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Climate conference commits ports to global goals
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AMP can be fitted right onto the ship itself, with a single high-voltage cable, or it can be fitted inside a container that’s placed on the ship, for a truly modular power source that connects to the dock or a floating barge.
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Rotterdam’s green credentials made it the obvious location for the World Ports Climate Conference. Photo: Helene Miseur
Achieving balance between the built and natural environments.
Committed to improvement

Meeting the challenge of climate change means all players within a port community working together

In July, over 50 ports and cities endorsed the World Ports Climate Declaration in Rotterdam, the Netherlands. They committed to develop and implement programmes for better air quality and reduction of greenhouse gas emissions in ports. In his video message, the former US president Bill Clinton congratulated the successful conference and pledged his support through the Clinton Climate Initiative to the integrated undertakings of the world’s ports within the global leadership of IAPH.

During the conference, Hans Smits, CEO of the Port of Rotterdam Authority, presented his ambitious goal to achieve “50% reduction of CO₂ in 2025 compared to 1990”. To make this come true, a number of measures are being introduced – not only in terminals and port areas but also beyond the port’s boundary. For instance, existing AGVs at container terminals are being replaced by ones with cleaner diesel-electric hybrid engines. Container terminals being developed at Maasvlakte 2 are also required to reduce the percentage of containers moved by truck from the current 50% to 35% by 2035 at the latest. To make more use of rail and inland shipping, new “modal shift” projects are being carried out, such as the Betuwe Route rail connection and the Container Transferium, a barge-truck transfer terminal 50 km outside the city.

Substantial energy-saving is being pursued through mutual exchange of residual heat, energy and wastes among companies engaged in heavy and chemical industries within the port. A pilot project for carbon capture and storage is also being developed to keep the port growing as a central energy port in Europe.

All this clearly illustrates the new challenges facing ports in the fight against global warming. Essential to success are innovation, integration and partnership. Ports should be innovative in technologies and approaches, even providing testing sites. To tackle the sources of emissions, ports need to develop well-integrated rather than single-targeted approaches.

And all players within a port community, both public and private, must work together. Above all, the leadership of port authorities plays a central role in this challenge. It is time for all to act together with the leadership for sustainable ports. FH

Dr. Satoshi Inoue
Secretary General – The International Association of Ports and Harbors
Bilbao Port Authority has implemented an access control system that aims to increase the level of security in the port area. It will control and record vehicles and people that enter and leave the area, automate the scanning of information and regulate the flow of vehicle traffic.

With this system, port users and transport companies will be able to access the port providing they have a previous order to load or unload from the shipper, the shipping agent, the terminal, the forwarding agent, the customs agent or the transport company. The port authority has created an electronic platform at www.epuertobilbao.com to handle administration.

Metro Ports, part of the Nautilus International group, has been awarded the management contract for the Port of San Francisco’s break bulk Pier 80, taking over from Marine Terminals Corporation, which won the previous contract from Metro. The new five-year agreement became effective from the beginning of July.

Bands of severe storms that swept across the Southeast US in mid August were blamed for the destruction of two Panamax container cranes at the Port of Jacksonville, Florida. Port spokeswoman Nancy Rubin told P&H that a sudden gust of wind blew up and drove one crane along its quayside track at the Blount Island Terminal into four other cranes. At least two were said to be total losses and structural engineers were examining the third as this issue went to press.

“At present, we have three cranes at the terminal that are still functioning,” Rubin said. “With the help of our tenants, we are working to schedule around this.”

No injuries were reported, as the area of the terminal where the mishap occurred was not in use. High winds from the storm had earlier forced pilots on Louisiana’s Lake Charles to cancel boardings.

Australia-Japan JV wins port scheme

Western Australia’s government has chosen an Australian-Japanese joint venture as developer for an A$1.6Bn ($1.5Bn) deepwater port. The Oakajee Port & Rail (OPR) venture had been competing for the scheme at Oakajee against Chinese-backed bidder Yilgarn Infrastructure, whose bid aroused concern in Australian business and political circles.

Success for Yilgarn would have meant a Chinese ownership hold over midwestern port and rail, as well as regional resources. Beijing-owned interests already control iron ore companies, Midwest Corp and – to some extent – regional miner Gindalbie Metals.

WA Premier Alan Carpenter said OPR’s proposal was judged to be the most developed and robust and presented the best opportunity to develop a world-class port.

OPR has indicated that it could start building the port next year and complete it by 2012, although hurdles remain on rail routes, environmental approval and other issues.

Planning minister Alannah MacTiernan said the WA government would retain ownership of the port, which would be managed by the Geraldton Port Authority.

The infrastructure provider would develop common-use infrastructure, such as the breakwater, channel and turning basins. But these would be transferred to the authority’s ownership on completion.

Iran plans new dry bulk terminal

Terminal Construction, a private Iranian company, has signed a $16M contract with Ports & Maritime Organization of Iran to set up a dry bulk terminal at Imam Khomeini port. The terminal is to be dedicated to exporting minerals and construction materials.

It will have 3.6ha of covered warehouse and is to export 3M tonnes of dry bulk a year.
Geelong may go to raise Asciano cash

Ports and rail operator Asciano might sell Victoria’s port of Geelong in Australia as it looks to offload selected assets to raise cash for expansion.

The company, which recently rejected an “inadequate” A$2.9bn ($2.58bn) takeover by TPG Capital and Global Infrastructure Partners, said last month that it would consider a partial sale of one of its operating units – which include terminal and stevedoring company Patrick and railco Pacific National – to fund long-term growth opportunities in Australia and overseas.

It has since confirmed that Geelong, Victoria’s leading wet- and dry-bulk regional port, acquired from the state government by Asciano’s antecedents in 1995, is under consideration for disposal. Asciano reported an overall loss of A$182M ($158M) for 2007-8, thanks to write-downs, financing costs and investment losses. However, operating profits grew 10%.

The company says a modest capital raising will ensure that no sales – including Geelong – will be required for at least 12 months.

Seminar addresses green dredging

The Environment Commission of the Central Dredging Association (CEC) and the Marine Systems Institute of Tallinn University of Technology (MSI) are hosting a joint international seminar on dredging and the environment next month. It will take place on 15-16 October in Tallinn, Estonia.

As in many fast growing economies, the Baltic countries generate a high demand for dredging services, such as port expansion, offshore sand mining, constructing offshore wind farms or cleaning up the environment, the event organisers say. To make their point, they cite such projects as the expansion of the Paldiski South Port and Muuga Port, and environmental research of the Estonian coastal sea for offshore wind farms.

Yet, because of the highly sensitive nature of the Baltic sea ecosystem, dredging projects have to be undertaken with due care to the environment, they note, explaining that the seminar will focus on subjects of particular relevance in the region, including long-term development plans for the Port of Tallinn and its related environment issues.

SAL rejects Oz pilotage plan

Shipping Australia Ltd (SAL) has rejected a government-preferred model for pilotage in the Torres Strait and on the Great Barrier Reef, asking instead for a complete overhaul of the existing safety compliance regime.

SAL said the Australian Maritime Safety Authority’s “serial competition” model favoured in the current review was unworkable in a non-contestable industry, creating the potential for “monopoly rents” but no increase in safety.

“What is necessary is the upgrading of Marine Orders Part 54 or setting out new licensing arrangements for pilot service providers,” SAL CEO Llew Russell said. “The reality of market competition cannot be ignored and the challenge is … to produce the desired safety outcomes at least cost.”

Russell added that shipowners and operators did not want the review interfering with the introduction of a much-needed under-keel clearance (UKC) system: “SAL has urged all parties to increase the draught of vessels transiting the Great Barrier Reef and Torres Strait via the use of approved UKC systems as long as that can be done safely.”

“The challenge is to … produce the desired safety outcomes at least cost’, says SAL CEO Llew Russell

Port updates

DEEP THINKING
Rostock, Germany’s second largest port on the Baltic, hopes to deepen its access channel to 16.5m to accommodate more dry bulk business. This would enable the port to receive partly loaded Capesize vessels or baby Capesize types of up to 110,000dwt, an increase on its current 80,000dwt Panamax limit. The change would interest German steel mills.

The deepening project is not yet included in the federal transport infrastructure plan, but a cost-benefit analysis is under way.

INCHON EXPANSION
A new box berth terminal started operating at Incheon in South Korea last month. The Incheon Port Authority advises that the new pier is 300m long with 14m depth. The facility doubles Incheon Container Terminal’s current berth length and will double its annual handling capacity from 400,000 to 800,000teu.

MORE LIQUID ASSETS
Ulsan New Port in South Korea is to add two berths for liquid cargoes. Ulsan Regional Maritime Affairs and Port Office last month approved the building of two 540m-long berths for 50,000dwt ships in the South Port by a consortium of Jeongil Stolt Haven Ulsan. The consortium plans to invest W58.4bn ($5.6M) to build the berths, which will be completed in three years.

As this issue went to press, the maritime office was expected to give the go-ahead for seven more 20,000dwt liquid berths, allowing Ulsan to call itself a liquid cargo hub. Total investment will be W363.8bn.

AGENCY FEES UP
Abu Dhabi Marine Operating Co has increased agency fees for tankers calling at Das Island’s port. They came into effect in July. The previous fee of 3,250 dinars ($885) per tanker had been fixed for more than 30 years. That has increased to 6,500 dinars per tanker, partly to offset rising costs.

The rate will remain fixed for a year and might be adjusted to reflect any future increase in operating costs, subject to inflation, reports the Gulf Agency Co.
A consortium led by Hutchison Port Holdings (HPH) has been named the preferred bidder by the Board of Thessaloniki Port Authority to develop new container facilities at the Port of Thessaloniki, Greece’s second-largest container port.

In a statement last month, HPH said that “an offer of €419M has been made, representing the present value of the guaranteed portion of the annual fees over the entire 30-year concession period. There are other charges such as annual rental fees for the docks which would be in addition to this amount.”

The statement quoted John Meredith, group managing director of HPH, as saying: “We are pleased with the port authority’s decision and support the government’s long-term plan to develop a modern container-handling facility at Thessaloniki. Building on recent strong throughput growth and the rapid development of the hinterland, the port is well-positioned to be a gateway to the Balkans.”

California legislators have approved a bill for a $30/teu fee at the state’s three largest ports, with the State Senate passing the proposal, 22-9, in July. The measure has gone to Governor Arnold Schwarzenegger, who favours the surcharge.

At least $400M a year is expected to be raised from the fees at Los Angeles, Long Beach and Oakland, to be spent on more than 100 specified infrastructure projects.

At a hearing at Long Beach, officials said that more than $4Bn is needed to repair roads, railways and bridges serving the Southern California ports.

Republicans have mounted an assault in Washington DC on harbour maintenance taxes. All cargoes transported to a US seaport are now subject to the duty, which is equal to 0.125% of a cargo’s declared value or the value of passenger tickets. This harms attempts to promote the US shortsea sector, the minority Republicans said.

The House Transportation & Infrastructure Committee’s ranking Republican, John L Mica of Florida, urged all political leaders to support exempting “the transport of domestic cargo via the nation’s coastal and inland waterways from the tax.”

A statement from Mica said: “With congestion clogging the nation’s highways and rails, our underutilised waterways can provide real relief by transporting significantly more freight.”
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CONTECAR KIT COMES FROM KALMAR
Colombia’s Sociedad Portuaria Regional de Cartagena (SPRC) has ordered container handling equipment for its new Contecar terminal in Cartagena from Kalmar Industries, including 30 terminal tractors, seven E-One+ rubber-tyred gantry cranes and five reachstackers.

The smaller equipment is scheduled to be on site by November and the RTGs are expected to be in operation by May 2009.

SPRC’s terminal will reach its 1.2M teu limit in the next few years and the Contecar terminal will provide an additional 3M teu capacity.

AUTOMATED MOORING
The APM Terminals container facility at the Port of Salalah in Oman has ordered 12 MoorMaster MM200C automated mooring units from Cavotec for Berth 5. Salalah’s existing MoorMaster MM600 units will be moved to Berth 6.

In trials carried out in 2007, the MoorMaster equipment is reported to have consistently reduced surge motion along the quay to less than 50mm for all vessels, in all conditions, compared with up to 3m surge with traditional mooring lines.

ECT TO COMMISSION BARGE FEEDER
ECT will commission phase one of the Delta Barge Feeder terminal at the ECT Delta peninsula during the course of this summer.

Three gantry cranes have been installed at the terminal, each with a total reach of 135m. In the autumn, 440m of quay will be added, increasing the number of berths to six or seven. The number of cranes will be later be boosted to seven.

SOUTHAMPTON INVESTS IN POST-PANAMAX
DP World Southampton, the UK’s second largest container terminal, has commissioned two new super post-Panamax gantry cranes, which are the first of their kind in operation at the terminal and capable of reaching across 22 containers.

US box ports should expect a 4% drop in volumes for this year, according to the National Retail Federation and economic analyst Global Insight.

In a gloomy assessment, it estimated that volumes at surveyed US ports will fall to 15.8M teu this year, compared with 16.4M teu in 2007.

“This has been a very challenging year and cargo volumes reflect consumer demand, as retailers work to keep inventory as tight as possible in order to keep supply and demand in balance," explained NRF’s supply VP Jonathan Gold. “If merchants can avoid having excess merchandise on hand, it means they can avoid the need for unplanned markdowns to clear their shelves," he added.

In June, when the research was carried out, ports surveyed by NRF/Global Insight posted 1.3M teu, down more than 10% from June 2007. July’s figures (not available at the time of writing) were expected to show a 5% decline and a further 3% drop was predicted for August, perhaps leaving some empty box ships, it predicted.

Not surprisingly, NRF/Global Insight predict no congestion issues given the lighter volumes. And the outlook for US West Coast labour is upbeat, given the recent contract breakthrough.

“As predicted, terms of the new contract were reached without any significant work interruption," noted Global Insight economist Paul Bingham.
Texas VLCC offshore plan unveiled

Plans have been unveiled for a new VLCC port off Texas, a project that would dramatically alter the market for US crude imports.

The port – which would be located 60km off Freeport, Texas – would feature two single-point mooring buoys and boast an offloading rate of 100,000 barrels per hour, the plans indicate.

The Texas Offshore Port System (TOPS) would have an initial capacity of 1.8M barrels a day and operate 24 hours a day, with no vessel size restrictions. If approved, TOPS will begin service in the fourth quarter of 2010 and will initially be connected by an undersea pipeline to two onshore storage facilities with a total of 5.1M barrels of capacity.

The plan is a joint venture of Enterprise Product Partners, TEPPCO Partners and Oiltanking Holdings America, each of which would contribute $600M.

If the project is approved, it would provide more reliable access to crude for Texas refineries, given frequent fog delays and channel restrictions in that state. It will complement the other US floating VLCC facility in the Gulf of Mexico, the Louisiana Offshore Oil Port, well known simply as LOOP.

TOPS has already secured long-term contracts from Motiva and Exxon totalling 725,000bpd.

VIT wins $0.5Bn deal

Virginia International Terminals (VIT), has signed its largest customer to a 10-year contract valued at more than $500M. The customer is a consortium of five carriers, called CKYHU, which was created after two other consortia, CKY and HU, joined forces. The initials represent its members: Cosco, "K" Line, Yang Ming, Hanjin Shipping and UASC.

VIT is the operating company for The Virginia Port Authority (VPA) and Jerry Bridges, VPA’s executive director, said that the deal “cements our relationship with 100% of our customers for the next decade.” He believes that it was only possible to get agreement on such a long deal “because of the service VIT delivers and because of the room we have for growth.”

CKY already had an agreement with VIT and that was incorporated into the 10-year consortium agreement with HU, for which negotiations lasted for two years.

Joe Dorto, VIT’s president and CEO, said that expansion of the north berth at Norfolk International Terminals (NIT) and reconfiguration of the terminal’s central rail yard were important factors during the negotiation. And he believes that the port can do more for its customers. “We’ll continue to work with these customers to get them to expand their presence here. We have the capacity, the facilities and the natural assets and that is a good formula for growth,” he said.
NEWS

THE PORT OF SAN DIEGO'S CLEAN TRUCK PROGRAM, which began during the summer, is intended to reduce air emissions by retrofitting or replacing older trucks. Letters inviting participation were sent to 364 truck owners who do business at the Port's two marine terminals. Approximately $2.9M is available for the programme from state grants and port funds, which is being implemented by the California Air Resources Board. Grants are available to pay towards retrofitting older trucks with a diesel particulate filter or to replace older trucks that don't qualify for retrofitting. Michael Bixler, chairman of the San Diego Unified Port District, said in a statement that a good turnout of truck owners attended a briefing at the Port. Those who take part will receive a range of subsidies but will be responsible for the balance of their retrofitting cost. Bixler estimates that it will cost $10-15,000 for a truck to be retrofitted with a special particulate filter, of which up to $5,000 will be subsidised by the California Air Resources Board, matched by the port. To replace a truck, up to $100,000 would be available, split between the two sources.

SAN DIEGO CUTS TRUCK EMISSIONS

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DINGALAN BEATS DELAYS

The port of Dingalan has begun operations in the Philippines. Completion was delayed three years because of problems including typhoons and rough seas. It is located on the Pacific coast of Aurora province and the 7.7ha site is part of the Eastern Luzon Seaboard Strategic Scheme and the New Pacific Coast City, says its operator, the Philippine Port Authority.

$1.5Bn BLACK SEA PORT INVESTMENT PLANNED

Ukrainian steelmaking and trading group Metinvest plans to invest $1.5Bn to build a new port at Ochakov, on the Black Sea near Odessa. Vadim Novinsky is a shareholding partner at Metinvest and already has holdings in shipyards: he owns the Kherson shipbuilding plant and the Chernomorsky yard and is said to be behind a privatisation attempt of the 61-Communards yard. It is also rumoured that the three yards will merge. Regarding the Ochakov scheme, the $1.5bn investment would fund the port and associated infrastructures, Novinsky’s spokesman said. He added that the iron-ore terminal will have capacity of 15M tonnes per year, and the coking coal terminal 5M tonnes per year. A 5M tonnes per year grain terminal and a 3M teu per year container terminal are also planned. But one maritime specialist advised caution, noting that “the existing Ukrainian ports have excess or unused capacity for almost all cargoes, except containers.”

DREDGING

FIRST DREDGING TENDER

CODESP, the port authority for Santos in Brazil, has launched a tender process that will include maintenance and capital dredging together for the first time. As well as deepening the whole of the Santos channel to 13m, the new tender will include provision to dredge parts of it to 15m to accommodate the next generation of vessels, including container ships up to 7,200teu capacity. The deepening will also eventually allow for bulk vessels of up to 240m long, 36.5m wide and with a draught of 14m to use the port, said a CODESP official.

The new policy is being driven forward by ports minister Pedro Brito, who hopes to attract international companies to carry out the works.

ELBE DREDGING DELAY

DREDGING proposed for the River Elbe would not be completed until 2011 even if begun next year, projections by Hamburg’s state government have indicated. Speaking in July at the release of the first-half figures for Hamburg’s port, state minister of economics Axel Gedaschko said the government expects to obtain planning approval for the project next year. But even then, the dredging would probably take 21-24 months, he said, even if most of the work could be finished in six months. Ships with a draught exceeding 12.8m can today transit the Elbe only at high tide. The scheme would deepen that to 13.8m, so super-post-Panamax ships could transit.

RAP OVER ROCK

Failure to clean up rock spilled in the dredging of Port Phillip Heads has earned the Port of Melbourne Corp (PoMC) a slap on the wrist from the project regulator. Victoria’s Office of the Environmental Monitor (OEM) has also complained about the time it took the PoMC to notify the breach, which involved some 9,500m2 of seabed. The ‘missed area’ was detected in a routine check on 20 July, but the corporation was not notified until 30 July. The OEM has demanded the corporation ensure there is no repetition.

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Vietnam inflation hits ports

Vietnamese seaports are reporting lower box throughput, caused by the government’s austerity drive to mop up excess liquidity that has been created by runaway inflation.

Joseph Wann Shang Jye, general director of Vietnam International Container Terminals, said that VICT’s result should be seen against the backdrop of news reports in Vietnam detailing recurring congestion in Vietnamese ports. “The first quarter was the strongest,” added Wann, giving a contrast of the volume of boxes his port handled before the government’s monetary crackdown.

VICT, according to Wann, records close to 50,000teu a month but in July, its throughput dropped by 10% to 45,000teu. The unavailability of funds, coupled with an inflation spiral of 30%, is putting a brake on imports, explained Wann, who said the weak Vietnamese currency is to blame.

All these factors are “conspiring” to slow imports to Vietnamese ports, he said, but no layoffs are expected to follow for port workers.

Port issues dominate ASEAN meeting

Port issues relating to port management, privatisation, development and the ISPS code in various Association of South East Asian Nations countries topped the two-day 29th ASEAN Ports Association Working Committee meeting in Brunei in late July.

A conference participant from the meeting said the discussions were “something of a quorum” from where more discussions will be held at the next meeting, to be held in Ho Chi Minh City, Vietnam. Haji Awang Bujang Haji Tinkong, Brunei’s acting director of Ports and also chairman of the Organising Committee, said that the APA discussions centred mainly on “streamlining port operations, adherence to the ISPS code and generally on upgrading ‘backward’ ports with the ASEAN region”. He declined to name any specific ports in relation to ISPS implementation.

The 10-member ASEAN economic grouping is anxious to hasten port development in view of the several Free Trade Agreements it has that lead to trade spin-offs, in which ports act as important facilitators.

New ports for Russian cars

A new vehicle offloading terminal at Vestino in St Petersburg is one of several to be launched in Russia. The facility, called Aurora, will receive 300,000 imported cars per year and will cost an estimated 7.5Bn rubles ($320M) to build, according to the St Petersburg regional government.

It is also planned to process 4.5M tonnes of ro-ro deliveries and 5.5M tonnes of general cargo when it opens in 2011.

The developer of Aurora is Vadim Zhimirov, a St Petersburg owner of chain stores.

Meanwhile, another port developer from St Petersburg, Vitaly Arkhangelsky and his Oslo Marine group, is expanding the nearby port of Vyborg for ro-ro shipments.

Arkhangelsky said the growth in demand for cars is so rapid that all ports could expand to meet rising volumes of fully assembled vehicles and parts.
People

REFORM BRINGS IN MENDI
Mendi Zaltzman has been nominated as CEO of Haifa Port Corporation. He had been director general of Haifa Port until its reform in 2005 when it turned into a government company and now takes over from Amos Uzani who was appointed as CEO at that time.

Haifa Port board chairman Ben-Zion Salman said in a statement when the nomination was announced in June that the decision to nominate Zaltzman was taken in view of the Port Reform Act and to address the challenges facing the port.

ICTSI NAMES BATUMI GM
International Container Terminal Services, Inc (ICTSI) has appointed Francis Carter as general manager and chief executive officer of Batumi International Container Terminal in Georgia.

First terminal gets 360 Quality mark

Dutch logistics operator Kloosterboer has been awarded 360 Quality certification for its seaport terminals. The company has cold stores for food distribution in Ummiden, Elst, Rotterdam and Vlissingen and recently took a 50% share in Seabrex (Rotterdam), one of Europe’s biggest fruit handlers. Kloosterboer and Seabrex together handle approx. 1.2M pallets of fruit and vegetables annually.

Its fruit-related activities are concentrated in Vlissingen where it has 140.000m2 of storage space including capacity for 30,000 pallets of fruit.

Inspection and certification were conducted by ISACert, a Netherlands based certification body that focuses on food and food-related audit and inspection schemes and has recently become registered with the 360 Quality Association to inspect terminals.

The association expects that a further 15-20 terminals worldwide will be certified this year.

The 360 Quality Association was formed in 2006 by six reefer operators, to reduce damage to perishable goods during the supply chain. Membership is ‘open for specialised reefer companies who share the vision to constantly improve the quality in cargo care’, the association’s website says.

Its audit and certification process was developed in collaboration with class society Germanischer Lloyd and its subsidiary Germanischer Lloyd Certification.

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USA
Span change and modernisation of rail-mounted quay crane

Cuba
Fully repaired QC after derailment and crane collision due to high winds

Thailand
Land transport of quay crane to new berth

Indonesia
Crane collapse due to vessel collision prior to full repair and return to service

Taiwan
FEM analysis to determine stress points on boom extension

Dubai
Width modification and installation of position determination system to RTG

Egypt
Total refurbishment of quay crane

Algeria
One of two quay cranes transported from the USA — over 10,000 km

Hong Kong
Position determination system and auto-steering for RTGs
UK LNG scheme gains city’s OK

A major heat and power plant in the UK that would lead to a big increase in the UK’s LNG imports has received planning permission from its local authority in Stockton, in northeastern England.

The facility, estimated to cost about £500m in 2005, when the project first surfaced, will be developed by ConocoPhillips, which already operates the Norsea Oil Terminal at Seal Sands, where it handles VLCCs. Two of the six Norsea berths are expected to be converted to accept gas shipments tied to the Stockton project.

It would include an LNG regasification plant so that gas can be transferred into the UK pipeline distribution network. The power plant would generate 800MW of electrical power and steam for local industry.

Martyn Pellew, development chief at PD Ports, told P&H “This is a long-term project, and gas shipments will not start until 2012-14.” A ConocoPhillips spokeswoman added that there is no information yet as to volumes or sources of gas, or the scheme’s investment totals.

Ports America promotes president

Ports America Group has promoted Stephen Edwards from president to CEO and president and Douglas Tilden from CEO to chairman. Earlier this year, Tilden had been promoted to CEO from his previous position as president and CEO of Marine Terminals Corp. Tilden will “focus on enhancing value to customers and to work on corporate-wide strategic initiatives”, a statement said.

Edwards had previously been president and CEO of P&O Ports North America and will be working closely with Tilden “as I work … to further the accomplishments of the company’s service and growth objectives”, the statement quoted him as saying.

Ports America is the largest stevedoring and terminal operating company in the Americas providing services at 95 terminals in 49 ports in the USA and México.
United we stand

The WPCC was only the start. Now, ports worldwide must hold hands to combat global warming says Ruud Lubbers, the former Dutch prime minister who chaired the event.

The C40 World Ports Climate Conference in Rotterdam was successful. The 55 ports present endorsed in the closing session the World Ports Climate Declaration, in which they actively committed themselves to reduce CO₂ emissions and improve air quality.

You can read on pages 28-30 of this issue of Ports & Harbors how, under the umbrella of the IAPH, concrete measures will be taken.

As the chairman of that conference I was, of course, delighted with the outcome. It was very inspiring. The ports that attended were really committed to the issue and the results were excellent. Those 55 ports are distributed across the world and the conference made the first steps towards a future where ports collectively will develop effective responses.

Subjects that ports will have to address include the development of the so-called CO₂-footprints, a standard method to quantify the CO₂ emissions that are needed to be able to monitor the progress of the actions to reduce the emissions. They must also develop a global indexing system that will enable them to reward the clean and climate-friendly oceangoing ships, and punish the polluters. And they will have to increase the use of onshore power supply for ships when in the port.

The long trails visible in this satellite photograph of the US east coast are ship tracks – clouds formed around the exhaust from ships which can affect climate, says the Earth Observatory.

These are all issues that have been close to my heart for many years. During my years in business and politics, I took a close interest in issues that affected environmental management, energy supply and sustainable development and I continue to encourage environmental initiatives in all sectors, but ports have a big role to play.

I saw for myself, early in my career, how important is the economic success of a large port, such as Rotterdam. But it was also obvious that polluting emissions and water contamination were the downsides in the equation and solving those problems is a continuing and long-term quest.

It is also a wider issue than just a commercial one. I have said before that companies do not generally look further than five or six years ahead when deciding whether an investment is worthwhile. When I was interviewed for ExxonMobil a couple of years ago, I suggested that there was a role for government in tackling the problems of sustainable development and I still believe that to be the case: Governments can finance research and development and I continue to encourage concrete measures will be taken.

But it is organisations and companies that must rise to that challenge. On a global basis, that includes multinationals and organisations, such as the International Association of Ports and Harbors. So I am pleased that the IAPH has picked up the baton from the WPCC and will take that initiative forward.

And I was encouraged at the attendance at a preliminary conference last November, organised by the Port of Rotterdam Authority and intended to lay some groundwork for the subsequent WPCC event. That November event was called “World Ports for a better climate” and brought together executives from 12 ports from across the world – from China, Brazil, Australia, Singapore, Japan, the US, Germany, Belgium and the Netherlands – under the chairmanship of Pieter Struijs, COO of the Rotterdam Port Authority.

I cannot agree more with Pieter’s comments after those discussions, when he said that the gathering had “proved that the ports are serious” about the environment. It provided a valuable opportunity for these ports to share their experiences of taking environmentally-friendly measures and made a good start for the subsequent debates at the WPCC.

But that initial meeting did more than just provide a talking shop: it set out challenges and opportunities that its delegates agreed were vital for ports to address. And these parameters were distributed prior to the follow-up meeting as non-negotiable tenets. We said to ports that “if you want to be a member of this group, you have to agree to this agenda.” This meant that we did not waste time at the WPCC discussing the principles; we could focus on how to implement them.

Having been born and bred in and around Rotterdam, I am proud that my home city’s port has taken such a lead when it comes to reducing CO₂. It is one of the organisations that form the Rotterdam Climate Initiative (RCI), for which I am a member of the advisory board, and the WPCC was linked to the RCI.

And the RCI is well named – it is indeed an initiative. There is no regulation making the city take these actions and, if I have one message to convey on these pages, it is that ports should not wait for regulation before taking action themselves. Equally, I welcome initiatives by regional bodies – such as US states – without waiting to be kick-started into taking
action on emissions and climate change. In the long term, of course, I want to see consolidation and cooperation, creating a common approach to these problems but, in the meantime, I say to ports: “don’t wait; do it now”.

But ports can achieve even more if they work with each other and with other links in the logistics chain to encourage environmental operations. A good example of this is the Green Award scheme, through which ships that meet certain environmental standards pay preferential port dues at ports in The Netherlands, Belgium, Lithuania, Spain, Portugal, South Africa and New Zealand.

Yet there is scope for more such initiatives, with ports working with their neighbours and with transport operators in their hinterland to encourage emission reductions. In fact, I find it remarkable that ports think they can address this on their own: they must coordinate their efforts, both from a technical and a management point of view, with other modes of transport. I am convinced that if they pool each other’s knowledge, they will get more done and avoid duplicating actions.

I can assure you that there are benefits from the sort of approach I am advocating. In Rotterdam, we have been moving in this direction ahead of regulation for many years and have seen economic benefits as a result. And the city is still forging ahead, for example, in carbon capture and storage schemes through the RCI. We are not going to wait until the government tells us to do it.

It certainly helps that the Rotterdam Port Authority owns all of its facilities, so can impose conditions on ship calls – for example, inland vessels have to plug into shore electrical power rather than run their own generators and the port is working to extend this to ferries and other ships in the future – but other ports can follow its example.

Among the front runners in the battle for clean air and against climate change is Los Angeles in California so it is appropriate that the next WPCC meeting will be held in that city. But I know that it is not alone in wanting to set an example on a voluntary basis and it was clear from the first WPCC that other ports realise that they need to make the change and that they will not wait for governmental and international regulation.

So, led by IAPH, the agreed actions will be taken and worked out in more detail and the work will be supported by the regional organisations such as ESPO and AAPA.

It is of critical importance for the world’s port and maritime sector to tackle global warming and I am convinced that, with the IAPH taking the leadership role for the ports worldwide, we can have confidence that ports will take their responsibility to tackle this problem seriously. PH

“I can assure you that there are benefits from the sort of approach I am advocating”
Consultation is essential when a port is seeking approval for design and development. But how can a port authority gain the trust of local people? And, once a consultation process starts, how should a port conduct itself? Are the views of the most vocal individuals and groups the only ones that are valid?

Over the past few years, the environmental lobby seems to have dominated the debate in the community consultation process. Yet ports also have a social and economic message to get across. There are very few identifiable targets for such information.

In order to inform the public about its $2.5Bn expansion plan, Canada’s Port of Montreal recognised it needed to reach as broad a range of people in the region as possible. Montreal Port Authority (MPA) president Patrice Pelletier told Ports & Harbors at the Cities and Ports conference in Stockholm that it has printed 10,000 copies of a special report into the proposals.

“Stakeholders must be part of the big picture,” he said. “The relationship with the community is key to the success of the whole project. We have to act now to have a positive impact on the development of the port.”

The Vision 2020 plan outlines the port’s strategic plan to 2020, by which time capacity in Montreal should have tripled. Pelletier said that three new terminals are to be provided in the next 12 years and the battle has started to win support for the projects from the local population.

Tonnage is expected to grow from the present 26M tonnes/year to 47M tonnes by 2020, and container volume from 1.3M teu/year to 3.6M teu, he continued. Early next year work will start on the first of the new container facilities to increase medium-term capacity by 2011. A new terminal will be built in east Montreal at Contrecœur to provide additional capacity between 2014 and 2016.

Then further expansion will be needed by 2020, said Pelletier. Current plans will draw on $450–650M of public funds, with the rest coming from the port authority and private partnership, he said.

Amsterdam has chosen a different path. It felt that few of the public in the city were familiar with the port and its activities. Last year the port authority organised a citizens panel on sustainable port development in
The aim was to improve the port’s relationship with the public and to get insight into its views on port development.

Marleen van de Kerkhof, who works on strategy for the port, explained to P&H that 16 people were chosen to work as a focus group and were kept informed about projects the port authority was planning. The group met on several occasions and the port officials were pleasantly surprised at people’s level of knowledge and their eagerness to learn.

The port has begun to evaluate the exercise and will decide on ways to take the initiative forward on a more permanent basis (see following pages).

The Port of London Authority (PLA) has developed an information exchange system in response to the growing environmental awareness of people along the River Thames, particularly regarding the dredging activities for the authority is responsible.

Environmental adviser Katherine Harris told the Spatial Information in Maritime Management and Planning Conference in London that the PLA wanted to include more people and agencies in the decision-making process for issuing dredging licences. The aim was to share information and produce a database for the Thames.

The PLA worked with the Thames Estuary Partnership (TEP) to create the information exchange system. Partners included the Environment Agency, Natural England, the Royal Society for the Protection of Birds, Kent and Essex Sea Fisheries Committee and two dredging companies. TEP provided the administrative backup.

The initial data covers dredged sites within the Thames, water and sediment quality data, information on fish and shellfish and dedicated conservation sites. A new version is being compiled, called the Dredging Spatial Information System (DSIS), which, Harris said, displays the information more clearly, includes additional data and offers more extensive querying functions.

She told P&H that the next step is to use the DSIS for external consultation and enable members of the public to view documents relating to current dredging licence applications. “It is anticipated that some information contained in the DSIS will remain password-protected and will only be available to members of the TEP dredging liaison group,” she said.

“A less-detailed version of DSIS will be available to the general public.”

In Oman, the government is hoping to develop the fishing port at Shinas, close to the border with the UAE, into a full maritime gateway. Currently, it is a small port for cargo dhows and fishing vessels with an approach channel depth of 4.5m and pontoon-based mooring of 120m. The new commercial port is just one element of an infrastructure-first plan to promote socio-economic growth in the north of the country.

Consultation has already started. The government says it is prepared to consider another site should Shinas prove unsuitable. In that case, a consultant will be required to identify a new site. The government has asked about 12 local and international consultants to prepare bids for the feasibility study on the new commercial port.

According to the Ministry of Information, firms that have expressed an interest so far include Keo International, Consulting Engineering Services, Cowi & Partners, WS Atkins International, Jurong International, Hamza Associates, Engineers India, Khatib & Alami, Modern Engineering, Korea Port Engineering, HMR Consultants and Dar al Handasah.

The winning bidder will carry out a full study, develop the master plan and basic design, and then supervise construction. As a government statement put it: “The shape and size of a future commercial port at Shinas will depend on the outcome of a detailed feasibility and master plan study that the Ministry of Transport and Communications plans to commission.”

The Port of London wants to involve more people in the dredging licence application process
There are several mechanisms through which the port authority communicates with various stakeholder groups (see box, opposite). In this case the focus is on a citizens panel on sustainable port development that the port authority set up last year in collaboration with two universities.

The authority recognised that most of the city’s inhabitants are not very familiar with the port and its activities. The thinking behind the establishment of the panel was to improve relationships with the public and to gain an insight into the viewpoints and ideas that citizens already hold about port development.

An invitation letter was sent to 1,500 randomly selected addresses in the Amsterdam area. Those
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According to the citizens, investments in sustainability will enable the port to generate extra income, as knowledge and know-how can be exported to other countries.

The stakeholders

- Politicians and administrators from the City of Amsterdam
- Municipalities in the region
- Provincial and national governments
- Port companies and industries
- Environmental groups (NGOs)
- Other ports, in the Netherlands, Europe and worldwide
- Schools, research institutes, trade associations, shipping companies

Marleen van de Kerkhof is project leader, strategy and research for the Port of Amsterdam

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BARGE & SHIP LOADERS OR UNLOADERS • PNEUMATIC & MECHANICAL
A Dutch industry team has completed a two-year trial aimed at improving port security and traffic awareness using innovative new technology. The team recently submitted its final report to the Netherlands government.

The project – known as Passive Ground Observation Demonstration and Evaluation (PAGODE) – was a joint effort from Thales Nederland and vessel traffic services group HITT. The team worked to fuse information from existing sources, such as radar and AIS feeds, with pictures from an advanced new camera package known as Gatekeeper. Together with a high degree of automation, it was hoped that this would greatly simplify watchkeeping and provide an enhanced round-the-clock, all-weather surveillance picture.

At its inception, the programme had three main roots: two military and one civil. The first was to assess the system’s potential to help protect Dutch Army bases in Afghanistan (hence the ‘Ground’ part of PAGODE); the second was to help development of the Gatekeeper sensor package destined for new offshore patrol vessels of the Royal Netherlands Navy (RNLN), and the third focused on enhancing port protection.

As the programme developed, it became clear that the port protection application was both taking up most of the team’s time and providing interesting results. A Dutch Ministry of Defence source told P&H that although it was too early to declare the trial a success formally, PAGODE had been "very impressive".

The Gatekeeper sensor was squarely at the heart of the programme and was installed at a vantage point overlooking a busy transit area of the Port of Rotterdam for most of the trial period from April 2007 onwards.

The system features six cameras – three high-definition daylight TV and three infrared (IR) – which are set up to film a 120º cone across the port. The pictures are digitally stabilised and ‘stitched’ together into one seamless widescreen view. This real-time picture is fed...
Port Security Officers and Terminal Security Officers are challenged with finding a solution that delivers total integration of security systems, offers value for money and does not strain the logistics efficiency and resources.

Pragma Maritime’s flexible range of security services are designed to support efficient security management and collaboration across terminals and gate control systems. PortTools™ are vendor-independent and will work in any heterogeneous environment. PortTools™ is a modular platform that supports security governance, sharing of information and self service.
HITT also developed an ‘instant replay’ feature so that the video feed could be rewound to check incidents, or watch the immediate lead-up to an automated warning announcement. For its part, Thales Nederland developed an innovative series of ‘sliders’ beneath each video feed, which blend the picture from TV to IR and any combination of the two to get the most appropriate picture for the conditions.

The data fusion section of the PAGODE trial saw the straight video picture enhanced with AIS data (providing live on-screen information of visible vessels) and, crucially, its integration with Rotterdam’s vessel traffic management system and surveillance radar feeds.

Slaving the radar and video together provided operators with a top-down ‘god’s eye’ view of the port and an exact picture of the radar plots as seen in the port area for the first time. The radar picture was also further overlaid on to a chart of the area, enabling the operator to place plots accurately and click on either screen to get a slaved video view of that point.

An RNLN officer, who declined to be named, noted that this package “has provided interesting information, for example to verify ships’ AIS data. We can now get a concrete fix on their position, cross-referenced from several sources, and it seems the position reported on their AIS doesn’t always match up with our information.”

Further port security trials are under way to fine-tune elements of the port installation at Rotterdam and another port trial is scheduled for Eckernfjorde.

It is not only the new technology that attracts attention in the endless search for more effective easy of working. Rather than developing a new system, DP World has decided to refine use of an existing technology. The company has launched a wireless data communication device – a personal digital accessory (PDA) similar to the ubiquitous BlackBerry – for its marine operations. The PDA enables port pilots to upload pilotage activities for a vessel in real time directly to DP World’s back-end system, PROMIS.

During the PAGODE trial, the system evolved through several iterations to include ranging information (based on slant angle from the Gatekeeper to the target) and speed and track-prediction lines that could be superimposed ahead of moving traffic.
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Improving productivity and communication

More and more ports, including those in developing countries, are able to benefit from the advantages of port community systems, as Jacques Ritt explains.

Of the many benefits generated by a port community system (PCS), probably one of the most important and dramatic is that it enables logistics services providers to increase their productivity by between 30% and 50%. Inefficient processes can be eliminated and customs procedures streamlined, allowing any port to comply with the World Customs Organization SAFE framework of standards. This means these ports can play their full role in helping to secure global trade.

As well as contributing to improvements in productivity, PCSs have been proven to reduce the transit of cargo through, and dwell time in, ports. Access to attractive consumer markets such as the US and the European Union is improved by the ability to provide advanced trade data information to the receiving customs body.

We have learned several lessons from our work in ports around the world. Vested interests can be resistant to change and we may have to overcome corruption if we are to push through changes. Obtaining agreement can be problematic, as there are many parties involved in applying the PCS and they may have particular interests at heart.

We have taken from our experience some pointers on ways to drive progress forward as we look to introduce PCS to other ports. For instance, there needs to be commitment at the highest level of the port authority for the project.

So what’s SOGET?

SOGET (short for Société de Gestion de Terminals Informatiques) is a French organisation that has developed systems for supporting electronic document exchange. It was formed in 1983 and the following year began developing its ADEMAR+ system for handling imports and exports.

In 1999 the Directorate of French Customs and Excise validated products developed with SOGET and guaranteed future compatibility with national and community requirements and in 2003 it accredited SOGET’s New System of Computerised Transit (NSTI).

The latest version of the system, ADEMAR PROTIS+ (AP+) was first delivered to Marseille and Le Havre in 2004 and has been marketed elsewhere since.
Mauritius Cargo Community Services (MCCS) was formed to set up the country’s port community system. It was extended to include nearly all export companies and the airport. The public-private trade facilitation aimed to improve the competitiveness of Mauritian products, develop Mauritius as a regional hub and implement the World Customs Organization (WCO) SAFE framework of standards.

Founding shareholders of MCCS were the Mauritius Export Association (MEXA), the Mauritius Chamber of Commerce and Industry (MCCI), State Investment Corporation, Mauritius Port Authority, Cargo Handling Corporation, Customs House Brokers Association, Mauritian Shipping Agents Association (APAMM) and SOGET.

MCCS SOGET uses the SOGET AP+ CCS system to collect, organise and disseminate information across the logistics supply chain. It provides advance electronic cargo information on cargo and container shipments so that customs can undertake appropriate risk assessment.

Mauritius expects benefits to include the elimination of inefficient processes, productivity gains by logistics service providers, streamlining of customs procedures in compliance with the WCO SAFE framework, and introduction of the authorised economic operator concept. Exporters hope that it will improve access to US and European Union markets by providing advance electronic cargo information to receiving customs authorities through the MCCS, while manufacturers believe it will increase their competitiveness and responsiveness and that transhipment will be easier.

In concept, a port community system is quite simple. It may be defined as a standardised system that implements rules for the real-time processing of import, export and transhipment of all goods transiting by a logistic point. It need not be limited to seaports, but could be extended to include airports and any boundary crossing.

The PCS provides traceability for the whole of the supply chain: for imports, from the provisional discharge to the final delivery; for exports, from the exporter until the goods leave the country.

Throughout the whole of the process, real-time tracking of all the logistics operations takes place. The PCS ensures administrative and customs procedures are implemented, and that these can be centrally managed through a single window.

Anomalies will be revealed early on in the transport chain, because provisional data is compared with real data. This is helped by the centralisation and consolidation of supply chain information through data hub.

In addition, the system ensures all data is secure and confidential for each supply chain stakeholder.

Another area where PCS can help is security, an essential element of competitiveness today. Security requires implementation of cargo communities.

The WCO SAFE framework of standards has at its base two pillars: the customs-to-customs pillar, CCMA; and the customs-to-business pillar, the authorised economic operator.

The four core elements essential to its operation are: provision of advance electronic cargo information – and a PCS is the best way to provide this in a standard format for all participants in the logistics chain; a common risk management approach; inspection of high-risk cargo at the port of origin; and, of course, delivery of tangible benefits for business.

The port community system will help deliver this by streamlining customs procedures in compliance with the WCO SAFE framework and by providing advance electronic information on cargo and container shipments that customs authorities need in order to identify quickly any potentially high-risk shipments.

Jacques Ritt is president and CEO of SOGET
Aiming for a better climate

Delegates at July’s World Ports Climate Conference in Rotterdam promised to cut their carbon dioxide emissions. P&H correspondent Janny Kok was there and explains how IAPH will move this initiative forward both globally and regionally.

Cynics might say ‘promises, promises’ on being told that 55 ports and cities endorsed the World Ports Climate Declaration in July. It was the culmination of the three-day World Ports Climate Conference held in Rotterdam and committed them to reduce CO₂ emissions from all port-related activities. It was held under the auspices of the Large Cities Climate Leadership Group, known as C40 (see p30) and IAPH was tasked with taking the initiative further.

Some were disappointed that China had chosen not to attend the conference, assuming that this implied disinterest in the topic. But Datin O C Phang, IAPH president, disagreed. “We appreciate the reasons why the Chinese ports were not represented,” she told Ports & Harbors. “Officials had to stay on base for security’s sake as earthquakes were expected and the Olympic Games called for enhanced security contingency plans,” she said.

The declaration is all about offering guidance and demonstrating commitment to a number of important measures, she explained, and IAPH will encourage ports to reduce the carbon footprint of their operations and development and will support reductions in ocean-going shipping and hinterland transport.

The World Ports Climate Declaration also encourages more use of renewable energy and developing and
Phang told delegates that the association would share best practices, know-how and information about standards, guidelines and applications of new technologies among ports. It will do this through the IAPH Port Environment Committee and IAPH World Ports Conference, along with encouraging cooperation between the Regional Ports Association, IMO, ILO, UNEP and other UN agencies. It will use conferences as global platforms for its initiative.

To support its aims, IAPH launched a Tool Box for Port Clean Air Programs in March this year, aimed at improving air quality. Delegates were presented with this web-based reference and planning guide in CD-ROM form.

IAPH member ports are certainly ambitious in their efforts to become greener and their impact would be substantial if the 220 member ports and 30 port-related companies and organisations in 90 countries did their utmost towards this goal. They account for 90% of the world’s container traffic and 60% of the world’s maritime trade. A recent UN survey estimated that international shipping accounts for 1.12Bn tonnes of CO2 emissions per year, or almost 4.5% of the world’s total carbon emissions.

At least conference presentations of practices in Asian, European and US ports looked and sounded promising. The ports of Los Angeles and Long Beach – together the fifth busiest ports in the world – have invested at least $50M in electric port equipment and in cold ironing, in an attempt to reduce particulate matter by 47%, CO by 52% and nitrogen by 45%.

The Port Authority of New York and New Jersey

Regional responsibility

While IAPH has taken on global responsibility for implementing the World Ports Climate Conference declaration, other organisations have accepted regional responsibilities. In Europe, the European Sea Ports Organisation (ESPO) is taking the lead, while the American Association of Port Authorities (AAPA) is doing the same job in America – both are members of IAPH. In a statement to coincide with the July meeting, ESPO explained that it will be concluding a memorandum of understanding with the AAPA later this year.

ESPO’s role, it says, involves developing and disseminating best practices. But, as ESPO secretary-general Patrick Verhoeven said during the conference, “when it comes to addressing greenhouse gas emissions, port authorities obviously have the largest influence on their own operations, staff and equipment. This is where we should start.”

Influencing decisions further along the logistics chain is more difficult, he admitted. That is where the real challenge lies, he believes, but said it was “promising to see that partnerships between port authorities and logistic operators already exist in Europe”.

Verhoeven told delegates that ESPO has started to compile an inventory of good practices that will form the basis for a strategy to be formulated soon. “We especially envisage updating a series of environmental self-regulatory instruments we developed together with the EcoPorts Foundation over the past few years,” Verhoeven concluded.

| Ports wishing to contribute to ESPO’s inventory of good practices are invited to contact Herwig Ranner at the organisation’s secretariat in Brussels, email: herwig.ranner@espo.be |

| Photos: Roy Borghouts Photography |

Commitment: delegates hold signed copies of the World Ports Climate Declaration

auditing CO2 inventories.

It is worth putting effort into reducing CO2, NOx and SOx emissions, Phang believes. She told delegates that effective reduction measures improve both port and cost efficiency and highlighted some measures that ports had already taken.

For example, she reminded delegates of the IAPH April board meeting that adopted the Dunkirk Climate Resolution to reduce CO2 emissions in ports. And she paid tribute to the “pivotal role in spearheading our activities in facing challenges to climate change” played by the IAPH Port Environment Committee, chaired by Dr Geraldine Knatz, CEO of the Port of Los Angeles.

Phang’s predecessor at IAPH, the C40 conference director Pieter Struijs, believes that a lot can be achieved via IAPH regional meetings, by putting the CO2 issue on national agendas and by personal visits. Later this year, Struijs and his successor on the board of the Port of Rotterdam Authority will visit their Chinese counterparts to make them aware of the declaration and its expected impact on the environment.

That initiative mirrors an IAPH commitment to take the lead in a sustained and worldwide approach to combat climate change.
(PANYNJ) estimated the total cost of the New York Container Terminal Project for hybrid drive technology to be $700,000. Motive power for the yard tractors may be either electric, via a battery, or hydraulic; costs for a similar project at the APM terminal in Elizabeth, NJ, are expected to be $940,000.

The US port shares all the information associated with the New York/New Jersey Sustainable Port Partnership with the Port of Rotterdam, because of its potential applicability to the APM terminal in Rotterdam. Director of PANYNJ’s Port Commerce Department, Richard Larrabee, assured delegates that there is an environmental return on these investments. “Our 2005 Cargo Handling Equipment Air Emission Inventory, which compared the 2002 fleet with the modernised 2004 fleet, showed a 30% reduction across the full spectrum of pollutants,” he said, “despite the fact that the 2004 fleet was larger, handled more cargo and had more operating hours.”

He added that the hybrid system has proven to reduce emissions by 40% and cut fuel use by 50–60%.

PANYNJ compares its experiences not only with hybrid or electrically driven port equipment in Long Beach, Los Angeles and Seattle and Tacoma, but also with those of emission-reducing efforts in ports outside the US. The Port of Gothenburg, for example, which shows an environmental return on investment in shoreside power, preferably supplied by a power station fuelled by renewables.

Rotterdam is far from being CO₂-free. Rotterdam Climate Initiative figures show that 88%, or 26M tonnes, of its total 2007 carbon emissions were port-related, with ocean-going shipping accounting for 2.9% of that, or 861,000 tonnes.

Rotterdam launched its initiative to reduce CO₂ by 50% in 2015, compared with 1990. The Port of Rotterdam Authority’s director of port planning and development, Peter Mollena, told delegates that it is important to implement one standard air quality index system to establish reasonably simple and fair performance goals for shipping.

“No financial incentives and penalties can be given without an index,” he said, adding that current thoughts within the group of ports are that the system should be practical, fraud-free and easy to implement. The index system should be based on international standards agreed within IMO, ISO and other relevant international organisations, and should be monitored and certified by classification societies.

On behalf of all ports involved, the Port of Rotterdam Authority planned to set up an international air quality shipping index system for NOx, particulate matter and CO₂. In addition, it will start the process of forming a powerful global coalition of ports that are willing to implement financial incentives and penalties based on the system and to ensure critical mass by enlarging this coalition by involving maritime authorities, shipping customers, shipping companies and other relevant organisations – all for a better climate.

A follow-up meeting to work on the agreed actions will take place in November 2008 in the port and city of Los Angeles, USA, the latest IAPH newsletter says. It is an appropriate location, “being one of the front runners in the battle for clean air and against climate change”, notes the event’s website.

What is the C40?
The C40 began in October 2005 as the Large Cities Climate Leadership Group, formed when 18 leading cities met in London to talk about joining forces to tackle global warming and climate change. Participation has since expanded to 40 cities (listed at www.c40cities.org), prompting a change of name to C40 – the C stands for climate.

Catherine Pearce, the group’s principal policy officer, explained to P&H that “we are now sticking to 40; further cities can participate as affiliates.”

The organisation has close ties with the Clinton Climate Initiative, founded by former US President Clinton. In August 2006 the then Mayor of London, Ken Livingstone, announced a partnership between the Clinton Climate Initiative and the C40, with a pledge to reduce carbon emissions and increase energy efficiency in large cities across the world.

The C40 secretariat is based in City Hall, London, the headquarters of the London Assembly and the Mayor of London.

Its continuing links with the CCI were demonstrated at the Rotterdam conference by a video message from President Clinton, in which he indicated that he welcomed the results and that he is ready to offer more support to the initiative.
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Dyke proposal is a green solution

The Dutch Closure Dyke needs to be improved to continue functioning safely. One proposed scheme adopts a green approach to protecting land from rising water levels.

The Dutch Closure Dyke, or Afsluitdijk, is 76 years old and no longer fulfills future safety requirements. That is the stark assessment by the Netherlands’ Ministry of Transport and Water, Rijkswaterstaat, in its invitation to companies to express interest in its improvement. “Climate change, subsidence and social developments pose challenges which require a solution in the short and long term,” it said in documentation it issued in April.

The consultation forms part of the Afsluitdijk Integrated Improvement Study, which sets out a short-term (starting in 2011) need for investment in measures that offer protection against high tides and investigation into “safety, climate-proofing, sustainability, economic strengthening and innovation”, the document says.

In July, proposals were being reviewed during the first phase of the selection process. This month, the shortlisted organisations are expected to be invited to take part in a second phase.

One consortium has already made its proposals public. Engineering consultancy DHV, knowledge institute Wageningen IMARES and design firm Alle Hospers believe that their scheme will provide what they describe as an “ecological sea defence for the Netherlands” by using 1,500ha of tidal marshes to create a new ecosystem.

Creating tidal marshes on the mud-flat side of the dyke will provide the Netherlands with a sea defence, a new nature area and recreational opportunities, they believe. In a statement, the consortium’s spokesperson, DHV’s Marjan den Braber, said that the creation of a wide, soft dyke “has a number of advantages compared to the traditional approach of dyke-raising, while offering at least the same level of safety”.

The consortium proposes establishing 1,500ha of new natural area in the form of tidal marshes that will grow in line with the rise in the sea level. “Experience tells us that this method works: tidal marshes have been active on the Dutch coasts of Groningen and Friesland for hundreds of years,” explained Kees Dijkema, senior researcher at Wageningen IMARES.

These marshes will lead to the formation of a 30km-long nature area with a cycle track, and the consortium...
also suggests setting up a visitor centre, from which it will be possible to follow the evolution of the marshland. Motorists will travel on the IJsselmeer side of the dyke. Where road and water transport meet, the consortium recommends building access bridges over time.

The concept “draws on proven, centuries-old technology in a modern format that can be quickly implemented”, the consortium’s statement says. “Furthermore, the proposed solution fits within the available budget.”

So it argues that the mud-flats constitute a serious alternative to the conventional reinforcement that must be completed by 2015. “Naturally, it would be sensible to optimise the marsh creation by using a test-marsh to precisely determine the level to which we will have to introduce the sand and at which point we can let nature take over,” said DHV’s Jasper Fiselier, the consortium’s project manager.

The concept of sustainable sea defences is attracting interest, the consortium’s members note. In China, for example, DHV is involved with the construction of the coastal city of Caofeidian on the Bohai Sea. This is being built on a protected island structure that is similar to the Dutch mud-flats. DHV, Wageningen IMARES and Deltares are also collaborating on work in the Mississippi delta. Whether the ministry agrees with their view will emerge shortly. PH
Private funds boost investment

Peru is gearing up for sustained port development as the Andean nation aims to become a significant regional trader and exporter. P&H’s Michael Mackey reports

The first of several projects intended to transform Peru’s ports got under way recently as work began on DP World’s new facility at Callao, just north of the capital, Lima. Underscoring the event’s significance for both the country and the port operator, President of Peru Alan Garcia and DP World chairman Sultan Ahmed Bin Sulayam jointly laid a foundation stone commemorating the start of construction on the terminal, Muelle Sur.

First-phase investment of $210M by DP World and local partner the Unimar Group on a 70:30 basis is being used to expand an existing site. The work will provide two berths totalling 660m in length, backed up by 22ha of container yards.

Muelle Sur will be able to accommodate vessels up to 5,500teu and have an annual capacity of some 800,000teu. It will be equipped with six super post-Panamax quay cranes, 18 RTGs and supporting auxiliary equipment.

Phase one operations are scheduled to start in the second half of 2009, although further development – to be completed according to demand – could boost capacity to 1.3Mteu through provision of another berth and container yard area.

At the ceremony, Bin Sulayam commented that he expected Peru to develop as both a major transhipment hub and a gateway port for the west coast of South America.

And Garcia added: “This important work will become the largest port in South America. The project will be carried out by private capital with an investment of hundreds of millions of dollars.”

Of the 10 seaports in Peru, Callao is the largest, handling two-thirds of the country’s trade. It is also, according to one industry source, hampered by “inefficient access and cumbersome governmental procedures”. The DP World facility will considerably boost the country’s port infrastructure.
Going hand in hand with port development is improvement of related infrastructure including port access, widening the port’s sea entrance, additional navigation aids, and enhancement of security and logistics facilities.

DP World Callao will undertake the dredging of the port’s turning basin and access channel (including the port entrance) to a depth of 14m. Widening of the port entrance will be carried out by the port authority, APN, as a separate project that will be funded by the infrastructure improvement trust fund set up by DP World Callao under the provisions of the concession agreement.

DP World is not the only source of private capital in the development of Peru’s ports sector. Peruvian companies are also being encouraged to participate. One local firm, Neptunia, is already there and investing in its facility north of Callao.

So far, as part of its plans to prepare for a more open market, Neptunia has invested in a pair of rubber-tyred gantry cranes – the first to be employed in Peru – and has installed a Navis operating system in its yards. It is building a 12ha empty-container facility and constructing a warehouse with a new The Peruvian ports sector is expected to attract investment from the country’s pension funds hungry for an outlet and with $21Bn to spend.

The site in Callao port where DP World is building its new terminal.

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To complement this hardware, Neptunia is also investing in its logistics services – a business that it hopes will double in the course of the year.

In addition, the company’s biggest investment, which it declines to quantify, is through a subsidiary, Operadora Portuaria, which is building new port infrastructure in the north of Callao.

“This new port will be ready and operational during the first quarter of 2010,” announced Carlos Vargas Loret de Mola, chief executive officer of Neptunia. He added that it has been designed as a private specialised facility to handle mineral concentrates, chemicals such as sulphuric acid and some grain and fertilizers. The new port will include specialised loading berths and a grain discharging berth.

Describing the investment climate, de Mola commented: “The ports are still government-run, not vertically integrated, and the need for container terminals and specialised infrastructure is more evident every day.”

The ports sector is expected to attract investment from a wide range of sources – including the country’s pension funds that are hungry for an outlet for their funds and have some $218bn to spend. The funds are estimated to make up 75% of domestic savings.

“We are ready to invest in infrastructure – ports, toll roads and airports. There’s $308bn in the pipeline,” said Pedro Flecha, director of the BBVA pension fund in Peru and president of the Peru Association of Pension Funds.

Peru could well be the next South American country to have its sovereign rating upgraded as it rides high on a raft of good indicators. “That’s the one that everybody is focused on,” said Joyce Chang, global head of emerging-markets strategy at JP Morgan Chase.

Fitch Ratings has already judged Peru’s external debts to be investment grade and although larger ratings agencies Standard & Poor’s and Moodys have yet to concur publicly, they have signalled they might upgrade Peru’s status later in the year.

These ratings should be set against a prediction from the International Monetary Fund that the economy could grow by 7% in 2008, compared with an average of 4% for the continent as a whole. The Peruvian government takes a more cautious view, and economy and finance minister Luis Carranza puts second-half growth at 5.9%. The Lima Chamber of Commerce estimates GDP will grow by 7.7%, with inflation at 5.4%. More tellingly, it noted cumulative growth over the past four years is 41.7%.

Jan De Nul Group,

Jan De Nul Group, operating worldwide, is specialized in dredging and land reclamation, rock placing, trenching, rock dumping for oil and gas related offshore pipeline projects, quay walls, marine related projects, civil engineering and large-scale environmental remediation projects, with a good reputation in turnkey projects.

With a yearly turnover of 1.8 billion Euro, the company ranks amongst the international top of dredging contractors and the top of marine engineering contractors.
Taking the port out of the city

The need to cut city congestion and expand out of old facilities demanded a new approach to development from Chile’s main port, as Michael Mackey reports

Chile’s main port of Valparaíso is similar to many other ports in that it is experiencing pressures on space as its trade increases. Cargoes and cruise ship calls are both on the rise at the city-centre port, adding to road congestion in the historic town.

Good design has helped turn what could have been a disaster into a win-win situation. Last year, Valparaíso moved 9.2M tonnes of cargo and 850,000 teu, and growth this year is expected to be in the region of 10-15%. Principal exports are fresh fruit, wine, food products, copper and other metals.

When considering its expansion programme, a key issue confronting port authority Empresa Portuaria Valparaíso (EPV) was the port’s city-centre location. With space being at a premium and the number of trucks trying to reach the port continuing to rise, access had to be rethought. The difficulty EPV faced was in finding a way to achieve truck moves through and across a busy city that has a growing reputation in tourist circles.

The authority looked around to other ports that had successfully expanded under similar circumstances. This led it to draw on the example of Barcelona, where port development acted as the motor for further regeneration of a tourist city.

It decided to provide a logistics park, dubbed ZEAL (zona de extensión de apoyo logístico, or logistical support extension zone), and develop a modern facility for the reception, inspection, control and co-ordination of cargo vehicles travelling to and from Valparaíso Port berths.
A site 11km inland from the port was selected and facilities made available to accommodate 540 trucks. It has secure access controls for vehicles and 34 standard platforms for customs and phytosanitary checks. Truck drivers clear all their goods and then drive on to the port.

All the processing associated with imports and exports has been relocated. For example, the offices of the National Customs Service, the Agricultural and Livestock Service, the National Fish Service and the US Department of Agriculture, among others, are based at ZEAL rather than waterside.

“From our point of view, ZEAL is a pioneer process,” Harald Jaeger, EPV general manager, told Ports & Harbours. “We can control and organise all the logistics for the port outside so we can use 100% of the port area only for cargo storage.”

ZEAL has been well received and has gradually taken over more traffic since it opened in January. Chile’s fruit and vegetable exporters were the first to use it, then gradually more users were drawn in until all import and export cargoes started moving through ZEAL from last month.

This success will have implications for others, believes EPV. It feels the model could be repeated in other countries, particularly in Asia, where ports are often close to city centres.

The authority’s figures show that 15% more parking spaces for trucks have been provided and that there has been a 30% reduction in delays for trucks waiting to discharge cargoes.

“In this day and age there is very little coastal land available for berthing ships and there is no space to carry out certain activities,” said Franco Gandolfo, EPV’s logistics management chief. “For this reason, the terminal acts as an industrial facility where cargo arrives clean and ready for loading, with all its supporting documents completed.”

For Valparaíso – designated a world heritage site, yet facing damaging road congestion and pollution – the need to find a solution was urgent. The benefits associated with removing huge trucks are so great that they “cannot be measured”, insisted Daniel Vergara, regional director of Valparaíso Customs Office.

Good design is only part of the process, says EPV; making sure ZEAL works is crucial too. Port officials tend to view ZEAL as a technological tool rather than a well-designed and planned response to problems of space and its utilisation.

The exercise also shows that good design isn’t just about how space is organised but also about the political context in which it operates. The port was aware it was a part of the city and that other economic interests had a stake in the process, so EPV decided to work with others locally to find common ground and a common solution.

The platform it chose was the Port of Valparaíso logistics forum – FOLOVAP – where users and suppliers of public and private services meet. From this a common strategy was generated, which led to the development of ZEAL.

On another level, EPV institutionalised links with the city by inviting the mayor to board meetings when issues that might affect the city were under discussion. This has laid the foundations for an even more significant development – approval for the port’s long-term plan to redevelop old facilities for urban regeneration at Puerto Barón. EPV expects work to start on this project later in the year.

Construction of the first phase will cost around $100M and the port expects about 1,500 temporary jobs to be created. Once the development is complete, it is expected that 2,500 permanent jobs will be generated.

The second phase will include the construction of a hotel, a convention centre, a university, a medical centre, a marina and a housing project of nearly 500 apartments, with lofts for offices and restaurants and other commercial uses that will enjoy an ocean view. Port activities will not be interrupted while the work is in progress, said EPV, which added that the design will reflect the site’s maritime port links.

The 20ha Puerto Barón will create a new active waterfront sector, permanently open to the public, and designed to be attractive to local residents and tourists alike. About 60% of the land area will be for publicly accessible facilities.

The opening-up of the waterfront has begun, with the development of a promenade that EPV estimated has already been visited by more than 1.5M people. Now the port authority is impatient to begin the full transformation of an area that the city scarcely knows yet is of high urban value.

More info: www.portvalparaiso.cl

Valparaíso traffic growth

<table>
<thead>
<tr>
<th>Year</th>
<th>M tonnes</th>
<th>teu</th>
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<tr>
<td>2000</td>
<td>3.93</td>
<td>256,000</td>
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<tr>
<td>2007</td>
<td>9.71</td>
<td>845,000</td>
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<td>2008*</td>
<td>10.69</td>
<td>925,000</td>
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(* projected)
Greening the Danube

Countries along the Danube have called for measures to boost its use as a conduit for barge and rail transport, to move traffic from roads, as Bridget Hogan reports

At the conclusion of the fourth Danube Summit held in Constanta in June, the 250 participants had a strong message. They want action to boost use of both the river and the region for transport and called for practical support to achieve this.

The overall message voiced in the presentations and by participants was the need to stimulate development of inland waterway transport and railways. As well as connecting with ports in the Black Sea they would link up with a range of ports stretching westwards from Poland to Belgium.

Presentations at the summit – there were over 50 – showed clear evidence from operators that they are prepared to invest in equipment. This gave participants confidence that there is now a real chance of transforming into reality the opportunities in the Danube corridor that have been the subject of discussion for many years.

The summit was held against a background of growing volumes transported to and from the southeast Europe (SEE) region, western European ports facing congestion and increasing numbers of companies developing production and assembly activities in SEE. The end of the summit declaration pointed out that all this is generating a demand that is ready to use modes of transport in the Danube corridor. However, some deterrents to its greater use still need to be overcome, it pointed out.

“Industry is standing ready to invest in the Danube corridor,” said the declaration. “Inability to facilitate these investments will cause high environmental damage caused by significant increasing road transport levels.”

Participants made it clear that cross-border collaboration from both public and private sectors is essential to ensure fast progress. According to Rowan Bullock, general manager of DP World Constanza, “The Black Sea has seen remarkable growth and is likely to see similar patterns in the short term.”

He pointed out that Constanta is now the largest
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port in the eastern EU. A potential market of 46M people lives along the waterway. “Improving rail links and a strategic use of the Danube will facilitate westward links and challenge the current supply network servicing central Europe,” Bullock added.

His own terminal handled 1.1M teu in 2007. He believes there is potential for intermodal traffic, which would exploit the fact that, by using the Danube, the ocean route between Europe and Asia is 2,400nm (4,500km) shorter than that via the North Sea ports. This would cut transit time by three to four days – a move that may be forced on the industry by escalating bunker costs.

DP World handles two barge services – the Constanta–Giurgiu Free Zone domestic route and the Constanta–Belgrade international transit. Bullock said two more services would be starting in July, one linking Ukraine via Galati and Constanta and a further Constanta–Galati transit.

Bullock welcomed new developments along the Danube, declaring: “There needs to be innovation and risk acceptance to drive change.” Projects include development of a container terminal in Turnu Severin that would handle 90teu barges on the route connecting this southwest Romanian town with Constanta.

In addition, work is to start at the end of 2009 on construction of the €500M ($790M) Danube–Bucharest Canal, which will have an annual capacity of 20M tonnes.

The important role seaports can play in the success of the Danube corridor was stressed by several speakers. Constantin Matei, general manager of the Port of Constanta, pointed out that the port’s success is due to its link between the Black Sea and the Danube Canal.

The 64.4km-long, 90m-wide canal has a water depth of 7m and 17.5m clearance under bridges.

Constanta handled nearly 10M tonnes of river traffic in 2007, principally coal, ore, cereals and steel products. The port’s barge terminal has an operating capacity of 10M tonnes a year, and expansion both under way and planned represents some €106M ($166M) of investment.

A new €22M grain terminal was completed in 2007 by Romanian logistics group TTS with a capacity of 25M tonnes.

Matei also outlined development of the barge terminal, where €24M is being spent on measures to improve inland waterway transport infrastructure. Navigation will be streamlined where the river and maritime sectors coincide and systems put in place for the assembly of barge convoys.

In a third measure, €30M is being spent on expanding the coal berth, which is scheduled for completion by 2010. Capacity will be increased by up to 40%, or some 60,000 tonnes/day, which will enable the port to handle 20M tonnes a year.

The French Touax Group believes there is a future for containerised shipments on the Danube and is backing up this confidence with an investment programme. According to the group’s director Vasile Stancu, the group’s Romanian subsidiary, Touaxrom, plans a regular barge container service in collaboration with Romanian logistics partner Everest Management Group.

The new Constanta–Beograd route is planned to start later this year, with fortnightly sailings, and by the year’s end the partners hope to serve Budapest once a week.

“For this project new barges have been built and are ready to be deployed,” Stancu told the summit. He expects the barges to take spot cargoes as well as regular shipments.

Barges are under construction in shipyards around the world, including China, the EU, the US and South America, he said.

The environmental advantages of developing river traffic on the Danube and the expansion of shortsea shipping services were described by Willy Robijns, president of the European Federation of Inland Ports. He said the Danube summit could lead to the development of an efficient and cost-effective intermodal connection between Flanders, Romania, Bulgaria, Serbia and Hungary.

There were several elements that could be explored, but, before that could happen, it was necessary to create awareness of the importance and possibilities of intermodal waterway transport on the Danube. He advocated the establishment of a shortsea shipping link between Flanders and Constanta to avoid bottlenecks on the Danube.

He also said he would like to see an inland navigation service set up to link Romanian, Bulgarian, Serbian and Hungarian inland ports. PH

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Industry bodies protest at Hebei Spirit officer detentions

Organisations from across the shipping industry have protested "at the continuing unjust and unreasonable detention of two merchant ships' officers from the tanker Hebei Spirit", the organisations said in a robust joint statement in July.

They noted that the men "were recently acquitted by a South Korean court as being innocent of all charges of violating the nation’s ocean pollution law, following last year’s oil spill when a floating crane collided with the Hebei Spirit".

The heads of the international bodies (see box) expressed "our surprise, disappointment and great concern at the news that Korea’s courts have determined to continue to detain the ship’s officers, despite their acquittal, for possibly as long as a year pending further hearings."

The two men, Capt Jasprit Chalwa and chief officer Syam Chetan, have been detained in Korea since 7 December 2007 following the collision of the towed crane with their moored vessel. A trial in June determined that the vessel towing the floating crane had been wholly responsible for the incident but the men were not allowed to leave the country, pending a possible further trial.

Although not under arrest, and living in apartments supplied by their ship manager V.Ships, the men are not being allowed to leave Seoul.

“We cannot and will not support the criminalisation of seafarers, nor unjust, unreasonable and unfair treatment that is contrary to the principles agreed to worldwide in the United Nations’ International Maritime Organization (IMO) and International Labour Organization (ILO) Guidelines on the Fair Treatment of Seafarers in the Event of a Maritime Accident", the organisations’ joint statement said.

Last month, the Asian Shipowners Forum added its voice to the protest, expressing its deep concern over the situation and asked the South Korean government to allow the men to return to India “on humanitarian grounds."

As this issue of Ports & Harbors went to press, the men were still not being allowed to go home.

Signatories to the statement

The statement issued in support of the jailed seafarers was signed by:
- David Cockroft, general secretary, International Transport Workers Federation;
- Andrew Bardot, executive officer, International Group of P&I Clubs;
- Torben Skaanild, secretary general, BIMCO;
- Tony Mason, secretary general, International Chamber of Shipping / International Shipping Federation;
- Roger Holt, secretary general, Intercargo;
- Dr Peter Swift, managing director, Intertanko;
- Arthur Bowring, managing director, Hong Kong Shipowners Association
Sulphur rules ‘could backfire’

Imposing tougher sulphur limits ‘could backfire both commercially and environmentally in northern Europe’ warns the ferry industry group, Interferry.

In a statement last month, it argued that if the proposed revisions to MARPOL Annex VI – which will require ships to use 0.1% sulphur content fuel in Emission Control Areas from 2015 – will have such an impact on costs that customers will switch to other transport options.

In a submission to the IMO’s Marine Environment Protection Committee – which will be considering the amendments in October – Interferry predicts that, ‘on routes where there is a viable alternative using roads, fixed links and short ferry crossings, a modal shift can be expected. Some Baltic operators have estimated this shift at approximately 30%. Shifting vehicles, particularly heavy freight vehicles, on to the road network will likely have an adverse overall environmental impact.’

As a result, it believes that it is vital ‘to maintain a level playing field between modes of transport and to avoid distortion in competition.’ Costs would have to be passed on to customers, otherwise they will ‘force some ferry operators out of the market’, Interferry believes.

Panama responds to Paris MOU report

Panama has responded with a string of new technical requirements to moves by the Paris MOU on Port State Control to return the world’s largest register to its blacklist.

In the recently-published Paris MOU report for 2007, based on a three-year average of detentions, Panama was ranked 65 out of 80.

This prompted the Panama Maritime Authority’s Marine Engineer Merchant Directorate, which administers the Panama Registry, to issue a resolution requiring vessels more than 20 years old to submit to a check by a recognised inspection organisation (RO) before docking at a port within the Paris MOU. If the vessel fails to go through such an RO inspection, it could ‘be deleted from the registry or subject to a fine’, the authority warned.

In addition, any vessels of that age that have been detained twice in six months will be cancelled from the register. Further, such ships must be approved by Panama’s Department of Navigation & Maritime Safety Section Port State Control before registering under the Panama flag.

The Panama Registry has already cancelled, or is in the process of cancelling, more than 50 vessels that did not fulfil the requirements, according to the authority’s merchant marine chief Alfonso Castillero. But he said that the number of detentions in the Paris MOU ‘does not reflect the quality of the flag but [only] the behaviour of ships operating in that area’.

Malaysia to boost inspection force

Malaysia is to bolster its maritime enforcement ranks by recruiting 1,000 more workers for its Malaysia Maritime Enforcement Agency. It is said that understaffing is harming operational efficiency.

Speaking to Malaysia’s Star newspaper, the MMEA’s director-general, Admiral Datuk Amdan Kurish, said that it has been understaffed by 40% since it began operating three and half years ago.

‘The training of new staff takes one year,’ the admiral added. Recruits are trained by navy instructors for six months, by the MMEA for three months and then complete the course with on-the-job training.

More manpower is needed to increase patrols to tackle rising smuggling of everything from petrol to fish to clove cigarettes. Vast stretches of country from Langkawi to Tawau are patrolled but officers are also needed to uncover safety lapses on ferries.

The MMEA is also expected to take delivery of two new planes and three helicopters by next year to bolster surveillance forces, the newspaper said.

Bush signs pollution act

President Bush has signed into law the US Maritime Pollution Protection Act of 2008 which paves the way for the US to ratify the 1997 Protocol of to amend MARPOL, which contains amendments to prevent and control air pollution from ships (MARPOL Annex VI).

In a statement in late July, the USCG said that the significant remaining step for the US to become a party to MARPOL Annex VI is the process of delivering a diplomatic instrument of ratification to the secretary general of the IMO.

“The contribution of international shipping to US air pollution is substantial and is expected to grow significantly due to increases in foreign trade”, the USCG believes. It estimates that, in 2001, oceangoing vessels contributed nearly 6% of mobile source nitrogen oxide emissions (NOx), more than 10% of mobile source particulate matter (PM), and about 40% of mobile source sulphur oxides (SOx).

“Without further controls, the contribution of these engines is estimated to increase to about 34% of mobile source NOx, 45% of mobile source PM and 94% of mobile source SOx by 2030”, the statement predicts.

Adopting the Maritime Pollution Protection Act of 2008 and becoming a party to Annex VI “will significantly enhance the stature of the United States among the community of maritime nations and its ability to influence ongoing and future negotiations”, the USCG says.

Despite not being a party to it, the US is already involved in developing Annex VI. Next month the existing parties are expected to adopt amendments that would enhance NOx and SOx emission reductions from ships. “The United States played a very significant role in the development of these new international standards,” the USCG says, “which have the potential to reduce NOx emissions by 80%, SOx emissions by 95% and PM emissions by 85% and would result in health and welfare benefits”, it says.

The American Association of Port Authorities (AAPA) welcomed the new act. In a statement prior to President Bush’s signature, the AAPA said that it “strongly advocated for tough new air emissions standards for both foreign and domestic ships that call on US ports.”
USCG mounts Arctic test

US Coast Guard units have carried out a 16-day exercise to test the operational capabilities of various assets above the Arctic Circle – the first exercise of its kind.

The operation, which was held in Alaska and ended on 11 August, included two HH-65 Dolphin helicopters and two response boats. The overall mission was to identify Coast Guard requirements and capabilities in the Arctic, the USCG said in a statement.

The exercise was based on priorities outlined in the National Security Council’s interagency review of Arctic policy, from which the USCG expects to have a wider role in the Arctic in the next five to ten years.

These will include pollution prevention and response related to increased shipping and offshore energy exploration, the USCG says, while supporting safe navigation and protecting Arctic maritime commerce.

Map of Arctic arguments

A Team of academics from the UK’s Durham University has compiled a map to illustrate maritime jurisdiction in the Arctic region – and potential future energy security border disputes.

The map, which takes its cue from historical and continuing ownership arguments, was drawn up by the institution’s International Boundaries Research Unit (IBRU). “To date, only Russia and Norway have made submissions to the United Nations Commission on the Limits of Continental Shelf, but Canada, Denmark and the USA are also likely to define their continental shelf limits over the next few years,” the unit notes on its website.

The map’s primary purpose “is to inform discussions and debates because, frankly, there has been a lot of rubbish about who can claim (sovereignty) over what,” IBRU director Martin Pratt told the BBC.

The Durham University Arctic map of maritime jurisdictions in the Arctic. For a key and other notes, visit www.durham.ac.uk/ibru/resources/arctic

The Cook Islands joins the IMO

The Cook Islands has become the 168th member of IMO, nine years after applying. It is not a member state of the United Nations so its application to join the IMO required the approval of two-thirds (112) of the IMO membership. That 112th letter of acceptance was received by the IMO Secretariat on 15 July and, on 18 July, the Cook Islands deposited an instrument of acceptance of the Convention on the International Maritime Organization, as amended, with the Secretary-General of the United Nations.
Canada extends security to ferry operators

Ferry operators on Canada’s East and West Coasts and Great Lakes can now apply for assistance with security expenses, transport minister Lawrence Cannon has announced.

The operators are able to apply to Transport Canada for a share of CSSM ($4.9M) the government has made available from its Marine Security Contribution Program.

It covers fencing, lighting and other measures required to prevent unauthorised access to ferry terminals. The programme, set up in response to the 2001 attacks in the US, was mainly used to assist ports and marine terminals meet the standards of the ISPS Code.

Tighter box seal rules planned

Containers entering the US by ship after 15 October must have ISO-approved seals, according to a notice issued last month by the US Customs & Border Protection (CPB). The rule, a result of the Safe Port Act and the subsequent Implementing Recommendations of the 9/11 Commission Act of 2007, further directs that carriers must transmit all container seal numbers to CBP using the Vessel Automated Manifest System at least 24 hours before arrival.

Industry insiders see the ruling as another instance where Congress made rules without considering resources and capabilities, and doubt that enough ISO/PAS (International Organization for Standardization/Publicly Available Specification 17712 standard) approved seals exist to do the job.

Customs is still experimenting with e-seals and other systems to detect container intrusion, but no word has been given as to when the high tech security standards will be mandated.

Full details are available at http://a257.g.akamaitech.net/7/257/2422/01jan20081800/edocket.access.gpo.gov/2008/pdf/EB-18174.pdf

California revives low-sulphur rules

California reimposed its low sulphur regulations for fuel for ships’ main engines at the end of July but has classified the rules as fuel standards rather than pollution regulations.

This is thought to be an attempt to avoid conflicting with federal law following a ruling by a federal court last year that prohibited the state from bringing in its own standards without getting the authority of the US Environmental Protection Agency.

Under the new rules, from July 2009, all main engines will have to use fuel with 1.5% sulphur within 24n-miles of the coast, and from January 2012 that is reduced to 0.1% sulphur.

Mary Nichols, head of the state’s Air Resources Board, which has brought in the regulations, said in a statement: “This regulation will save lives. At ports and all along the California coast we will see cleaner air and better health.”

But the Pacific Merchant Shipping Association has been vocally opposed to the measure from the start.

The association’s VP TL Garrett is quoted in news reports as saying: “International ships running in international waters under international treaties should be handled under international laws.”

But the association is not opposed to the concept: “We know it’s the right thing to do. The question is, who should be telling us to do it?”

Africa plans Coastguard network

Twenty member states of the Maritime Organisation of West and Central Africa (MOWCA) have adopted a memorandum of understanding (MoU) to establish a sub-regional coastguard network for the West and Central African sub-region.

The agreement was made at the 13th General Assembly of Ministers of MOWCA, in Dakar on 30 July and 11 of the 20 coastal member States of MOWCA, representing 55 per cent of the membership, immediately signed. Others were expected to follow as this issue went to press.

Accepting the MoU “is a major landmark in a long-running campaign by IMO and MOWCA to improve maritime safety, security and environmental protection in the sub-region”, according to an IMO briefing note. It follows a feasibility study undertaken by IMO and a joint IMO/MOWCA forum in October 2006 about establishing an integrated coast guard function network for West and Central African Countries.

The MoU provides an institutional framework for suppressing piracy, armed robbery and other unlawful acts against ships and addresses illegal fishing, drug and weapon trafficking, illegal migration, oil theft, damage to gas pipelines and maritime accident response in the sub-region.

It also provides guidelines for coastal surveillance, presence in the exclusive economic zones of the sub-region and enforcement of international conventions, regulations and codes.

Member States of MOWCA which signed the MoU are Cameroon, Cape Verde, Republic of Congo, Democratic Republic of Congo, Cote D’Ivoire, Gabon, Guinea, Guinea Bissau, Nigeria, Senegal and Togo. Other Coastal member States which supported the adoption of the MoU are expected to sign it within the next few weeks.

The MoU will come into force in any coastguard zone (made up of five adjoining states) three months after all the states of the zone have signed it.
Pieter Struijs gets royal honour

Former IAPH president Pieter Struijs has been honoured by Queen Beatrix of the Netherlands who has made him an Officer in the Order of Orange-Nassau – one of Holland’s highest honours. The presentation was made during the World Ports Climate Conference in Rotterdam on 9 July 2008 by Holland’s minister of transport, public works and water management, Camiel Eurlings.

The award recognises his lifetime contribution to the port of Rotterdam, the environment and the community and is the latest of a string of honours that Struijs has received. In his remarks, the minister reminded guests that he has previously received the Maritime Lifetime Security Award from the US Homeland Security department and the Thor Heyerdahl International Maritime Environment award in Norway. He is also a tribal elder of Kenya’s Masai.

In his home town, he has received the Rotterdam Marketing Promotion Award and the van Borselen medal, which is awarded annually to people who have played an important role in the city. It is named after Wolfert van Borselen, who granted city rights to Rotterdam in 1299.

The minister also referred to Pieter Struijs’s community work. He is a Freeman of the city of Rotterdam and president of its professional football club, Sparta.

Pieter Struijs has been on the board of the Port of Rotterdam Authority for more than 18 years and served IAPH as its President from May 2003 to May 2005 and as Vice President for six years preceding May 2003.
Legal committee at UNCITRAL

IAPH Legal Committee Chairman Frans JW van Zoelen represented IAPH at the 41st meeting of the UN Commission on International Trade Laws (UNCITRAL), which was held at the UN headquarters in New York in June.

The international meeting put the finishing touch to the United Nations Convention on the Carriage of Goods Wholly or Partly by Sea, which is a new UN treaty that governs the arrangements between carriers and shippers of goods where carriage takes place either wholly or partly by sea.

The aim of the new treaty is to create greater international harmony in the international rules on sea carriage.

Zoelen reports that the new treaty contains around 100 provisions that are intended to form the legal core of every carriage contract that is concluded anywhere in the world. It replaces two earlier treaties from 1924/56 and 1978, which have become outdated.

In particular, containerisation and its often multimodal carriage, along with developments in the field of e-commerce, require new legal rules.

That is why, more than ten years ago, moves were initiated towards creating a completely new treaty.

The initiative received broad international support including almost every large trading and shipping nation in the world.

UNCITRAL accepted the invitation from the Dutch Government to have the formal UN closing and signing ceremony for the new treaty next summer in Rotterdam. The definitive text of the new treaty is going before the United Nations General Assembly this autumn.

For ports and their customers, it is important to realise that the new convention also includes a number of new subjects that were not dealt with in the old conventions, such as ‘delivery of goods by the carrier’ and ‘legal control of goods in transit’.

A more detailed review of the new convention and its implications will be published in a future issue of Ports & Harbors.

For more information, see www.unis.unvienna.org/unis/pressrels/2008/unisl121.html

IAPH Africa/Europe Regional Meeting in Djibouti

The IAPH Africa/Europe regional meeting will be held on 15 December in Djibouti, in conjunction with the 7th Pan African Association for Port Cooperation Conference (PAPC) 2008, scheduled to take place at the Djibouti Palace Kempinski Hotel, 15-18 December 2008.

The conference will be organised by the Port Management Association Of Eastern & Southern Africa (PMAESA) and its theme will be “Challenges and Opportunities of Restructuring of African Ports”.

Registration is free and registration forms available at www.pmaesa.org

Dr Satoshi Inoue Secretary General of IAPH, with Jerome Ntibarekerwa, Secretary General of the PMAESA – holding a copy of the association’s brochure in which the 2008 PAPC conference was announced – at the WPCC Conference in Rotterdam

Former SG Hiroshi Kusaka dies

Hiroshi Kusaka, former IAPH Secretary General, passed away on 25 August. He was 80 years old. He joined the IAPH Secretariat in 1977 after retiring from Japan’s Ministry of Transport.

He served as Deputy Secretary General and was appointed as Secretary General at the 15th IAPH Conference in Seoul, Korea, in 1987. He stepped down at the 21st Conference in Kuala Lumpur, Malaysia, in 1999.

During those 22 years, he had given tireless and sincere devotion to the well-being and development of the association. In the late 1990s, he was instrumental in the IAPH 2000 Task Force to strengthen IAPH activity toward the age of globalization and in 1998, he was honoured by Emperor of Japan who granted him the Order of the Rising Sun, Gold Rays with Rosette – one of Japan’s highest honours.
Tokyo hosts IAPH Japan Seminar

At the invitation of the Japanese Foundation for IAPH, the association’s president, Datin Paduka OC Phang visited Tokyo in July to make a keynote presentation at the 21st IAPH Japan Seminar, organised by the foundation.

Her presentation was called ‘IAPH and Global Leadership’, in which she stressed the initiatives taken by IAPH to tackle such critical issues as port security and climate change on a global scale.

Following the president’s presentation, Dr Maurizio Bussolo – IAPH conference vice president and CEO of Finport di Genova – made a presentation entitled ‘Genoa: Main Port of the Mediterranean Sea and IAPH Conference 2009’, in which he introduced the Port of Genoa to the audience and invited them to attend the forthcoming IAPH Conference in Genoa in May 2009.

The Japan Seminar is held annually under the auspices of the Japanese Foundation for IAPH to promote IAPH activities among ports and maritime industries in Japan.

Membership notes

The IAPH secretariat is pleased to welcome a new associate member, based in Iran, to the association.

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New editor joins Ports & Harbors

Ports & Harbors has a new editor. She is Penny Allen and took over on 1 September.

Penny has worked for Lloyd’s Register-Fairplay – which publishes the magazine on behalf of IAPH – for four years, with the last two as editor of the monthly magazine Safety at Sea International. Under her editorship, that magazine has established itself as essential reading in the maritime safety community and its circulation has grown steadily.

Before joining LR-F, Penny was assistant editor for Overseas magazine, published by the Royal Overseas League and circulated to an international readership.

“I look forward to working with the IAPH secretariat, committee chairmen and members”, Penny says. “P&H readers are an enthusiastic community and I plan to contact as many as possible to maintain the magazine’s relevance and reputation.”

Penny Allen, the new editor of Ports & Harbors

IAPH Annual Report is published

The IAPH annual report for 2007-8 is now available and the association president Datin Paduka OC Phang underlines the environmental progress that has been made during the year.

It is a theme picked up by Secretary General Satoshi Inoue in his review. He urges ports to respond to climate change saying that “we must act now, as any measures will take time to have a significant effect.”

The report outlines some of the key issues that IAPH has tackled over the year. As well as environmental themes, the report mentions supply chain security and the growth in bulk trade. It also reminds members of the IAPH resolution at the Dunkirk mid-term board meeting to call for early ratification of three conventions and a protocol “that are of immediate concern.”

Copies can be obtained from the secretariat at this address: 7th Floor, South Tower, New Pier Takeshiba, 1-16-1 Kaigan, Minato-ku, Tokyo 105-0022, Japan. Tel: +81 3 5403 2770. Fax: +81 3 5403 7651. Email: info@iaphworldports.org. Web: www.iaphworldports.org

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Change matters

Jens Madsen, managing director at Ports of Auckland, says that it is important for port organisations to constantly change to match customer requirements.

My ‘Last Word’ really is my first, since I succeeded the previous Ports of Auckland managing director, Geoff Vazey, only in September last year.

It is indeed amazing how fast the world around us is changing. I can only subscribe to the views expressed by the president and CEO of Montreal Port Authority, Patrice Pelletier, in the July issue, on how important it is that port organisations continue to transform themselves always to be able to meet the requirements of our stakeholders.

This topic has very much been on the top of my own agenda during my first year at the helm of Ports of Auckland.

Recently I attended, alongside 54 other international ports, the C40 World Ports Climate Conference in Rotterdam (see this month’s cover story, p28). It was an inspiring few days that highlighted the critical need for more collaboration in the ports, shipping and transport sectors – both within our own regions and beyond borders.

Environmentally, the climate is changing in more ways than one. Sustainability is no longer just about a positive operating cash-flow. It has another meaning and one that has particular importance to all of us.

While the carbon footprint of any port, in the context of the entire supply chain, may well be negligible, it is vital that we do our bit to improve environmental efficiency. This is both for our own sake and to support producers and shippers that are grappling with the intricacies of the Kyoto Protocol and the somewhat ill-founded, but still influential, concept of food miles.

New Zealand is a relatively small country that relies heavily on trade but is remote from global markets. Our supply chain must represent the world’s best practice in terms of environmental efficiency to ensure that New Zealand products can compete successfully in markets thousands of kilometres away where consumers question the environmental impact of the products they buy.

So, on our own patch we have begun to tackle the environmental challenge. Just a few months ago Auckland became one of the first Australasian ports to measure and audit its carbon footprint – a benchmark for measuring future successes.

This milestone also facilitated a public commitment to minimise emissions, achieve greater energy intensity and improve environmental efficiency.

We now head into the coming years with a clear objective to find and implement new, cleaner and more efficient ways of operating. What has now been emphasised is the undeniable need to extend that action, through influence, beyond the port facility to the wider industry and supply chain.

The critical need [is] for more collaboration in the ports, shipping and transport sectors – both within regions and beyond borders.
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