



PORTS & HARBORS

Official Journal of the International Association of Ports and Harbors

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Smoothing the way for intermodal traffic

Israel's planning for peace

How the ports are expanding for the future

Cleaning up after others

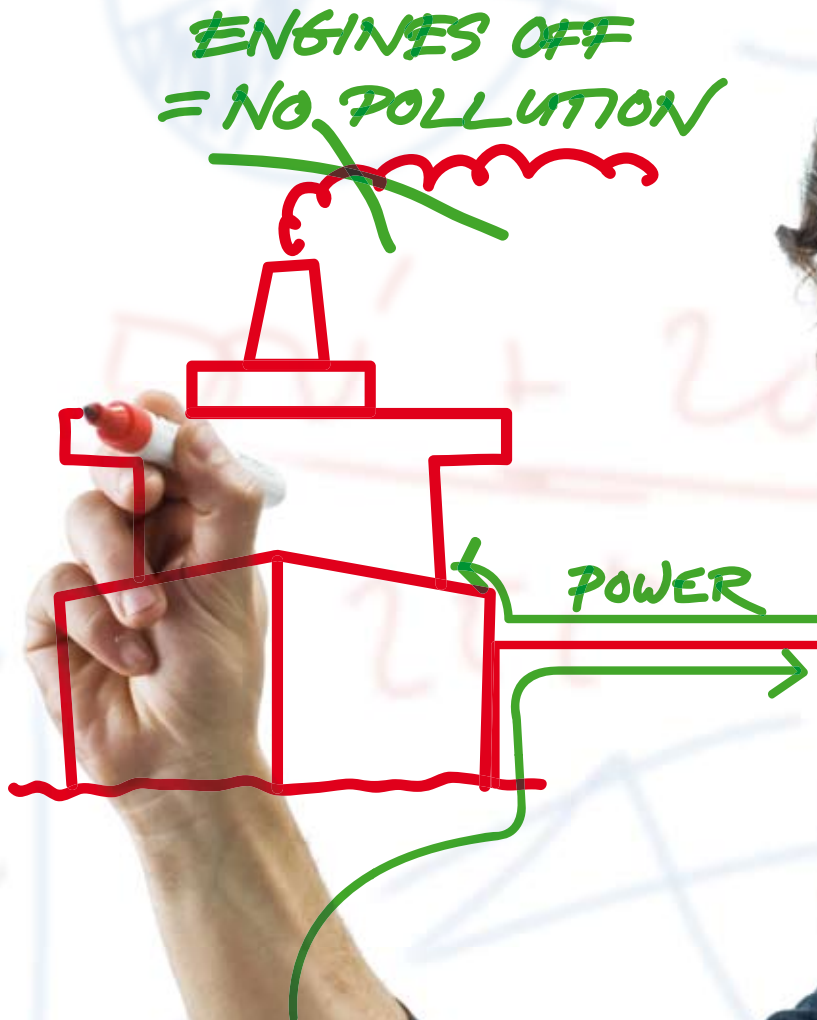
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Warning: ports say the queues into container terminals will grow if 100% scanning becomes a reality
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All change for climate change

IAPH is committed to taking the lead in this challenging task by bringing port communities together

The week your July *P&H* reaches your desk two important meetings are taking place that could have a big influence on the world we know. World leaders are meeting in Toyako, some 1,000km north of Tokyo, to discuss climate change at the G8 summit. And in the same week, major ports and port cities around the world will meet at the C40 World Ports Climate Conference (WPCC) in Rotterdam to discuss how to improve air quality and reduce greenhouse gas emissions in ports.

As we face this never-before-experienced challenge of global warming, I believe that our success in tackling it largely depends on how effectively we can translate philosophical policies into

practical actions. Port communities must agree collectively on sustainable actions. Therefore, whatever measures are proposed, it is essential that these benefit all concerned.

In other words, such measures should be designed to help promote the port industry as much as possible.

For instance, measures to ease traffic congestion on port roads will clearly contribute to a reduction

in air emissions from heavy vehicles, but will also improve the efficiency and reliability of logistics services.

By the same token, port authorities promoting energy generation, saving or recycling facilities should urge developers to consider co-siting to gain economies of scale. The recent hikes in bunker prices have led some shipping lines to slow-steam. Hopefully, this means ports will attract favourable support from ocean carriers to speed reduction measures in their waters.

While the WPCC is an important first step, port air quality improvements and the reduction of greenhouse gas emissions require a long-term and worldwide approach. As such, port authorities should work together by sharing experiences and knowledge while playing a central role in co-ordinating every member of their respective port communities. As resolved by the board of directors in Dunkirk in April, IAPH is committed to taking the lead in this challenging task. **PH**



Dr. Satoshi Inoue

Secretary General – The International
Association of Ports and Harbors



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Port updates

CLEAN BURN APPROVED

The US Federal Maritime Commission has permitted Los Angeles and Long Beach to allow only modern clean-burning vehicles into the ports, removing the last major obstacle to the plan. In a letter, the FMC said the move was not likely to increase transport costs "unreasonably" nor would it reduce service levels. However, the ports have to keep the FMC informed of progress on the vehicle modernisation programme.

COCHIN FLOATS TENDER

Cochin Port in southern India is renewing tenders for two dredging projects. The channel to the proposed international container transshipment terminal is to be deepened to 14.5m, and maintenance dredging is needed to 30 December 2010. The port cancelled the first tender last November, as it said the only bid – of Rs8Bn (\$186M) from Belgium's Dredging International – was "unreasonably high". The port had estimated costs of Rs4.8Bn. Bidder qualification criteria have been relaxed in the new tender.

CALAPAN'S NEW TERMINAL

The Philippine Ports Authority has opened a new Php45M (\$1.05M) passenger terminal building, with seats for more than 500, in Calapan, Oriental Mindoro.

Calapan is the main port of Mindoro island and plays a key role in the transport of conventional cargoes and passengers. It is the busiest port linked with Batangas, on the Philippines' main island of Luzon, and in 2006 handled 1.88M passengers.

CARGO GROWTH SETBACK

Indonesia's Tanjung Priok Port has reported a 26% decline in cargo handled from January to May 2008 compared with the corresponding period for 2007. Cargo volumes fell from 3.6M in 2007 to 2.7M tonnes. Commodities recording steep declines included rice, sugar, corn, animal food, cement, crude palm oil, clinker and livestock. Only 12 ships carried rice this year compared with 59 ships in the first six months of 2007.



Demolition: unwanted infrastructure and buildings will go to expand the terminal stacking area

\$530M development blows in

Strong 'Cape Doctor' winds have failed to put off the Cape Town Container Terminal's R4.2Bn (\$530M) expansion programme, which is moving "full steam ahead", according to Transnet Port Terminals, after initial delays.

Business unit executive Oscar Borchards said that the port will increase capacity from 740,000 teu to 1.4M teu by the end of 2012.

"We are currently blasting hard rock and initial earthworks are in progress," he said. Soft dredging works at berth 601 have been completed to enable larger vessels to pass through the harbor.

The project includes a deepwater terminal with a new quay wall suitable for super post-Panamax cranes. Stack capacity will

be increased by changing from straddle carriers to rubber tyred gantry crane (RTG) operation

A total of eight new ship-to-shore cranes will replace existing cranes at the terminal, with half the fleet expected to be in place by December 2008. Before then, the terminal marshalling yard will also be converted to a staging area.

The deepening of the first berth, 601, is expected to be completed in February 2009 to 15.5m.

The remaining berths, 602 to 604, together with the Ben Schoeman Basin, will also be deepened to 15.5m. These works will be carried out in sections throughout the five-year programme by a consortium. This will be made up of Southern

African construction firm WHBO and locally based Civil and Coastal. This approach should ensure that overall terminal productivity will be maintained throughout the entire construction programme.

"We are slowly but steadily transforming the container terminal into a modern four-berth facility able to cater for larger new-generation vessels," said Borchards.

The Cape Town Container Terminal expansion project includes the demolition of non-essential infrastructure and buildings, reconfiguration of the terminal to maximise stack capacity, a reefer-point expansion programme and extension of the quayline by 10m to accommodate the new gantry cranes.

Kulpi Port project goes ahead

After several years of delay, the Kulpi Port project in West Bengal is to go ahead, shipping secretary APVM Sarma said after a meeting with West Bengal government chief secretary Amit Kiran Deb.

Bengal Ports Ltd (BPL), the principal promoter of the project, said it received the green light from central government after the Kolkata Port Trust (KoPT) completed its evaluation.

Though the KoPT has no financial stake in Kulpi Port its approval was needed as the port comes under its

command area. West Bengal Government's commerce and industry secretary Sabyasachi Sen said that Kulpi port will mainly handle containers while Sarma noted that the port is being set up to handle additional traffic along the Hooghly River.

A memorandum of understanding is now expected to be signed between BPL, DP World and a Kolkata-based consortium, the Keventor Group, which is made up of the Mukund Group and West Bengal Industrial Development Corporation.

Amsterdam's vision of 4,800 new jobs

The City of Amsterdam has announced its *Port vision 2008–2020*, which includes plans to generate 4,800 extra jobs in the port between now and 2020.

To achieve this goal, the city executive announced that cargo throughput needs to grow from 66M tonnes last year to 125M tonnes by 2020.

The executive, which is responsible for the day-to-day running of the city, said expansion of port activities will have to take place within the existing port area. The report said more young and jobless people are to be attracted into port employment.

A training centre for port-related logistics is planned and proactive employment-finding services to job seekers will be provided. Job creation is one of the top priorities pursued by the city executive. At present, the port

provides direct employment to 32,000 people and indirect employment to 53,000 people.

The port plans to meet the expansion challenge by using existing space more intensively and more efficiently, it says.

Any empty sites will be restructured and leased to new users. It said there is always a strong demand for wet sites, near water. It plans to convert some dry sites into wet sites by digging canals leading to deeper-water sections.

Amsterdam's local government has joined forces with other players in the North Sea Canal area to push central government to build a new large-capacity sea lock in IJmuiden to be used alongside the existing sea lock.

The city executive said the current sea lock does not have enough capacity to accommodate the desired

growth in shipping traffic and the ever-growing size of Amsterdam-bound sea ships. The proposed large sea lock is therefore central to the Port of Amsterdam's growth ambitions.

Port vision 2008–2020 will form part of the public consultation with all players in the North Sea Canal area, including the business community and other local authorities. The clear aim is to discuss and further improve the report, if need be.

Freek Ossel, Amsterdam alderman responsible for port affairs, said: "The port is not only of crucial importance to Amsterdam, but to the entire North Sea Canal area and its surroundings. We're going to pay close attention to what our neighbours are saying in order to forge a successful vision for the period until 2020."

More time for TWIC

Most US port workers and mariners will get six extra months to obtain a Congressionally mandated security card, as deadlines cannot be met.

The Department of Homeland Security (DHS) has announced that the deadline for enforcement of the Transportation Worker Identification Credential (TWIC) will be extended from 25 September 2008 to 15 April 2009. The exception is the state of New England, where the deadline was extended only until 15 October 2008.

The TWIC extension applies to US Coast Guard-

licensed mariners as well as port workers.

According to the most recent statistics from the DHS, some 325,700 workers had pre-enrolled for the TWIC card by 1 May, including dockworkers. Of these, some 250,000 have enrolled, but only 75,000 cards have been activated.

While the application process has moved more slowly than anticipated, the larger problems for the programme stem from card production, according to observers.

See cover story, p 30

Tarragona's container expansion

Spain's Tarragona container terminal is to be almost doubled in size as part of a €147M (\$229M) expansion programme.

This follows a move by a joint venture between DP World and Israel's Zim Ports to buy 60% of Contarasa Sociedad de Estiba, which holds the exclusive concession for the terminal.

The deal has received approval from the Tarragona Port Authority (APT) and is subject to EU regulatory clearance. APT and DP World will expand the terminal from 74,000m² to 124,000m².

"Tarragona is very well placed to serve a large market. The city has attracted investment from major multinational distributors, attracted by its established infrastructure links," said DP World CEO Mohammed Sharaf.

Tarragona is a multipurpose port with an offshore SBM berth for big tankers for the discharge of crude. About 36M tonnes of cargo is handled annually and the harbor is protected by breakwaters with a total quay length of over 9,400m.

Further foreign investment at

Tarragona will come from Australian investment fund company Babcock & Brown.

Babcock's bulk trades subsidiary Tarragona Port Services has been awarded a 35-year concession to operate the port's future ro-pax terminal, called Illes Balears. APT will invest €153M in construction of the 21ha terminal, which is expected to be operational by 2013.

Tarragona is expanding its container trades, which see mostly chemicals moving through the port.

Port updates

CEBU PLANS NEW PORT

The Cebu Port Authority plans a new port and the Japan International Co-operation Agency has completed preliminary studies for the \$18Bn project. It will cover a 120ha reclaimed area and will boast a depth of 15m–18m, with construction due to start in 2010. The authority plans to build the new port in two phases, starting with development of the first 80ha.

JAPANESE AID VANUATU

The Japanese government has committed nearly \$2M to upgrade facilities at Port-Vila, the capital and main port of the Pacific island nation of Vanuatu. The wharf's last major upgrade was 35 years ago, before containerisation took hold in the region. Its lack of container space is hampering development and the port authority wants separate facilities for cruise and container cargoes, which currently have to share a berth.

GWADAR FUNDS

Pakistan's new coalition government has allocated Rs200M (\$3M) for dredging Gwadar port's channel during the 2008–2009 financial year. So far Rs17Bn (\$252M) has been spent on phase 1 of the development, including some channel deepening. The latest phase is expected to take the draught to 16m.

HIT GOES GREEN

Hong Kong International Terminals started the first phase of its HK\$140M (\$18M) crane-electrification programme aimed at reducing emissions at Kwai Tsing Container Port. Initially, 17 electric rubber-tyred gantry cranes are being deployed in an effort to reduce CO₂ emissions and cut energy use. Hybrid RTG cranes combining battery power with ultra-low sulphur diesel engines have also been launched.

CARS DRIVE GROWTH

Westport, part of Malaysia's Port Klang, has unveiled its new Toyofuji car terminal, which is expected to boost car numbers to 200,000 a year. The port is hoping to handle a total of 5M teu in the future.

Dredging

TUTICORIN DEEPENING

Deepening of Tuticorin port's channel and basin to accept 12.8m-draught vessels is to go ahead at an estimated cost of Rs5.4Bn (\$126M). Tuticorin Port Trust has undertaken to pay 65% while the remainder will be funded as a grant by central government. The project will enable the port to handle mainline fourth-generation container vessels of 3,000–4,000teu capacity and bulk carriers up to 75,000dwt.

RIO DREDGE

Reais64M (\$38.78M) is to be spent this year on dredging at the southeastern Brazilian port of Sepetiba to deepen the harbor to 20m and widen the entrance channel to the port to 200m. Further dredging in 2009 at Sepetiba – also called Itaguaí and located in Rio de Janeiro state – will see the channel extended to the new CSA terminal under construction, with the full length of the 21km channel deepened from today's 14.5m to 17.5m.

SILT SHIFT STALLS...

Revenue falls have forced the Philippine Ports Authority (PPA) to think twice about major maintenance work including dredging of heavily silted ports. PPA is to reduce this year's programme, which aimed to dredge 3.2M m³ of silt from 27 ports at a cost of PhP500M (\$12.20M), to PhP200M-worth of work. So far this year, PPA has completed dredging of the anchorage of Manila South Harbor, the inner basin of North Harbor and Nasipit Port.

...MEANWHILE IN MANILA

The government has approved PhP5Bn (\$116.28M) financing to dredge the heavily silted Pasig River. The National Economic and Development Authority (NEDA), which approves state funding programmes, is eyeing a soft loan through a Belgian fund facility to bankroll PhP4.5Bn for the project to dredge the 17km section of the river.

Boost for deepening project

A second vessel has arrived to help with the channel deepening project in Melbourne, Australia, where the port has reported completion of just over 16% of the dredging project.

The *Cornelis Zanen* has joined the first dredger, *Queen of the Netherlands*, for the project, which the Port of Melbourne Corporation (PoMC) said is "on schedule and within budget".

Dredging is under way at the entrance to Port Phillip Bay, within the Yarra River and in Port Melbourne Channel, where clay is being dredged for the construction of an underwater containment bund. Monitoring results continue to show that turbidity levels are well below prescribed environmental limits and the port is now preparing its first quarterly report.

The *Queen of the Netherlands* met the *Cornelis Zanen* on its arrival and the two sailed together into the bay, although they were not dredging at the time.



Deeper: the *Queen of the Netherlands* (foreground) and the *Cornelis Zanen* sail into Port Phillip Bay before starting work

The *Queen of the Netherlands* is dredging in the entrance to the bay in the south, and the *Cornelis Zanen* has been working in the north, in the Yarra River and Port Melbourne Channel. In fact, this better-than-expected progress on the deepening of Port Phillip Heads has allowed PoMC to relax draught restrictions at the port entrance one month ahead of schedule.

PoMC chief executive Stephen Bradford said normal operational parameters for commercial vessels have been reinstated, after a maximum draught of 10.6m was imposed. He said disruption to shipping was kept to a minimum. The weather has been kind and modifications to dredging technology and work methods are working effectively, he added.

Plaudits for Oslo's solution

A 'good example' of the dilemmas faced by port authorities around the world when dealing with old contaminated sediments has been awarded a prestigious industry prize.

Torild Jørgensen, from the Oslo Port Authority, and her co-author, Kjetil Lønborg Jensen, of the Norwegian Geotechnical Institute, have won the CEDA CEC best paper award 2008.

Entitled *Oslo harbour remediation project*, their paper attracted the best paper award and a

€1,000 prize, which was presented to the winners by Anders Jensen of Femern Bælt, Denmark, a member of the CEDA board of directors and vice-chairman of the CEDA Environment Commission, at the fifth International SedNet Conference held in Oslo.

Sediments in the harbor of Oslo became seriously contaminated over the centuries as a result of industrial activities, dockyard operation, municipal wastewater and urban surface runoff.

A sediment layer varying in thickness from 0.1m to 4.5m is highly contaminated by heavy metals and organic toxins. Redevelopment of old harbor sites as part of the Oslo city plan has been mooted in several studies over the past 15 years.

The construction of a road tunnel under the harbor to redirect the main traffic away from the city centre required dredging in the most contaminated parts of the harbor and triggered an immediate need for remediation.

More info: www.dredging.org

See pages 36–37 for a summary

On paper: Torild Jørgensen and Anders Jensen celebrate the CEDA award



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J.R. Klamon, Director of Public Safety
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Port updates

TUTICORIN IN PPP MOVE

The Tuticorin Port Trust will spend Rs52,000M (\$1.21Bn) on two major projects to double capacity from 20.5M tonnes to 40.6M tonnes a year under a public-private partnership (PPP) for completion by 2012. Construction of two or three container terminals, an oil terminal, two coal terminals and a general cargo terminal at the outer harbor will cost Rs43,500M (\$1Bn). The inner harbor project will cost Rs9,360M (\$218M) and will include a coal berth and general cargo berth and deepening the draught to 12.8m.

GWADAR CABINET COMMITTEE

Pakistan's coalition government has set-up a cabinet committee to bring Gwadar Port into operation soon. Shipping minister Qamruzzaman Kaira told P&H that roads and railway links to Gwadar Port have not been developed and completion is not expected until 2010.

SAIGON MAKEOVER

Saigon Port will become a passenger port when its present facilities move to Cai Mep deepwater port after 2010. Officials say weak infrastructure and bottlenecks on the river port make a large-scale move necessary. The proposed Cai Mep Port at the Saigon River estuary has a draught of 14m and plans are now under way to carry out dredging works to further deepen its waters. So far there are no plans to privatise Saigon Port, although the government has left open the possibility for the future. The port handled 350,000teu in 2007 – mostly seafood and agricultural products.

BUILDING FOR BOX SHIPS

A ground-breaking ceremony has been held for a new container terminal at Ba Ria-Vung Tau, Vietnam. The Cai Mep International Terminal (CMIT) is a joint venture between AP Møller-Mærsk, Vinalines and Saigon Port. The 480,000m² terminal will have 600m of berths and be completed by early 2011, when it will have an annual capacity of 1.15M teu. It is being built to cope with an expected rise in box ship volumes from Vietnam's economic growth.



Equation: chemical and other industries will use the rail link from Terneuzen

Chemistry right for rail

A business park set up from an initiative between a chemical manufacturer and a seaport has been linked to the railway system for freight traffic.

Valuepark Terneuzen, a joint venture between Dow Benelux and Zeeland Seaports, has a new rail terminal, making it accessible for four modes of transport: water, railway, road and pipeline.

The main user of the terminal will be the chemical logistics group Bertschi, which will transport both raw materials and end products for Dow's Terneuzen

base as well as other regional customers.

For the time being, this will involve one train a day to and from Ludwigshafen, one of the main railway freight hubs in Europe. From there, daily intermodal connections are available to Italy, eastern Germany, Poland, Russia and southeast Europe.

Other companies will also use the terminal, so that it forms an important, sustainable addition that offers alternative transport possibilities, said Zeeland Seaports in a statement.

Inventory on green efficiency

An inventory of Ports of Auckland's total greenhouse gas emissions has provided a "solid foundation" for further work by the company to manage its carbon footprint, MD Jens Madsen said.

The company announced completion of the measurement of its greenhouse gases for the 2006 and 2007 calendar years. The 2007 year has undergone an independent audit.

Madsen said that in terms of the entire supply chain, from raw material to finished product to final consumer, the contribution of the port to any product's total carbon footprint is relatively small.

"However, as New Zealand's largest port, as the country's primary import destination and as a key partner to the country's

crucial export industries, we believe it is important to assist New Zealand businesses achieve optimum environmental efficiency throughout the product lifecycle," he added.

Madsen said that the company has already begun to demonstrate its commitment to energy efficiency. He said many initiatives, both in terms of technology purchases and operational behaviour, had been introduced over recent years.

Investment in upgrading the port's floodlighting in 2005, helped reduce the company's energy consumption by 15%.

In addition, it purchased 35 new hybrid diesel-electric straddle carriers over the past three years, introduced a vehicle booking system in November

2007 and a sophisticated fuel-monitoring system.

Ports of Auckland is also planning a rail link between the Auckland seaport and the country's Wiri Inland Port, which would generate further operational and environmental efficiencies. Madsen said that consumers around the globe are increasingly questioning the environmental impacts of the products they purchase and ports, together with the transport chain, have a role to play in this.

"In this fiercely competitive global market we think it is important that Ports of Auckland and the wider industry work to ensure that the supply chain as a whole is designed with the best interests of New Zealand Inc in mind," he added.

Cellulose grows along Brazil's rivers

Brazilian cellulose producer Aracruz is to build three new river ports to help it cope with a predicted quadrupling of output by 2010 and reduce its overall transport costs.

The company is building a new factory near Guaíba, close to Porto Alegre, in the south of Brazil, which will almost triple production from 450,000 tonnes

to 1.3M tonnes a year in the first, and then increase to almost 1.8M tonnes a year thereafter.

Aracruz development manager Otemar Alencastro said: "Logistics and transport costs represent around 50–60% of our final costs. For this reason we are studying better alternatives, such as cabotage, which provides more efficient transport modes and

economies of scale, and has less of an impact on the environment."

The company will help develop three river ports, at Rio Pardo, São José do Norte and Cachoeira do Sul. The facilities are intended to bolster the company's logistics system, which currently relies mostly on trucks. The first river terminal is intended to be ready before the end of 2009.

New terminal for Irish Sea ferry

The Port of Belfast has opened a new £37M (\$73M) ferry terminal for Stena Line on reclaimed land at the edge of the port, and new road links to it are to start construction soon.

Len O'Hagan, the Port of Belfast chairman, said long-term vision and investment prompted the development of the new port.

"In an age where the prevailing philosophy seems not to believe in long-term rewards from long-term investments, I must commend previous harbor commissioners and previous management teams who have sought to plan port developments around the needs of the local economy with a view which extended decades into the future," O'Hagan said.

"In addition to the terminal itself, I am also pleased to confirm that work on a new four-lane road linking the terminal directly to the motorway network will begin at the end of this year, with a view to completing it in time for the start of the 2009 summer season.

"Our vision is to create a gateway which reflects Northern Ireland's new found optimism – optimism which is soaring high upon the potential which a return to stable devolution has unleashed," he added.

Stena Line's owner, Dr Dan Sten Olsson, stressed the importance of the new port to Stena Line's Irish Sea operations and confirmed that the leading ferry company will continue to invest in the route between Belfast and Scotland with



Opening: officials, including first minister Ian Paisley, centre, at the opening ceremony for the Belfast terminal

its intention to relocate its current port in Stranraer to a proposed new purpose-built facility at Old House Point.

Olsson said: "The Irish Sea is a key part of Stena Line's international business and also one of its strongest growing markets and as such is an area in which Stena Line is keen to invest. Together with the planned new facility at Old House Point on the Scottish coast, this new terminal provides a striking, modern facility that reflects the future of ferry travel in this country.

"Our customers understand that travelling by ferry is a convenient and comfortable way to cross the Irish Sea." He added that there was some evidence of

a shift away from the 'no frills' airlines to the ferries from customers who were concerned about environmental as well as service issues.

In spite of the volatile fuel market, in the first quarter of 2008 Stena Line's Irish Sea routes carried a total of 14% more cars and 13% more passengers compared with the corresponding period last year.

Olsson said there was a rolling investment programme in the route which totalled £150M (\$296M) over the past 10 years.

"I feel that this exciting development combined with the new port that we are planning to build in Scotland will only serve to further enhance our offering in this market," he concluded.

Port updates

NAME CHANGE

Southampton Container Terminals (SCT) is to trade as DP World Southampton from now on, the port announced. Ownership of the UK's second container terminal will not change: DP World holds 51% and Associated British Ports (ABP) 49%.

CRUISE EXPANSION PLANS

Southampton, already Europe's largest cruise port, may need two more cruise terminals to meet burgeoning demand said Capt Steven Young, the port's deputy manager.

He told the UK Cruise Convention that he wants the port to handle 2M cruise passengers compared with the current 950,000 but would need six terminals to cope. A fourth terminal is under construction and scheduled for completion in April 2009.

Estimates suggest each cruise ship that visits Southampton benefits the local economy by £1M (\$1.95M). Capt Young said that 34 vessels will make 288 cruise calls to the port in 2008.

CRUISE CONGESTION

Carnival Corporation's vice-chairman Giora Israel has urged Barcelona Port Authority to approve the construction of a ninth cruise terminal. Carnival Corporation is considering a move Palamós in Girona, northern Spain, to guarantee calls along the country's Mediterranean coast.

Barcelona Port received 1.76M cruise passengers last year.

PARANÁ PORT FUNDS

The Brazilian state of Paraná has agreed to Reais400M (\$241.7M) investment in a new deepsea port at Pontal do Paraná, 30km southeast of the existing state port of Paranaguá, one of Brazil's busiest dry bulk cargo ports. The new port is to be called Porto do Mercosul.

\$120M BULK PROJECT

Pakistan's Fauji Foundation is to sign a \$120M contract to develop a bulk terminal at Port Qasim to handle wheat, fertiliser and oil seeds with completion by July 2010. Chinese and Belgian investors are involved, a foundation senior manager said.

Cash & cargo

SHENZHEN'S ALL-ELECTRIC Dachan Bay Terminal One at Shenzhen has taken delivery of its second batch of electric rubber-tyred gantry cranes (RTGs), bringing the total operated to 30. It claims to be the world's first container terminal to use solely electric RTGs.

The 23.5m-spanning RTGs were supplied by Zhenhua Port Machinery (ZPMC) from Shanghai. ZPMC is testing several other electric RTG solutions in Shanghai's ports, together with the Shanghai International Port Group. Three new berths are expected to start operations later this year.

CLEANER QUAYS

The TT Club has called for a cleaner working environment for quay crane drivers at ports; in particular, it wants new measures to protect them from ship stack emissions.

The call follows a report on ship stack emissions from Laurence Jones, director global risk assessment at the TT Club. He said that the port employees most at risk from ship stack emissions are quay crane drivers. Cabins should be airtight and have effective air conditioning units using high-quality filters, he added.

His report highlighted the work done by IAPH in its *Tool Box for Port Clean Air Programs* developed after the Houston conference.

More info: www.ttclub.com; www.iaphworldports.org

EMISSIONS DOWN

Xiamen Songyu Container Terminal (XSCT), has placed an order for six REGEN flywheel emission systems for new ZPMC RTG cranes scheduled for delivery in 2008. XSCT hopes to reduce emissions and improve fuel consumption with the purchase.

More info: www.vyconenergy.com

GREENER OPERATIONS

Kalmar Industries is launching a new range of environment-friendly equipment under the Pro Future banner. The company says customers are increasingly interested in reducing emissions and the creation of cleaner operating environments.

More info: www.kalmarind.com



Booming: cranes at Southampton are rising above the quays

Investment reaches new heights

The construction of two new super post-Panamax cranes is progressing at Southampton Container Terminals (SCT).

All four legs, both tie beams, front and rear bogies, front and rear portal beams, rear diagonal braces and the main beams of both cranes have been erected. The machine house, main beam support sections and A-frames have also been fixed into position. Now the booms need to be erected and fitted.

The first crane has been energised with a temporary 6.6kV supply and commissioning of the main motion drives has started. Russ Broughton, 206 workshop manager at SCT, commented: "It's

great to see both cranes taking shape particularly with both booms now fitted, which will complete both crane structures."

The two new super post-Panamax gantry cranes – able to reach across vessels 22 containers wide – were scheduled to be commissioned into service as P&H went to press. They will be among the first items of equipment to be branded with the terminal's new name – DP World Southampton.

SCT recently placed another order with Liebherr Cranes for two super post-Panamax gantry cranes, representing an investment of more than £10M (\$19.6M). The pair are expected to become operational in August 2009.

Tehran's equipment sale

All government-owned port equipment in Iran is to be sold by the Ports & Maritime Organisation (PMO). "We are almost at the end of all the procedures to do this, we are awaiting final permissions for public tender," Dr Ali Taheri, Iran's deputy minister for roads and transport and the MD of PMO, told P&H. He expects permission to go ahead by the end of this year.

Taheri hinted that private terminal operations could be widened beyond the three ports already removed from the public sphere. Although no foreign companies are yet running terminals or ports, Taheri said there were no barriers to them doing so.

He has delegated considerable privatisation authority throughout the PMO to slash bureaucracy and get private investment in the industry. "Private investors can start negotiations with any port," he added.

IPO to fund \$195M port project

Ennore Port near Chennai is considering an IPO to raise Rs88n (\$195M) to fund its expansion plans. It will be India's first government-owned port in which the public has a stake. The port's plans include a container terminal, common-user coal terminal, iron ore terminal and a 3M tonnes/year liquid cargo terminal.

While the iron ore and coal terminals are expected to be ready by August 2010, the container terminal will be operational by April 2011. The port aims to set up a \$34M car berth for handling car exports. Exports could reach 200,000 cars a year from Ennore by 2010.

Several shipping companies, including the Shipping Corporation of India (SCI), are seeking permission to bid for India's port terminal projects.

SCI's chairman and MD S Hajara has confirmed the report saying: "We plan to approach the shipping ministry on the issue." The move has gained significance in the light of global tenders by Ennore and Chennai Ports for constructing container terminals.

The shipping companies are planning to ask the ministry to change technical qualifications so that shipping companies are not excluded from bidding for port terminal projects.

The firms have pointed out that technical qualifications set out in request for qualification documents made it difficult for shipping companies to submit successful bids.

They say their shipping experience has not been included in the eligibility criteria.

This means that their industry experience is not counted, even though the process takes into account the project and construction experience of other bidders.

New cranes boost Salalah capacity

The Port of Salalah, in Oman, is preparing for significant expansion of port capacity with investments in additional port handling equipment including four super post-Panamax gantry cranes for its two new 18m-deep berths.

The four new cranes will complement the 17 currently at the port and increase its capacity to about 6M teu a year by mid-2009. The cranes can serve the largest vessels in the world as they are able to reach containers loaded 23 across on deck.

Investment at Salalah will also include four mobile harbor cranes, 10 new spreaders with twin pick capability and 11 additional RTGs.

Gary Lemke, CEO of the Port of Salalah, explained: "To ensure continued success we must make necessary long-term investments. Our business growth makes it important for us to increase available capacity in order to maintain our consistently

high-quality service to our customers as our throughput continues to increase."

Port of Salalah recently completed its sixth berth, taking annual capacity from 2.5M teu in 2006 to 4.5M teu in 2008.



Lining up: Salalah says capacity will be boosted by 30%

Cash & cargo

BOX BOOM

Iran's ports are handling more cargo than ever before, with container traffic alone increasing by 18% in the year ended 20 March. The Ports & Shipping Organisation expects a further 20% increase in the current financial year. The country has started a massive port development programme and wants to attract transit cargoes for neighbouring countries.

GREEN THEME

The British International Freight Association (BIFA) has added a new award category – the Environment Award – to its annual freight service awards competition. Now in its 20th year, the competition is open to companies with specific green initiatives that demonstrate a reduction in carbon footprint. More info: www.bifa.org



GATEWAY TO WORLD MARKETS

Easy access to rail and highway transportation systems makes the Port of Houston the preferred port of call to more than 7,000 ships each year. Located in the 4th largest city in the United States, more than 50 million people live within a 500-mile radius of the port, reaching an enormous population base of consumers and producers. State-of-the-art public facilities situated along the Houston Ship Channel (45 ft deep and 530 ft wide) provide shippers with deepwater access to world markets. Learn more about how the **Port of Houston delivers the goods** at www.portofhouston.com or 1-800-688-DOCK(3625).



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(3625)

The Port of Houston Authority was the first U.S. port to implement an Environmental Management System (EMS) that meets the rigorous parameters of the International Organization of Standardization (ISO) 14001 standards.

People

CREWS JOINS THE CREW

William Crews has joined the Port of Houston Authority as port security and emergency operations manager, a new position. Crews is responsible for directing and monitoring PHA's security operations and programmes, including meeting US Coast Guard and other regulatory requirements and overseeing the police department.

CHAIRMAN CHANGES

John Meredith, group MD of Hutchison Port Holdings (HPH), has replaced Nazir Karamagi as chairman of the board of Tanzania International Container Terminal Services (TICTS). Container volumes grew from 123,000teu in 2000, the year of concession, to 344,000teu in 2007. So far, HPH has invested \$21M in the port.

COAST TO COAST

Metro Ports, which operates the Savannah International Terminal, has announced five organisational changes. For the west coast of the US, Robert Waterman has been named regional VP of operations and Frank Divona is regional business development director. For the US east coast, Ted Winter becomes regional VP of business development and Patrick Hall director of business development. Christopher SanGiovanni is the new director of safety.

CEO LIFTS POSITIONS

Gottwald Port Technology has expanded its executive management team and appointed Dr Robert Wassmer as CEO. He will also head up the port technology segment and becomes a member of the group management of the holding company, Demag Cranes.

HAQ TAKES OVER AT KTP

Pakistan has appointed Nasrin Haq as first woman to head the Karachi Port Trust (KPT) as chief executive. She replaces Admiral Ahmed Hayat, who served KPT for eight years with four extensions. Haq is credited with helping to develop Pakistan's first shipping policy and obtaining ISO 9002 certification for Port Qasim Authority while working there.

Taddeo appointed chairman



Taddeo: intermodal move

IAPH's ex-president Dominic Taddeo has been appointed chairman of the board for Tico Canada Intermodal Equipment Solutions. Taddeo retired recently as president and CEO of the Montreal Port Authority.

"I am really pleased that Dominic has accepted to join the TICO Group," said Aidan Bolger, president and majority shareholder of TICO Canada.

Bolger continued: "As we increase our focus on expanding our presence in ports and terminals throughout Canada and

across other North American markets, his leadership, experience of port management, as well as extensive knowledge of the shipping and maritime industry will complement our team's unique expertise in terminal, intermodal and equipment services and solutions."

Taddeo has over 36 years' experience in the shipping and maritime industry and has also served as chairman of the board of the Association of Canadian Port Authorities and the American Association of Port Authorities.

Eastern moves for two at ABP

Associated British Ports (ABP) has announced the appointment of Roger Arundale as deputy port manager, East Anglia, and Graham Tetley as assistant port manager, East Anglia.

Arundale joined ABP in 1974 and, before taking up his new post, he spent six years as assistant port manager and personnel manager at the Port of Grimsby & Immingham, the UK's largest port by tonnage. He has previous experience of working in ABP's East Anglian ports, having worked at the Port of Lowestoft between 1988 and 1990.

In his time at Grimsby & Immingham, he led the

port's efforts to obtain the groundbreaking harbor revision order needed for its Immingham Outer Harbour development, building strong relationships with environmental and heritage organisations such as Natural England and the Environment Agency, as well as local councils and wildlife trusts.

Tetley has been operations manager at Immingham since 2006. As assistant port manager, he will report directly to ABP's port manager in East Anglia, Alastair MacFarlane, but will have special responsibility for the Port of King's Lynn, where he will be based.

Adviser for German freight

Port of Rotterdam Authority CEO Hans Smits has been appointed to the council of the German logistics advisory council Bundesvereinigung Logistik (BVL). Smits is one of two non-German members of this advisory board and Rotterdam is the only sea port represented.

The BVL is the biggest and most influential German trade organisation for logistics. In Germany, the logistics sector is viewed as the engine room of the economy and has consequently gained in political weight over the past few years.

The BVL council has 35 members, representing all aspects of logistics: shipping, forwarding, distribution and transport by land, water and air, together with representatives of



Smits: BVL's only sea port representative for forwarders

science and education, politics and administration, and finance. The council is chaired by Dr Hugo Fiege, chairman of the board at Fiege, one of Germany's leading freight forwarders.

Taking leave of Tyne

Keith Wilson, MD of the Port of Tyne has announced his retirement after nine years with the port.

He said the years had seen "dramatic and positive change" to the port's business, its infrastructure and its operations, particularly over the past five years. He was leaving the Tyne "an established major sea port".

The development of the business will continue with a new 10-year plan put in place by Wilson before his retirement.

Chairman of the port Sir Ian Wigglesworth said: "During Keith Wilson's time at the port there has been massive change. The facilities and the business have been transformed."



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Photo: PAM

Paying the price

Caught between liner carriers and ports, shippers are working to increase their influence over supply chain policies, as **Nicolette van der Jagt** explains

Shippers are key stakeholders in the development and implementation of ports policy. Ports and terminal operators are courting shippers in an attempt to attract more freight through their ports. In the non-bulk trades especially, shippers may not be direct customers of ports and terminals but they are seen as increasingly important in shaping developments and policy.

This is welcome. Shippers may own the goods, but they are not always in control of them. Decisions over the choice of ports, services, inland distribution and so forth are often in the hands of agents, freight forwarders and carriers. The size of vessel to be employed or the use of feeder services may similarly be outside the shipper's control, yet decisions on these matters can have an impact on their supply chains.

While carriers benefit from the economies of scale of larger ships, their use can add significantly to total door-to-door costs. And every time freight is handled – such as transferring between modes – the shipper faces increased risk of damage and delay. Shippers end up paying for the extra handling, the extra voyage and port dues, even if they do not represent the best logistics or supply chain solution. Nevertheless, feeder services do help to bring freight to ports that are closer to the origin or destination of freight, removing some traffic from congested inland transport infrastructure.

But this comes at a price. Whether industry is truly being served well by the introduction of larger ships is open to debate – a debate that the EC should recognise and consider when developing logistics and port policies.

Industry could and should play a far bigger role than it does now in developing an efficient ports sector. The European Shippers' Council (ESC) has worked in the past in other freight transport areas to achieve this and wants to see the development of guides, standards and practices that will improve overall service performance in the maritime supply chain.

Ports are just one link in the supply chain, but it's a critical one: delays caused by inefficient port processes and procedures can have a serious impact on the rest of the logistics operation. In any plans to improve efficiency, ports should not, therefore, be

considered in isolation from the overall supply chain.

Initiatives are being developed to measure performance in the ports sector. We need transparency to help identify and quantify productivity and service performance between ports and terminals. Shippers feel that there are limitations to the established industry practice of measuring port terminal performance using an annual teu throughput, for it neither provides an indication of efficiency or productivity, nor indicates the cost-competitiveness of a port/terminal. ESC hopes, therefore, that more useful measures can be developed and adopted.

ESC has developed service performance indicators and would like these applied to ports. Quality indicators in ports would help provide the visibility that port users, carriers, investors and others need to make optimum choices and provide a valuable tool for better management of the supply chain that runs through ports and terminals.

By including the logistics element in indicators of performance stretching from consignor to consignee, shippers would be better placed to plan and control the supply chains. As these chains become longer and more complex, planning and control becomes increasingly important to a larger number of businesses: performance measurement and benchmarking will become critical. Reliable and sustainable hinterland connections are essential if a port is to achieve its optimum capacity rating and future development.

Delays to port development by slow decision-making have serious implications for the competitiveness of European industry. Shippers are also concerned about congestion at major European ports. ESC recognises that congestion can have its roots in business practices throughout the supply chain, and it is not easy to make the necessary changes. Switching to 24-hours-a-day/seven-days-a-week operation might alleviate congestion to some extent, but implementing new shift patterns – with all the employment and social costs this may entail – could prove harder for shippers and transport service providers.



Trade and transport may be largely liberalised but it is also highly regulated. Physical controls and charging mechanisms (such as congestion charges) direct freight and transport along specific routes and through specific terminals and ports. In the case of certain controls on imports and exports, national authorities insist on transit of goods through a specific terminal where the checks can be fulfilled – not every terminal has the necessary facilities. The US only accepts shipments that come from ports recognised under the Container Security Initiative (CSI).

In a more general way, ESC believes that stakeholders in the supply chain would benefit from closer dialogue. By visiting ports and terminals, shippers would gain understanding and awareness of the issues that would enable them to reassess their own role in the movement of freight.

In summary, ESC believes a ports policy should look beyond the port itself; it should focus on a port's primary function as a conduit through which freight must pass. A policy for ports is unsustainable if it focuses solely on delivering a service for shipping lines. The handling of ships, trucks, barges and trains is not an end in itself; it is the handling and onward distribution of the freight that must be the goal. **PH**

*Nicolette van der Jagt is secretary general of the European Shippers' Council
More info: www.europeanshippers.com*

Philosophy of safety

Five ports share their ideas on security, from high-volume scanning and CCTV to devices that can stop rogue vehicles. **Bridget Hogan** reports on deliberations at the World Ports Summit in Hong Kong



Photo: Modern Terminals Ltd

All ports are increasing their spending on security measures. Terrorism is not their only concern, because many ports are linking efforts to fight crime with improving safety and the environment. All look to the US, however, to see how pronouncements there will affect their trade.

The world's busiest port, Singapore, is one of six engaged in the US Secure Freight Initiative (SFI) to scan 100% of containers for nuclear materials. Others involved in the pilot project are Busan, South Korea; Port Qasim, Pakistan; Southampton, UK; Port Salalah, Oman; Puerto Cortés, Honduras; and Hong Kong.

According to the Singapore Maritime and Port Authority (MPA), Singapore continues to support the US in its cargo scanning initiatives by participating in the pilot scheme to test scanning technology, but has

warned: "This is only one node in the supply chain." It wants to see a concentration on total supply chain security, in which a balance would be struck between security and commercial efficiency. The authority added: "Customs should act as trade facilitators, not just revenue collectors."

The MPA introduced its own version of the authorised economic operator (AEO) programme in May 2007, with voluntary certification by Singapore Customs in exchange for trade facilitation benefits. It is also engaged in the development of the Trade Recovery Programme (TRP), concentrating on preventing terrorist attacks, warning that there could be "massive" trade disruption if there was an attack at a port.

A Singapore-led group of experts is studying development of an Asia Pacific Economic Co-operation-



Hong Kong: most containers don't arrive by truck, but other ports predict scanning delays

wide TRP. This would provide principles and standards to enable trade to be restored as soon as possible after a disruptive attack. A workshop is planned in Singapore this month.

Close behind Singapore in the quantity of cargo it handles is Shanghai. Miao Changbao, deputy director of the Shanghai Municipal Port Administration, said that port safety work was growing in scope and complexity. The administration was keen to strengthen port safety and security to ensure the normal operation and orderly development of the port, he said.

So far the Ministry of Communications in Beijing has issued security officer certificates of competency to 493 workers in the port and provided 66 port facilities handling containers and bulk cargoes and 59 terminals engaged in international trade with port facility statements of compliance.

"Unauthorised persons and vehicles are effectively excluded by walls and fences erected around the companies in the port area," Miao told the conference. "Restricted areas identified in security assessment reports, such as dangerous goods container areas, power substations, oil depots and aprons, are posted with warning signs and are either manned by watch officers or effectively locked. CCTV monitoring and infrared long-range alarm systems have been installed in these areas.

"Terrorism is not the only impetus behind the security measures; we are also strengthening inspection of international container cargo," he added. In April 2006 several Chinese stowaways were discovered hidden inside a container discharged at the Port of Seattle. This incident prompted China's customs, border control and public security authorities to tighten port security in the lead-up to the 2008 Olympic Games in Beijing, particularly because Shanghai is one of the competition venues.

"To ensure the smooth running of the event, we have drawn up an enhanced port facility security plan," said Miao. "It mainly requires that all port facilities involved in foreign trade should follow their internal security plans and strictly adopt supplementary security measures in respect of access control, restricted areas, cargo handling, delivery of ships' stores, monitoring of port facilities and ships."

A project piloting an electronic tag system for containers was started at Waigaoqiao Terminal Phase II in 2006. In the second half of 2007 it was decided to conduct further research and testing on the service between Shanghai and the Port of Savannah in the US. Miao described progress as "satisfactory".

Busan, in South Korea, has also been involved in the use of radio frequency identification (RFID) technology to enable trucks to pass non-stop through gates. According to Busan Port Authority (BPA), RFID readers were installed in eight places around the port and 20,000 trucks fitted with tags. Some 10,000 tags were attached to US-bound cargo. The BPA's emergency planning officer, Kim Choul-Ha, estimates the measure has resulted in logistics cost savings of Won84Bn (\$83M), with port productivity up 20%.

Rotterdam is facing the prospect of handling 30M

teu when Maasvlakte 2 terminals open in 2013 and according to Peter Mollema, its director port planning and development: "mega-volumes demand new inspection concepts".

He pointed out that different methods are needed for export and import scanning, but said that high-volume scanning is most efficient, especially when integrated into the logistics chain.

"Traditionally, customs administrations inspected cargo once it arrived at ports. Today, there must be the ability to inspect and screen a container before it arrives. Customs should conduct outbound security inspection of high-risk containers at the reasonable request of importing countries."

New technology enables high-volume scanning to be used in the logistics chain without creating the need for extra moves or delays, he claimed. Rotterdam's approach is to conduct high-volume scanning of outbound containers, with automated inspection-lanes serving several terminals, Mollema explained.

Only a selection of X-rays, based on World Customs Organization risk analysis, is actually viewed and he envisages advanced data sharing between customs authorities. "On the other hand, Rotterdam's inbound containers will have been scanned in exporting countries, resulting in the reduction of logistically complicated and costly inbound scanning.

"Our vision is for inspections to be integrated in logistics," Mollema added. He wants to encourage development of the Rotterdam automated container inspection lane, which is a joint project between

“Mega-volumes demand new inspection concepts. Our vision is for inspections to be integrated into the logistics chain”

customs, the port authority and the port's businesses.

"A shared vision is essential and should address radiation detection and non-intrusive scanning, inbound and outbound cargo flows, all modalities (road, railway, barge and transshipment) and all port areas," he added.

A representative of Modern Terminals Hong Kong, which is also taking part in the SFI, said that scanning containers delivered there by trucks is 'feasible' and will not slow down its own terminal operations.

However, only 39% of the throughput at Hong Kong Container Terminals is delivered by truck – about 61% arrives by barge and transshipment. "This is a real business issue for the industry and the maritime transport system has to change. The idea of a shipper's load and count is no longer practical," he added. **PH**

More info: www.mardep.gov.hk/en/publication/pressrel/wps2008.html



Logistics and the ISPS code

There are constant fears that increased security arrangements will make ports and terminals less efficient. **Olav Madland** explains how Norway is spearheading a new port security system aimed at smoothing the path for intermodal traffic

Clearance: drivers using several ports require approval at only one to be able to visit other scheme members

The ports industry in Norway has been working to establish a regional solution to the practical problems thrown up by the workings of SOLAS Chapter XI-2 and the ISPS Code. The hope is that if a system can be agreed on for use in Norway it could then be rolled out within the European Union.

The aim has been to develop efficient control measures to enhance security while minimising disadvantages for intermodal logistics operators. The need for this approach was acknowledged as far back as 2004 when the Norwegian Coastal Administration was informed of intermodal operators' concerns about the development of different security regimes in ports.

"Development of differing practices and identity cards proved a great drawback to sea transport and intermodal logistics, and therefore to our customers," claimed Kjell Veire, MD of Greater Stavanger Port Operations. Inge Børli, principal engineer for the Norwegian Road Hauliers' Association (NLF), agreed: "Personnel using several port facilities or ports have to be provided with an identity card for each one. This is very inconvenient and bothersome for our members."

"Furthermore the transport companies have trouble informing all ISPS port facilities after employees have resigned or if trucks are sold," added his colleague Jan Mejlænder Larsen, a senior adviser to the NLF.

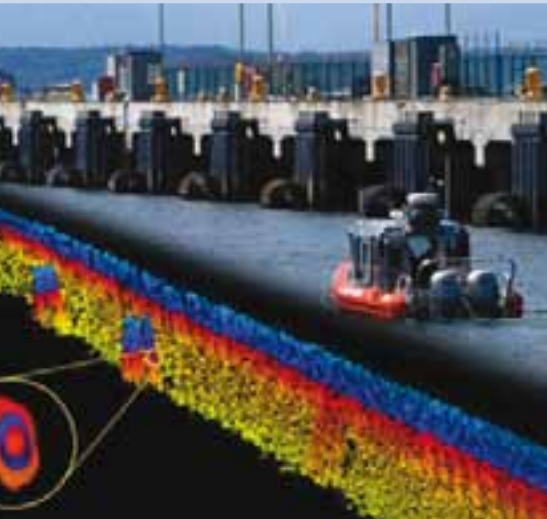
"Drivers without identity cards have had to wait outside the gates all night when they have arrived after working hours," said Børli. "This is not acceptable for drivers when goods are delivered to several customers."

Operating manager and port facility security officer (PFSO) at the Port of Kristiansand Thomas Granfeldt blamed "poor co-ordination" for what he described as "an irrational, expensive and impractical" system. He pointed out that each ISPS port facility had a different system for the issue and use of identity cards.

To help them cope with the different systems some drivers write codes on the identity cards to help remember the numbers. "This is a severe security problem," Granfeldt said.

In 2006 a report urging ports to co-operate was published by a group comprised of ports, transport companies and Kystverket (the Norwegian Coastal Administration). It called for the development of

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a single identity card, but did not suggest how this could be put into practice.

By the third quarter of 2007 there had been little evidence of improvement or co-ordination, so the three largest ports on the south and west coasts – Stavanger, Karmsund and Kristiansand – agreed to meet to explore solutions. These ports handle varied import and export trades including oil, containers, passengers and dry bulk cargoes.

Project co-ordinators Tom Ravndal, security supervisor at Stavanger, and Frode Jørgensen, harbour master at Karmsund Port, felt an electronic solution was needed to eliminate paper documentation. Approval in one port should automatically ensure admission at another, they suggested.

Tor Hellesen, adviser in the Norwegian Coastal Administration and ISPS co-ordinator for Western Norway, said solutions had to meet the code's requirements and advance clearance had to be undertaken individually by the PFSO for the port facility in question.

Greater Stavanger Port Operations worked with consultant Pragma Maritime to develop the first version of the solution. The Port of Karmsund, Port of Kristiansand, the Norwegian Coastal Administration, Nordic Crisis Management (RSO), the Norwegian Oil Industry Association and several transport companies were consulted.

The essential elements are:

- A simplified system
- More efficient administration and security
- Flexibility
- Statistics supplied for invoicing, management reports and trend analysis
- Uniform forms and freight security agreements.

The deliberations led to the development of a system that allows ISPS port facilities to accept each other's procedures and checklists for advance clearance; that clarifies which port facility is responsible for which transport company; and speed audits of transport companies.

This is operated by the PortTools FSA and PortTools SE applications that were developed by Pragma Maritime. The application and its data are

Each ISPS port facility had a different system for the issue and use of identity cards

stored on a shared computer and monitored 24 hours a day, 365 days a year.

Four months after being introduced, there were 300 transport companies and 2,000 vehicles registered to the system. The ports using PortTools FSA and PortTools SE have a shared responsibility for advance clearance of the transport companies.

The freight security agreements accepted in Greater Stavanger Port Operations, for example, are registered as either a photograph or a PDF file; the transport company itself uses a web tool to manage and maintain the records of the vehicles and the registration of the drivers. Each transport company can only access details of its own drivers and vehicles.

Other ISPS port facilities connected to the system can see details of every transport company that has an advance clearance in the system and can easily link to these companies with a single keystroke. All documents, including records of drivers and vehicles, are available for the PFSOs in the ISPS port facilities.

A PFSO can mark and log discrepancies against a driver or a vehicle. In addition, an email will be sent to the person responsible for the security in the driver's transport company and to the ISPS port facility that has a contract with that transport company.

Commenting on the new system, Veire said: "We comply with the ISPS Code and are at the same time flexible. Furthermore, we have the ability, via the web solution, to open the gates in the ISPS port facilities from our home. This has made things simpler for our customers and us without sacrificing security."

On behalf of the road hauliers, Mejlænder Larsen added: "This is even more efficient than we imagined in the first place."

PortTools FSA and PortTools SE interact with systems for access control. Registered data on people and identity cards may be transferred to the access control systems. A driver or a vehicle only needs to be registered once in PortTools FSA. The system keeps the access control database up to date.

PortTools SE can retrieve the entry and exit logs from the access control system. These logs for the drivers and the vehicles can be presented to the transport companies via the web and may form the basis of an invoice.

A last word from the Norwegian Coastal Administration: "We really appreciate that the ports have taken an interest in advance clearance and identity cards and that they have produced an adequate solution," Hellesen concluded. **PH**

*Olav Madland is CEO of Pragma Maritime
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Costs: ports and terminals face higher deductibles as crane accidents, such as this one at Felixstowe, are on the rise



Photo: S PRYDE

Reducing the risks

Terminals and insurers are concerned about the rising tide of claims for bodily injury and cargo handling. **Bridget Hogan** looks at industry initiatives to improve the record

Insurance companies have had to respond to the increasing incidence of bodily injury claims and handling equipment claims in ports. Beyond the headline stories – such as this year's spectacular crane collapses in Southampton and Felixstowe – there are others where dockworkers in ports around the world have lost limbs or even their lives while conducting routine cargo handling operations.

The response from the TT Club, which covers 413 ports and terminal operators, is to increase deductibles. "We are increasing these to encourage improvement in training and other preventive measures," said chief executive Paul Neagle.

The club is not merely penalising those terminals that may suffer a casualty, though. It is working to establish how lessons can be learned from accidents.

Neagle said a loss prevention survey was under way which later in the year would recommend specific measures to be taken to reduce accidents.

Many high-value incidents involve straddle carriers,

incurring some \$1M per incident. Most also involve the human element, he continued. Although new terminals are being built without straddle carriers, existing ports, particularly those in Europe, use them as they do not have the extra space need for rubber-tyred gantry operation.

"Many of these machines are limited to travelling at 25km/h," Neagle said. It might not sound very fast, but is it? We are sending in independent surveyors and inspectors to ports and terminals to do surveys and produce reports for the risk assessment programme."

Hazardous materials (hazmat) form another area of concern for the club. Neagle pointed to problems with misdeclaration of the contents of containers by shippers, particularly in China.

Hopes are high that IMO will propose standard training guidelines for shoreside personnel. "There is a lot of ignorance of the risks involved of carrying hazmats," Neagle observed.

It anyone is any doubt about the importance of

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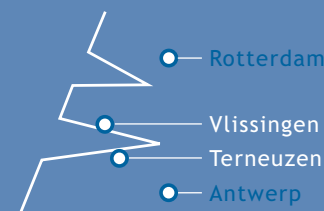


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the smooth operation of ports in the supply chain, the case of Southampton Container Terminal (SCT) is a reminder. A boom from one of the terminal's gantry cranes collapsed on to the deck of a ship in January. Although no-one was injured in the incident, all shipside operations were immediately suspended as a precaution.

According to Neagle, the Honda car factory in Swindon had to close as it quickly ran out of gearboxes, dependent as it is on just-in-time deliveries. As a result, production of some 600–1,000 units was lost.

The other major crane incident this year occurred at Felixstowe, in eastern England. On 1 March a crane carrier broke its moorings and crashed into cranes at the Landguard terminal's feeder berth in winds of up to 128km/h. The vessel had five cranes on board, three for delivery in Felixstowe, one for Thamesport and one for a Swedish port.

The TT Club will also face business interruption claims, as two of the four cranes were put out of action and debris had to be removed, bringing the terminal to a standstill. "We are holding the ship responsible," commented Neagle. "Although there were very strong winds we feel the ship should be able to withstand them and we are investigating the mooring." He added that the cranes on the ship are the responsibility of the carrier, in this case ZPMC, until delivery.

In investigating risk profiles Neagle explained: "Our approach is to look at the risks and see what can be done to redress them. What can this operator do to reduce the risk profile? Risks are specific and damage to cranes maybe in the \$1M range, but replacement cranes, on a new-for-old depreciated value basis, can cost about \$10M."

Niels Aaskov of Insure-London said that it is not always straightforward for ports to look to an owner for recourse in such an event. "It is very important for port authorities to know how to go after a shipowner in the case of a vessel going into a quay, for instance. There is no need to assign lawyers and increase the costs involved," he explained.

Ports that do not have P&I contacts may find that

“ We are increasing deductibles to encourage ports to make improvements in training and other preventive measures ”

legal proceedings take three years or more and suffer diminished returns, he warned. "Ports may not gain more than 70 cents in a dollar this way," he said.

Aaskov explained that, until now, many port authorities have not taken out insurance cover, especially those that are municipally owned. In such cases, port activities are covered by the city, although this is changing with the industry.

When port authorities devolve terminal operations to third parties, many will pledge in their contracts with terminal operators to keep open port facilities and free passage. These ports are vulnerable if vessels or floating objects hit and damage quays or if the port is blocked by a vessel sinking in the channel.

"Many of the problems in property [ie all non-moveable areas] are complex and driven by liability and are not understood by all companies," Aaskov observed. Many port authorities, he claimed, do not insure breakwaters – yet they could prove to be "very expensive to repair" should they be damaged by a massive earthquake or a vessel impact, he warned.

"The picture is changing very slowly," he continued. "Once privatisation starts there is the realisation that you cannot go to government for the money; you have shareholders now."

He points to the example of Copenhagen/Malmö Port (CMP), which is 75% government-owned, but has an awareness of the need to look after other shareholders. It needs to insure all its assets, including the bridge and the tunnels connecting the two ports. Business interruption insurance would take into account the loss of tolls too.

The Swedish Club has warned members that accidents where container ships' gear is in contact with shore gantry cranes is on the rise. "This type of incident frequently causes extensive losses, particularly if the gantry crane is seriously damaged and the port is unable to use it for extended periods," the club said. "This may result in very large loss-of-use claims from the port authority."

In one incident a port had to close the fairway, which had the potential to cause extensive losses for ships planning to arrive or depart. The club blamed poor communication between the ship and the shore in that case.

The club urged its members to "take appropriate actions" to minimise the risk of danger. **PH**

More info: www.ttclub.com; www.insurelondon.com; www.swedishclub.com

Crane vessel:
Zhen Hua 10 was
carrying five gantry
cranes when it ran
aground off
Rotterdam's
Maasvlakte



Photo: Dietmar Hasenpusch

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The \$80Bn security bill

A cacophony of protests is growing against US security proposals, which critics insist will add to transport costs and create delays. **Bridget Hogan** investigates the differing views

Ask those opposed to 100% scanning about the regime that the US Congress wants to introduce in 2012 and the reply is likely to be couched in far from diplomatic language. Congress is being harangued on all sides and bombarded with papers that may hinder its business as severely as its own security measures are being posited for world trade.

In a damning document, the American Association of Exports and Imports (AAEI) said it expects the delays from 100% scanning and the 10 + 2 documentary measure to add a minimum of \$80Bn to the country's import bill.

Delays of two to five days may be expected in transit to the US, suggested AAEI, in contrast to the government's estimate of a one-day delay and \$38 higher cost per shipment. Importers are bracing

themselves to pay five times the cost of shipment for security measures and delays, the association said.

Hallock Northcott, president and ECO of the AAEI, told US Customs and Border Protection (CBP) that "there is no evidence that the proposed rule will reduce the risk of terrorist attacks". He urged a new study to measure the proposal's costs, benefits and feasibility.

The measures' detractors are united in condemning the proposed rules as blunt instruments that take no account of risk assessment measures. All fear that the initiative will generate so much information that it will be impossible to pick out those containers that may pose a danger.

The European Commission (EC) and the World Customs Organization (WCO) have been forthright in their criticism, too. Robert Verrue, the DG of the



Photo: PA Photo

Delays: trucks face hold-ups of up to five days, critics of scanning claim

Directorate General Taxations and Customs Union, expressed his "strongest concerns" to the US.

In a paper addressed to CBP commissioner Ralph Basham, Verrue warned that the measures may not improve security and will not be economically effective. He said his views were "widely shared" by EU member states and by industry in the region.

For its part, the WCO warns that trading partners could impose reciprocal measures and demand to scan containers coming from the US. Should this happen, the US would be "overwhelmed and unable to comply", predicts Michael Schmitz, its director of compliance and facilitation.

"An almost unimaginable volume of trade merchandise leaves the US for destinations in the EU, China, Japan and Australia," he said. "It is difficult to fathom how the US could cope with calls to scan all ocean cargo bound for these trading partners' territory."

The EC and the WCO are united in calls for the US to return to a system in which risk assessment plays a bigger role. This could include scanning, which Schmitz admits can be a useful tool, as the WCO SAFE framework of standards acknowledges.

Shippers and others in the industry have been working towards fulfilling requirements of both SAFE

Some initiatives

24-hours manifest; C-TPAT; CSI; ISO 28.000(1); ATDI; WCO SAFE framework of international customs standards; 10 + 2; 100% scanning (2012); AEO; other multilateral, bilateral and unilateral rules

and the authorised economic operator (AEO) standards. Schmitz questions why they should continue with such costly measures if scanning is to be introduced. "Full implementation of the US scanning requirements could well spell disaster for SAFE," he warned.

At the EC there are concerns that experiments with the 100% scanning measure have been conducted at relatively low-volume ports. The European port chosen for the US scan experiment is Southampton. Dimitrios Theologitis, from Unit G2 in DG TREN, spoke to *P&H* about the issue at the European Sea Port Organisation's AGM in Hamburg.

"The Southampton experiment showed that 100% scanning was technically feasible – but that was with a flow of only 50,000 teu," he pointed out. "But the costs and human resources involved in doing this at the largest



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SMF/HS/2008

Security regulators

World Customs Organization (WCO)

International Organization for Standardization (ISO)

International Maritime Organization (IMO)

World Trade Organization (WTO)

Regional organisations

National governments

International trade, logistics and transport professional associations

ports are such that it makes it practically impossible.

"The EU ports would need to scan hundreds of thousands of millions of teu if such a measure was to be generalised. The cost for each container would be about €500 [\$779] – which includes all costs."

The subject was also taken up by Matthias Ruete, director general of DG TREN, who left no doubt as to the EC's stance: "We are making very strong protests in Washington against this proposal. It does not make sense from a security point of view and it does not make sense from an ecological point of view.

"If it comes about, only a few ports in Europe – maybe two or three for the whole of the European Union – will be able to provide the scanning. Trucks will be driving all over the EU to a port where the scanning can take place."

He is also concerned about what happens with the image from the scan. "What matters is whether we look at the scans before shipment and analyse them in advance, which is not really possible now but will probably be developed, or use them forensically should something happen. If we have to look at each image in advance the delays will be severe," he warned.

A different view was offered to *P&H* by Graham Kee, VP operations and security at Vancouver Fraser Port Authority. He said that the port had successfully scanned 100% of containers moving through the port's new Deltaport container terminal. "We have had no delays," he declared; "it can be done."

Ruete is unconvinced and told *P&H* that he wants risk analysis to be employed. "We suggest the 10 + 2 system be used, which is based on 10 documents from the shipper and two from the transporter. Containers can then be targeted in terms of risk. This course of action would be compatible with the WCO guidelines, but 100% scanning is not."

The 10 + 2 element will be introduced under US proposals for additional advance cargo information requirements containing cargo and transport details. The EC is expected to introduce similar rules to the 10 + 2 standard, but will include its own extra data elements before the implementation of the EU advance reporting requirements in July 2009.

The AAEL maintains, however, that the data collection "will fail to provide the desired results". Its submission to Congress warns of hundreds of millions of data elements. It fears that much of this will be inaccurate – from clerical error rather than malicious intent. As these false trails are followed up they will become a "needless distraction" from the task of ensuring supply

chain security (SCS), it warns.

AAEL wants greater uniformity of approach to SCS. In this it is in accord with the aspirations of the EC, the WCO and other agencies. China has started to develop its own supply chain security requirements, which are expected to borrow heavily from EC regulations; publication is expected later this year. In Australia, officials have postponed proposals on a possible 24-hour rule until the outcome of international developments, particularly in the EC and the US, is certain.

Many hope that the US and the EC will try to align their measures to achieve as close to a global security standard as possible. One major difference is that the EU requirements will apply to both imports and exports.

In January, the EU introduced its authorised economic operator programme. Under this scheme, businesses that can fulfil certain security- or business-related requirements will receive facilitation benefits, such as expedited customs clearance. Some countries report a low uptake of the scheme, which may suggest that businesses are sceptical about its real advantages.

The second phase, due to come into effect in July 2009, will be the implementation of the advance information reporting requirements for the risk assessment of cargo. However, it is not certain that all EU member states will have national systems working in time and discussions on implementation of the advance filing systems are continuing.

The Caribbean Shipping Association (CSA) is forging ahead with plans to help small islands meet costly port security burdens. CSA president Fernando Rivera said his group has become "increasingly concerned" about the region's ability to maintain port security.

While most Caribbean seaports have implemented security measures, a few ports still remain ill-equipped. "It is a fact that some [islands] are not there yet and this should not be acceptable to us," said Rivera.

Rivera has pledged that the association will establish a permanent security council to provide port and terminal operators with an "independent, unbiased organisation" within which their security needs can be discussed. **PH**

More info: www.dhs.gov; www.aaei.org; www.wcoomd.org; <http://ec.europa.eu>; www.caribbeanshipping.org; www.portvancouver.com



Photo: Tony Slinn

Debate: Vancouver says it is scanning all containers, but others are not so sure of success



Photos: USCG

Protecting the shoreside

What high-tech solutions are being devised to help ports cope with new legislation that will see a million workers being vetted this year in the US alone? **P&H** investigates

Numbers: Some 1M port workers will need to be vetted in the US alone

US-led legislation has been the main driver of state-of-the-art surveillance installations and solutions to security measures at ports. Systems such as the US Transportation Worker Identification Credential (TWIC) will have major implications for all who need to enter US ports from the shore or the sea. It is likely that similar systems will be put in place in other ports.

Congress established TWIC through the Maritime Transportation Security Act with the aim of ensuring that individuals who might pose a threat cannot gain access to secure areas of the maritime transport system. It is administered by the Transportation Security Administration and the US Coast Guard. A tamper-proof biometric identification card is being progressively issued to those workers who require unescorted access to secure areas of ports, vessels and outer continental shelf facilities as well as to all merchant mariners who hold credentials.

TWIC enrolment began in October 2007 at the Port of Wilmington, Delaware. In its current phase the

programme will cover 88 ports, although ultimately it will be rolled out to 147 fixed enrolment sites – more than 1M workers are expected to be vetted in the course of this year alone.

In Florida, biometrically enabled enrolment will be used as the basis for identity cards for staff at all 12 of the state's deepwater seaports and at the Department of Highway Safety and Motor Vehicles' Tallahassee headquarters.

Port authorities will be able to confirm the applicant's employer sponsorship, bind the applicant to their biometric record and validate the identity source documents. The applicant's fingerprints will be submitted to appropriate law enforcement agencies and, based on background checks, a decision is then made whether or not to issue a port access badge.

The system allows port authorities to search biometrically and to match populations of large sizes in order to confirm identities. Additionally, it will help government and law enforcement organisations with

the first stage of biometric identity management, such as identity proofing and vetting.

TWIC and the collation of biometric data form just one part of a range of measures aimed at keeping ports and ships safe. Smart-type technology and systems integration are also being developed to enhance the capabilities of CCTV.

Software is available that will help CCTV cameras in ports spot anomalies according to certain predefined rules. The software enables automatic detection of a wide range of events and activities – including perimeter breaches, loitering, unauthorised entry/exit and theft of items – by using algorithms to detect, classify and track objects. It immediately generates real-time alerts, triggers other applications, stores business data whenever user-defined security rules are violated and/or creates a searchable repository

of the USCG's Miami Division Capt Karl Schultz highlighted two projects aimed at increasing maritime domain awareness. Hawkeye is a limited sensor network that integrates radar, cameras and AIS data to provide automated vessel tracking data and port activity monitoring. The visualisation and response tools project is designed to correlate sensor and automated vessel tracking information with advanced notification of arrival information and other port activity.

"Tracking large, ocean-going vessels through programmes like the national automatic identification system, advanced notice of arrival process and the International Maritime Organization's forthcoming long-range identification and tracking is just the start. The small boat threat, for example, continues to present technology and policy challenges and remains a primary maritime security concern, particularly in the Miami sector area of operations where we have over 170,000 registered recreational boats," Schultz said.

Florida, which is home to the USCG's first sector command centre, has five ports that together handle more than 9,000 vessel arrivals annually. It includes two of the three largest cruise ship ports in the world, with nearly 4M passengers in total moving through Port Everglades and the Port of Miami each year. Additionally, more than 2M teu and 20% of Florida's oil and petroleum products pass through these ports. The region is also home to two nuclear power plants, and the local commercial fleet includes 370 small passenger vessels.

The state is widely targeted by drug runners, smugglers and illegal migrants, so security is very much an issue. Over the past three years the USCG has been working to improve maritime domain awareness and response.

As ports use increasingly sophisticated technology to detect and deter security breaches, the fear is that port watchkeepers could suffer information overload, making it harder for them to concentrate on the most important potential threats.

Software is available that can track the progress of vessels heading to ports and before they enter the area, analyse all relevant information, and assess anomalies, safety and terrorist potential. Inputs from the Coast Guard, port authorities, harbor pilots, Lloyd's Register and other sources are combined to create a federated view. Later developments will incorporate information on cargo sensitivity with relevant data about the vessel itself.

"Correlating and verifying all information, [the system] can apply anomaly detection to monitor information such as changes in ownership, manifest discrepancies, inconsistent arrival information and other intelligence as it becomes available. These anomalies automatically display on the user's screen as an alert that necessitates immediate action. In addition, it currently allows the Coast Guard to maintain operational control such as alerting the watchkeeper that a vessel operating under restriction has begun to move," Dryden told Congress. **PH**

“The current state of technology in today's ports falls short in its ability to track non-co-operative vessels and small boats”

of stored information about each event. These alerts can then be broadcast instantly and automatically via email or mobile phone, or transmitted to a designated command centre.

The system's potential has prompted several US ports to integrate this and other technologies, such as sensor equipment, with other surveillance systems to feed into a central command centre.

Ground radar technology is giving an added dimension to port surveillance. Adapted for commercial use from military origins, the concept can detect ground-level movement up to 5km away. It is viewed as an important deterrent against unofficial seaborne entry into ports and harbors from small craft and rigid inflatable boats.

Stephen Dryden, CEO of the Mariner Group, believes that this and similar technology could be the key to filling a gaping hole in port and harbor security. In a statement made before the US House of Representatives' Committee on Homeland Security in 2007, Dryden said: "Better sensor technology [is required] to track small boats and non-co-operative vessels that may attempt to spoof or turn off required Automatic Identification System (AIS) transponders.

"The current state of technology in today's ports falls short in its ability to track non-co-operative vessels and small boats. For example, a vessel may be deemed non-co-operative if AIS tracking isn't turned on. Small boats that don't have AIS are also a potential threat. But emerging projects could offer the potential to mitigate this shortfall."

Speaking at the same committee, Commander

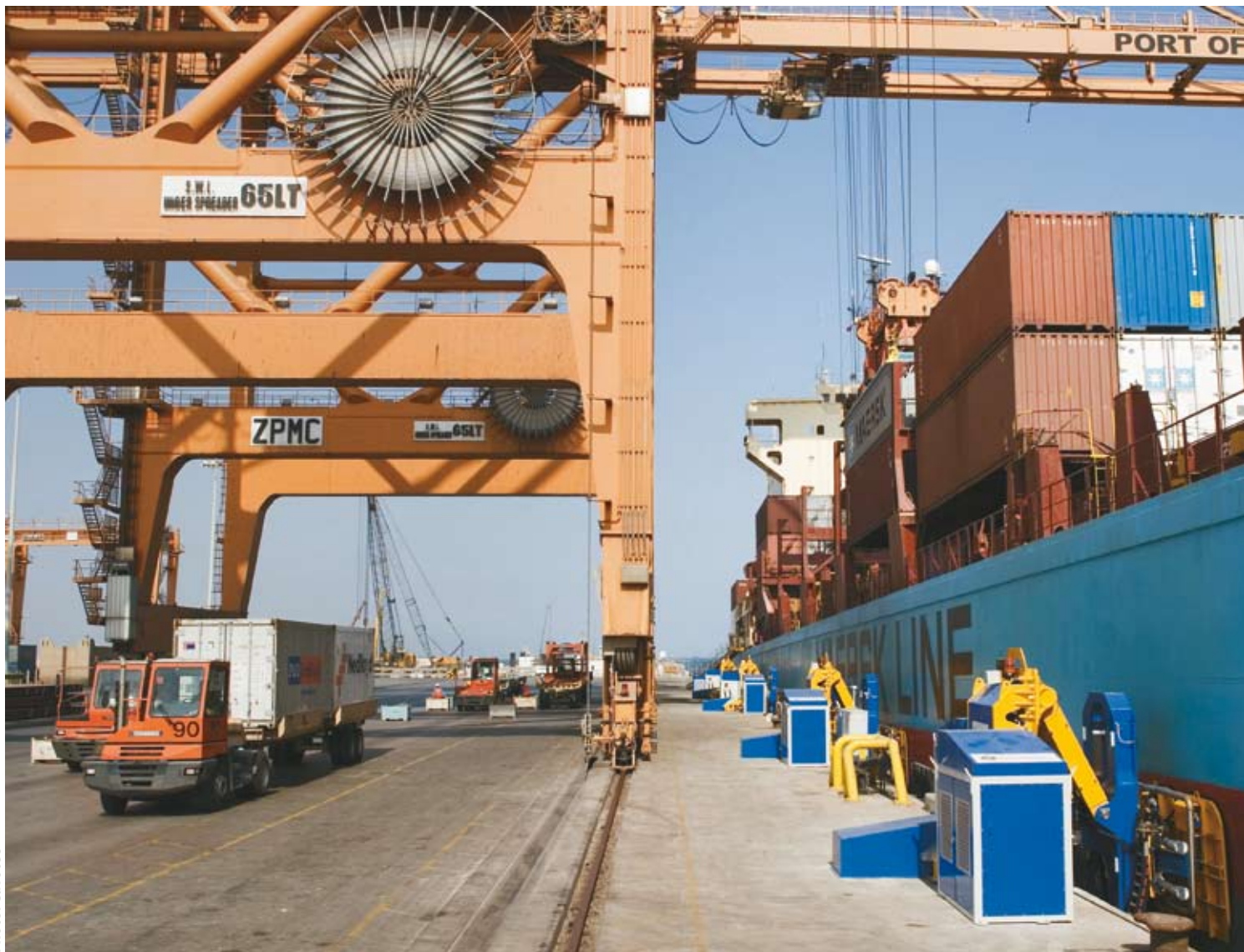


Photo: Cavotec

Holding challenge of the biggest container ships

The particular mooring problems that affect very large container ships need to be tackled, as **Capt Chris Lefevere** reports

All vessels can experience mooring problems, but very large container ships (VLCs) face highly specific challenges. And these vessels, with a length of 300m and more, are an increasingly common sight in port.

The high freeboard and highly stacked deck cargo present a very large cross-section to the wind, which can affect navigation and manoeuvrability, which often leads to mooring problems. Pilots report – and

masters confirm – that VLCs frequently experience difficulties remaining alongside at container terminals in wind force 7 and higher.

There have been cases where ships have drifted off after lines have broken, resulting in serious damage to both vessels and infrastructure. It seems that the reported mooring problems are peculiar to very large container ships.

Wind force 7 cannot be considered exceptional and



Solution: vacuum mooring pads attach to the ship closer to the waterline and offer greater mooring efficiency than steep, angled ropes

many more VLCSs are expected to come into service soon, so remedies are needed urgently.

Windage for VLCS in the full load condition amounts to 14,500m², equating to a wind force of approximately 278 tonnes in 35kt beam winds. On the eastbound trade the situation is often aggravated when many empty containers are being carried.

With a full deck cargo of seven tiers and a draught of only 11.5m instead of 13–15m the underwater lateral area is much smaller while the area exposed to the wind is even bigger.

In wind force 7 recurrent problems have been reported by masters and pilots in ports such as Hamburg, Rotterdam, Le Havre and Antwerp. VLCSs and ULCSs need prolonged assistance from bow thrusters (2,000–4,000kW) and require tugs to remain alongside at terminals even when as many as nine mooring lines are used at bow and stern.

Inadequate mooring arrangements can cause problems for gantry cranes during loading and discharging operations, may put people on accommodation ladders in danger and ultimately pose a high risk of mooring lines breaking and the ship drifting off.

The very high ships' hulls (especially at the bow) result in steep mooring lines with poor angles for maximum tension. VLCSs more than 300m long only have mooring arrangements at bow and stern – no more than on far smaller vessels.

Terminals generally place bollards very close to the edge of the quay to allow free passage of container cranes and this further contributes to the steepness of mooring lines. To optimise occupation of berths, ships are moored at intervals, which can result in up to six mooring lines on the same bollard.

Both shipowners and ports have their part to play in finding a solution. Ports need to ensure that terminals have plenty of well-positioned bollards or alternative mooring systems and can make available at all times a sufficient number of tugs.

Shipowners should check that their fleets have adequate mooring systems and, if necessary, improve them. Naval architects, classification societies and shipyards need to address this at the design stage. There is a challenge here for equipment providers too.

The Port of Rotterdam was among those that raised the issue of VLCSs' onboard mooring facilities with the International Association of Classification Societies. This resulted in a new formula for calculating the amount of equipment needed on board, taking into account the lateral wind area.

Terminology

VLCS	very large container ship	≥	7,500teu
ULCS	ultra large container ship	≥	10,000teu
LOA	300m+		
World fleet	188 at 1 January 2008		
	322 on orderbook, of which 180 are ULCS		

Source: AXS-Alphaliner

Bollard spacing at container terminals needs to be reduced, so additional bollards of sufficient strength should be provided. The Port of Rotterdam has announced that at its new container terminals the bollard spacing has been almost halved, from 22.5m to 12m, which will improve the mooring configuration. The bollard safe working load has been increased from 100 tonnes to 240 tonnes.

Terminals could consider installing alternative shoreside mooring systems to replace ropes. They should have a compact layout to allow free passage for cranes.

At least one interesting vacuum mooring system exists, marketed by Cavotec MSL. It was originally developed for ferry berths, but has been installed at container terminals in Melbourne, Australia, and Picton, New Zealand.

The standard vacuum pads can cope with extensive hull surface irregularities. Because the pads attach to the ship closer to the waterline the system has a greater mooring efficiency than steep, angled ropes.

Tug assistance is often felt to be the cheapest solution to the VLCS mooring problems. However, if the vessel is in port with wind force 7 or more this assistance may be needed for hours at a time – just when there is likely to be an increased demand for tugs to help manoeuvre other vessels.

Consequently, tugs may not be available to assist moored VLCSs, or port manoeuvres have to be postponed until tugs are freed from their VLCS duties, thereby delaying arrivals and departures.

When in the 1960s the size of tankers increased and the first VLCCs were introduced the design of mooring equipment was altered. VLCS and ULCS are relatively new ship types. To solve their mooring problems, adjustments to arrangements both aboard and in ports are necessary. **PH**

Capt Chris Lefevere is a board member of KBZ-CRMB. This article first appeared in the IFSMA Annual review 2008

Vessel characteristics

	Panamax container ship	VLCS	ULCS	PCC	Cruise ship
Capacity (teu)	4,000	8,000	12,500	n/a	n/a
LOA (m)	280	330	397	200	240
Tiers	4	7	7	n/a	n/a
Height (m)	20	31	37	23	30
Windage (m ²)	5,600	10,395	14,500	4,400	6,500



Container traffic growth (thousand teu)

Year	Haifa	Ashdod
2004	1,043	545
2005	1,123	587
2006	1,070	693
2007	1,171	809

Source: port statistics

Israel builds for peace

After years of official inertia and fractious labour relations, Israel has committed itself to constructive regional co-existence, not least by implementing a major expansion of its international ports. **P&H's Jem Newton** reports

Ashdod (above) has more potential for expansion

Peace negotiations between Israeli and Palestinian officials may be proceeding with glacial slowness, but Israeli port officials seem resolutely optimistic of a lasting settlement in the Middle East. Not only do they have ambitious expansion plans over the next decade to accommodate dynamic traffic growth at both Israel's major ports – Haifa and Ashdod – but they believe there will an explosion in Middle East trade when the peace deal is eventually done.

Of all the region's ports, Israelis say their own are best placed to benefit from the economic dividends of peace. "Israeli ports are the logical ones for the whole of the Middle East and that is why we are interested in peaceful relations," Amos Uzani, outgoing president of Haifa port, told *P&H*.

He pointed out that it would take only 24–36 hours to truck containers from Iraq and Iran to Israel, compared with the current four days when they

are shipped via the Suez Canal, not to mention the transit charges involved. Uzani noted that Israeli ports are also well located for transshipment for the Black Sea and eastern European regions. Even some Palestinian businessmen reluctantly concede that Israel's ports are unmatched in the region for cost and efficiency (see box, opposite page).

After years of government dithering and fractious labour relations, ports company Israel Ports believes that the process of privatising the state-owned ports is now well under way. "The government is keen to privatise the ports," Dov Frohlinger, its CEO, told *P&H*. "Based on agreements with the unions and the government as part of the 2005 reform programme, 15% of the shares of the port operating companies will be privatised in 2010," he added.

"That agreement allows majority ownership to move to the private sector in 2020," Frohlinger explained. "Israeli Ports also has an interest in seeing privatisation



go ahead because it would run concurrently with the tenders for future port developments.”

At Ashdod, the Eitan terminal quays have been completed and the container terminal started operations in 2005. At Haifa, Mendi Moskovitch, port co-ordinator for operational development, showed *P&H* around the new Carmel container quay, which is expected to go into operation at the beginning of next year. Israel Ports will turn the terminal over to the Haifa port company, subject to the timing of the delivery of cranes.

Meanwhile, the national ports company is proceeding with the preliminary design of two further container terminals at Haifa and Ashdod. Each of the next-stage terminals will have a quay of approximately 1,150m with terminal depth of 600m, allowing Suezmax vessels to visit the terminals.

“We believe that terminals need to be developed at both ports to accommodate traffic growth over the next decade. We currently are planning the completion of the first terminal for the end of 2015, with the second terminal going into operation in 2019,” Frohlinger said. However, the transport and finance ministries have yet to decide the extent of the private sector’s participation in the new projects.

Haifa struggles with the sort of problems experienced by many urban ports that were built before traffic congestion became a major planning consideration. Traffic in the port area is already extremely heavy, even before either of the new terminals is completed.

“We are addressing the urban constraints in Haifa by rerouting trucks from the city’s western entrance to new highways that will feed port traffic directly to the port without the necessity of travel on city streets,” said Frohlinger. A railway line to the new terminal will also facilitate growth in rail-borne cargo.

At Ashdod, CFO Efi Arbel believes that his port has a greater potential for expansion. “We have a lot of space – Haifa is in the middle of a busy city, but we have much more room for containers and cars. All the cars from Europe and US arrive here because we have the space to take them,” he told *P&H*.

Yet despite being located in a less populated area south of Tel Aviv, Ashdod also has infrastructure constraints, Frohlinger pointed out, enclosed to the south by the town and to the north by a closed military area.

One solution to Haifa’s space problem is its new Carmel quay (below)



Israel is best – regrettably

The chairman of Sinokrot Global Group says 99% of the group’s imports come through Israeli ports, mostly Ashdod. “Even from Asia – the Israelis are so sophisticated in logistics,” chairman Mazen Sinokrot, told *P&H*.

Sinokrot Food Company is one of the largest industrial companies in Palestine, located in the city of Ramallah, the economic capital of the West Bank that is home to more than 60% of the Palestinian industries.

The countries Sinokrot exports to include Jordan, Iraq, Saudi Arabia, the US and France

Occupation makes it very difficult for the Palestinian businessmen to diversify their products because Israel is in complete control of the border crossings and checkpoints and makes it more and more difficult to compete with other countries in the region.

“We can export direct to the Arab world, but we have to go through the King Hussein/Allenby Bridge border checkpoint into Jordan. It has to go through the Israeli security regime/customs envelope, so we cannot export and import freely,” the group chairman explained.

Two elements of Ashdod’s Eitan project that still need to be completed are a new intermodal yard east of the Eitan terminal and a high-tech gate complex that will expedite traffic and integrate security and operational functions with the port’s management systems.

Officials are keen to paint a rosy picture of the future, but there are both international and industrial uncertainties that could sabotage the plans of Israel Ports. The Israeli armed forces lost their air of invincibility in the 2006 war in south Lebanon. Hizbollah is known to be rearming massively and there is talk of a joint strategy with the Gaza militants of Hamas that could yet lead to a war on two fronts.

In Israel itself, the dockworker unions are still strong and threaten to disrupt future efforts to privatise the ports. Labour unrest in the past decade has forced the government to delay its ports reform programme.

A port official told *P&H* that the unions were still resisting change: “The unions are used to having their hand on the switch; they like things that way.”

Referring to the new project at Ashdod, Arbel said: “I think the best solution is to make a private port; the problem is still the [port] workers, they still have a lot of power. If there was competition between the current state-owned port of Ashdod and the new private port, this would reduce the power of the port workers.” **PH**



Cleaning up after other industries

The Clean Up Oslo Fjord campaign is part of a national effort to remediate contaminated sediments in Norway. **Torild Jørgensen** describes the complex project

Construction of the Bjørvika immersed tunnel in the Port of Oslo prompted a study by the city, the port, Norwegian research institutes and others that showed unacceptable levels of environmental toxins in Oslo Fjord.

So a clean-up was launched as part of an integrated remediation plan for marine areas within the fjord. The programme that is now under way has a two-fold aim: removing contaminated material from the harbor basin and preventing resuspension and dispersal of toxins in the inner fjord; and deepening navigation channels and undertaking urban renewal measures.

Participants in the remediation process are the Port of Oslo, which wants to achieve a clean fjord; the Norwegian Pollution Control Authority (NPCA), which has set the terms for dredging and the ultimate objectives; Secora, contracted by the port for the dredging and disposal tasks; and the Norwegian Geotechnical Institute, also contracted by the port and tasked with monitoring dredging and disposal operations to ensure compliance with NPCA directives.

While the 'polluter pays' principle underlies all environmental remediation in Norway, it cannot be enforced in Oslo Fjord since the polluters are long-gone manufacturing industries. Sewage contamination dates back to the 1800s. However, various road and urban development projects in the port area have presented financing opportunities.

Oslo port and city came to an agreement over funding, together with the Norwegian Public Roads Administration and developers in the port area. The NPCA has also made funds available. In total, about NOK130M (\$25M) will be spent on cleaning up the port, in addition to the remediation of marinas, bathing areas and rivers.

There was a choice of two main remediation methods: either capping the contaminated sediments with clean material, or dredging and removal to an approved disposal facility. In the end we decided on a combination of both. Some of the contaminated sediments in the deeper zones, outside the areas to be dredged, will be capped with clean clay recovered



Getting cleaner – Port of Oslo

from the tunnel construction project; the remainder – about 650,000m³ in the shallow parts of the harbor – is being dredged.

We then had to make a further choice between mechanical or hydraulic dredging. Neither is perfect and both have advantages and disadvantages when excavating contaminated material.

While the small quantities of water accompanying collected sediments in mechanical dredging are a major aid to subsequent disposal, this method may stir up and disperse particles. Also, capacity is relatively small.

Hydraulic dredging has higher capacity and causes little resuspension and dispersal of material, but it also scoops up large quantities of water that may substantially increase disposal costs. In addition, it is sensitive to seabed debris.

Dredging criteria included causing minimal seabed resuspension; accuracy, to minimise disposal volumes; high capacity, to get the job done quickly; minimising inconvenience to normal ship traffic; enabling removal of metal scrap from the dredged sediments; and

permitting archaeological monitoring. Taking all into account, we picked mechanical dredging.

The dredging of contaminated sediment from the harbor basin, transporting and placing the material into a deepwater deposit site is proceeding as planned. In addition, any contaminated sediment from the Bjørvika tunnel project is being transported to the disposal site.

The dredged material is loaded directly into barges – two are used to achieve optimal work flow – for transport to the deposit site at Malmøykalven, which was chosen for several reasons:

- At nearly 70m, it is very deep
- Relatively shallow natural barriers encircle the site, minimising dispersal risks
- The seabed in the area was already heavily contaminated, having previously been used as a dumping ground for waste
- The logistics are good because transport distances from the dredging area are short
- It has more than enough capacity.

The Norwegian Geotechnical Institute (NGI) is responsible for the extensive control and monitoring programme around the dredging area and disposal facility. After completion of the project, the seabed will have to meet NPCA's stringent standards. Dispersal (by diffusion and resuspension of particles) after completion is estimated at only 12g of PCBs and 228g of PAHs a year.

Calculations show there are major environmental benefits in dredging Oslo's contaminated seabed sediments and disposing of them at Malmøykalven. The disposal site will eventually be capped with clean material, as will the seabed in parts of the port.

But the project has not been without its opponents or controversy and we have been bombarded with questions. Some of the most common queries, and our answers to them, are given below.

Why is the dredged material not stored ashore? The drawbacks include the need for an extensive disposal area, transport over longer distances and the risks of future runoff.

Why won't pollutants leak from the Malmøykalven facility? As well as being protected by the site's natural barriers, the cap will be thick enough to ensure the safety of marine fauna

Why not leave the contaminated material where it is? That is not an option because the toxins will constantly be stirred up by port and marina activities

What is being done to check that the deposited material will remain stationary after the job has been done? We have an independent monitoring programme; the NPCA will help to determine when monitoring can be scaled back.

If all goes to plan, work will be completed by 2010 – but then, nobody ever said that such a project would be easy! **PH**

Torild Jørgensen is project manager for the Clean Up Oslo Fjord campaign
More info: www.sft.no; www.renoslofjord.no;
www.miljostatus.no

What Oslo is dealing with

- Polychlorinated biphenyls (PCBs)
- Tri-butyl-tin compounds (TBTs)
- Polyaromatic hydrocarbons (PAHs)
- Mercury (Hg)
- Lead (Pb)
- Cadmium (Cd)
- Untreated sewage residues
- Surface water residues
- Contaminated sediments vary in thickness from 0.1m to 4.5m.



Prosperity: Ruete (left) and Gallanti (right) discuss European port policy

Ports 'marginalised' warning

A warning that port authorities face being marginalised when dealing with global terminal operators was delivered at the fifth annual European Sea Ports Organisation (ESPO) conference in Hamburg.

The 270 delegates, who were representing European port authorities, port-related stakeholders and government agencies, were told by ESPO chairman Giuliano Gallanti: "It is clear that the traditional role of

the port authority is changing.

"With shipowners and terminal operators being globalised we must avoid the port authority becoming marginalised as the only remaining local actor."

As part of its mission to help port authorities, ESPO has commissioned a survey on port concessions from the Institute of Transport and Maritime Management Antwerp (ITMMA), the initial findings of which were delivered at the conference.

Gallanti said that concession instruments were important governance tools, which should be used in an "intelligent" way. "The guidance on concessions provided in the European Commission's ports policy communication is helpful to ensure a level playing field, but we must now translate it into concrete terms. We will discuss the best way forward in ESPO, taking into account the results of the ITMMA survey," he concluded.

The conference heard that EC policy on transport will move a step forward with the publication soon of overall transport environmental policy guidelines. Matthias Ruete, the EC's director general of DG TREN told *P&H* that the package was aimed at the "greening of transport".

Speaking on the sidelines of the ESPO AGM, he explained that the document will take into account initiatives taken by agencies including IMO and will cover issues such as ship emissions. It will, for the first time, link environmental aspects of the entire transport chain.

One priority was to issue ports with guidelines on how to conform to all the existing EC environmental legislation they face when expanding facilities – elements of which many in the industry view as contradictory and a block on expansion.

Dimitrios Theologitis, from Unit G2 in DG TREN, said that a working group would convene to hear submissions before the document was published. Ruete added: "We in the EC see ports as an essential factor for the prosperity of Europe." The new legislation will not interfere with port projects "if you follow guidelines," he told ESPO members. "The guidelines will not change the law but should make your planning more foreseeable," he told delegates.

More info: www.espo.be

AAPA supports Colombia free trade agreement

Leading ports from the Americas have hailed US proposals for a free trade agreement with Colombia that could boost trade between the two countries by \$1.1Bn a year.

After returning from a meeting with US president George W Bush at the White House, Kurt Nagle, American Association of Port Authorities (AAPA) president and CEO, announced the association's full support for what he called "this important accord".

"Free and open trade" is vital to the well-being of the US and its trading partners, declared Nagle. The agreement now goes to the US Congress for consideration and approval before being adopted.

"This free and fair trade agreement with

Colombia is an opportunity not only to expand the movement of goods and services between the US and the second most populous country in South America, but it will also strengthen hemispheric ties and provide important economic benefits for US exporters," said Nagle.

He noted that currently more than 90% of Colombia's exports enter the US duty-free. However, US farmers, ranchers, manufacturers and workers face duties up to 35% when exporting their products to Colombia.

"Today, with our uncertain economy, US exports are more important than ever," remarked Nagle. "Over 40% of the US's economic growth last year was attributable to

exports." He noted that, according to the US International Trade Commission, passage of this agreement would result in an annual increase in US exports to Colombia of approximately \$1.1Bn due to tariff reductions.

"Ratification of this trade agreement is an important step toward achieving a Free Trade Area of the Americas," Nagle continued, adding that the Colombia free trade agreement would put that country on an equal footing with Chile, Peru and other Latin American trade partners, and should prompt improvements in areas such as dispute resolution, labour relations, transparency mechanisms and regulations to combat corruption.

More info: www.aapa-ports.org

Research blows in

ICHCA International's research project on high winds at terminals has been completed and is now being prepared for publication, the organisation announced.

It has already taken the project further and has gathered other material from occurrences of very high winds and their effects on

cargo operations in the past. It has now been agreed that this new material will be combined with the TT Club's existing publication, *Windstorm*, to produce a second edition, which will be published jointly by the club and ICHCA.

ICHCA's representatives are also busy working on a research

project on rubber-tired gantry cranes. The findings are expected to be released soon and further responses to its questionnaire are continuing to arrive.

In all, 11 briefing pamphlets are under development by ICHCA, at least six of which are expected to be published this year.

Blue water think-tank for EU

Under the slogan *Blue horizons of commitment*, the European Commission (EC) has announced a "strategic reflection" on the future of EU Maritime Transport to 2018.

It has invited senior shipping professionals to represent the maritime industry in discussions about the challenges and opportunities facing European shipping and the maritime transport system over the next decade. The EC said it wants to ensure a prosperous future for European shipping.

It pointed out that maritime transport carries 90% of European imports and exports and 40% of intra-EU trade. "The availability of quality shipping services is crucial for the EU trade and security of energy supply," an EC statement said. "Shipping is also an economic and sustainable mode of transport."

It said that Europe needs to guarantee maritime transport's

ability to respond quickly to a fast-changing globalised world. It should also maintain a competitive European maritime cluster with highly qualified seafarers and maritime professionals.

The think-tank has been chosen to cover different maritime sectors and will join the EU's maritime

transport administrations in the review of the region's integrated maritime policy. The EC recognises that maritime transport creates "significant" added value and EU employment. The exercise follows the renewed Lisbon strategy and 2006 mid-term review of the *White Paper on Transport Policy*.

The review team

Detthold Aden	BLG Logistic Group
John Coustas	Danaos Corporation
Leo Delwaide	formerly Port of Antwerp
Philippe Louis-Dreyfus	Louis Dreyfus group
Cecilia Eckelmann-Battistello	Contship Italia, Eurokai
Nikos Efthymiou	Union of Greek Shipowners
Elisabeth Grieg	Grieg Shipping Group
Emanuele Grimaldi	Grimaldi Lines
Dagfinn Lunde	DVB Bank
Brian Orell	NAUTILUS
Knud Pontoppidan	AP Møller-Mærsk
Marnix van Overklift	Seatrade Group

IMO makes progress on LRIT

IMO adopted a mandatory casualty investigation code and moved forward with the implementation of long-range identification and tracking (LRIT) of ships when the Maritime Safety Committee (MSC) met in London for its 84th session in May.

The MSC made a number of decisions to ensure the LRIT system is implemented by the 30 December 2008 deadline. A resolution confirmed the establishment of the international LRIT data exchange on an interim basis, which the US has pledged to fund while IMO searches for a permanent solution.

The MSC adopted a new code of international standards and recommended practices for a safety investigation into a marine casualty or marine incident (Casualty Investigation Code). Relevant amendments to SOLAS chapter XI 1 were also adopted, to make

parts I and II of the code mandatory. Part III of the code contains related guidance and explanatory material.

The code will require a marine safety investigation to be held into every "very serious" marine casualty. This is defined as one involving the total loss of a ship, a death or severe damage to the environment.

The code will also recommend an investigation into other marine casualties and incidents by the flag state of a ship involved, if it is considered likely that it would provide information that could be used to prevent future accidents.

The new regulations expand on SOLAS Regulation I/21, which requires administrations to conduct investigations into casualties of any of its ships when this may assist in determining what changes in the present regulations might be desirable.

Routes to co-operation explored

Two influential trading organisations have pledged to explore ways to work together more systematically to encourage international trade flows. The ICC World Chambers Federation (WCF) and the World Customs Organization (WCO) met in Paris to discuss issues.

ICC and WCF have co-operated in the past, most notably on the ATA carnet system, which permits goods to be transported across borders and temporarily exempts them from customs duties.

Meeting this time around were, on the one hand, Anthony Parkes, director of WCF, Carlos Busquets, policy manager for the ICC Commission on Customs and Trade and Lee Ju Song, director of ICC Asia, and on the other, Antoine Manga, WCO director of tariff and trade affairs, and Robert Murphy, WCO origin sub-directorate at the ICC secretariat in Paris.

Following the meeting, the teams agreed to collaborate on several projects, including the development and promotion of guidelines for international trade facilitation; a more liberal regime for issuing preferential certificates of origin; and creation of international guidelines for issuing non-preferential certificates of origin.

During the meeting, the two organisations also discussed conducting joint training programmes on trade documentation and sharing information on trends in global trade in order to provide better and more co-ordinated services to the world business community.

An example of recent collaboration between the two groups was a survey conducted by the WCO. With the help of ICC business and chamber members, the WCO survey resulted in a better appreciation of the type of information the business community would like to obtain from a database on preferential rules of origin to be developed by the WCO.

More info:

www.iccwbo.org/icccabbe/index.html

Project ends: work goes on

The NoMEPorts noise-reduction initiative is drawing to an end and all projects are expected to be finished by August. The project's final conference in Amsterdam was presented with the *Good practice guide* on port area noise mapping and management produced by member ports.

Ton van Breemen, project leader for NoMEPorts, said the conference was concluded "with great success".

Representatives from the member ports heard that the European Sea Ports Organisation will continue work with Ecoports to update its environmental code of practice, including adding new tools for noise mapping to existing Ecoports tools.

"Managing noise in port and city areas has long-term benefits for port operations and the environment," said Paul Bokdam, environmental expert at Lloyd's Register.

"The main objective of NoMEPorts is reduction of noise, noise-related annoyance and health problems of people living around port industrial areas through demonstration of a noise mapping and management system."

He said NoMEPorts' most important achievement was the development of the *Good practice guide*.

Christian Popp, of Hamburg-based Lärmkontor, said noise maps are an "excellent and reliable" basis for port-related planning decisions. They would help urban planners proposing to build residential areas near to port boundaries.

He added that action plans could help to improve environmental quality in the neighbourhood of ports and increase public acceptance of port activities.

"The whole process is necessary because it is required by the European legislation, it helps to avoid court cases and it helps to save money," he continued.

Giovanni Motta, director of safety/security/quality and environmental management for the NoMEPorts partner Livorno Port Authority (LPA) and environmental engineering consultant Mario Morretta explained how noise management there had improved thanks to the project.

They said all noise sources at the port have been identified and a noise model of facilities had been developed to show noise sources for action.

More info: nomeports.ecoports.com



Signalling success: ETCS should make rail connections like the Betuwe link more competitive

EC rail network moves

The European Commission (EC) has adopted an amendment to the European standard for train signalling and speed control – the European Train Control System (ETCS) – which guarantees a common standard to enable trains to cross national borders and which enhances safety.

Freight transport is expected to benefit significantly from ETCS. When complemented by other measures, rail freight volume is expected to increase by 55% along certain corridors, travel time is expected to be reduced by 20% and reliability is expected to increase by 26%, said the EC. Deployment of ETCS across key freight and high-speed corridors will greatly improve the competitiveness of

European railways and has long been urged by ports, which want to see more interoperability in the transport mode.

EC transport vice-president Jacques Barrot called the decision a "major milestone" in the evolution of ETCS and said it paved the way for a legally stable and interoperable future for Europe's rail network.

The ETCS concept is simple: information is transmitted from the ground to the train, where an onboard computer uses it to calculate the maximum authorised speed and then automatically slows down the train if necessary. ETCS is one component of the European Rail Traffic Management System (ERTMS).

Currently, there are more than

20 signalling systems in operation in Europe and their incompatibility is a major technical barrier to international traffic. ERTMS is a tool to establish an integrated and intelligent railway transport system in Europe. Using the most up-to-date technologies, ERTMS allows for reduced transport costs and improved punctuality and safety. It helps make rail a more competitive alternative to road, air and sea transport.

ERTMS is also a key element of several Trans-European Transport Network (TEN-T) priority projects and is important for the overall upgrade of European railways.

It is all aimed at making rail a more attractive option for freight transport. Rail safety will also be enhanced.

Intertanko opens Brussels office

Intertanko has established a representative office in Brussels to broaden and strengthen its links with the European Commission, European Parliament and other agencies.

"This move will bring Intertanko closer to the European regulators and decision-makers," said Kristian Fuglesang, Intertanko's assistant director and co-ordinator of European Union activities. "It has

been made in recognition of the importance of Brussels to the tanker shipping industry."

And chairman Nick Fistes added: "Since the 1990s Intertanko has played a progressively constructive part in the development of the EU's maritime policy. An enhanced presence in Brussels is a natural development of this."

More info: www.intertanko.com

Protection role praised

The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) has become a role model for other centres for its work in combating and preventing pollution from ships.

This is the view of Efthimios Mitropoulos, SG of the International Maritime Organization (IMO) at the inauguration of REMPEC's new offices on the Valletta waterfront, by Malta's PM Dr Lawrence Gonzi.

"The centre has today the dual responsibility not only to combat but also to prevent pollution from ships," said Mitropoulos. "This completes the network of protection for the Mediterranean Sea, encompassing, as it does, prevention, preparedness and response."

He said these functions were "highly appreciated" by all IMO members and the wider maritime community. "Through the effectiveness of its mandate and work, REMPEC has become a model for the establishment of similar centres in other regions of the world," he added.

The office's recent initiative on garbage discharge requirements came in for particular praise. Mitropoulos said it demonstrated the "importance and significance" of the centre for the region's major shipping and maritime assets.

Gonzi praised REMPEC's "invaluable work in



Model: Mitropoulos, left and Gonzi, right, at the opening of the centre in Malta



warding off pollution" and "in helping the coastal countries to equip themselves to deal with a threat of pollution in every way, from monitoring to actually combating its occurrence".

Paul Mifsud, co-ordinator of UNEP's Mediterranean action plan, said REMPEC was an example of regional co-operation among MAP, IMO and the Mediterranean countries with the full support of Malta as the host country.

"It has been a success story by all standards. It

has also put Malta on the world map as an international centre for the implementation of international standards for maritime safety and the prevention of pollution from ships," he said.

"The threat of oil pollution in the Mediterranean is even more present today due to the substantial increase in maritime traffic, which is expected to continue to rise. As a result, REMPEC's mission is as relevant today as it was in its early days, if not more," Mifsud added.

Detentions up but so are port calls

The rate of port state control detentions of ships in the Tokyo MoU region increased slightly in 2007, although as a percentage of port calls the overall inspection rate fell slightly, according to the organisation's annual report.

During 2007, a total of 1,239 vessels – or 5.62% of those inspected – were detained in the Asian and Oceania countries covered by the memorandum of agreement. Secretariat technical officer Ning Zheng told *P&H* that the increased detention rate "reflects the improved targeting of vessels by PSC officers through international co-operation."

Success had been achieved

through the use of a shared database to target vessels to inspect, and to a general increase in the effectiveness of the entire MoU campaign, he said.

The secretariat also said that increased detention rates were the result of tougher regulations, rather than necessarily from any reduction in maintenance standards by owners. Zheng added that the total inspection rate had fallen slightly year-on-year, to 665 of recorded port calls. This, however, reflected a greater number of calls rather than any reduction in PSC activity.

By type, general cargo ships, which are often older vessels

used to carry multiple cargoes on short voyages, remain by far the most significant problem group from a PSC perspective, with nearly one in 10 inspections (9.93%) of such ships resulting in a detention in the region last year.

The MoU has scheduled a concentrated inspection campaign (CIC) focusing on navigational safety and SOLAS compliance for 2008. It follows last year's ISM-focused campaign, which was deemed a success. In 2009, the CIC will concentrate on checking compliance with life-saving appliances regulations.

A real-time system for port state inspectors to share information on substandard ships has been introduced by the Tokyo MoU, training standards for PSC officers improved, seminars on technical issues held and co-operation with other regional PSC agreements improved, the report said.

Call for piracy initiative

Africa's major port trade association, the Port Management Association of Eastern and Southern Africa (PMAESA), has added its voice to the chorus of concern over piracy in the waters off Somalia.

Determined efforts by the international community to intervene have not prevented five attacks so far this year, according to a PMAESA survey.

PMAESA SG Jerome Ntibarekerwa said association members were "perturbed" by the effect the problem was having on regional economies. He said PMAESA supported moves by the United Nations and the International Maritime Organization to intervene, but more was needed to ensure that the economic development of states in the region was not hampered as maritime trade suffered.

"By stopping piracy, regional economic integration will receive the major boost necessary for the economic development of the continent," Ntibarekerwa added.

Tokyo MoU PSC results

Total PSC inspections 2007 (2006) – 12,337 ships (12,148 ships)

Total detentions 2007 (2006) – 1,239 ships (1,171 ships)

Detention rate 2007 (2006) – 5.62% (5.40%)

Building the bigger ports

Delegates to the Dunkirk mid-term board meeting heard a range of views on whether there was still a future for major port developments, some advice on sustainable developments and forecasts on the energy cargoes that ports might need to serve.

In discussing whether there was a future for major port developments, Jean Claude Terrier, managing director of the Port of Dunkirk Authority, the organiser of the event, said that large-scale harbor port

development projects remain necessary in order to sustain industry and accommodate changes in maritime transport.

He concluded that these projects are possible, but long lead times are needed to take into account constraints caused by increasingly complex administrative procedures. Time will also be needed to communicate with the local population and elected representatives.

Terrier pointed to recent developments of container and bulk terminals that have faced increasing opposition, adding to lead times for construction and cost overruns. Even then, permission to proceed was not always granted. Projects in the UK and the Netherlands, in particular, had been turned down, he added.

Industrialists are investing heavily at ports to ensure the future of their production plants. In Dunkirk, for example, ArcelorMittal has an investment plan of some €800M

(\$1.2Bn) as part of its project to increase its output by more than 1M tonnes to 7.5M tonnes of steel.

Total has invested more than €100M (\$153M) in its Dunkirk refinery. "Over the three last years, sums in excess of €100M have been invested in production facilities located in the port, and several schemes requiring land on the quayside are under study," Terrier said.

Further expansion of ports will be needed to cater for the expansion expected in Europe from promotion of the EC's Motorways of the Sea project.

Coal importing projects are being promoted, but it is in the provision of LNG facilities that Terrier sees the most likelihood of activity. EDF plans to invest more than €700M (\$1Bn) in Dunkirk to construct a terminal to accommodate 260,000m³ by 2013. This facility will have an annual capacity in the first phase of 6Gm³ a year, with the possibility to handle of 12Gm³ or even 16Gm³ in the future.



Terrier: large-scale developments needed

Strength in sustainable port development

There is an emotional relationship the people of Dunkirk and the port, Francis Nave, of the town's urban development agency AGUR, said. This gave strength to the partnership between the two. In a concrete

example of this relationship, almost 100ha of land has been landscaped around the port, with some 350,000 trees and shrubs planted to decorate the approach roads and industrial sites.

Overcoming the obstacles

Advice on how Le Havre tackled the environmental issues of building its new Port 2000 container terminal was delivered by Paul Scherrer, technical director of the port.

He explained how the port gradually intensified its information programme, reaching out to the public, first by informal

meetings, then by holding the first-ever public debate in France on the issue.

The port authority put forward seven different schemes and more than 10 were suggested by NGOs. All this led up to the environmental impact assessment, which totalled more than 500 pages.

A 100-page digest of the assessment

was circulated to residents in the 41 towns and villages on both sides of the Seine estuary. There were more than 600 observations, 100 letters and three petitions, none of which put forward any new argument, thanks to the thoroughness of the preceeding public debate, according to Scherrer.

King coal

World consumption of energy is still dominated by the three major non-renewable fuels, oil (36%), coal (25%) and natural gas (21%), said Prof Jean-Marie Chevalier of the University of Paris Dauphine.

Question marks hang over future energy consumption and trends. Should China follow the trends prevalent in the European Union, for instance, Chevalier estimates that there would be 641M cars in the country, rather than the 13M cars today.

With more and more European countries increasing their imports of coal, Maurice Desderedjian, chief executive officer of EDFT Logistics, said there are uncertainties over its use in power generation in the years to come. The most optimistic predictions suggest that coal will be used to generate 26% of European electricity by 2030; the lowest estimates, by contrast, put it at only 12%. This, in Desderedjian's view, pinpoints the problems for ports in planning facilities.

In addition, new power plants are more efficient than the old ones they replace, with lower coal consumption. As a result, increased demand for coal-generated electricity will not necessarily boost trade, he warned.

"Future coal demand from the power sector is quite uncertain," Desderedjian said. The estimates he gave were 112M tonnes to 257M tonnes in 2030, compared with 234M tonnes in 2005.



Hoebée: changes for LNG vessels

Keeping the gas flowing

Changes made by the Port of Rotterdam to accommodate LNG vessels for the first time were outlined by Willem Hoebée.

The size of LNG vessels had increased from 128,000m³ in 1976 to the 265,000m³ Q-Max vessels that are being introduced now, Hoebée pointed out.

"Rotterdam has extensive experience in handling ships carrying dangerous goods," he said. "However, LNG carriers will be new in the port. For this reason, particularly in the initial phase, extra attention will be paid to dealing with LNG shipping."

A new safety and admission

policy for LNG carriers has been drawn up. The Port of Rotterdam conducted its own specific studies which concluded that LNG vessels should not cross traffic at high speed.

"This conclusion is leading to development of the port's nautical admission policy," he continued.

Notes from small islands and ports

Four years of work have been brought to fruition with the publication of a new IAPH booklet entitled *Small island ports*, which spotlights the problems these gateways face.

The booklet offers valuable and useful insights into the management and operation of small island ports and the particular issues that affect them as a specific group.

It has been produced by a joint working group project that was set up as part of IAPH's collaborative activity with PIANC. This agreement is based on a memorandum of understanding (MoU) for co-operation between IAPH and PIANC that was signed at the IAPH Conference in Montreal in May 2001.

Small islands often have small populations and many are remote from other lands. The report recommends the measures that their port authorities can take that will enable them to serve international and domestic cargo trade and passengers more effectively, and also to support fishing activities.

Despite the sometimes limited availability of information and large variations in the geographical, economic and social conditions among small islands, the working group has managed to explore all the essential aspects of their ports such as planning, infrastructure, operations, management, financing, safety, security and risk-involvement.

From this research, the working group has been able to draw firm conclusions and make valuable recommendations, which should provide important insights to all concerned with the issues faced by small island ports.

This latest output from the MoU between IAPH and PIANC indicates the value of continued co-operation between the two organisations, which should further help to promote the development of the world's ports – wherever they may be and whatever their size.

More info: www.iaphworldports.org/members_only/library



Chairs approve meetings

The mid-term board meeting in Dunkirk saw a major step forward in the workings of the vital technical committees that deal with the core of the work for the association. For the first time chairs of the committees gathered for a special meeting to discuss issues of mutual interest.

As the committees are viewed as the mainstay of the association, chairs therefore have an important responsibility to play in the working of IAPH.

Chairs feel that by meeting regularly they will create a platform to encourage communication between the committees on practical points of mutual interest that are relevant for all the groups.

It is also felt that a regular meeting of chairs will help the presidency and secretariat to get a feeling for how things are moving in the committees.

The chairs lost no time in

getting down to work and came up with several ideas to promote their work. They want to see more information on the activities of the technical committees on the IAPH website.

It is thought this will also stimulate others to join the organisation and even the committees themselves.

The chairs are also to work more closely with their members to ensure there is more information on their workings in *P&H*.

And there is to be more contact between the various committees to get more out of the workings of the bodies when issues overlap. This will be an electronic exchange.

The secretariat is also to pool the collective information, studies, research and presentations from the various



committees and make them available on the website so that members plot the progress of work that is under way.

Support for climate change stance

The decision by the IAPH board to support the world ports climate declaration was welcomed by organisers of the World Ports Climate Change conference in Rotterdam.

The resolution said that the association would take the lead to work to combat global climate change and improve air quality together with sister regional organisations including the European Sea Ports

Organisation (ESPO), the American Association of Port Authorities (AAPA) and others.

The resolution stressed the need to adopt the world ports climate declaration as guidance for ports to combat global climate change and improve air quality. IAPH also recognised that no one-size-fits-all solution exists for ports with their variations in management structures, emission sources and local conditions.

Genoa conference firms up

The Port of Genoa has announced the outline programme for IAPH's 26th international conference, which will be held at the Cotone Congressi Conference Centre in Genoa from 22 to 28 May 2009 under the banner *Oriented to the market, open to the future*.

The theme reflects the need for the global ports industry to work openly with customers, suppliers and other stakeholders to address the challenges and opportunities facing ports.

Some of the most important challenges facing the ports industry today extend well beyond the boundaries of individual ports

and affect many other actors across the maritime transport chain as well as the urban communities alongside which so many ports co-exist.

The ports industry therefore needs to forge partnerships with providers of essential services – including finance, port design, operating expertise and technology – in order to address the crucial internal issues of infrastructure funding and optimised capacity.

The 2009 World Ports Congress will also provide a unique opportunity to introduce delegates from all over the world

Conference programme

Working session I: The challenges of the global era

Part II: Responding to global climate change

Working session II: Port management and strategy

Working session III (parallel): Security, safety and environmental protection

Working session IV (parallel): Global logistics and ports

Working session V: Ports of the future – Innovation and communities

Registration fees have been agreed

	IAPH member	IAPH non-member
Before 1 February 2009	€1,350*	€1,550*
After 1 February 2009	€1,500*	€1,750*
*One accompanying person included		
Additional accompanying person	€560	€730

to Genoa's fascinating history, fabulous Italian food and wine,

and the wonderful Mediterranean late spring climate.

Beijing talks

SG Dr Satoshi Inoue travelled to Beijing to address PIANC delegates at their annual general assembly, May 24–27. As it was so soon after the earthquake that hit Sichuan province, he delivered sincere sympathy to the people of China, on behalf of the entire membership of IAPH.

He discussed recent areas of co-operation between IAPH and PIANC, and informed delegates of the main issues and topics currently being tackled by IAPH. He also urged PIANC members to join forces in the IAPH campaign to gain accelerated ratification of IMO conventions.

He was able to visit the Port of Tianjin, an IAPH member in China, where he met the chairman of the port group Yu Rumin and some of his staff.



IAPH calls for treaty ratification

The IAPH board of directors has unanimously adopted a resolution calling on states to accelerate the ratification of several conventions that would help ports to minimise the effects of maritime casualties.

At the mid-term meeting in Dunkirk, the board said ratification by states was slow, and the entire maritime world was interested in seeing the treaties and protocol in force. It said the conventions would make an "essential contribution" to the preservation of the environment and the adequate, prompt and effective compensation of persons who suffer damage caused by incidents in connection with maritime trade and shipping.

Frans van Zoelen, chairman of the Legal Committee, observed: "These IMO conventions are essential for reinforcing the liability and compensation framework covering maritime and environmental damage resulting from maritime accidents. "These subjects are of importance for coastal states and ports. The conventions also play a significant role to helping coastal states and



ports to cope with ships in distress."

IAPH called for a prompt and early ratification of the following three conventions and one set of protocols in particular:

- The International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996;
- The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001;
- The Nairobi International Convention on the Removal of Wrecks, 2007
- The 1996 Protocols to the International Convention on LLMC of London 1976.

Secretary General Dr Satoshi Inoue commented: "Earliest entry into force of these conventions would no doubt help coastal states and ports to more

effectively cope with physical and/or environmental damage caused by maritime accidents.

"We urge all IAPH members to impress on their respective governments the need to ratify them as early as possible. We also will reiterate to IMO our strong support for these conventions."

States that have not yet ratified the HNSC might postpone ratification until it has been adapted by the protocol – which could take another two years, the resolution warned.

IAPH wants the Wreck Removal Convention to be strengthened and is asking states to consider extending its scope to wrecks in territorial waters. Ports would find it easier to act promptly and risks could be shared around the community as a whole if the treaty was in force, IAPH believes.

Dates for your diary

A selection of forthcoming maritime courses and conferences

July

- 21–24** International aviation & maritime security conference – Washington DC, US
More info: www.usportpolice.org

August

- 4–8** IALA VTS Symposium 2008 – Bergen, Norway
More info: www.iala-aism.org
- 10–13** 2008 Association of Pacific Ports annual conference – Stockton, US
More info: www.pacificports.org
- 20–22** 2nd Annual Summit Port & Terminal Operations – Mumbai, India
More info: www.informedia-india.com

September

- 16–17** TOC market briefing Latin America – Guayaquil, Ecuador
More info: www.tocmarketbriefings.com
- 17–18** Trans-Pacific Maritime Asia conference – Shenzhen, China
More info: www.joc.com
- 17–18** The Fourth PorTec Asia 2008 – Tianjin, China
More info: www.globaleaders.com
- 21–25** 2008 AAPA Annual Convention – Anchorage, Alaska, US
More info: www.aapa2008.com
- 24–25** Maximising Port Capacity conference – Barcelona, Spain
More info: www.acius.net
- 25–26** Third Southern Asia = Ports, Logistics and Shipping 2008 – Mumbai, India
More info: www.transporevents.com

October

- 1–3** CEDA Dredging Days 2008 – Antwerp, Belgium
More info: www.ti.kviv.be/conf/CEDA
- 4–6** ILO/OSCE Security in Ports workshop – Antwerp, Belgium
More info: www.portofantwerp.be/apec
- 10–17** Singapore Maritime Week 2008 – Singapore
More info: www.mpa.gov.sg
- 16–17** Port & Terminal Technology 2008 – Rotterdam, Netherlands
More info: www.millenniumconferences.com
- 23–25** Port and Ship International India 2008 – Mumbai, India
More info: www.portshipinternational.com
- 27–28** The Future for Container Shipping conference – Amsterdam, the Netherlands
More info: www.lrfairplayevents.com/containershipping
- 29–31** IAPH Asia/Oceania regional meeting – Dalian, China
More info: www.iaphworldports.org

Manual for the future

IAPH World Port Congresses do not come with user guides or operating instructions – until now, that it.

Help is at hand for the nervous facing the huge task of organising the event. The *IAPH Conference Planning Manual* has been written by Argentina James of the Port of Houston, based on her experiences running the 2007 congress.

She hopes it will help future hosts run the event smoothly and is full of tips on how to achieve that.



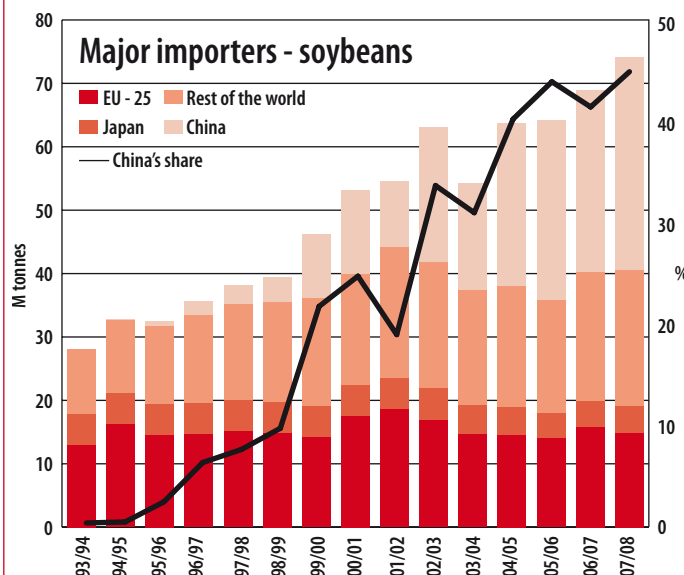
Hong Kong promotion



Hong Kong news on the latest developments at the port, including redevelopment of the cruise terminal were outlined when a delegation led by Benjamin Wong, head of transportation at Invest Hong Kong, called in on the Tokyo office SG Satoshi Inoue. Invest Hong Kong is the government department that promotes the city as a base for overseas businesses and helps enterprises establish and develop their presence in the city.

Supply and demand gap

The story in the May edition of *P&H* entitled 'The dry and demand gap' should have shown the following table for soybean importers





Baltic visitors

The IAPH secretariat was able to exchange views and opinions on recent trends in Baltic region ports, where economies are booming and boosting trade.

Joining Satoshi Inoue, SG, above in Tokyo are, left to right: Dmitrijs Belousovs, head representative, Investment and Development Agency of Latvia; Egils Dzelmē, deputy head of the mission, Embassy of the Republic of Latvia; Pēteris Vaivars, ambassador of the Republic of Latvia.

Membership notes

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

Regular member

Passenger Port of Saint Petersburg Marine Façade

6, Building V,
Proletarskoy Diktatory Street,
St Petersburg 191124, Russia

Telephone: +7 812 332 7077

Fax: +7 812 332 7076

Email: kitikov@passengerport-mf.spb.ru

Website: www.mfspb.ru/port_eng.html

Representative: Alexey Kitikov, general director

Associate members

Elaborate Communications Ltd.

Address: Acorn Farm Business Centre, Cublington
Road, Wing, Leighton Buzzard, Bedfordshire
LU7 0LB, UK

Telephone: +44 1296 682051

Fax: +44 1296 682156

Email: information@elabor8.co.uk

Website: <http://elabor8.co.uk>

Representative: Sean Moloney, MD

Nature of business activities:

Marine sector marketing, maritime publisher
and conference organiser

Dr Nik & Associates

Address: No 22 & 24, Jalan 1/27F, Kuala Lumpur
Suburban Centre (KLSC), Section 5, Pusat Bandar
Wangsa Maju, 53300 Kuala Lumpur, Malaysia

Telephone: +60 3 4145 8888

Fax: +60 3 4145 8810

Email: irdrnk@gmail.com

Website: www.drnk.com.my

Representative: Ir Dr Nik Mohd Kamel Nik Hassan,
director

Nature of business activities: Civil and marine
engineering consultant



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26th IAPH World Port Conference
Cotone Congressi Genova, Genova, Italy
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Sustainable development = port development

Patrice Pelletier, president and CEO of Montreal Port Authority, explains how ports need to revise strategies for the future

“ Ports need to transform their organisations and set up new performance indicators, adapting management tools, systems and structure, and reviewing internal policies ”

In the current context of increasing commercial exchanges, the maritime industry is being presented with a golden growth opportunity, thanks to its ‘green transport’ image, which gives it a leading role in supply chains across the world. However, in order to seize this opportunity, it first and foremost needs to ensure that it mitigates the negative impacts (and contributes to their resolution) of major social and environmental issues such as localised labour shortages; sea and river level fluctuations; increased scrutiny for pollution from NGOs, politicians, the media and the general public etc. Embracing sustainable development is one obvious way of doing so.

Ports are essential to the maritime industry and to its future growth. I believe sustainable development will be a key success factor in achieving this expansion. Ports are naturally inclined towards sustainable development, since they connect with the environment on many aspects and are located at the heart of communities, for which they provide a major economic lever. It thus becomes quite clear that industry’s growth will depend largely on ports’ accomplishments in terms of sustainable development.

Applying these principles does require several significant changes. First, sustainable development must be elevated to the organisation’s strategic level. This necessitates the adoption of a strategic framework identifying the social, environmental and economic challenges to be met and describing the projects to be implemented.

Next, ports need to transform their organisations. This includes setting up new performance indicators, adapting management tools, systems and structure, and reviewing internal policies (HR, procurement etc). Finally, there needs to be a shift in organisational culture and the way projects are implemented. New developments, such as increasing ports’ commercial capacities, should be managed as genuine social projects, involving all the ports’ stakeholders and generating shared economic benefits while contributing to the preservation of the environment.

As a leader in the North Atlantic container market, the Port of Montreal has chosen to commit to such an approach. We also believe that the implementation of this groundbreaking set of initiatives will set the pace for others to join in these efforts. Our success, combined with that of all of our stakeholders, will, we hope, help make a strong business case towards increased sustainable development practices in the maritime industry throughout the world. **RH**

Patrice M. Pelletier



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