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PORTS & HARBORS

Official Journal of the International Association of Ports and Harbors

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Dakar builds a community system

Planning for peace
Bahrain building for the future

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Terminal renaissance
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World Peace through World Trade – World Trade through World Ports

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A new life for old facilities: Bilbao's Guggenheim Museum connects the old port and the city

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Back-up and recovery planning

Special consideration is needed for preparation for disasters

There is a saying in Japan that a natural disaster hits you when you are about to forget the last one. It seems quite common all over the world for various measures to be implemented when natural disasters loom. But as time goes by, people tend to forget and take life for granted, living without any thought of natural calamities until they are hit again.

The US administration recently reported that twelve of the 17 ports reviewed across the country had experienced at least one hurricane or earthquake since 1998.

Apparently, most of the port authorities struggled to deal with damaged infrastructure, silting and debris in key waterways, and restoring power, water and other utilities. However, the greatest challenges that they encountered – often not anticipated – were in communications, personnel and co-ordination. Many had problems with internal and external communications. Phone lines were down and cell phone reception limited. Locating port personnel was a particular problem, as many had been often evacuated from their homes. Interagency co-ordination presented other difficulties, especially for the planning and recovery efforts. As natural disasters are unpredictable, no protective measures can be perfect. In my view, this is where special consideration must be given to unique disaster planning. More attention should be given to back-up in our disaster preparedness. What if your terminals are linked to town and hinterland only by a single route? If this involves a bridge or tunnel, they will be especially vulnerable, so building another route as back-up should be a priority issue in your port.

> “More attention must be given to back-up in disaster preparedness”

It is also of critical importance to pre-plan recovery. Huge efforts may well be made to protect port facilities and operations, but, because of nature's unpredictability, we have to accept that disasters will occur at our ports. What is often overlooked is how to recover operations quickly. For instance, infrastructure cannot be checked for damage unless survey teams are equipped and ready to move in the immediate aftermath of a disaster.

In disaster preparedness, the key is to keep people aware. Unless we keep them constantly aware of disaster risks, measures will be ineffective even in the most advanced system. PH

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

Port updates

MONROVIA'S GRANT
The World Bank has approved a $37M grant to support the rebuilding and reinvigoration of Liberia's infrastructure and agriculture. It includes help for a management contract for the operation of the Port of Monrovia and advisory services to reform the country's port sector. The grant will also fund reconstruction of the oil jetty in Monrovia port, and technical assistance to government agencies responsible for transport and infrastructure.

JOINT BID
Mumbai-based Gammon India has joined with the Noble Group of Singapore to bid to operate two iron ore and coal handling terminals at Paradip port. Gammon is a major infrastructure company in port and terminal operations, while Noble is one of the largest handlers of iron ore in India and owns logistics facilities at various ports in the country. Each facility will have a capacity of 10M tonnes and cost about Rs5Bn ($122M).

CONTAINERS READY…
Phase one of Port of Prince Rupert, in northern British Columbia, on Canada's west coast, will open next month. Fairview Terminal, built at a cost of C$160M ($150M), will be operated by Maher Terminals of Canada Corp. Three post-Panamax cranes of 65-tonne capacity and a 22-container reach, have been delivered by Shanghai Zhenhua Port Machinery. The facility will handle up to 500,000teu annually and 2M teu on completion of phase two. Prince Rupert Port Authority says it is also looking at plans to build a second, similar, container terminal at nearby Ridley Island.

… BUT LNG ON HOLD
Plans for a C$350M ($330M) LNG import plant at Prince Rupert have been shelved and instead, a C$2Bn plant and gas-fired power generating facility will be built on Texada Island. A deepwater berth can be constructed to receive LNG carriers from Asia to operate from 2013. Operator WestPac must first clear significant regulatory and environmental hurdles.

Soaring success: Liverpool plans a new terminal and a waterfront revival

Towering port plan

The company planning a $180M post-Panamax container terminal at the UK Port of Liverpool has announced waterfront plans for Britain's tallest building outside London – to be named Shanghai Tower.

The 60-storey building, costing more than $500M, represents the strengthening ties between the twinned seaport cities of Liverpool – home to the oldest Chinese community in Europe – and Shanghai.

The naming of the iconic tower was inspired by a business visit to Shanghai by John Whittaker, chairman of Peel, the major UK ports and property group now planning both the Port of Liverpool's post-Panamax container terminal and a $20Bn transformation of the city's waterfront into a dramatic landscape, which it hopes will rival Dubai, New York and Shanghai.

Peel envisages the skyscraper as the dramatic centrepiece of its Liverpool waterside regeneration scheme, up-river from the port's planned new container terminal.

Peel Ports marketing director Frank Robotham commented: "Peel is determined to bring its dynamic influence to bear upon development of commerce and trade between the two great cities of Shanghai and Liverpool by applying its proven expertise in both the port and property development sectors.

"The Port of Liverpool is building significant trading links with China and Asia. The development of Shanghai Tower will reflect the exciting optimism which so impressed our chairman on his visit to Liverpool's twin city."

The soaring structure will be designed by internationally recognised architects chosen from a trio of the profession's top names – AFL, Broadway Malyan and Chapman Taylor and Benoy. It will offer 93,000m^3 of mixed-use floor space, accommodating the first five-star hotel in Liverpool, sophisticated office space and apartments.

Peel is planning to begin construction of Liverpool's post-Panamax container terminal in September 2008, with the facility operational by early 2011. The UK government gave the project its approval in March.

The new terminal will almost double the container capacity of the Port of Liverpool to nearly 1.5M teu. In 2006, the port handled 630,000teu at the established Royal Seaforth Container Terminal, which has a capacity of 800,000teu.

See our cover story pp26–32 for more examples of how the waterfronts at old city ports are being redeveloped.

Bushehr doubles in size

A development project that is progressing in the Iranian port of Bushehr, the country's major port, will increase capacity from 2.7M to 5M tonnes a year.

The $72M project includes construction of 390m quay wall, 1,015m breakwater and a 850m dike. Dredging of the access channel will remove 13.5M m^3 of material and reclamation will add 13ha. The dredging phase, which started in June and is being undertaken by Dutch company Royal Boskalis Westminster, will be completed by January 2008.

Vessels up to 30,000dwt will be accommodated at the new berth.

Completion of the whole project, scheduled for mid-2008, will give the port a container handling capacity of 280,000teu a year.

Bushehr is positioning itself as a hub for refrigerated cargo in the region and the development plans will promote this, the Port and Shipping Organization of Iran said.

Tank terminal plans

Biofuel, farming and logistics group ESV has signed a contract with ESM and Zeeland Seaports for the development of a new tank terminal on 98,000m² of land in the port of Terneuzen.

ESV will construct a tank terminal with a capacity of 184,000m³ for transhipment and storage of vegetable oils for distribution to western and central European inland factories by barge, train or truck. Destinations in Scandinavia, the EU and the Mediterranean will be supplied by shortsea shipping.

The company will be investing a total of €85M ($116M) and the terminal will provide employment for at least 35 people. The terminal is expected to become operational in mid-2009.

The project, known as the Axel Plain, will see the development of a 200m berth for vessels up to 180m in length and maximum draught of 11.5m, plus a separate jetty for tanker barges and coasters. There will also be storage and logistic facilities for a minimum of 600,000 tonnes throughput of vegetable oil, ethanol and clean minerals per year and an overall storage capacity of 184,000 m³ for vegetable oils, ethanol and clean minerals.

ESV also has first right of refusal on an extra 30,000m² plot of land adjacent to the Axel Plain.

Masoud Alikhani, chairman of ESV, said: "We are delighted to have concluded this agreement. Terneuzen is strategically positioned to provide a hub for supplying the European biofuel market, which is expected to reach 10.2M tonnes by 2010."

Tangier open for business

Tanger Med's first container is discharged

Morocco's newest container terminal, Tanger Med, operated by APM Terminals Tangier and the Casablanca-based Akwa Group, has received its first container.

At a special ceremony, King Mohammed VI opened the new terminal with container legend Mærsk McKinney Møller, owner of the terminal company.

Over 200 vessels a day pass through the Strait of Gibraltar as they transit on north–south and east–west liner trade routes. Tangier is a new competitor in the region, capable of handling the largest container ships in the world.

Martin Poulsen, VP of APM Terminals Europe Region, said: "Morocco's proximity to Europe's 400M consumer market will create a new gateway to trade." According to Etienne Rocher, MD of APM Terminals Tangier, the facility was fast-tracked by the Moroccan government. The port project is tied to the largest-ever infrastructure project in Morocco, which includes new highways, railway lines and other infrastructure.

Tanger Med is set to become one of the largest container hubs in the Mediterranean with a long-term capacity of up to 8M teu.

The Tanger Med port complex also includes ro-ro and passenger facilities with capacity for 500,000 trucks and 5M passengers.

California eases dock emission rules

California's Air Resources Board has given bulk carriers, car carriers and tankers temporary exclusion from its proposed anti-pollution regulations for vessels calling at the state's ports, while relaxing the requirements for reefers, passenger and container ships.

The agency said it excluded the vessel categories as they were 'not attractive' candidates for alternative maritime power. It plans to publish a new set of rules next year.

From 2014 container and passenger ships will have to limit auxiliary engine usage to a maximum of three hours per visit for 50% of their total annual port visits. From 2020 the three-hour maximum rises to 80% of annual port visits. Reefer vessels are subject to the same three-hour maximum by 2014, but only if they make more than 10 visits a year.

In 2020 the number of visits these rules apply to will be reduced to five a year, provided the average time at dock is 40 hours per visit.

As an alternative to shutting off engines, from 2014 ships will be able to opt to reduce their emissions at a terminal by 50% and from 2020 by 80%. Disapproval of the proposals has eased in recent months.

More info: www.arb.ca.gov

Port updates

CRUISE BONANZA

Brazil is gearing up for a busier cruise season from October to early April 2008, with up to 350,000 passengers expected. A little over 300,000 passed through Brazilian ports in the 2006–07 summer season. Royal Caribbean returns under its own name for the first time in five years with *Splendour of the Seas*, which will be the last vessel to depart from Santos on 6 April, bringing the season to a close. One agent commented that the stronger Real against the US dollar will encourage greater spending onboard. One dollar now buys Reais1.88, compared with Reais3.00 five years ago.

TRANSHIPMENT TARGETED

Visakha Container Terminal in Visakhapatnam port, on India's east coast, is to develop its role as a transhipment port for cargoes destined for Bangladesh and Myanmar. Visakhapatnam Customs House has issued a public notice permitting transhipment of international containers at the port, allowing the DP World-operated facility to handle containers arriving from and heading to foreign countries.

EXPANSION COMPLETED

Cagayan de Oro has completed its expansion project, the Philippine Port Authority has announced. Five berths have been added to help relieve congestion at the port. Panamax vessels can now be accommodated, allowing more efficient movement of cargoes and faster turnaround time. The expansion covers 22ha of solid and reclaimed land at the centre of Cagayan de Oro City, off the shores of Macajalar Bay, making the facility the largest port on Mindanao Island.

VERSATILE VESSEL

The Port of Le Havre has taken delivery of a new bucket and moving suction dredger, the *Gambe d'Amfard*, from the Galati shipyards in Romania. The vessel is owned by GIE-Dragages Ports, the group formed by France's autonomous ports and the government to undertake dredging in the country. It is operated by Le Havre's dredging and hydrographic surveys department.

Port updates

SWEET SUCCESS
The long process to reform Israel's ports has progressed with an agreement for Israel Shipyards to operate the country's first private teriminal in Haifa. The first vessel will be one bringing a cargo of sugar from Brazil in October. The company's agreement with Israel Ports Development & Assets Company allows for the handling and storage of 200,000 tonnes of raw sugar a year.

HIBIKI RESTRUCTURES
Japan's Kitakyushu City Government has announced that it will take over the assets and some of the operations of Hibiki Container Terminal (HCT) after a restructuring process prompted by a reported loss of ¥1.76Bn ($15M) in the 2006 financial year. After completion of restructuring in October, Singapore's PSA International will remain the largest shareholder in the terminal. HCT was the first private-public joint venture in Japanese ports and also the first to have a major international terminal operator in management.

AIR PASSENGERS LAND
Crowded airports and increasing concerns for the environment are channelling passengers back to ferries, says French ro-ro operator SeaFrance. Bill Laidlaw, SeaFrance UK sales director says delays at airports, security alerts and environmental concerns are turning people to ferry travel. The company recorded a 12.1% rise in cars carried on its Dover–Calais service in the first seven months of 2007.

CMA CGM BUYS IN INDIA
French liner major CMA CGM is to buy a 26% stake in Adani Logistics, a wholly owned subsidiary of Mundra Port and Special Economic Zone. The unlisted Adani Logistics handles railway container operations and has recently received a licence to operate box trains. The French major is the latest to venture into India's recently opened container transport sector, following the leads of the AP Møller-Mærsk Group and APL.

Competition: Ahlers expects 1M teu in 10 years

Cuxhaven plans container berth

Northern Europe's container ports could be facing new competition in the next decade if Cuxhaven, on Germany's North Sea coast, starts a planned expansion programme. Local terminal operator Rhenus Cuxport announced in August ambitious plans to extend the port's quay by 1,300m to over 2,000m in the next five to 10 years.

Construction for a new berth for ro-ro and non-containerised general cargoes is already under way with three more to follow pending planning permission. The second phase is intended to cater for deepsea container services.

"I am confident that we will handle about 1M teu here in 10 years' time," declared Rhenus Cuxport CEO Heinrich Ahlers. With its strategic location on the estuary of the River Elbe 120 kilometres from Hamburg, the port appears to be well placed to attract any cargo overspill from Hamburg, where capacity constraints are likely to become more acute in the next decade.

Cuxhaven lost out in the last round of German deepsea container port planning when Wilhelmshaven prevailed with its 2.7M teu JadeWeserPort project. However, this construction is lagging behind schedule following legal actions from residents and environmental groups.

Ahlers maintained that the planned capacity additions in Cuxhaven would not ratchet up competition between the established German terminals. "Hamburg, Bremerhaven and Wilhelmshaven will not be our rivals, they will be partners in a joint effort to overcome the capacity constraints," he said.

Cuxhaven expects to handle 85,000teu this year for shortsea container specialist Samskip and DFDS. To speed up the operations, Cuxport has recently taken delivery of a second-hand gantry crane from Bremerhaven, which it hopes to commission in October.

Its planned entry into the deepsea container market is also backed by Hamburg's terminal operator HHLA, which has a 25.1% share in Cuxport, while German ports-to-logistics group Rhenus controls 74.9%. The two are also partners in a warehousing and logistics joint venture in Hamburg.

More info: www.cuxport.de

Luanda to be developed

The government of Angola has signed a 20-year concession agreement for the operation of the country's main container port of Luanda.

A new joint-venture company, Sogester, has been formed to run the terminal. The partners are APM Terminals (which holds 51%) and Portuguese investment group Gestao de Fundos (49%).

Angola is a large producer of oil and has a fast-growing economy with recent double-digit GDP growth expected to continue in the years ahead. Major infrastructure investment is under way in the oil, gas and related industries. There is also continued development of hinterland road and railway links to stimulate economic development and international trade still further.

Simon Pitout, head of APM Terminals' Africa region, declared: "We look forward to continuing the positive spirit of co-operation with the Angolan authorities to develop Luanda Container Terminal into a world-class facility and a leading container terminal in the region.

"Sogester plans to make substantial investments and improvements to the container yard, quayside and terminal handling equipment.

"This new facility increases APM Terminals' African presence and complements our existing facilities in Lagos and Onne (Nigeria), Douala (Cameroon), Abidjan (Côte d'Ivoire) and Tema (Ghana)," he added.

Kim Fejfer, CEO of APM Terminals International, based in The Hague, Netherlands, said: "We are pleased with the Luanda Container Terminal agreement and we commend the Angolan Ministry of Transport and the Port of Luanda for their professionalism and the transparency of the process."

Felix Neto, the chairman of Sogester, added: "Sogester is committed to the development of our local staff, and we will focus on the continued training and development of our professionals to achieve world-class standards."

More info: www.apmterminals.com

Dredging

CHINA ORDERS
Jan de Nul Group has placed an order for eight ships with Tianjin Xinhe Shipbuilding in China, to be delivered from 2008 to 2010. It has ordered a 3,700m^3 split-hopper dredger, two 3,700m^3 split-barges, four 1,800m^3 split-barges and a backhoe dredger.
More info: www.jandenul.com

INDIAN VESSELS
After a year's wait, the state-owned Dredging Corporation of India has been given permission to add three new trailing suction hopper dredgers to its fleet.
The 5,000m^3-capacity TSHDs will be built by IHC Holland Merwede for Rs10.87Bn ($265M).
More info: www.ihcholland.com

JOINING FORCES
India's Essar Group and Ahmedabad-based Adani Group have joined forces to bid for dredging projects in the country. The two want to operate in other ports, both private and government-owned, such as Kolkata, Paradip, JNPT, Ennore and Cochin.
More info: http://company.monsterindia.com; www.adanigroup.com

CONTRACT AWARD
Work on deepening Jawaharlal Nehru Port's access channel from 12m to 14.5m moved a step closer as the port's trustees awarded the Rs8,000M ($200M) contract to Van Oord.
More info at www.vanoord.com

DREDGING DESIGN
Vosta LMG has signed a contract to supply the basic design and dredging components of a self-propelled cutter suction dredger for China's Tianjin Dredging Corporation, planned for an early 2009 launch.
More info: www.vostalmg.com

SAND TRAP
Port Canaveral has dredged a pit to trap sand in a bid to prevent significant shoaling in the access channel. The $1.9M project was initiated after hurricane-induced sand build-up shut down the channel last year.
More info at www.portcanaveral.org

Impact: Taranaki will accept larger ships

Dredging increases options

Port Taranaki has completed a 19-month dredging project to take its operating draught from 10m to 12.5m, making it one of New Zealand's deepest container ports.

Completing the project under the NZ$25M ($18M) initially budgeted, New Zealand-based Heron Construction dredged about 665,000m^3 of material from the approach to the port's berths and the turning basin with the Turkish dredger *Machiavelli*.

Port Taranaki chief executive Roy Weaver said the extra draught could potentially affect several sectors of the port's business.

Larger container ships up to 300m long and over 4100teu capacity will be accommodated together with bigger products tankers and vessels used in the port's fertiliser trade.

The port has consent to dredge down to 14m when customer demands make it necessary – at an estimated extra cost of $25M.

And Port Taranaki is bidding to become the country's LNG port, with success in that contest also dependent on having a deeper entrance channel.

The port is poised to handle some1.3M tonnes of coal, a trade dependent on it being able to handle Panamax-size vessels.

Port Taranaki has secured its future in the coal trade by investment in the South Island Port of Greymouth, which is close to the coalfields.

Taranaki is now the major shareholder of a new company that will upgrade and operate Greymouth. Millions of tonnes of coal will be shipped from there to Taranaki for export.

The new company, Greyport Terminal, is owned by Port Taranaki (50.1%) and Port Westland. Greyport will lease the facility from Port Westland for an initial period of 23 years.

In another development, Port Taranaki has become the first in the country to receive official recognition for its harbor safety management systems under the government agency of Maritime New Zealand's (MNZ) port and harbor marine safety code. It is the culmination of "significant work" by the port and the Taranaki Regional Council, said MNZ director Catherine Taylor.

She said the code promoted good safety practice in ports and harbors, and provided a national standard against which performance could be measured.

"The fact that attaining this approval is a voluntary process demonstrates the commitment of the council, Port Taranaki and the maritime industry to improve safety, and we fully endorse and applaud that."

More info: www.porttaranaki.co.nz

Super-size ports planned in China

The Chinese government is investing $66M to dredge the Xiazhimen Channel to 22m below chart datum. This will make it the country's deepest man-made channel and will enable 300,000dwt ships to enter Ningbo-Zhoushan Port.

The work is needed because the number of vessels over 150,000 tonnes using the port went up from 80 in 2003 to 360 last year. Once the channel is complete, in June 2008, large vessels will no longer have to wait for the tide to reach the port and discharge. It could save shipping companies $13M a year, the port believes.

The ports of Tianjin, Qingdao and Zhanjiang also plan to deepen channels to accommodate 300,000-tonne ships by 2010.

More info at http://english.gov.cn

Clearing the slate

The South Carolina State Ports Authority (SCSPA) has approved $7.4M in terminal improvement and investment projects, including a demolition contract that clears the slate for port expansion at the former navy base.

"This is the next concrete step toward the new terminal in North Charleston," said Bernard Groseclose, president and CEO of SCSPA, which has received all the necessary federal and state permits to proceed with its new 113ha, 1.4M teu container terminal.

The demolition project involves removing all above and below-ground buildings, structures, pavements and utilities in Phase I of the new terminal, over about 70ha. Demolition is expected to take about six months.

The SCSPA has also awarded a contract for berth maintenance dredging to Marinex Construction of Charleston for $1.4M. Approximately 172,000m^3 of silt will be removed from berths at three of the SCSPA's terminals.

The Columbus Street Terminal will be dredged to 16m at mean low water (MLW) in Berth 3 and to 13m MLW in Berths 4 and 5. Union Pier Terminal will be dredged to 14m MLW and the Wando Welch Terminal to 15m MLW. The dredging work will continue until November.

Rail link: the service is faster than the sea voyage

Rail aims to beat ships

A new container rail service has started between China and eastern Europe that claims to be twice as fast as the sea transit, although shippers pay extra for the speed.

Dutch-based European Rail Shuttle (ERS) delivered 52 x 40ft containers from Shenzhen to a customer in Pardubice, near the Czech Republic's capital Prague. Transport took only 17 days, which ERS said is more than twice as quick as the sea voyage. The company hopes to build on this to start a new regular service between China and Europe.

"We are not the first operators serving this route by rail," said ERS director Frans Zoetmulder. "But this is the first time that an import train has crossed from China to Europe."

ERS worked with its sister companies Trans Siberian Express Service (TSES) in Russia and Tie Yang Transportation (TMT) in China to provide the service, together with railway companies in the countries the train had to cross, including China, Mongolia, Russia, Poland and the Czech Republic.

Intercontinental container transport by rail can offer a good alternative to sea transport, although it costs more, Zoetmulder claimed. "Surely with the current congestion, rail transport could be an interesting new alternative," he added. "Although transport costs are higher than these of sea freight, a huge time saving can be achieved by carrying the cargo over land. Rail may be a very good alternative for the sea-air concept."

Cash & cargo

PORT IPO FILED
India's largest port IPO has been filed by Adani group-owned Mundra Port and Special Economic Zone and is expected to raise about Rs20Bn ($48M) for construction and development of the south basin terminal in the port. Also planned is development of infrastructure and facilities in the proposed special economic zone.

SERVICE ACQUISITIONS
Konecranes has acquired two companies, one in Italy and one in Finland. In Italy, the ports service business of Technical Services, which specialises in providing maintenance and engineering services to port terminals was bought. In Finland the group acquired container handling software specialist Savcor One which provides products and services to more than 20 leading container ports all over the world.

CRANES FOR FINLAND
Finnish container terminal operator Steveco has ordered a ship-to-shore crane and three straddle carriers, with long-term service agreements from Konecranes. The equipment will be delivered to Steveco's container terminals in Vuosaari and Mussalo late in 2008

CRANE DEADLINE
Rodrimar, the smallest container terminal operator in Santos, is spending €2.4M ($3.2M) on a new Liebherr LHM-400 and four reach stackers before Brazil's Reporto incentive ends later this year. Reporto allows ports tax breaks when buying equipment, giving savings of around 40–60%.

EARNING RISE
International Container Terminal Services Inc (ICTSI) earned PHP3.29Bn ($70.9M) from port operations in the 2Q07 ended 30 June. According to its latest results, net income totalled PHP535M ($11.5M). Port operations in Manila, Poland, Brazil and Madagascar account for 71% over the quarter, up by 12%. New subsidiaries in Indonesia, China and Davao (Philippines) contributed 27%.

Opening time: MICTSL handles 90% of the country's cargo

$30M modernisation

Madagascar International Container Terminal Services (MICTSL) has completed the first phase of its $30M modernisation programme for Madagascar's main port in Toamasina.

The investment covers modern container handling equipment, infrastructure and information technology and includes $5.2M spent on a twin-lift mobile harbor crane from Gottwald, four rubber tyred gantries (RTGs) from Noell-Reggiane costing $5M, and equipment from Kalmar including terminal trucks and reach stackers worth $2M.

Other investments by MICTSL, a subsidiary of Philippines-based International Container Terminal Services Inc (ICTSI), include a $7M rehabilitation and development of the terminal's container yard to enable the use of RTGs and more than $1M in terminal operating systems from NAVIS SPARCS.

Speaking at the inauguration of the terminal, Enrique Razon, ICTSI chairman and president, said that modernisation would continue so that the terminal was well placed to respond to challenges posed in regional and global trade.

Variety of container service lines increases

A survey conducted by South Korea's Busan Port, Authority found that 301 shipping services now operate from it. In all, some 71 domestic and foreign shipping companies provide regular container services, according to the survey.

The number of services from the port increased by 46% over 2006, with 30 major shipping companies from across the world calling at the port. Japan accounted for the most, with 61 service lines, followed by southeast Asia with 55.

China is the fastest-growing area, with 14 services added in the past year, taking it to a record 53. Japan and China combined account for 38% of the port's trade, reflecting its bid to be a transhipment centre.

Shenzhen gets triple crane

China-based Zhenhua Port Machinery (ZPMC) is spending some RMB200M ($40M) on research and development each year to boost production at ports. It now has a triple 40ft quayside gantry crane design available.

The crane's 120 tonnes capacity achieves a 20% efficiency increase over ZPMC's popular twin 40ft cranes, for which it has now received more than 100 orders.

Hengrui Dong, general manager of the Shanghai crane maker, said that productivity in ports of 120teu per hour is "a possibility". The first of the new gantry cranes are in operation at Shenzhen's Mawan container terminal.

So busy is ZMPC that it is having to supplement its fleet of 18 converted 60,000dwt bulk carriers, which deliver the cranes around the world, with chartered heavy-lift tonnage.

www.zpmc.com

Three in a row: ZMPC's triple cranes get to work in Shenzhen

China boost for HPH

Hutchison Port Holdings (HPH) grew steadily in the first half of 2007, driven by an increase in container throughput led by its mainland China business, Yantian International Container Terminal.

Announcing the interim results for Hutchison Whampoa, chairman Li Ka-shing told investors the ports division increased its total throughput by 14%, handling 31.5M teu in the first half. Total revenue grew by 16% to $2.27Bn.

The company does not reveal the throughput of individual terminals but said the major contributors were Yantian, growing by 14%; Hong Kong's Kwai Tsing terminals (11%); Shanghai ports (10%); Europe Container Terminal (12%) and Jakarta terminals (17%).

"Hong Kong and the Asia region continued to benefit from the robust economic performance of the mainland," Li said.

"Although there are emerging concerns relating to the credit environment in the US and Europe and the possible slowing of growth in the US, the economies of the mainland and Asia region remain healthy and should continue to support a growth trend from which the group's diversified portfolio of businesses will continue to benefit."
More info: www.hph.com

Antwerp's box growth

The new Deurganck dock has given a great boost to container growth at Antwerp, with over 4M teu handled in the first six months of this year – up 14.6% on the corresponding period in 2006. Some 46.5M tonnes of container cargo was handled, a rise of 15.2%.

Activitiy at Deurganck dock doubled over this time. Antwerp also benefited from the industrial action and congestion problems elsewhere, particularly Rotterdam, as trade was diverted, said the Antwerp Port Authority.

In total nearly 90M tonnes of freight was handled in the port in the first six months of this year – a growth of 6.7%. An all-time record was set in the month of March, when a volume of 16.4M tonnes in 741,255teu was handled.

At 9.7M tonnes, conventional and breakbulk cargoes were up by 7.6%. Exports accounted for all of this growth, said the port authority. The amount of steel handled rose spectacularly, by 17.6%, mainly due to imports from China and India.
www.portofantwerp.com

New expansion impetus

Cargo figures at Zeeland Seaports in the Netherlands have given the port authority a new push for its Westerschelde Container Terminal expansion programme. ZSP, which covers the ports of Vlissingen and Terneuzen, said it handled 22% more cargo in the second quarter of 2007.

Despite the increase in throughput, the number of ships calling at the two ports was down, but visits from larger ships increased, as did the average throughput per vessel. "This is a sign of the increases in scale taking place in shipping," said a ZSP statement.

"This is an extra reason to focus unrelentingly on creating the facilities needed to handle the largest ships."

Crude oil and oil products remain the ports' largest product group, with 4.2M tonnes being handled in the past six months, up 22% over 2006 and the largest increase of all product groups.
More info:
www.zeeland-seaports.com

People

INDIA SALES
The Port of Charleston has retained a sales representative in India to help serve its rapidly expanding trade, the South Carolina State Ports Authority (SCSPA) announced. Anthony Lobo will be based in Mumbai.

NEW MANAGER
Jacksonville's JAXPORT has appointed Joshua Rodriggs as manager of Latin American marketing and trade development. The port wants to continue to cultivate business with countries in the region.

MONTREAL DIRECTOR
Michel M Lessard has been appointed to the board of directors of the Montreal Port Authority for a term of three years. Lessard is president of Sogexfi, a management and financial consultancy.

Arts: John Fitzgerald is presented with the award by Welsh soprano Elin Manahan Thomas

Singing a port tune

Associated British Ports (ABP), which owns and operates the South Wales ports of Cardiff, Barry, Newport, Swansea and Port Talbot, has been presented with a prestigious arts, business and sustainability award.

The Arts & Business Cymru Award is given in recognition of a partnership between a business and an arts organisation, in this case that between ABP and Welsh National Opera (WNO), which stimulates community involvement and inclusion in the arts.

Associated British Ports says that it is committed to developing and promoting a flourishing community and business environment in South Wales.

The company views its long-running sponsorship of, and close relationship with, WNO as integral to this strategy. ABP's employees across South Wales work actively with WNO through a successful employee-involvement programme, which provides them with an insight into WNO's work.

John Fitzgerald, ABP port director South Wales Ports, said: "ABP's partnership with WNO has been of enormous benefit to both of us. Our support of WNO has helped them flourish as a world-class opera company while giving our employees and our customers a taste of the very best that modern opera has to offer."

Vazey bows out of Auckland

Geoff Vazey has retired after 11 years of leadership at Ports of Auckland. The MD has spent a total of 19 years there, overseeing a major transformation at New Zealand's biggest port.

Vazey was appointed MD in 2006 following 10 years as chief executive and eight years as GM in the company's operations and engineering areas.

He was recruited as GM plant Services (now Axis Engineering) in 1988, as Ports of Auckland began a radical change. After 117 years' stewardship by the Auckland Harbour Board, it became a publicly listed company that was expected to be efficient, competitive and make a profit.

The next few years were turbulent, as the labour force was reduced from 1,500 to about 580 employees today, starting the company on a path to improve its efficiency and productivity.

After his appointment as chief executive in 1996, Vazey led the company through a technological transformation that has seen a major upgrade of the port's technology, the establishment of two inland ports to minimise port traffic at peak hours, and the introduction of sophisticated computerised systems aimed at enhancing the smooth operation of the supply chain.

Vazey regards his most significant achievement as having taken Ports of Auckland from being a case of the "world's worst practice" in labour relations to a business that is growing by 7% a year and is now heading toward the top end of the world's best practice.

He claims that the port's safety record is "20 times better" than when he started and that port workers enjoy more favourable working conditions and better paid jobs. He has driven through improvements in the use of port assets, and seen the number of containers handled quadruple using the same land area .

In retirement, Vazey hopes to indulge in his hobbies and spend more time with his wife Carol and their two sons.

Vazey will be succeeded as chief executive Jens Madsen, who has been Ports of Auckland's CEO since 2006. He will continue development of the Axis Fergusson container terminal, which will take Auckland to nearly 1M teu capacity.

People

GPA CHAIRMAN

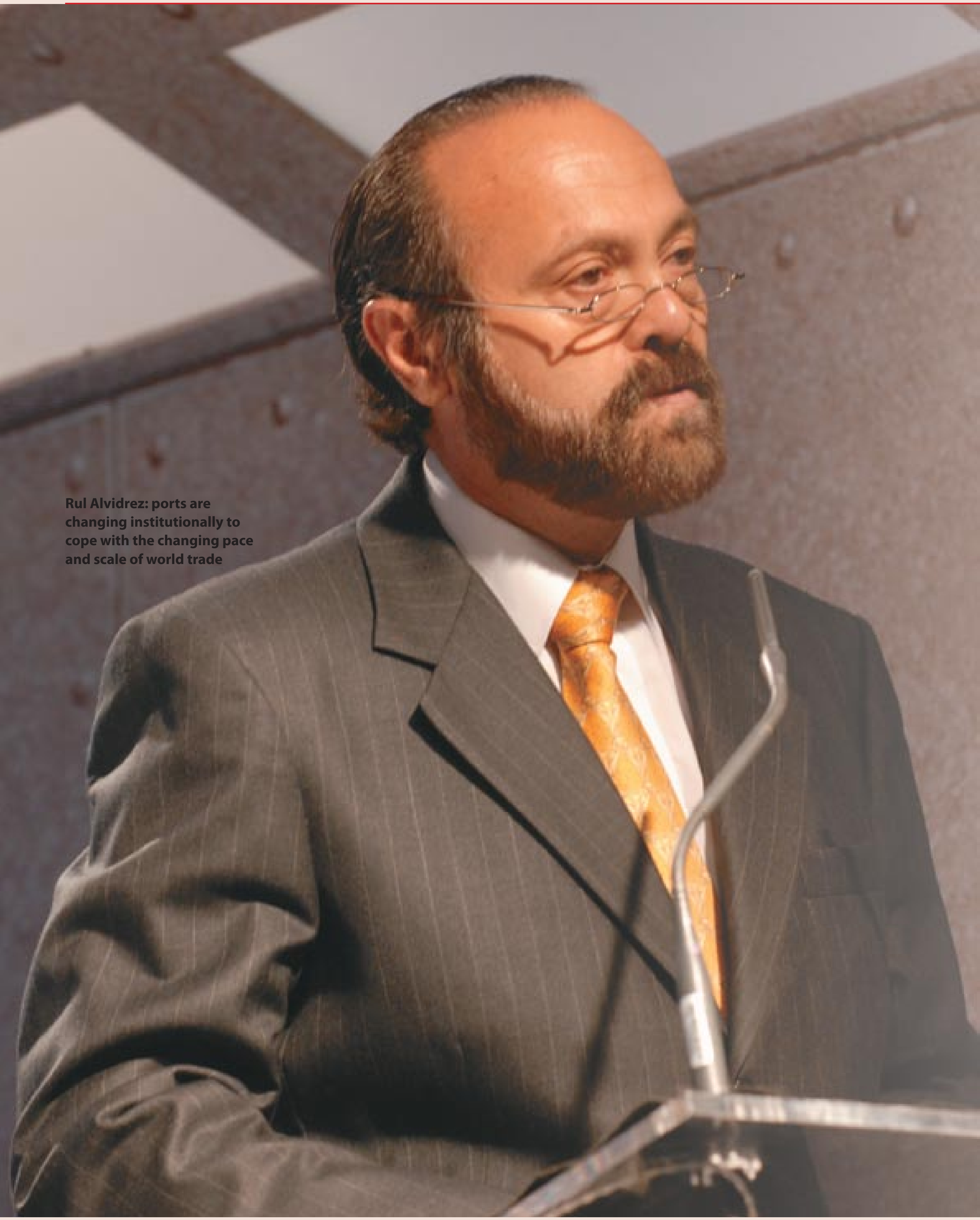
The board of directors of the Georgia Ports Authority (GPA) has elected Stephen Green of Savannah to serve as chairman of the board. Green was first appointed to the board in 2004 and has also served as vice-chairman.

ROTTERDAM NON-EXEC

René Smit has been appointed as non-executive director at the Port of Rotterdam Authority. In the past he served as an alderman in the Rotterdam council working on the port and finance portfolios.

OCEAN PROTECTION

Geraldine Knatz, has been appointed to California's Ocean Protection Council. She has served as executive director for the Port of Los Angeles since 2006 and is an EXCO member.



Rul Alvidrez: ports are changing institutionally to cope with the changing pace and scale of world trade

Linking the value chain

Angel González Rul Alvidrez, EXCO member for the Americas, looks at how ports can cope with changes in global maritime commerce and the tools to use

The international trading environment of recent years has been characterised by an extensive process of reorganisation and innovation in the world economy and the development of data, logistics and transport systems. This has caused a greater integration between economies as well as an intense focus on and competition in production, commerce and finance.

This dynamism in business and the world economy has driven the huge growth in volumes of goods transported by sea that we have seen recently. This, in turn, has accelerated the growth of the international port industry.

A factor external to the ports, but which directly affects their competitiveness, is the strategic development of large shipping companies. Their numbers are shrinking as mergers and acquisitions accelerate throughout the industry as a strategy of capturing an ever-greater share of world trade.

These shipping groups operate their services with ever-larger vessels, more and more of which are being introduced, reducing the ports of call, increasing the need for transhipment and requiring greater use of use of land bridges.

The effect is to increase shipping companies' economies of scale. They group and concentrate traffic, make better use of established fixed capacity by optimising transit times and, by developing the business function, offer integrated door-to-door transport services at either end of the sea voyage.

This strategy translates itself into the following policy: they choose ports that are either new or in the planning stages which link both ends of the value chains. The choice is carefully calculated, because such ports can be constructed without any limitations in port infrastructure and building, and will be tied in to their hinterlands with excellent integrated rail and road connections. The companies can also influence port design and operations.

Shipping companies are also exerting their influence in the multimodal area. These activities are boosting the integration of logistics chains in the production-to-consumption cycle and helping to streamline transport systems and improve their performance for users.

The result has been a reduction in costs and benefits of economies of scale. An atmosphere of intense competition between shipping companies and ports has been created, as each fights to maintain its position in the market or even increase its share of trade.

Continued participation in the global maritime industry demands that companies respond to these changes – particularly by strengthening their human resource element. But how best to achieve this goal?

Mexican ports have been noteworthy in recent years for the high growth in the volume of goods handled and for the diversification of their activities. They have become areas of opportunity for new investment and for generation of employment opportunities in terminals, installations and port businesses, both commercial and industrial. Today, Mexico has ports that compete in efficiency with the leading ports in the world in terms of their container operations and that can demonstrate significant advances in the handling of other types of cargo.

In our case, in order to strengthen the competitive position of Mexican ports, the national port authority has initiated organisational changes through strategic planning schemes. This has seen a national port system set up, which liaises with outside businesses to improve the performance of ports and services provided by the wider port community.

One of its tasks is to evaluate transit times; regularity and frequency of services; flexibility towards possible changes; security; and ensuring that real-time information is provided which is both flexible and transparent. In addition, it oversees the human and natural resources committed by port managements to ensure these are adequate.

As this programme has developed we are becoming increasingly aware of the difficulties that can affect port plans – particularly the issue of competitiveness.

Mexican ports realise there is a need to improve their competitiveness, and there are several avenues by which this can be achieved. Access by land and sea routes is being improved and their development is being linked to logistic and other transport networks.

Trends in world maritime trade

- Need for greater efficiency and lower costs
- New logistics systems emerging
- Accelerated containerisation of cargo
- Growth in port capacity
- Growth in cargo unit size
- Need for ports with a greater capacity
- Ports providing more sophisticated services
- Specialised loading for particular cargoes
- Growing emphasis on connectivity

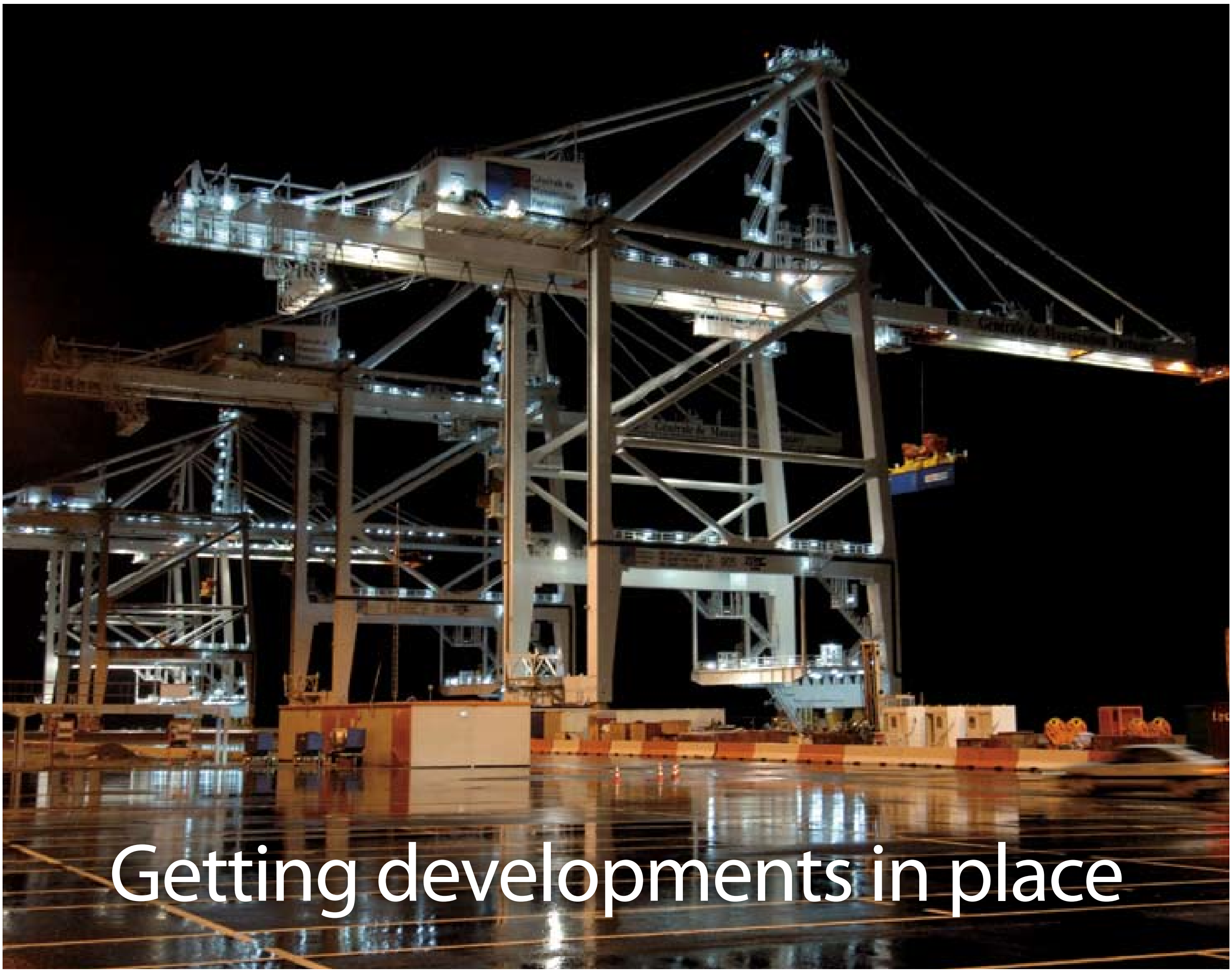
Before anything else, there is an imperative to strengthen ports' internal organisations so that they can respond effectively to the challenges of the market. One way is to improve the efficiency and flow of customs and commercial documentation.

These approaches can present some practical difficulties. Changes will have to be initiated in the port communities, which may have economic impacts, both on production consumption in their immediate areas and on the regional and national economy. As such, the port authorities need to pay close attention to long-term planning, development of infrastructure, co-ordination of the relationship between ports and cities, and the promotion and facilitation of investment.

At the same time, they cannot afford to lose sight of the need to keep up their efforts in areas such as maritime security, the protection of the environment and the promotion of competitiveness.

In addition, some Mexican ports certainly need to modify their commercial strategies. As well as ensuring their physical installations and port services are adequate and flexible, they are under constant pressure to reduce costs, improve efficiency and develop into international logistic hubs. PH

Angel González Rul Alvidrez is general director of Ports Mexico
More info: http://e-mar.sct.gob.mx



Getting developments in place

Almost every port around the world wants to expand, and in this report ***P&H*** investigates how one investment went ahead

Port 2000 was a bold and brave concept to help Le Havre maintain and improve on its position as one of northwest Europe's leading container ports, to enable it to face the coming decades with confidence. The facility opened at last in 2006, after lengthy public consultation procedures.

Now the port is pressing ahead with phase two of the development and is keen to ensure that the delays of the past are not repeated.

The Port of Le Havre (PAH) conducted discussions with environmental groups and local fishermen, who had concerns about the effects of the project on the River Seine estuary. It helped that the then president, Jacques Chirac, backed the project as one of major importance for the national economy.

In addition, the local authorities in Normandy gave their support, recognising its importance for the economy of the region. Part of the design and planning involved consideration of environmental aspects.

Knowing that major port development schemes attract attention, PAH called on the talents of a multi-disciplinary team of architects, landscape designers and others to help in the development of Port 2000.

Working with this group was a steering committee of elected officials and technicians from the north and south banks of the Seine estuary. From this the landscape study for Port 2000 was used to define the main landscaping and architectural options, based on the layout plan for overland service roads and the logistics area.

At the beginning of 2005, landscape development work involved in the first phase of Port 2000 started. One element involved the planting of 640 Italian poplars (a rural species well suited to the climatic conditions of the estuary) along 1.5km of a wall of containers used as mutual protection between Port 2000 and the CIM oil terminal.

Parkland at the western entrance to Port 2000 was created, providing a large open public recreational space facing the sea. Other parts of the development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www.moffattnichol.com

were planted with indigenous Normandy grasses.

Taking together industrial and port facilities, PAH has created some 600ha of green areas to counterbalance the 5,000ha making up the port industrial zone.

Some landfill sites have been filled in and made into parkland. One area in particular has pleased PAH by its emergence – that of the CETH zone, where the Hode landfill site now forms part of the nature reserve.

PAH insists that companies developing land in the port must create and maintain some 10% of the area they occupy as parkland. Not only does this allow PAH to meet environmental standards, but also it creates a pleasant working environment.

Green areas provide more than just visual interest, however. They are an important part of the ecosystem, and act as absorption areas for rainwater. Landscaped stretches of water regulate the rainwater system and form reserves that can be used for fire-fighting.

The main development scheme is based on a matrix, with four green belts oriented north–south and broad west–east strips bordering the main transport infrastructures. The layout of each green area reflects

> President Chirac backed the project as of major importance for the economy

the natural landscape along the Seine estuary, and the plant species used are compatible with the local flora, being selected according to the site of each facility.

All this background enabled PAH to start the second phase of Port 2000 with more confidence. A big step was taken at the end of June 2007, when the second phase, covering the construction of six new berths over 2,100m, to add to the existing 1,400m of berths.

The first stage of the engineering activities will see the construction of 1,050m at the western end of the existing berth. These new berths will expand the Terminal de France, which is operated by Générale de Manutention Portuaire (GMP) in association with the CMA GCM and Terminal Porte Océane (TPO), run by Perrigault and APM Terminals.

Following this, another 1,000m of berth will be constructed for TNMSC's terminal, operated by stevedores Terminaux de Normandie and MSC shipping line. These new developments are scheduled to be complete in early 2010 – a pledge made by PAH directors at a board meeting in November 2006.

It was in 1999 that PAL first felt that the final round of administrative procedures it had to undergo towards construction of Port 2000 was under way.

With the blessing of French prime minister Lionel Jospin, transport minister Jean-Claude Gayssot gave the project the go-ahead in principle in December last year, opening the way for the final round of administrative procedures before the start of work on site, hoped for in early 2000. This signalled the start of exhaustive consultations and discussions, which took place with local interest groups in 1998 within the framework of newly introduced French environmental legislation.

The work encompassed creation of a new access channel, a breakwater and railway, road and inland waterway links to ensure that the new facility was connected to intermodal routes.

In 2005 weather forced delays to the construction of Port 2000 and resulted in congestion just as Le Havre experienced a record year, with transhipments alone exceeding 700,000teu, making up one-third of all container traffic for the year.

Unpredictably bad weather cost PAH 250 working days between the start of construction in 2000 and completion in 2006. As well as natural phenomena, the port faced opposition from crane operators opposed transfer of employment from the publicly owned PAH to private terminal operators at the new facility. PH

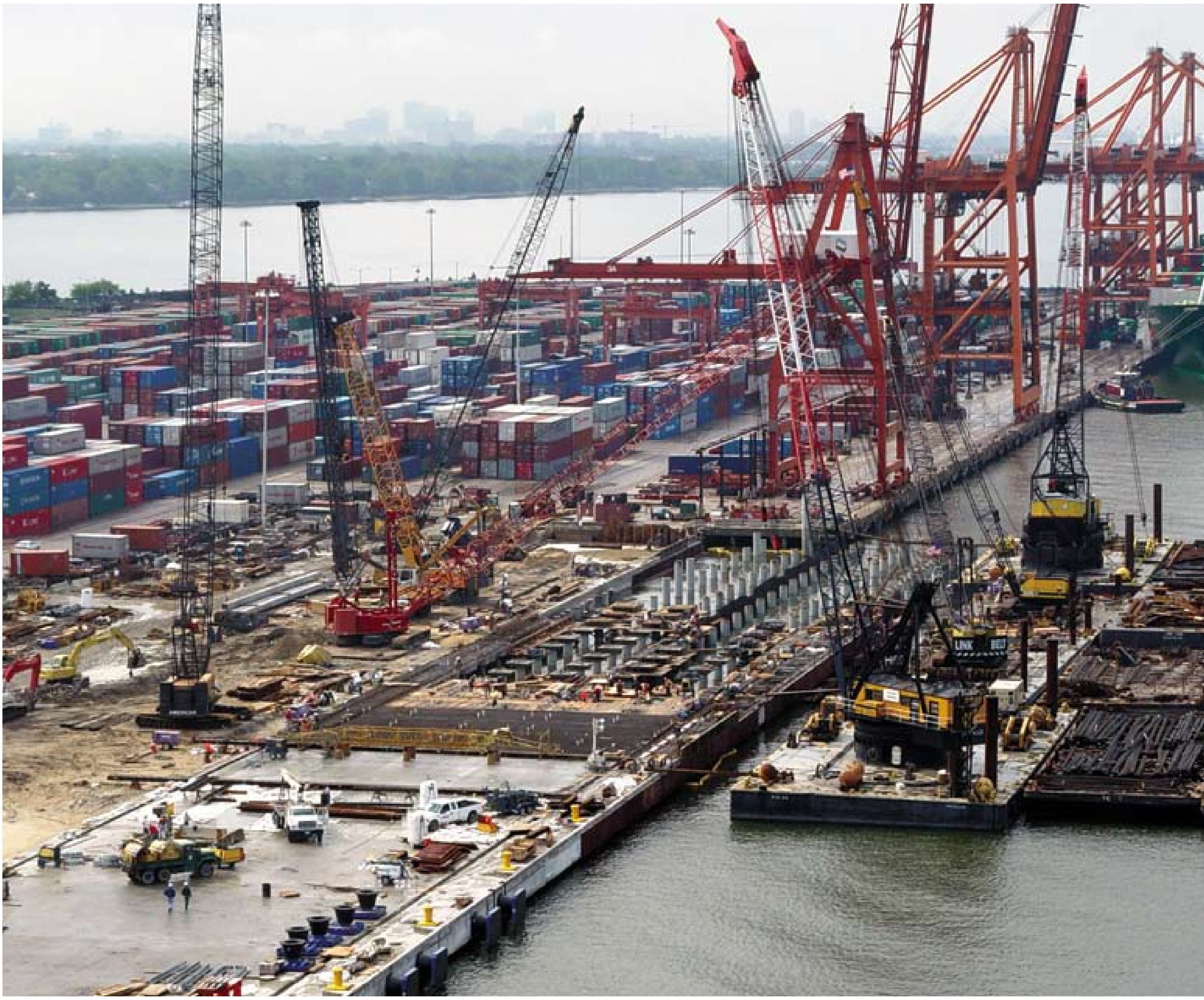
More info: www.havre-port.net

Port 2000 timetable

1998	Planning
1999	Consultation starts
2001	Construction starts
2006	Opening
2007	Phase two construction starts
2010	Phase two planned to open



Construction: PAH overcame delays to forge ahead with Port 2000



Keep on working

When a port expands an existing berth it can try management ingenuity to keep operations going, as *P&H* found out in Virginia

Some ports are luckily enough to be able to design on greenfield, or at least brownfield, sites, but others have to use ingenuity to overcome physical restrictions that would have posed problems in earlier eras when ships were smaller.

In Colonial America, before the birth of the US, the Jamestown Docks grew to become a centre of commerce and trade through the export of tobacco. Now called the Port of Virginia, it still functions as a major economic engine for both the region and the country. The largest of the port's facilities, Norfolk International Terminals (NIT), accounts for nearly half of the port's total container throughput, but as its infrastructure and equipment aged it was in danger of becoming obsolete.

In 2002, the port's owner, Virginia Port Authority (VPA), started an $80M renovation of NIT's South Terminal to provide a new containerised cargo-handling facility capable of accommodating the ever-increasing size of container ships as well as the growing influx of cargo. Although the sheer size and scope of the project was daunting, the biggest challenge by far was the requirement that renovation should not affect terminal operations.

The renovation of NIT South continues and will be complete in 2012. The $280M project includes a new wharf, eight new post-Panamax or Suez-class

Photo: Moffat & Nichol

Smooth running: the cargo keeps coming while the expansion work is under way (above). The finished berth (right)

cranes, a switch to straddle carriers, the implementation of a second live gate and complete reconfiguration of the container yard, including the demolition of a number of old warehouses.

So far the berth is complete, the cranes are in place and operating, the first 25 straddle carriers are working, the live gate is in operation and about a third of the container yard has been reconfigured.

To achieve all this, the VPA needed careful design and planning, as disruption to port working had to be minimal. It called on maritime planning and engineering firm Moffatt & Nichol to design the new wharf and provide associated environmental mitigation.

The design team developed a four-phase plan that kept three berths in service at all times, avoiding impacts to shipping operations during demolition and reconstruction. The aim? To meet all of VPA's goals in less than three years.

The project involved the demolition of the existing concrete wharf and supporting concrete piles, 1.8ha of asphalt concrete paving, the removal of underground utilities, and the removal and disposal of three 15m-gauge container cranes and the relocation of four 15m-gauge container cranes within the harbor.

In all, more than 1,300m of dilapidated berths were replaced with a new facility designed specifically for containerised cargo operations. The wharf's design extended the new structure out into the river in order to increase its width so that 30m-gauge cranes could be accommodated, enable the depth to be dredged to 18m, and minimise and mitigate environmental impacts.

"One of the VPA's most challenging requirements for the wharf was the need to collect and treat stormwater runoff with no impacts to container operations," explained Moffatt & Nichol VP Michael Crist. "To accommodate this requirement, we ended up creating a unique under-wharf stormwater management system. This piece alone required nearly a year's worth of effort to educate and satisfy state and federal regulators on the merits of the system, its functionality, and its ability to meet the treatment requirements."

Moffat & Nichol said the project is proof that a port's ageing infrastructure can be upgraded and improved upon, becoming an asset once again, while still addressing environmental concerns.

"As far as we can say, to this point there hasn't been any significant disruption in operations during construction," observed Joe Harris, VPA's media relations manager. "Our throughput numbers have been consistent. As soon as one portion of the project is complete, it is put into service. In fact, we are ahead of schedule."

Perhaps the biggest problem for the port was the continual reconfiguration of some of the roads leading into and out of the South Berth area. These temporary reconfigurations were necessary so that work could progress in different areas at different times, but it did pose challenges for truck drivers

> "We haven't been any significant disruption to operations during the construction"

using the routes. "There has been some confusion," admitted Harris, "but the operating company has been alerting drivers, there is a lot of signage and there are police available to direct traffic."

As well as coping with the day-to-day traffic from vessels, which is seeing growth of some 8% each year, VPA has seen a huge increase in construction-related traffic. Inevitably, this has practical implications too. "The VPA police have to check the IDs of everyone entering the terminal – truckers, contractors, labourers, longshoremen etc," he added. "So the terminal is busy."

However, with 400 years of development behind the port, Harris is confident that the outcome will be good. "I think it is safe to say that we have done this kind of thing enough that we know almost exactly what to expect," he told *P&H*. "We do – and did – a lot of planning."

This planning experience will be carried over to the next phase, which starts next year. Then work begins on expanding the wharf at NIT's north berth. The $67M project will add about 300m to the existing berth and 7ha of land will be reclaimed for a container yard served by a straddle carrier operation.

To serve all this, the channel serving NIT South is now 15m deep and at NIT North, dredging is under way to deepen that channel to 15m.

The development of Craney Island into the VPA's fourth deepwater marine terminal took another step forward in April as the project's environmental impact study passed another round of federal reviews. The VPA hopes to develop Craney Island into a 240ha container terminal that would be built in phases starting in 2013; completion is expected in 2032. Once finished, Craney Island would have an annual throughput capacity of 2.5M teu. PH

More info: www.vaports.com

Connecting the community

In an attempt to discover more about the success of port community systems, IAPH conducted a survey. ***Santiago Garcia-Milà*** outlines the main findings

Port authorities have been crucial in the process of implementation of port community systems (PCS) around the world, although it is private companies that finally undertake the ownership and operation of the enterprises in the majority of cases.

The implementation of PCS is a good example of how ports can improve their competitiveness through IT. A great number of ports are implementing or have already implemented PCS to reduce costs, speed formalities and produce the other benefits associated with these systems.

An IAPH study has been looking at the main features of PCS running at member ports. It was aimed at clarifying the types of PCS being used and identifying best practices. The results of the questionnaire were presented at the last IAPH World Ports Conference in Houston during the PCS panel discussion, Impact on Customer Service and Port Competitiveness. At that discussion, the ports of Barcelona, Busan, Dakar, Felixstowe and Long Beach explained their experiences and the distinctive features of their PCS.

So far as the main conclusions of the questionnaire are concerned, it should be borne in mind that most of PCS were implemented before 1995 (29% of cases); nevertheless, 19% of PCS were implemented very recently, between 2004 and 2006.

Although in most cases the port authority is the promoter, the use of PCS is mandatory in just 33% of cases. The most common case is that the port authority leads the implementation process but a private company finally owns and runs the PCS.

The questionnaire also looked at the services offered. In most cases the PCS works as a single window, and very few are not connected to other systems.

The study found that in many cases, rather than being charged for, the use of PCS is financed by public administrations or by the port authority. So far, it seems that EDI is the most widely used format for messages, but web technology is also very common, and in 37% of cases both EDI and XML are used. Java is the most popular programming technology.

Finally, all those who have developed a PCS declared that their port performance had been improved.

There were several main areas where benefits were

found, notably in the speeding of formalities. One port that said it had logged "huge" reductions in transaction times; another commented that PCS had reduced the operations cycle time at the port.

Vitally, cost reduction was an important factor for those implementing PCS and some commented that its introduction ensured labour costs did not rise even though port volumes increased – in one case, four-fold. Finally, all welcomed a reduction in the number of documents that had to be filled out and the consequent speeding up of transactions. One port observed that although it was probably handling the same number of transactions it was doing so "quicker and easier".

To summarise the answers, the ideal PCS model would seem to be one that was introduced before 1995 by a port authority – a public administration – which is currently owned and/or run by a private company. Its use would not be mandatory, it would be acting as a single window and it would be connected to other similar portals or other PCS.

The model PCS would offer information services and documentary exchange services (after processes were re-engineered). Its use would be charged for and the technology used for messages would be EDI and/or XML. The programming technology would be Java and the PCS would be integrated to the legacy systems of its users.

Interestingly, the examples given in Houston reflect the questionnaire conclusions. The systems at Busan and Felixstowe were implemented before 1995. The others came later – Barcelona in 1998, Long Beach in 2001 and Dakar, which is going through implementation now (see pages 24–25).

What they all have in common is that the initial promoter was the port authority and their current managers are other institutions or companies.

In these particular cases, all are connected to other systems, either other PCS or similar portals. None makes the use of PCS mandatory. It should be emphasised that in the case of Long Beach, Felixstowe, Barcelona, Busan and Dakar, all offer both information and documentary exchange services in the PCS make-up.

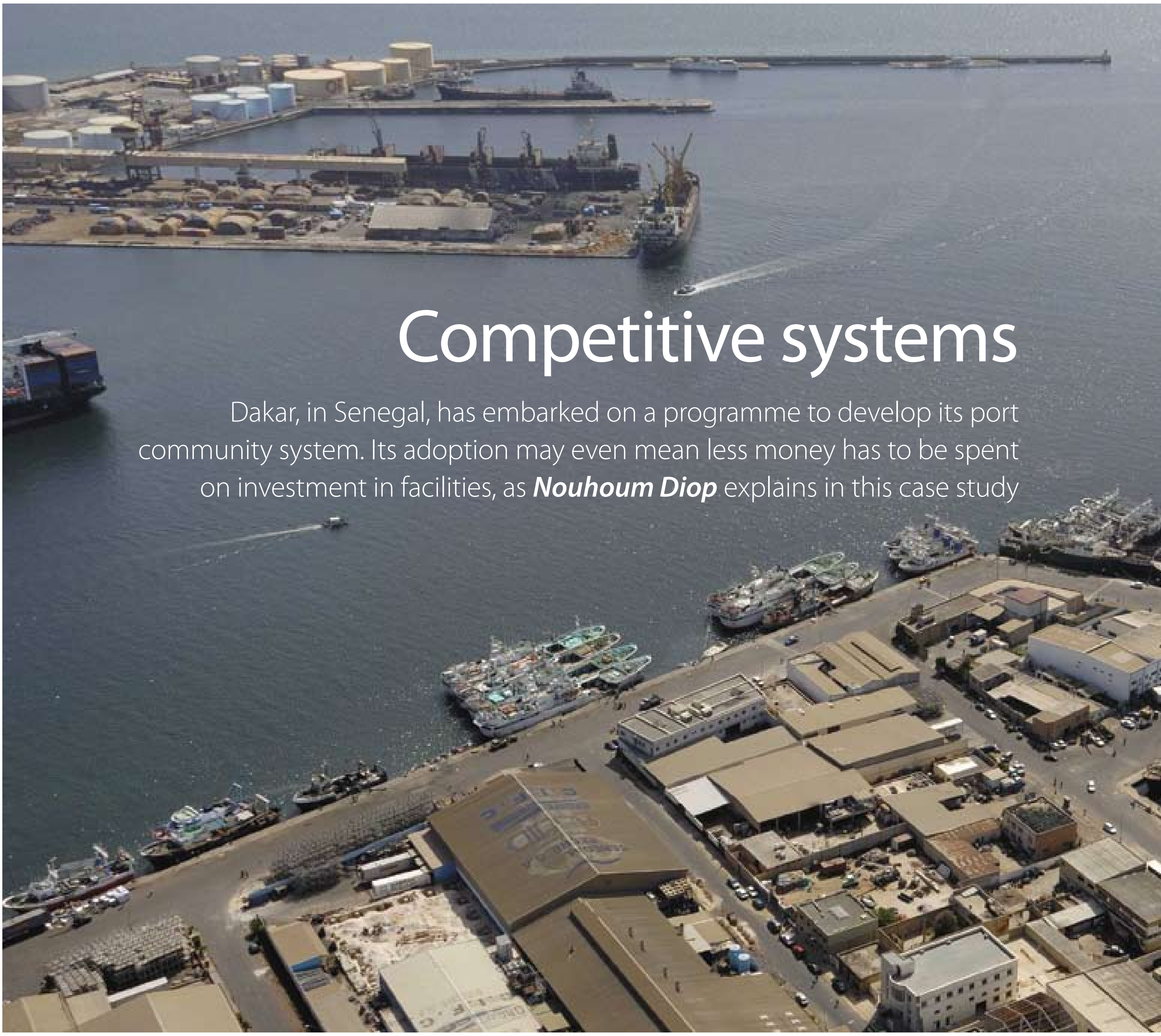
Finally, the IAPH and its Committee on Trade Facilitation and Port Community Systems would like to thank those ports that replied to the questionnaire. Without their help and dedication, this general overview of IAPH member ports' PCS would not have been possible.

More info: www.iaphworldports.org; www.portbusan.or.kr; www.polb.com; www.portoffelixstowe.co.uk; www.apb.es; www.cap-dakar.com

Smooth running: Busan has introduced its single window PCS with benefits all round

Busan's annual savings

Data sharing	$26.5M
Communications	$1.26M



Competitive systems

Dakar, in Senegal, has embarked on a programme to develop its port community system. Its adoption may even mean less money has to be spent on investment in facilities, as ***Nouhoum Diop*** explains in this case study

The port community system (PCS) project in Dakar is making real progress. The development of the system has been entrusted to CAP-Dakar (Communauté des Acteurs Portuaires), which has completed a feasibility study.

The physical network and communications protocols have been decided, together with the definition of the messages and the translation protocols.

We have also progressed to a memorandum of understanding between the various partners covering partnership, organisation chart, liabilities, legal aspects and security.

Even at this stage it is obvious to us that the port community system we plan for Dakar is set to deliver effectiveness and efficiency in the port's operations. We believe it will result in shorter transit times and allow ships to be moved through the port faster.

All this will add to the competitiveness of the port. With goods moving through quicker, we will need less space for storage and will not have to spend so much on port investments.

We approached the Dakar PCS in four steps: feasibility studies, validation by the port players, implementation of the PCS, and system follow-up.

But why start a PCS project in the first place? We saw there was a need for the many services and various partners to be able to communicate with one another. A study showed us that as many as 15 services need to speak to one another in the course of goods movement, from customs to ship repair, from bunkering to shipping agents.

The information that is needed about goods in transit

New terminal, new systems: Dakar is gearing up its PCS to match the new facilities being built

by each of the parties is complex too – particularly in areas such as handling hazardous goods, arranging customs clearance, devising ship loading plans and dealing with security issues. We are also looking at our PCS in the global context. We all have to face the challenges of tedious import and export procedures.

According to UNCTAD, a single international economic transaction requires at least 27 players, more than 40 documents (originals) and around 360 copies. And that's without taking into account all the telephone calls, faxes and emails you would have to include when assessing the impact of trade procedures. It can all add up to about 10% of the value of the goods.

Set against this background we felt we needed a port community system that could provide effective, efficient and fast goods processing in the supply chain. All goods-related data processing must be fast.

The objective of our PCS is to ensure there are efficient data channels between the partners. We needed an electronic data interchange platform to ensure interconnectivity and interoperability. This platform has to be capable of providing a professional, reliable, accessible service to the port community.

So, the main goal of our PCS is economy: if there is less manual data acquisition, this should reduce management costs and will ensure the data is more reliable. Computerisation should increase the data quality by minimising errors.

For the process, the data interchange will be speeded up to real time or near real time. We feel this will give Dakar a real marketing advantage by creating a differentiation between us and our competitors. The PCS will be a market strength, giving users a real advantage.

The next step is to move towards implementation. We know that the PCS has to establish electronic links between players, provide electronic channels for data transmission (all those manifests and ship-related documents) and ensure a pleasant, convivial, permanent and secured communication between partners.

Of course, there has to be a standardised system based on current trade standards – UN-EDIFACT, XML and others. Users have to be integrated, whatever the level of computerisation, and the system should be flexible so as to ensure smooth connection and integration of the partners as and when required.

So decisions had to be made about the architecture to employ. There are two ways: direct and indirect. The direct path employs point-to-point connections using private lines, ISDN lines or ×400/×435 direct link.

Alternatively, there is the indirect way, which would use a value-added network (VAN) or internet. This is the path we have chosen. It provides a large range of services, converts data to standard format and has a host of other advantages. But it is costly for small ports. In Dakar existing information systems in the port include those used by the port authority for VTS, ship calls, berth and stacking management, and remote control. At the trade point, Orbus 2000 single window is used for customs pre-clearance procedures, with another system for clearance.

Shipping agents have their own systems for discharging and loading, and stevedores theirs for planning container yard movements and cargo flow. The railway company has its advance cargo information system.

The Dakar project was able to make use of existing telecoms networks, and its sustained success will depend on the involvement and commitment of all the partners. It is a step-by-step process as we marry together the very different partners in the wider port community with their various levels of computerisation and different levels of technology. We are on our way. PH

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Old ports, new havens

Tetsuo Ohmura reports on the successful moves major Japanese ports have made over the past two decades to revitalise old inner harbor areas into peoples' waterfronts

WAVE (the Waterfront Vitalization & Environment Research Center, Japan) celebrates its 20th anniversary this year. It has been instrumental in successful port redevelopment by co-ordinating the various players in the enterprises, including port authorities, the public, urban planners, landowners and facility-owners, developers and researchers. I hope our experiences over the past two decades can be shared with ports in other parts of the world as a valuable and informative resource. I am happy to be able to provide my overview of Japan's experiences of inner harbor redevelopment for ***P&H***.

In the early 1980s many ports in Japan recognised that they needed to do something about their inner harbor areas. Ports were rapidly expanding to cope with dramatic increases in cargoes, and also setting up specialised terminals for containers and bulk cargoes. These highly mechanised terminals were on such a huge scale that they had to be developed in areas away from cities' commercial and residential centres.

Ports also started dividing their spatial structure into two, developing outer harbor areas for the large-scale, deepwater terminals, leaving obsolete and idle inner harbor areas, which used to be the heart of the port.

These inner harbor areas were also the birthplace of almost all of Japan's major cities. As up to 70% of the country is mountainous, suitable land for development is often found along the coast, where the population has naturally concentrated. Moreover, as Japan is an archipelago, coastal shipping has been indispensable to the economy of the littoral cities. The development of the country's cities and ports are inseparably linked – which is why the country's inner harbor areas are so rich in historical and cultural heritage.

Unfortunately, the rapid process of port modernisation and expansion in Japan, which accelerated after the World War II, brought about serious disconnections, spatially and functionally, between ports and cities. And it was at about this time, too, that people, having worked hard to create remarkable economic growth, started feeling that more priority should be given to the quality of life rather than just the quantity of material life.

Nagoya: Garden Pier is the most popular destination in the city

In 1985, the Ministry of Transport formulated a national port policy, stressing a need to revitalise the inner harbor areas with a view to providing people with more amenities and a better quality of life. These developments would also contribute to the economies of port cities across the country. Work on the inner harbors was backed up by national policy and support was sought nationwide under the slogan of Port Renaissance.

Japan has more than 1,000 commercial ports along its coastline, of which more than 100 are larger ports. Under the Port Renaissance policy, ports, both large and small, undertook a variety of projects to revive their inner harbor areas in close co-operation with government agencies, private firms and the public.

Japan has a distinct advantage when it comes to these developments. Its port authorities are owned by the local governments of the cities or prefectures where the facilities are located.

Unlike in other countries, Japan's port authorities are uniquely empowered, as port managers, for maritime terminals and intermodal activities and, as space managers, for development and management of entire port areas. This responsibility often extends over the length of a port city's waterfront. It was therefore natural for them to plan and implement the inner harbor redevelopment projects as part of integrated strategies for the port cities.

The driving force behind these redevelopment projects is the desire to enhance the living environment and attractiveness of the old industrial port areas for all city residents. At the same time the projects exploit the historical and cultural resources of inner harbor areas and the unique advantages of being close to water.

Port of Nagoya: Garden Pier

The Port of Nagoya, the country's largest port in cargo tonnage handled, was one of the earliest challengers for inner harbor redevelopment. In 1976, the port launched a series of initiatives to improve public accessibility, which included an ambitious project to redevelop the old inner harbor area, No 2 Terminal, into a public waterfront called Garden Pier.

The project covers about 15ha of a port area that used to have three finger-type piers. The water area between two piers was reclaimed to create a large seaside park and a cruise berthing facility, while its conventional cargo terminals were relocated to the outer areas. A maritime museum with a 63m-high observatory tower, designed to look like a sailing ship, was built in the middle of the project site and an aquarium was developed at the west corner.

This whole area has now become the most popular year-round destination both for people in Nagoya and for visiting national and international tourists. It has attracted private investment in the form of restaurants and shops on the waterfront, which have replaced the old warehouses that used to line the quayside.

Port of Yokohama: Minato Mirai 21

The Port of Yokohama, another of Japan's leading international trade ports, was the scene of another undertaking to bring about a dramatic, large-scale

Yokohama: the sailing ship *Nippon Maru* moored beside Japan's tallest building, the Landmark Tower (above, left)

Kitakyushu: the Mojiko Retro district lights up the night sky (above right)

transformation of the metropolitan area and the inner harbor. From 1891 until the 1980s, large shipbuilding yards and port facilities were located in the central part of Yokohama, with Tokyo Bay stretching out in front.

The dockyards hampered the smooth running of the city by dividing the downtown areas. To solve this problem, the city and port authorities devised a bold plan to relocate shipbuilding to a newly reclaimed area of the port. A total of some 200ha was to be redeveloped, including about 80ha of reclaimed land for a new international urban centre and much needed public green area along the shoreline.

This mega-development needed a new name and was called Minato Mirai 21 (MM21), meaning Future Port 21. Major landmarks include one of the world's largest sailing ships, the *Nippon Maru*, Japan's tallest building, the Yokohama Landmark Tower, a large Ferris wheel and the city's new landmark, Yokohama Akarenga (Red Brick Warehouse). An international complex is planned featuring the National Conference Hall, International Exhibition Center and hotels.

Cafés and restaurants were sited round an old shipyard. Housing, office buildings, shopping malls and museums are being developed in the area. Added impetus has been given with Nissan's decision to set up its worldwide headquarters in the MM21 area. Next to the old shipyard are renovated 100-year old redbrick warehouses used for cultural and commercial activity.

Port of Kitakyushu: Moji Retro Area

The Moji area of Port of Kitakyushu, the busiest commercial port to the west of Port of Kobe, is another successful case of changing an old and obsolete inner harbor area into a hot tourist destination. For several hundred years, Moji provided a safe haven for sailing ships. Even after Japan started industrialising in the 19th century and up to the Second World War, Moji continued to be one of the country's major international ports. With the advent of containerisation, however, Moji was rapidly overtaken by newly developed terminals in other areas of the port.

After it lay idle for a few decades, the port authorities, together with the urban planning department of the city government, decided to revitalise the Moji area as national tourist destination. Taking a full advantage of the legacy of the Meiji Period – the era of Japan's industrial revolution – the historic townscape and buildings were designated important national cultural assets. These included the old customs office and the regional headquarters of several shipping companies.

The old buildings, grouped around a central barge basin, were carefully renovated and opened to the public, and new shopping malls, restaurants and a grand hotel were developed. A spectacular drawbridge named the Blue Wing was constructed to allow tourists and visitors to walk around the basin.

These are just a few examples of the ways in which major ports in Japan have successfully transformed once-obsolete and forgotten inner harbor areas into unique public waterfronts that reflect their rich maritime heritage while offering exciting activities.

There is no doubt these reborn waterfronts are appreciated: each year more than 7M people visit the Garden Pier at Port of Nagoya, 48M go to MM21 at Port of Yokohama, and more than 2M go to the Moji area at the Port of Kitakyushu. The projects have made ports more familiar, accessible and visible to the public. And port cities have established a waterfront identity of their own, which unites port and city again. Through this raised awareness, the public is gaining a sense of pride in the country's maritime and port heritage.

We are still at the beginning of inner harbor redevelopment. Our challenges are to develop more public waterfronts, which expand and connect with others in port cities. Physical access to the water area and the vistas need to be enhanced in an integrated way.

As we celebrate 20 years, WAVE looks ahead to the next 20 years, when there will be a continuing need to develop and enhance urban waterfronts still further. There will surely be many more developments across the globe similar to those in Japan – which have led the way for the world. I hope our experiences will prove to be valuable information resources for ports in many other parts of the world. PH

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On the (Spanish) waterfront

Inner-city ports were once despised for the dust, noise and congestion they created. ***José-Luis Estrada*** reflects on 15 years' experience to explain how many of these areas have developed into national treasures

Redevelopment of waterfronts is a trend that started in North America in the 1960s, notably in Boston, Baltimore and San Francisco. In the following two decades it spread to European port cities (for example, London) and Australia (Sydney). By the 1990s the effects were being felt in many port cities throughout the world and today port redevelopment has become a global phenomenon, creating diverse environments.

The reasons behind this movement are many and varied. Port users had to adapt to technological changes in ships and the cargoes they carried. Ships increased in size and cargoes changed form – most significantly from general cargo to containers.

Also, there is increasing awareness of the negative impact that port activities – such as transport and handling of dangerous goods, heavy traffic, noise and dust – can have on people living nearby. All these factors have combined to make traditional waterfront areas unsuitable for modern port activities.

Redevelopment and revitalisation of inner-city port areas provide the ideal means to regenerate post-industrial cities. These old and obsolete parts of the port provide an opportunity to develop new spaces that can change the traditional concept of cities. Often, a redeveloped area becomes a new axis for urban activity.

These old port districts and their associated redevelopment projects tend to have certain characteristics in common.

- *The lure of water*: the secret of success lies in the human appeal of a waterside environment.

The sail-like Hotel Vela, which is being built in Barcelona on the old pier

- *Strategic value:* port districts offer sheltered water, with berths and land for redevelopment usually close to city centres – a strong argument for public use.
- *Long drawn-out planning*: the various authorities have to achieve consensus, which can take a considerable time to achieve, in order to implement complex initiatives involving political, planning and financial elements.
- *Globalisation of waterfront redevelopment*: there is a risk that standard designs are copied instead of care being taken to preserve and enhance each port's unique characteristics. These ought to reflect past activities, which is why yacht and fishing basins are recommended uses. It is particularly appropriate to locate passenger and cruise terminals – the most urban of port facilities – in these areas.

Spanish ports started redeveloping their waterfronts from the second half of the 1980s and during the 1990s. Some of their circumstances were common to all, as Spanish ports are owned by the state but managed by individual port authorities. The space is considered as public domain.

There are legal constraints. Port authorities, which have landlord status, must be self-financing and redevelopment should not add to costs nor interfere with the port's competitiveness. Housing developments are forbidden in port areas.

Traditionally, relationships between port and city

Major redevelopments at Spanish ports

Barcelona	Port Vell and more under construction
Bilbao	Redevelopment of the old port along the river Nervión, partially under construction, with the Guggenheim Museum of Modern Art
Valencia	Balcón al Mar and the new America's Cup facilities
Alicante	Redevelopment in the Levante area
Palma	Maritime promenade Gabriel Roca
Bay of Algeciras	Dársena del Saladillo and Llano Amarillo, under construction
Málaga	Muelles 1 and 2, with more under construction
Sevilla	Muelle Delicias
Santa Cruz de Tenerife	Parque Marítimo César Manrique and Muelle de Enlace, under construction
Vigo	Abrir Vigo al Mar

Transformation: Barcelona's Port Vell, one of Spain's most dramatic urban renewal projects

Redevelopment companies

Port	Company	Shareholding
Barcelona	Gerencia Urbanística Port 2000	100% port authority
Bilbao	Bilbao Ría 2000	50% estate and 50% local and regional administrations
Valencia	Consorcio Copa America	State, regional and local administrations

> Redevelopment and revitalisation of inner-city port areas provide the ideal means to regenerate post-industrial cities

were strained, and port authorities felt isolated from municipalities. This attitude underwent gradual change as the first waterfront developments for the use of the public were proposed in the late 1980s.

The Autonomous Port of Barcelona was a pioneer. By 1981 it had demolished part of the fence separating the port from the city and granted the public the right to use the Bosch and Alsina Wharf (Moll de la Fusta), turning it into the city's first maritime-urban promenade.

In 1989 plans for the plans for the redevelopment of Port Vell were approved. Encouraged, other port authorities, together with their municipalities, started similar initiatives.

After our experiences in Spain, spanning 15 years, we recommend the creation of a specialised company for managing the project, although this is probably not viable for smaller ports.

It is also recommended that the port authority should continue to manage the public domain, giving concessions to private companies (or public institutions) for specific areas or facilities (landlord model). It should be responsible for investing in current and future port infrastructure developments and in the public spaces.

Waterfront areas should remain as transitional zones between cities and port activities, separating housing from port activities. This is of particular relevance for most Spanish ports, because of the scarcity of land and the proximity of cities to their ports. It was a different story in London's Docklands, for example, where the old port was abandoned, a new port established some distance away and a massive area of 2,500ha was available for redevelopment.

Regeneration of Spain's urban waterfronts has proved the best initiative for improving relationships between ports and cities in recent times. It has represented a huge effort by port authorities, both in infrastructure and in economic terms, and is the most important sign of the change in attitude between ports and cities over the past 15–20 years. PH

José-Luis Estrada is director of expansion works for the Port de Barcelona, a former president of RETE, the International Organisation for Port-City Relationships and a former port planning and development director of Puertos del Estado
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Planning for peace

One port has its eye on future prospects once peace is established in the northern Persian Gulf, as ***Bridget Hogan*** found out

Bahrain, the small island state that is so strategically placed in the northern part of the Gulf, has always had to do something more than the obvious to hold its own with its larger and wealthier neighbours. Once petroleum reserves started to dwindle it moved to refining and has since reinvented itself as an international banking centre.

Now the government has turned attention to the ports sector. Here it is transforming an island close to the capital, Manama, into a modern, deep-draught port at a cost of $500M. Bahrain intends to becoming a transhipment hub once the various conflicts and tensions in the area have been resolved.

Bahrain is poised to take advantage of several factors. It has Saudi Arabia to the west, to which it is connected by the King Fahd Causeway, and there are plans to create a link with Qatar, to the south across the Persian Gulf. If built, the 40km Qatar–Bahrain Friendship Bridge, currently at the planning stage, will be the longest fixed link in the world.

Against this background, the new facilities at Khalifa bin Salman Port (KBSP) are to be operated by APM Terminals Bahrain (APMTB) on Hidd Island close to the airport and are scheduled to open next year.

Under the banner Bahrain Gateway Terminal, APMTB will manage and operate Mina Salman Port for an initial period of two years, and develop and later manage and operate the new KBSP for 25 years under its contract

with the government. "We aim to attract transhipment cargoes and become a hub port for the north of the Gulf," explained Adel Ali Almaskati, harbor and marine manager for APMTB. "We are planning for peace."

The new terminal will have a draught of 15m, to accommodate post-Panamax vessels, Almaskati explained. The port will be ready to accept new equipment from January 2008, he said. Four post-Panamax gantries will be installed, together with RTGs and stackers. By the second quarter of next year the infrastructure will be completed. Under the APMTB timing, operations will transfer to the new port. "During the migration to Bahrain Gateway, we will have to run two ports together for a brief period."

The existing port is "very limited" in the scope of operations it can offer, Almaskati explained. At Mina Salman Port APMTB has two container berths, three general cargo and one ro-ro. The port can accommodate only 2,000teu capacity vessels now.

Numerous projects are being undertaken in the region to increase capacity – Saudi Arabia in its eastern province and Qatar both have ambitious multi-million-dollar ports under construction. This does not intimidate their smaller neighbour, however. "There is a huge amount of development in the region," said Almaskati. "We are positioned right in the middle, but because we are first we will have an advantage."

In fact, the developments themselves are boosting trade for Bahrain. Pipes, steel and other project and bulk cargoes are coming through, for foreign and Bahraini developments. "It is ironic that, having taken over a container port, we are dealing with a lot of project cargos to build the new one," he added.

The explosion in building work and the trade in materials it has generated have forced a reappraisal of the way traffic is handled at Mina Salman Port. "We have had to open up berthing windows," Almaskati said. "Container vessels now come in by appointment; before, it was first come, first served." This has limited the length of time all vessels have to spend at anchorage.

The juggling of vessels and the huge amount of cargo being handled only goes to demonstrate the need for Bahrain Gateway, he feels. Once construction has finished, it will boast two 300m-long berths for container vessels, plus general cargo facilities. The back-up area will be larger than Mina Salman Port is able to offer now for container handling.

Bahrain at a glance

Population	708,573
Government	King: Hamad bin Isa al-Khalifa
Prime minister	Khalifa bin Salman al-Khalifa
Coastline	161km
Gross domestic product	$18Bn
GDP growth	7.8%

Provision has been made for future growth too. If the need arises, there is potential to reclaim more land for port operations under phase two. There will be a free zone next to Bahrain Gateway and linking Hidd to the main centres. The decision on when this phase will start lies with the government.

Work is under way to dredge to the required 15m depth. Rather than using the dredge spoil, additional material for reclamation for the new port facilities is being brought in from all around the kingdom, Almaskati continued. KBSP will provide large vessels with room to manoeuvre, with an entrance width of 400m and a 900m turning basin.

Bahrain Gateway's handling capacity of about 1.1M teu is greater than the current throughput for the country, with trade estimated to be approximately 250,000teu for 2007. The plan is to use the additional capacity to serve markets in Kuwait, Qatar, northern Iran, Iraq and the eastern and central provinces of Saudi Arabia, providing an alternative transhipment hub for cargoes to and from these markets.

As well as the container port, an extension to the existing iron ore berth is being built to service a new plant set up in Bahrain. The berth will have to be large enough to accommodate the huge vessels employed in the iron ore trades.

"Until now the port facilities were always government-run," said Almaskati. "They have suffered from under-investment. The lack of new equipment at Mina Salman Port means that APMTB has to invest in new equipment to increase the productivity and the efficiency of Mina Salman Port until the migration to KBSP is completed." PH

More info: www.apmterminals.com

Bahrain Gateway: Mina Salman Port (above) and views of facilities planned for the new Khalifa bin Salman Port (below)


Photo: Dietmar Hasenpusch

Black Sea box boom

The inland sea forms the centre of a strategic hub for waterways and other transport links spanning Europe and Central Asia. Here ***Graham Rankine*** examines how ports are developing in the region

Containers transit the Bosphorus: land transport from Asia and sea routes to Europe will be linked

Until quite recently, levels of container transport in the region have been relatively low, despite the Black Sea's huge hinterland. Today it is a major growth area and the six littoral countries around its shores – Turkey, Georgia, Russia, Ukraine, Romania and Bulgaria – all have plans for port expansion.

Black Sea nations generate about 20% of world trade and now ports are gearing up for the growth in trade that new transport links in the CIS nations and Central Asia are expected to generate. Traditionally, the Black Sea has formed an important section of the trade route between Asia and Europe, and recently some of the sea has become part of the European Union. Ports in the region feel the Black Sea is ideally located to serve as a link between Asia and the EU. New railways are shortening overland routes into Black Sea ports from Asian countries. The Kars–Tbilisi (Tiflis) railway project will connect Turkey with Georgia, giving landlocked CIS countries easier access to the Black Sea and the Mediterranean, via the Bosphorus.

This alteration to the political dynamics of the region has resulted in a map where the ports are not necessarily in the most suitable locations at a time when substantial growth is anticipated to continue. This has added a political driver to the normal commercial and technical considerations for port development.

Russia

Of all the countries around the Black Sea, Russia probably has the largest potential market and yet the most limited container terminal facilities. With a coastline of only 410km, Russia has four ports that handle containers. Of these, three are on the Sea of Azov, which has shallow water and is prone to ice in the winter.

The fourth, Novorossiysk, is a major multi-user port that includes a substantial oil export terminal. It handles about 75M tonnes of cargo a year at more than 40 berths and has a well-developed infrastructure with back-up facilities and connections to the hinterland. While the port's mountainous backdrop provides partial protection from strong winds and is a convenient source of construction materials, it does restrict the amount of flat, useable land.

Novorossiysk's three container terminals comprise the NLE terminal, the terminal at berth 14 and the National Container Co's NUTUP terminal in the outer harbor. The latter has been in operation since 2004 and is handling containers at the rate of around 125,000teu a year – up by more than 60% on last year. These terminals are serviced by feeder vessels from the Mediterranean and around the Black Sea.

Turkey

At 1,450km Turkey's coast is the longest on the Black Sea, with five ports that handle containers, although these are all small and only Trabzon is connected to the main feeder routes. The country is not short of container terminals, however, with several major and transhipment ports near to the Bosphorus, around

Black Sea facts

Depth up to 2,000m
Ice in winter in the north
Enclosed body of water
No tidal variation

The Bosphorus

Gateway to the Black Sea

Length .... 30km long
Traffic .... 50,000 vessels per year
Width .... 750m wide at narrowest
Depth .... 36m deep

the Sea of Marmara, in the Aegean and the eastern Mediterranean. While northern Turkey would benefit from improved ports within the Black Sea, pressure for development is not likely to come from strategic national interests.

Bulgaria

Bulgaria has a 380km length of Black Sea coast and two container-handling ports. Both Burgas and Varna are served by feeder routes from the Mediterranean and locally around the Black Sea. Bulgaria has joined the EU and moving towards a market economy.

A focus on tourism in the area around Varna port is behind a plan to move some of the existing port facilities to make way for development of a recreational zone on the Black Sea coast including a new yacht marina and passenger terminal.

Varna has two container terminals with a combined throughput of about 100,000teu. A 25-year concession was awarded for the Balchik Port Terminal in 2006 – the first Bulgarian step into the private port sector.

The Port of Burgas also has a container terminal with an allowable draught alongside of 11m. It is served by three feeder lines and is linked by road and railway networks to the major industrial inland areas of the Balkans. There are plans for an expansion to Burgas Harbor, which would add container terminal capacities of 150,000teu by 2010

Georgia

The 315km coastline of Georgia has two container-handling ports: Poti, which handles most of the current traffic, and Batumi, where a new terminal is being constructed. These ports can service the hinterland of Georgia itself, Armenia, Azerbaijan and even Kazakhstan and Uzbekistan in Central Asia.

The container terminal at Poti is controlled by the port authority with privatised handling operations and is able to meet the current traffic requirements. A tender for a long-term container berth lease has recently been cancelled.

Batumi Port handles mainly oil cargoes with some dry bulks. However, 300m of new quay has recently been constructed for the new container terminal, which will start operations shortly with a projected capacity of 50,000teu per year.

Ukraine

Ukraine has the second-longest Black Sea coast, amounting to 1,330km, and 10 of its ports can handle containers. Of these, Illichevsk and Odessa have the most significant facilities, between them handling 580,000teu in 2006. The others have smaller berths for feeder or barge traffic.

Illichevsk plans a new terminal with a capacity of 4M teu by 2014, by which time Odessa expects to handle 2M teu. The port at Yuznhy is also considering the development of a substantial container terminal. Some expansion plans have been delayed by environmental issues and the Ministry for Transport is considering an international audit of the major ports this year to improve transparency.

Romania

Romania has 240km of Black Sea coast with two container-handling ports. By far the largest of these is Constantza, with more than 150 berths, which has for many years been a large all-purpose port. Recent developments have made it the largest container port on the Black Sea.

Container handling at Constantza surged forward in 2004, with the new South Terminal (CSCT) handling over 500,000teu, making it the fastest-growing container port in the world. Traffic increased to 870,000teu in 2006 and, with the benefit of deep water and space for expansion, there are good prospects for continued, substantial growth.

The port will accommodate the largest main line vessels that can enter the Black Sea. Plans for second and third phases at CSCT envisage further increases in container-handling capacity. PH

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Power to ships in port

A test of a mobile power unit to supply electricity to a container ship in port has been declared a success in the first trial of its kind, as ***Martin Rushmere*** found out

A test of a prototype mobile unit delivering alternative maritime fuel to an APL ship at Oakland appears to have worked successfully. A variable-voltage generator, fuelled by LNG, has been developed to power ships through the bow thruster transformer.

APL spokesman Mike Zampa told *P&H* that the company had achieved proof of concept. "As expected, there was a temperature rise on the bow thruster transformer and this is being worked on, with better ventilation one of the solutions."

Detailed costings of running the unit are being worked on by the manufacturer, Wittmar Engineering and Construction of California.

"We have not yet been told how much they are likely to charge us," said Zampa, "and it still has to be established if there is a market for the process." APL says the cost of adapting a ship to connect to the generator is about $250,000 compared with $1.2M for conversion to mains grid electricity supply.

The Port of Oakland has already invested $275,000 towards testing this new method for plugging ships in to a shoreside power source. It differs from that planned in the ports of Los Angeles and Long Beach,

Getting connected: APL and the Port of Oakland say mobile units work

where a new infrastructure will be built to connect into the existing power grid. Those conducting the Oakland test say the cost of fixed infrastructure is high, both for the ports and for the vessel, which has to be retrofitted to plug in at the dock.

The Oakland method uses a mobile LNG-powered, dual-frequency, multi-voltage generator mounted on a truck trailer with an exhaust scrubber attached. The trailer is brought to the dock when needed. In its demonstration project with APL, Wittmar hooked the mobile generator into the *APL China* through the bow-thruster transformer.

The Port of Oakland hopes to save money on the deal. Preliminary estimates show it would cost the port more than $90M to wire its terminals for shoreside power. Cost to PG&E, the electric-power utility for the Bay Area, would be another $32M.

Under a concession deal proposed by the port, the cost of infrastructure will be eliminated. Wittmar will receive a concession to service ships calling at Oakland in exchange for 10% of its gross receipts.

The cost of retrofitting the APL ships is expected to be about $225,000 per vessel – far less than the current cold-ironing retrofit costs of more than $1M per vessel. Although the power can be connected without the retrofit – as it was for the test – the retrofit would provide a quick hook-up and give the ship engineers direct computer access to the mobile generator.

"The essence of our system is variable voltage and dual cycles," company founder Eric Witten told *P&H*. The Oakland test is being conducted in conjunction with APL Americas, which is using its Class 11 *APL China*. This is a 5,000teu vessel, with a 2,750kVA transformer, with a line voltage of 440V at 3,608A. Load voltage is 4,340V at 366A.

APL said that the bow thruster transformer will take 4,160V from the dock (440V from the generator, stepped up to 4,160V by a transformer on the dock) and step it down to 440V to power the ship. Brian Constable, CEO for APL Maritime, said: "If the proof of concept works, we will obtain an LNG-powered on-dock generator that runs at 4,160V to match the bow-thruster transformer."

According to Witten: "APL's load is variable, based on its reefer load on any given day. Our current plan is to build two units that can be connected together. Each unit is 1,200 amps. When fully functional, APL can dispatch based on how much power it needs on that day. If it only needs 1,200 amps that is what we will deliver and charge APL for; if they need more than 1,200 amps we will dispatch two units and APL will be charged for 2,400 amps."

The crucial element in the test was heat build-up at the transformer, which is rated for 30 minutes rather than for continuous running. Constable said: "An independent study shows that transformers are sized at 125% of the full calculated load for 30 minutes. The power requirements will load this transformer at only 65%, hence it is felt the transformer should function within design range."

LNG is being used as the fuel because of California's relentless drive to curb pollution at its ports. For a 24-hour call at Oakland there will be a huge reduction in air pollution compared with a ship running its engines on 0.05% sulphur diesel: NOx will drop by 94% to 25.4kg, CO by 57% to 15.4kg, PM10 by 99% to less than 1kg, SOx will be eliminated and CO_2 will be down by 42% to 11,100kg. The consumption of LNG will be higher than diesel – 12,700 litres compared with 8,650 litres, because of the difference in efficiency, but this is seen as being well worth the pollution savings.

Three other benefits are being sought from the use of this alternative maritime power (AMP) system – versatility, ease of installation and low cost.

Versatility is provided by the trailer-mounted fuel tank and generator, which are housed in 40ft containers. Wittmar said it can make 43 units by 2012, which would be able to deliver AMP to more than 4,400 ships a year.

The only major component needed to modify a ship is a transfer switch with two positions, AMP and transformer, Constable said. "In a 35-day voyage, once we have all the equipment, we can retrofit each ship without taking it out of service."

John Bowe, president of APL Americas, said that if the test succeeds five ships will be adapted by the end of this year. A delivery time of 16 weeks has been quoted for each switch. To make things simple, only one cable of 7.5cm is used, compared with at least 10 needed to hook up to the mains grid.

Cost is probably the one advantage that has made Oakland take part in the experiment. The port will pay nothing, compared with a quote for $122M for

"The essence of our system is variable voltage and dual cycles"

mains wiring received by the port. Ship conversion costs $225,000, with the transfer switch accounting for almost the entire amount, compared with $1.2M for mains grid wiring.

Port advisers also point out that grid electricity produces only one frequency and a series of standard voltages that are non-standard for ships, which have to be adapted to the grid output instead of the other way around.

Small bulk carriers and container ships do not have to make any adaptations, Wittmar said, as the link-up can be done directly to the existing shoreside connection box that is used when the vessel is in drydock.

LNG has an unsavoury reputation in California and its use as the fuel is being critically examined by the port and the City of Oakland's fire department because of safety worries. "The fuel is vaporised in the tank and taken off at 7psi," said Witten. "There is no LNG anywhere in our system. The fuel can also be LPG or propane." Initially, APL will be charged an hourly rate from the time of connection, with Wittmar retaining ownership of the generator. A complete Wittmar unit costs about $3M. PH

Stowaway focal point

The IMO has established a stowaway focal point in its Maritime Safety Division for a year's trial as a result of an INTERCARGO and INTERTANKO submission to the Facilitation Committee (FAL).

The INTERCARGO and INTERTANKO joint paper, which attracted verbal support from ICS, proposes creation of IMO stowaway focal points (SFPs) which will help in disembarkation of stowaways at ports.

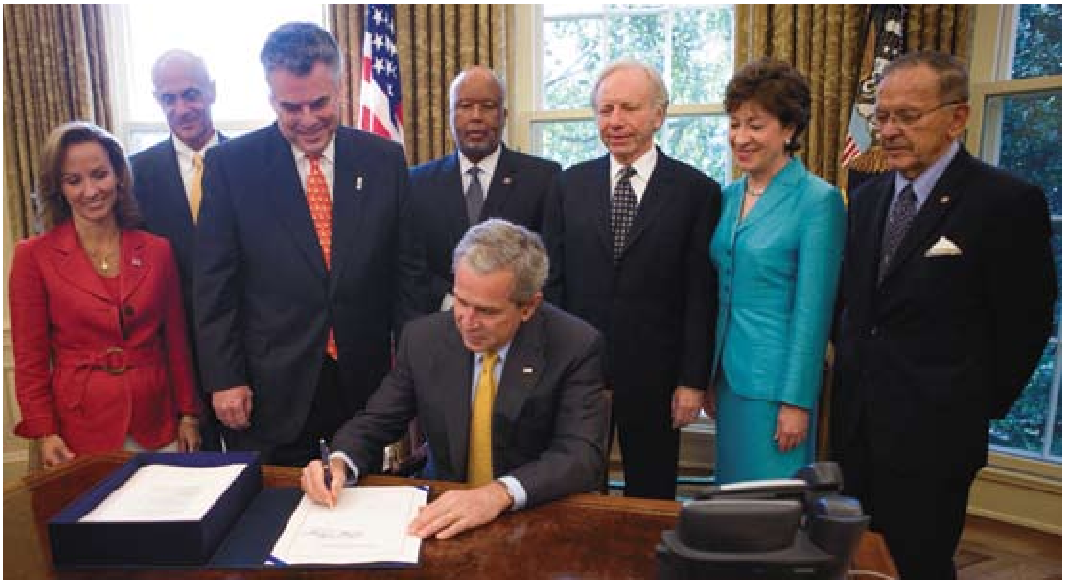
Subject to certain provisos, FAL 34 agreed in principle that an SFP should be put in place for a one-year trial period to help with the delivery of diplomatic assistance in stowaway cases. The aim is to speed the disembarkation of stowaways in circumstances where existing processes have not been successful.

In justifying this proposal, credit was given to the existing processes. It was felt, however, that an additional resource for owners and masters was needed. They face difficult and trying circumstances when attempting a timely and humanitarian repatriation of stowaways. The roles of P&I clubs, flag states, the IMO and the United Nations High Commissioner for Refugees (UNHCR) were commended as being particularly successful in resolving most stowaway cases.

"We are delighted to have support from the IMO for a problem that shipowners and ship masters find difficult to solve in an efficient and law-abiding, yet humanitarian way", said Roger Holt, SG of INTERCARGO. "We commend the IMO initiative and hope that shipowners will bring this valuable facility to the attention of their flag states and masters."

The IMO's own records show that there were 244 incidents involving 657 individuals in 2006, although it admitted that some incidents had not been reported in accordance with the IMO reporting process so statistics may under-represent the scale of the problem.

Use of the SFP should provide more statistical information and so give a more accurate indication of the scale of the problem.



Scanning: Bush signs the 100% law into force

US scanning edict blasted

The Association of American Port Authorities (AAPA) says that it will work on the implementation of the 'scan all boxes' law that it opposed until it was enacted.

The AAPA has led carriers, foreign governments and shippers in a virtually unanimous condemnation of the legislation, called HR 1, that will ensure that, within five years, all US-bound containers are scanned before being loaded on to ships.

The AAPA explained that, along with many other industry groups, it opposed HR 1 on a number of grounds – "most importantly" that the technology has not yet been proven and that there remain many unanswered questions about the resources and personnel available to review and analyse the scans before cargo is loaded for shipment.

Scanning all containers overseas by 1 July 2012, as mandated in the law, is the next step in the layered security programme being developed in the US, and the AAPA – while opposed to setting an arbitrary deadline for 100% overseas scanning – now says it will work with the Department of Homeland Security (DHS) to implement this new requirement.

However, the SAFE Port Act of 2006 calls on DHS to first undertake a pilot overseas scanning programme to evaluate the effectiveness and practicality of the new scanning technology.

HR 1 may be an effective approach to prevent terrorist attacks, but the AAPA says its members "strongly believe" that the pilot schemes should provide information that can be used to help craft the new security system and the policies to carry it out.

The Global Shippers' Forum (GSF) has warned that HR 1 will result in "enormous costs" to users, suppliers and consumers. It said the scan-all objectives would not be achieved. Nicolette van der Jagt, secretary general of the European Shippers' Council, said: "Business will be paying the lion's share of providing the equipment, but I suspect the biggest cost to shippers will be the costs of delays. We regret that the US has acted unilaterally and did not await the results of the pilot schemes the EU and US Customs are about to launch before pressing ahead with this piece of legislation." John Lu, chairman of the Asian Shippers' Council, added that "being the main exporter to the US, Asia will be the hardest hit. The enforcement of this ruling will slow down cargo and cause a gridlock at ports."

The AAPA is, however, pleased that ports may finally get the promised $400M funds for the port security grant programme.

Opposition unites against measure

President Bush signed HR 1 into law, even as the world lined up against the edict. Trading partners across the globe decried the measure, which demands scanning of overseas shipments that the US does not demand of its own exports.

"Experts on both sides of the Atlantic have already considered this measure to be of no real benefit when it comes to improving security, while it would disrupt trade and cost legitimate EU and US businesses a lot of time and money," said László Kovács, the European Union commissioner responsible for the Customs Union.

He added that Brussels is looking into whether the scanning law violates World Trade Organization rules, as European businesses may suffer more than their US counterparts.

$418M for North Sea…

European Union governments that have North Sea coastlines, together with Norway, are inviting bids for funds to finance projects in the region as part of the EU's plan to establish Motorways of the Sea (MoS).

This round will cover the period 2008–2013 and involves potential funding of some €310M ($418M).

EU MoS funding (€M)

2007	20
2008	30
2009	85
2010	100
2011	50
2012	25

The North Sea is one of the busiest maritime regions in the world and central to this activity is shortsea shipping. In 2005, the North Sea region's shortsea shipping totalled some 591M tonnes and there is a potential market of over 188M consumers. Industry and consumer demand create huge traffic flows of both imports and exports, which are increasingly using the North Sea.

Road congestion in Europe and the established benefits of shortsea shipping as a sustainable part of the logistics chain creates demand for the extension of the North Sea shortsea network.

Such extensions could include refinement of the hub-and-spoke concept and the provision of new and enhanced infrastructure, identified as key features of Motorways of the Sea concept. What is clear is that the North Sea region has significant potential to grow as a maritime region.

The European Commission will issue annual calls for tender for Motorways of the Sea projects. The Commission has stipulated that projects introduced under calls for tender in the coming years should not endanger the concentration of cargo flows generated by previously approved and co-financed Motorways of the Sea projects. The European Commission has also made clear that the available budget for MoS will be spread over a limited number of projects.

Project proposals are expected to be submitted for evaluation to the ministries and authorities directly concerned.

…and US shortsea boost

Funding for a fledgling shortsea programme in the US won approval in the House of Representatives just as Congressmen fled Washington for their August holiday recess.

The New Direction for Energy Independence, National Security, and Consumer Protection Act (HR 3221) – which contains the shortsea provision in its 786 pages of far-ranging solutions to a plethora of problems – passed the House on a 241-172 vote and now goes to the Senate, where its future is uncertain.

If passed by the Senate and signed by President Bush, the bill would direct the Department of Transportation to establish a shortsea trade programme for the country.

It would also call on the Department of Transportation to work with ports, individual state governments and the maritime industry to develop a shoreside infrastructure to support the system.

The measure, originally introduced by Minnesota democrat James Oberstar, who chairs the House Transportation and Infrastructure Committee, would provide $25M over a five-year period to build ships to be used in shortsea trades.

Not connected to the existing Title XI loan guarantee programme – but imposing many of its rules – the bill directs that owners of ships involved in domestic maritime services would be eligible to use the capital construction fund to finance new ships.

Missing from the bill was any mention of eliminating the repetitive harbor maintenance tax that is imposed on containers every time they enter a new port.

That tax has been labelled by the US maritime sector as the biggest single obstacle to a successful – and cost-efficient – shortsea programme. Without its repeal, critics say the programme will not succeed.

Senate OKs funding bill

The US Senate has taken a step closer to providing extra funding for security at ports. It passed HR 2636, the Department of Homeland Security Appropriations Bill, on an 89-4 vote. The bill now must go to a House-Senate conference to work out final details, as there are several areas where similar legislation making its way through the two chambers differs.

The bill includes several provisions that affect ports, including: $400M for the Port Security Grant programme (this is also in the House bill); $15M to fund the TWIC card reader pilots (this is only in the Senate bill); $15M for port enhancements. This latter provision is aimed at allowing the US Coast Guard to increase spot inspections of facilities and vessels covered under the Maritime Transportation Security Act, conduct vulnerability assessments and studies, and develop a long-range automated vessel-tracking system.

The House bill includes an allocation of $40M for interagency port security operations centres and for the Coast Guard to establish a port security training programme.

Funding is also provided for programmes at Customs and Border Protection.

President Bush has warned that he may veto the bill because it includes a higher funding level than his budget proposal. The Senate agreed to an amendment that would cut funding across the board from all programmes to pay for a $100M emergency communications grant. The Senate/House conference will decide if this will remain.

Safety and security meeting

Relations between the European Maritime Safety Agency (EMSA) and third countries are developing. The latest group to forge ties are from Morocco.

A group of Moroccan civil officers working in the field of maritime safety and security paid a visit over several days to the Agency's headquarters in Lisbon.

They were informed on operational systems as SafeSeaNet and CleanSeaNet and were given lectures on different EU Regulations.

In return, they provided information on the EU-financed twinning project linking their safety administration with their French counterparts.

http://ec.europa.eu

Moroccan connection at EMSA

Largest operator: Hutchison operates a terminal at Busan, South Korea's leading port

Concentrating port activities

UNCTAD – the United Nations Conference on Trade and Development – has been studying the issue of concentration and specialisation of countries in different maritime sectors.

In its latest study, UNCTAD says that port terminal operations are being concentrated into a few hands. In addition, it points out that two of the top seven terminal operating companies are linked to shipping lines (APM Terminals and Cosco Pacific). The others studied by UNCTAD are Hutchinson Port Holdings (HPH), PSA Corp, DP World, Eurogate and SSA Marine. These companies started their development as local port operators in Hong Kong (China), Singapore, Dubai, Germany and the US, respectively.

UNCTAD says that by last year the combined market share of the top four container port operating companies was 44.2%. This is up 10% on 2003, when their market share was 34%.

UNCTAD adds that the market share of the top four terminal operating companies in this sector experienced the largest increase of all major activities within the port and shipping industries in recent years. It notes that expansion continues among the top four – last year PSA acquired a 20% in HPH's port division.

In spite of this global process of concentration among terminal operating companies, in most ports of the world new concessions and new terminals are effectively enhancing competition between port operators locally, UNCTAD believes.

It says the growth of the global operators is partly the result of policy measures that enhance competition, as ports tend to be divided into competing terminals, or national monopolies are being decentralised, leading to new market opportunities for globally operating companies.

In most countries, the potential impact of concentration among port operators is partly mitigated by a fast-growing market, along with increased inter-port competition.

The study also looks at the major container shipping lines and says that at the beginning of 2007, the top 25 controlled 84% of the world's teu capacity. Mærsk, expanding its container terminals under APMT, now accounts for 16.8% of operated slots, followed by MSC, another terminal operator, with 9.8%. The combined market share of the top four companies is 38.4%. This market share has increased by 7% from 31% in 2004.

Mergers between shipping lines do not automatically lead to a simple addition of the combined market shares. Soon after Mærsk-Sealand purchased P&O-Nedlloyd, the market share of the merged company fell below that of the combined share of the two previously independent companies. At the beginning of 2006, Mærsk still commanded a market share of 18.2%; one year later it was reduced to 16.8%.

Rather than being concerned about global levels of concentration, most smaller and medium-sized shippers are interested in the market power of carriers on individual routes or in individual ports. Here, research by UNCTAD suggests that up to the beginning of 2005, the number of carriers offering services at individual ports had continued to increase despite the global process of concentration.

While globally there are fewer carriers today than 10 years ago, the same global carriers continue to expand into new markets. Since mid-2005, however, the average number of carriers per country has started to decline.

More info: Jan Hoffmann, Trade Logistics Branch, UNCTAD, jan.hoffmann@unctad.org

Terminal operators

throughput 2006

Operator	teu (M)	% share
HPH	59.3	13.4
PSA	51.3	11.6
APMT	43	9.7
DP World	42	9.5
Others		246.8
Total		442.4

Source: Data from Dynamar, calculations by UNCTAD.

US port state detentions show downward trend

Port state control detentions in US ports are down, according to the US Coast Guard annual Port State Control (PSC) report for 2006. Detention rates continue to show a downward trend, dropping from 1.61% in 2005 to 1.35% in 2006 for safety violations and from 0.65% in 2005 to 0.43% in 2006 for security violations.

The targeting matrix has been modified so inspections are directed towards those vessels shown to present a higher risk of being substandard and to give credit to those vessels having a significantly better safety record.

The USCG considers this approach to be more accurate in showing vessel quality.

Charter for development

International Association of Cities and Ports (IACP) members, meeting in Le Havre, approved the text of its charter for the sustainable development of port cities, first mooted at its Sydney conference last year.

Port cities have now confirmed their determination to pursue their action for sustainable development in implementing their projects. Conscious of their place in regional development strategies and in economic circuits, stakeholders in port cities – the cities, the ports and all their economic and institutional partners – firmly intend to:

- Work together to find solutions for the sustainable development of each and of all;
- Co-operate with the national and international organisations seeking to devise rules to protect the earth's natural resources and at the same time improve its population's quality of life;
- Become initiators of proposals to promote a new political, economic, social and environmental approach to global economic trade and to the management of port cities, growing at an ever-faster pace;
- Establish a privileged relationship with global maritime operators competing in the race for ever-larger ships.

The charter has now been ratified by more than 250 cities, ports, public enterprises and businesses.

More info: www.aivp.org

More violence in pirate attacks

The number of pirate attacks seem to have bottomed out and could be on the rise again, P Mukundan, director ICC International Maritime Bureau, said in Colombo. But he added: "Violence remains high."

He told a shipping conference organised by the Sri Lanka branch of the Institute of Chartered Shipbrokers that, compared with piracy hot spots, Sri Lanka is "generally a peaceful place", although there have been some violent attacks by the LTTE (Tamil Tiger rebels) in the northeast.

He was referring to the Sea Tiger rebels who have mounted attacks against the Sri Lankan navy and some merchant ships close to the island's northeast coast.

In most piracy hot spots, mainly in southeast Asia and east Africa, lack of co-operation among states was a weakness exploited by pirates, Mukundan continued.

Law enforcement agencies have no right of hot pursuit across international boundaries in southeast Asia. "Pirates know it only too well!" Mukundan said.

He suggested posting a liaison officer on a neighbouring country's law enforcement vessel so that in an active chase he could seek permission from his superiors for the chase to be carried across into the neighbouring state.

Mukundan said high-risk ports include Chittagong, Tanjung Priok, Dar es Salaam, Callao and Santos. The overall number of attacks had dropped, but attacks in Somalia, Nigeria and Bangladesh pose the greatest cause for concern.

Pirates in Somalia are believed to be operating from mother ships, Mukundan said.

Since the beginning of 2007, attacks in Bangladesh have dropped dramatically because of firm action by authorities there and in the Malacca Strait the number of attacks had remained low and stable.

BIMCO's port low-down

BIMCO has issued a new information document on ports saying that they can be "taken for granted'" like the ships that sail in and out of them, even though the world depends on them for the goods everyone uses in their lives.

The document outlines the varying forms of ownership of ports and their different responsibilities. It explains to shipowners the difference between landlord ports and those that still operate terminals and other port services. It also outlines the conservancy responsibilities vested in some ports.

"The safety of ships in port waters is an important matter," the document notes, adding that port marine departments are responsible for ensuring there is adequate water alongside berths and that traffic in port waters is conducted safely. It gives an outline of the security issues faced, to prevent cargo being stolen, adding that the problems of terrorism have made this even more important .

It points out that commercial ports "have to earn their keep", and "pay for themselves" by charging dues to visiting ships and rent to those who lease port property or land. It adds that in some regions there is little choice of port to use, but in many parts of the world there is "brisk competition".

Court action for ports

The European Commission has decided to act against Germany, Spain and Estonia for alleged failure to respect EU legislation on better availability and use of port reception facilities for ship-generated waste and cargo residues.

The directive, adopted in 2000, is aimed at reducing discharges of ship-generated waste and cargo residues into the sea from ships using ports in the EC. To this end, it provides for better availability and use of the facilities designed to receive and treat such waste and residues, thereby enhancing the protection of the maritime environment.

In all three cases, the Commission's action was prompted by the insufficient implementation of the obligation to develop, approve and implement waste reception and handling plans relating to all national ports, including fishing ports and marinas. These plans are essential in ensuring that port reception facilities meet the needs of the ships normally using the ports. They are also important for ensuring that other key principles of the directive are respected, in particular that fair, transparent and non-discriminatory fees are applied.

Member states should have established waste reception and handling plans for all their ports by 27 December 2002.

More info: http://ec.europa.eu

Brussels office opens

The World Shipping Council (WSC) has announced that it will open an office in Brussels, Belgium, this month. Over the past few years, the WSC has been working on security and customs issues arising from legislation being developed by the European Community without the benefit of a full-time office in Brussels.

Adolf Adrion, chairman of the WSC and CEO of Hapag-Lloyd Container Lines said: "The security, customs and related issues facing the liner shipping industry arising from the EC's regulations and policy decisions continue to increase in scope, complexity, and importance. A WSC office in Brussels will improve the liner industry's ability to be of assistance to the European institutions and to keep its member companies informed of these developments."

Christopher Koch, president and CEO of WSC, agreed: "We look forward to working more closely with the European Community as it pursues its supply chain and cargo security policies.

"The opening of the Brussels office is a demonstration of the liner shipping industry's commitment to co-operate with the European Community in furtherance of the shared objective to enhance cargo security while facilitating legitimate international trade."

Photo: iStockphoto

Kuala Lumpur for next EXCO meeting

Port Klang Authority (PKA) is hosting the next IAPH Executive Committee meeting in Malaysia's vibrant and exciting capital city of Kuala Lumpur, from 21 to 25 October. The meeting will provide an opportunity for EXCO members to review the progress of the association's activities. Technical committees will meet on 23 October before the EXCO meeting. A forum will also be held on ports and shipping global and regional issues.

Port Klang is the principal gateway into Malaysia and is the country's busiest port; it is situated on the west coast of Peninsular Malaysia, 45km west of Kuala Lumpur.

"We can be proud of the achievements of our association and its progress over the years, the result of excellent co-operation between and contribution from members at the EXCO meetings, technical committee meetings, conferences and the various other activities that IAPH has organised or participated in," observed Datin OC Phang, IAPH president and the host for the meeting.

The meeting is being held in the same year that Malaysia celebrates its 50th year of independence, so, in addition to the technical programme, Port Klang Authority has prepared numerous activities and social events for delegates and those accompanying them.

"It will be a great opportunity for delegates to witness the charm and beauty of various cultures coming together in a melting pot that is truly Asia, against the background of historical sites and modern living," observed Phang, who is also GM of Port Klang. "I hope members will take advantage of this opportunity to extend their stay to see and experience more of Malaysia."

More info: www.pka.gov.my/IAPH_2007

Ballast water confusion continues

Technology has still not caught up with the proposed Ballast Water Management (BWM) Convention, which shipowners say cannot be met.

The convention calls for ballast water treatment systems to be installed on certain ship types from 1 January 2009. The International Chamber of Shipping has asked for a delay in the introduction of the convention, as it says it is impossible for shipowners to comply with the proposals. Discussions continue at the IMO's Marine Environment Protection Committee to overcome the deadlock. Because of the confusion, ratification of the convention is slow, according to Fer van der Laar, IAPH MD Europe, who has been attending the meetings.

So far, 10 governments have acceded to the BWM Convention, representing 3.42% of the world merchant fleet tonnage. The convention will enter into force 12 months after ratification by 30 states, whose fleet makes up 35% of world merchant shipping tonnage.

At MEPC 57, the next meeting on the topic at IMO, will aim to provide guidance on how shipowners who are unable to comply with the BWM convention because of the unavailability of machinery, are not legally penalised. Van der Laar will keep IAPH updated on possible guidance on how to resolve the issue.

Some ballast water coming into the Port of Rotterdam goes to benefit the city zoo's penguins

Photo: iStockphoto

Plea on refuge liability

IAPH is pressing for security to be given to ports offering places of refuge, as the convention covering the issue continues to be discussed by the industry.

The latest intervention comes after a meeting between Comité Maritime International (CMI), under whose auspices the conference is being drafted, and the International Chamber of Commerce (ICS). During the discussions various subjects were discussed. "From IAPH's side, special attention was asked for paragraph 7 of the draft instrument," explained Frans van Zoelen, chair of the Legal Committee. This limits the amount of the financial security ports could expect to receive for providing places of refuge.

Zoelen, who is head of legal affairs for the Port of Rotterdam, said that his colleague Wilko Tijsse Claase, from the Port of Amsterdam, had explained to the CMI/ICS meeting that ports need a guarantee or letter of security to help set up places of refuge.

He has written to CMI asking that ports be given a guarantee from a member of the International Group of P&I clubs or another recognised insurer, bank or financial institution, if they were to give vessels in distress access to places of refuge.

He hopes the letter will help CMI understand the IAPH position. "We trust that on this basis the combined interests of the shipowner, the cargo and the environment (ie the coastal states) will co-operate in finding an appropriate solution when, in the case of an incident, a ship is seeking shelter in a place of refuge at a port."

"It was agreed that IAPH would explain its position on this specific point further," he told CMI in the letter.

"IAPH fully agrees with the approach that the decision to give or deny access to a place of refuge to a ship in distress should be based on a case by case approach," he said. The potential for damage should access be refused needs to be compared with the potential for damage if the ship were permitted access to a place of refuge.

In a case where the risk of damage is higher were the ship to remain on the high seas than the damage it would cause going to a place of refuge, then the ship should "in principle" be given access to such a haven, he said.

"However, this approach will only work if proper consideration is also given to the interests of those parties who will absorb these lesser risks when giving access to a place of refuge to a ship in distress," Zoelen added. "In the present wording of paragraph 7, where the security to be provided is restricted to the limited liability, this reality is not recognised."

Damage caused in a place of refuge can exceed the limit of liability, especially as other important international conventions in this field, such as the HNS Convention and the Bunkers Convention, are not yet in force.

IAPH has told CMI that it is unfair to 'punish' ports that allow ships in distress access to refuge by imposing limits of liability or limits on the amount of security to be given in return for the permission to enter.

By allowing access to a place of refuge, ports subordinate their own interests and those of local people and businesses to serve the wider concept of international public good.

"IAPH fails to see why the permission to enter a place of refuge could not be made conditional on open-ended security," he added.

Dates for your diary

A selection of forthcoming maritime conferences

September

21–28 Maritime Week 2007, Singapore
More info: www.mpa.gov.sg

24–26 International Chemical and Oil Pollution Conference and Exhibition (ICOPCE) 2007 – Singapore
More info: www.ibc-asia.com

26–28 The second International Maritime Port Technology and Development Conference (MTEC) – Singapore
More info: www.mtec2007.org

27–28 4th Thai Ports and Shipping 2007– Bangkok, Thailand
More info: www.transportevents.com

27–28 Second International Conference on Maritime Security – The ISPS Code: Between citizen duty and business pressure – Nantes, France
More info: www.isps-conference-nantes.com

October

3–5 INMEX India 2007 – Mumbai, India
More info: www.inmexindia.com

17–18 Baltic RoRo and Ferry Conference 2007 – Szczecin, Poland
More info: www.actiaconferences.com

18–19 Second Southern Asia Ports, Logistics and Shipping 2006 India Exhibition and Conference – Mumbai, India
More info: www.transportevents.com

22–25 IAPH EXCO Meeting– Kuala Lumpur, Malaysia
More info: www.pka.gov.my/IAPH_2007

24–26 PorTech Asia 2007 – Shanghai, China
More info: www.globaleaders.com

24–27 Indoship and Port Expo and Indologistica 2007 – Jakarta, Indonesia
More info: www.itl-indo.com

29–30 Maritime Port, Shipping and Cargo Integrity – Kuala Lumpur, Malaysia
More info: www.marcusevans.com

29–30 Malaysia Ports 2007 Conference – Kuala Lumpur, Malaysia
More info: www-asia.com

November

4–8 The World Free Zone Convention – Kuala Lumpur, Malaysia
More info: www.freezones.org

6–8 TOC Americas – Panama City, Panama
More info: www.tocevents-americas.com

13–16 Iberoamerican Institute of Maritime Law XII Congress, XX Anniversary – Seville, Spain
More info: www.institutoiberoamericanodederechomaritimo.com

27–28 European Inland Waterways & Ports Forum – Amsterdam, Netherlands
More info: www.eurowaterwaysforum.com

Phang: IAPH is an "excellent forum"

Phang promotes

IAPH President, Datin Paduka O.C. Phang visited Japan in July to make a keynote speech at the 20th IAPH Japan Seminar in Tokyo.

After a presentation outlining developments in Port Klang and Port Klang Free Zone, Phang stressed that IAPH was an "excellent forum" to share experiences within the international port community and to develop networking opportunities between members.

The Japan Seminar, at which Phang spoke, is held annually under the auspices of the Japanese Foundation for IAPH, to promote the association's activities among ports and maritime industries in Japan. At the seminar, seven speakers from Japanese member ports and organisations reported on the working sessions in the recent 25th World Ports Conference in Houston.

While in Tokyo, Phang also took the opportunity to have a meeting with the IAPH Secretariat to discuss various IAPH issues including preparations for the forthcoming EXCO meeting in Kuala Lumpur.

Getting the message across

The IAPH secretariat welcomed delegates from the Rotterdam-based Green Award Foundation, which is an associate member of IAPH. Those visiting were Jan Fransen, MD of the foundation, and Karin Struijk, deputy MD.

The delegation was seeking further understanding and support in Japan for the foundation's activities by talking to major ports and shipping companies in the country.

Accompanied by a transport attaché of the Dutch Embassy to Japan, the delegates explained future strategies aimed at attracting more supporters from Japanese maritime society.
More info: www.greenaward.org

More support: Green Award Foundation team and IAPH, Tokyo

IAPH Training Scholarship 2007

More than 120 people from IAPH member ports in developing countries have benefited from the IAPH Bursary Scheme, which started in 1976. It has enabled them to attend advanced port training programmes overseas at IAPH affiliated training institutes.

Now, even more can take advantage of the scheme, which has just been relaunched, under the banner of the IAPH Training Scholarship. The main feature of the new scheme is a new procedure allowing easier and faster application. There are simple and quick links to the IAPH approved institutes, so applicants can easily refer to available course details of each one.

The scholarship is aimed at giving staff of ports in developing countries opportunity to gain the most advanced and latest knowledge about port management and operations, while expanding their network of contacts. For those who find it difficult to go overseas, distance learning programmes are also offered among the available courses.

In principle, an applicant should be on the staff of an IAPH member port in a developing country, whose membership dues unit is less than five. Central government staff are excluded from the scheme.

More info: IAPH Secretariat; telephone: +81 3 5403 2770; fax: +81 3 5403 7651; email: info@iaphworldports.org

IAPH-approved training institutes

PSA Institute Training
More info:
www.singaporepsa.com
IPER (Le Havre)
More info:
www.iper.fr
APEC (Antwerp)
More info:
www.portofantwerp.be/apec
Lloyd's Maritime Academy
(Distance learning)
More info:
www.lloydsmaritimeacademy.com
Australian Maritime College
(Distance learning)
More info:
www.amc.edu.au
IPPPM, University of New Orleans
(courses temporarily suspended)
More info:
planning.uno.edu

Dear IAPH friends,

I was very pleased and honoured when I was informed that I had been elected Honorary Member at the 2007 Houston conference. I wish to thank the Honorary Members Committee and in particular its chairman, Pieter Struijs, for putting my name forward. Secondly I thank the participants of the plenary session in Houston for unanimously following this recommendation.

I wish I could have attended the conference in person to receive the scroll during the plenary session. Fer van de Laar received it and arranged the official hand-over at his house in Nieuwerkerk aan de IJssel in the Netherlands. Unintentionally, this became a high-speed ceremony because the weather turned rainy and neither of us wanted to put the scroll's water resistance to the test. But we managed, and both Trix and Fer's wife Marie-Therèse took pictures of the event as proof that the scroll reached its final destination in good shape.

The scroll will get a nice and prominent place in our house. As I said, I feel honoured and proud to have received this prestigious award, particularly because I have never considered my IAPH activities as 'work'. I enjoy my retirement but am still following the ins and outs of the business with keen interest.

Both Trix and I are keen gardeners, and playing with the letters of IAPH the other day, I realised that these letters could also stand for International Association of Plants and Hedges!

Trix and I hope to be in Dunkirk, France, in April 2008 for the next mid-term conference and in Genoa in 2009.

We wish all IAPH members and associates all the best.

Peter van der Kluit
Brielle, The Netherlands, July 2007

Peter (left) receives the scroll awarded to him in Houston from Fer

Membership notes

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

Regular member

Subic Bay Metropolitan Authority
Address: SBMA Center Building 229, Waterfront Road, Subic Bay Freeport Zone 2222, PHILIPPINES
Telephone: +63 47 252 4381/4895
Fax: + 63 47 252 3014
Email: acarreza@sbma.com
Website: www.sbma.com
Representative: Armand C Arreza, administrator

PNG Ports Corporation Ltd
Address: P.O. Box 671, Port Moresby, PAPUA NEW GUINEA
Telephone: +675 321 1400
Fax: +675 321 1546
Website: www.pngports.com.pg
Representative: Joshua Taruna, chief executive officer

Associate member

IMC
Address: 39 Kasturi Ranga Road, Alwarpet, Chennai 600 018, INDIA
Telephone: + 91 44 24994880
Fax: + 91 44 24661738
Email: marketing@imc.net.in
Website: www.imc.net.in
Representative: AM Rao, CEO
Nature of business activities: IMC's experience is in trading and port terminals in India; it is the largest independent bulk liquid storage there.

Hakata Port Terminal Co Ltd
Head office: 3-13 Kashiihama Higashiku Fukuoka City, Fukuoka Pref. 813-0016, JAPAN
Telephone: +81 92 663 3111
Fax: +81 92 663 3114
Website: www.hakatako-futo.co.jp
Representative: Kazuhiko Egashira, president
Nature of business activities: Administration and operation, public port facilities and container terminal

IAPH – a great and effective resource

As Greg Martin, CEO, Sydney Ports Corporation and EXCO member representing Australia in the Asia/Oceania Regions, bows out from IAPH, he reflects on his time in the association

> "IAPH provides the most effective vehicle for ports around the world to have an input into IMO matters and the introduction the ISPS Code is proof of that"

After 17 years managing ports, firstly as CEO of the Port of Brisbane until 1996, and for the last 11 years of Sydney Ports Corporation, I have decided to undertake a role in the private sector.

This, of course, means that I will cease to be an EXCO member of IAPH representing Australia in the Asia/Oceania Regions from the end of August 2007. This will be a sad time for me as I have greatly enjoyed my time working as a senior executive in the two fast-growing capital city ports.

In those 17 years I have been a regular attendee at IAPH conferences, starting with the never-to-be-repeated conference in Spain in 1991, onboard the cruise ship *Eugenio C*. I recall presenting a paper at that conference on the subject of the desirability of having a standard approach to the electronic transfer of data. It seems a long time ago, but some of these issues still exist today.

Over those 17 years I have met and made friends with many port managers from around the world through IAPH and it has been a great benefit to be able to contact these executives for information or advice when required. One thing which becomes more apparent every time we meet at IAPH conferences is that, irrespective of the size of the port, particularly in regard to city container ports, the imperatives are the same, namely dealing successfully with governments, communities, the environment and port stakeholders.

With the extraordinary growth in container volumes in recent years, the big issues causing concern to most are the management of landside transport to the port (by road and rail), the reclamation of land for new terminals and channel deepening for larger vessels. The pool of knowledge on these issues among senior port executives within IAPH is substantial and this is a great resource to be able to access.

IAPH provides the most effective vehicle for ports around the world to have an input into IMO matters, and the role played by IAPH in the co-ordination of its member ports with the introduction of port security under the ISPS Code is proof of that.

I will greatly miss the contact with the many port executives in IAPH whom I have met over the years and I wish the Association, particularly President O C Phang and SG Satoshi Inoue, all the best for the future.

I expect to remain employed in the port and shipping industry and would hope to meet many of you again in my next role. I will also advise the IAPH Secretariat of my new role in due course. P&H