will be published in *P&H* and on the IAPH web site. info@iaphworldports.org

Dates for your diary

Major maritime congresses throughout the world

SEPTEMBER

- 4-5:** Asia Maritime & Logistics Conference & Exhibition 2006 – Kuala Lumpur, Malaysia.
More info: balan@portsworld.com
- 5-6:** Port & Terminal Technology – USA 2006 – Oakland USA
More info: www.millenniumconferences.com
- 10-15:** American Association of Ports Authorities Annual Convention – New Orleans, USA.
More info: www.aapa-ports.org
- 14-15:** Southern Asia Ports, Logistics & Shipping 2006 – Mumbai, India.
More info: www.transportevents.com
- 19-20:** CSR in Shipping – London, UK.
More info: www.proactivelogistics.com
- 26-29:** Shipbuilding Machinery & Marine Technology (SMM) International Trade Fair – Hamburg, Germany.
More info: www.smm2006.com
- 27-28:** PorTech Asia 2006 – Shanghai, China
More info: www.globaleaders.com
- 27-28:** Inland Terminals, untapped opportunities – Duisburg, Germany
More info: www.inlandterminals.com
- 27-29:** Women in Shipping & Trading Association (WISTA) – Singapore.
More info: v.subra@ibcasia.com.sg

OCTOBER

- 9 – 12:** IAPH Executive Committee Meeting – Shizuoka, Japan
More info: www.iaphworldports.org
- 17-18:** Port & Terminal Technology – Rotterdam, Holland.
More info: www.millenniumconferences.com
- 25- 28:** ITMMAPS maritime and port symposium 2006 Fostering Seaports – and Beyond – Antwerp, Belgium.
More info: www.itmma.ua.ac.be
- 26-27:** The 3rd Intermodal Asia 2006 – Brisbane, Australia.
More info: www.transportevents.com
- 27-29:** SIBCON 2006 – Singapore.
More info: www.ibc-asia.com/sibcon2006.htm

NOVEMBER

- 5-9:** 10th International Association Cities & Ports (IACP) International Conference Cities and Ports – Sydney, Australia.
More info: www.aivp.com
- 20-24:** IAPH Africa/Europe Regional Meeting and 6th PAPC Conference, Abuja, Nigeria



“Port authorities are well positioned to bring officials and the business community together”

How will your port contribute to supply chain security?

The chair of the IAPH Port Safety & Security Committee

Peter Mollema, from the Port of Rotterdam, explains that ports are working for a global approach to security

Supply chain security initiatives are widely appreciated in the world of maritime transport, both in the public and private domain. The list of initiatives is impressive and steadily growing. We have, for instance, last year's 'Framework of Standards' by the WCO, the new ISO/PAS 28000 series for security management and numerous secure operator initiatives all over the world.

Container security devices have been developed to monitor container integrity and to facilitate tracking and tracing. Scanning technology is rapidly advancing, aimed at scanning larger volumes of containers whilst minimising disruption of the logistics process.

However, despite all efforts many questions remain for our industry to face. How should we deal with the many different certification schemes? Will 'green lanes' for cargo clearance materialise? What will be the position of non-secure operators? And, of course, what role should port management play?

The Port of Rotterdam Authority believes in a pro-active approach to ensure we seize the opportunities that combining security and efficiency will deliver. In general, port authorities are well positioned to bring officials and the business community together and play a catalyst role towards initiatives in the field of awareness, research and facilitation.

In May, I attended the International Port Security and Safety Summit in Shanghai.

There, top officials from ten leading ports discussed port and supply chain security. In my view the most important conclusion from the Summit was that, on present experience, the objective of scanning 100% of containers may not be achievable.

It was also concluded that it would be simplistic to assume that scanning 100% of cargo at ports would lead to a 100% security. A total supply chain approach needs to be taken, with each mode and sector playing its part in the chain of responsibility.

It is my belief that a global understanding of and approach to supply chain security is on the horizon. In the end this will provide more secure trade lanes and sound business cases for security-related investments.

As Chair of the Port Safety and Security Committee I invite all member ports to share best practices. Join the Committee to discuss recent developments and contribute to its work in the overall interest of efficient ports within secure trade lanes.

Geared For Prosperity



The National Ports Authority of South Africa controls and manages all seven South African commercial ports on a 2 954-km coastline. These ports are Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town and Saldanha.

Situated at the tip of the African continent, the South African ports are in an ideal position to meet shipments from both eastern and western seaboard. Boasting an excellent infrastructure, the National Ports Authority of South Africa is in the unique position of being able to offer efficient services to port users throughout sub-Saharan Africa.

Unlike most European ports, each South African port has a natural hinterland with a defined market. This determines to a great extent the nature and types of cargo handled at each port, which in turn dictates the type of facilities each port provides. Each port operates and develops its own specialized services.

Through its seven commercial ports, the National Ports Authority of South Africa offers a combination of facilities and services that complement each other.

The seven ports assure port users of the most suitable port and appropriate facilities to meet their needs. These services include pilotage, tug and berthing services, bulk-handling facilities (both dry and liquid bulk), container-handling facilities, multi-purpose terminals for breakbulk cargo and ship repair facilities. Coupled with this, the South African ports also offer efficient transfer of goods between ship, road and rail for the efficient transportation of goods within and beyond the borders of South Africa through its extensive and modern road, rail and sea networks.



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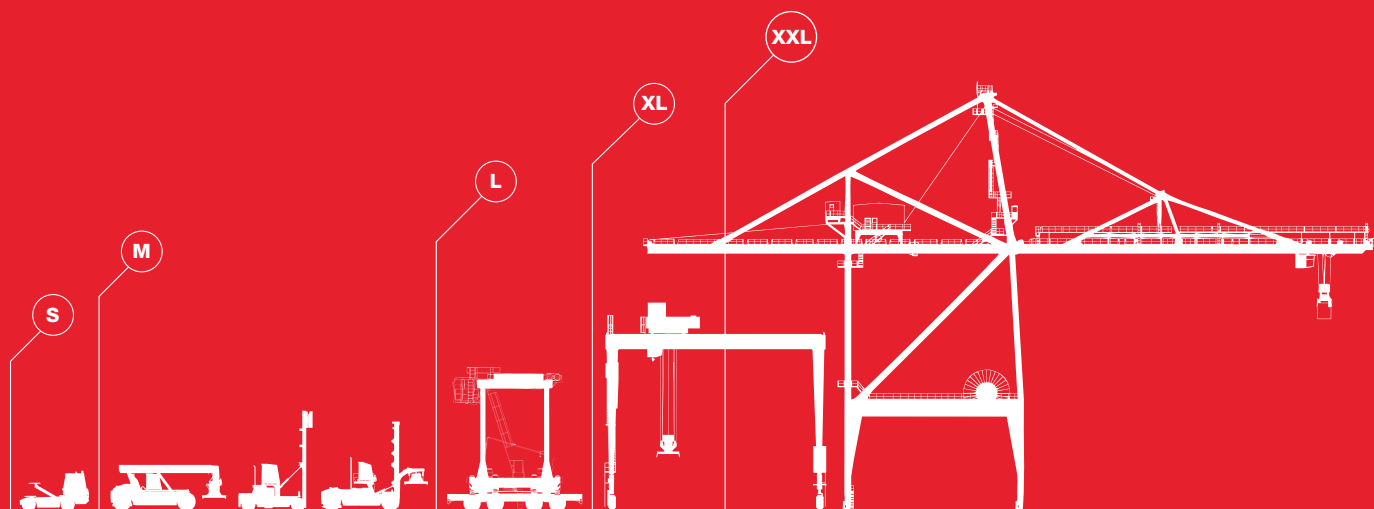
Port Elizabeth

Mossel Bay

Cape Town

Saldanha

CAN YOU NAME **ONE THING** THEY ALL HAVE IN COMMON?



WE CAN THINK OF MANY...

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