



September 2008 Vol 53 No 5

PORTS HARBORS

Official Journal of the International Association of Ports and Harbors

Design for living

Don't forget to talk to the neighbours

Hard work for software

Managing by monitoring and measuring

Going private in Peru

Callao port project proves pivotal

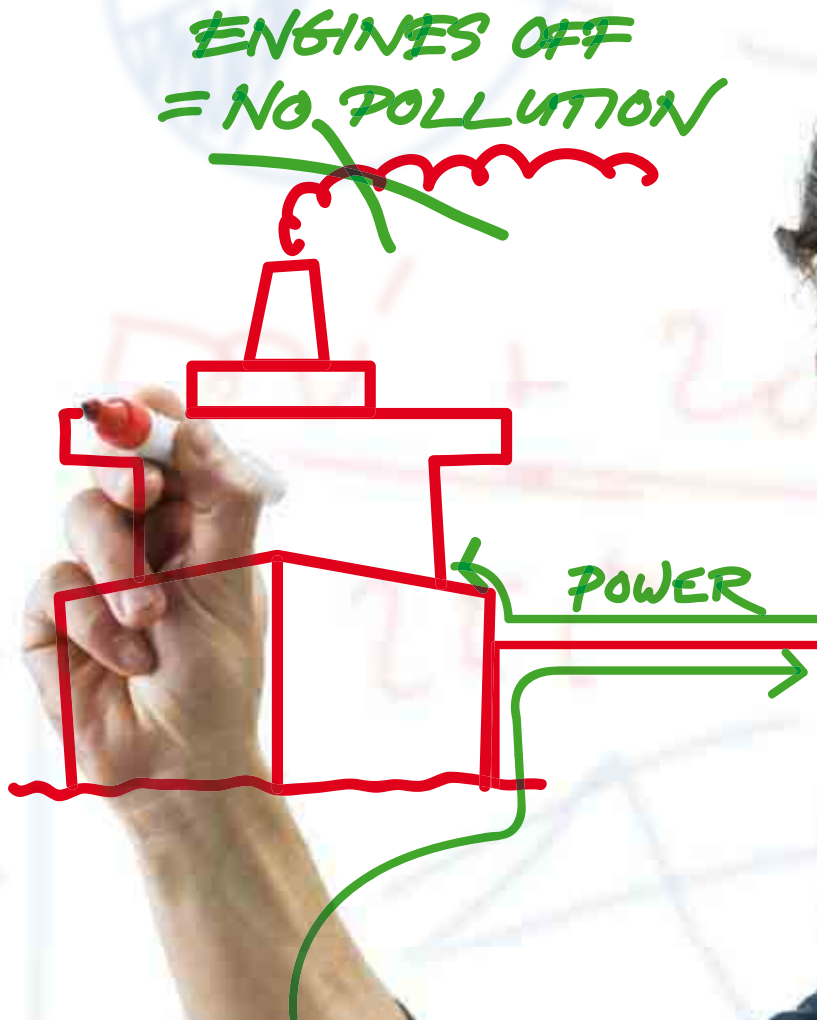
Setting a green agenda

Climate conference
commits ports to global goals



World Peace through World Trade – World Trade through World Ports
www.iaphworldports.org

“Fresh thinking can lead to fresh air.”



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.

Cavotec in Action

We're all concerned about the environmental impact of shipping. In Los Angeles alone, experts estimate that ships give off as much air pollution as one million vehicles. That's why Cavotec developed the AMP (Alternative Maritime Power) solution. It lets vessels switch off while moored. Instead of using their diesel engines to power air conditioning and controls, they can plug in for electrical power. For more about our maritime solutions, please visit www.cavotec.com



Rotterdam's green credentials made it the obvious location for the World Ports Climate Conference
Photo: Helene Miseur

September 2008
ISSUE 05 VOL 53

REGULARS

Comment: Secretary General Inoue urges joint action to combat climate change **3**

News: Rogue storm at Jacksonville; Oz-Japan JV for Oakajee; Seminar to address green dredging; California box fee goes to the Governor; Texas unveils offshore oil terminal. Plus port updates; Cash & Cargo; Dredging news; People **4**

Open Forum: Ruud Lubbers, former Dutch prime minister, urges ports to tackle climate change now and not wait for regulations to force them to act **14**

Cover Story: The World Ports Climate Conference has laid the groundwork for a global response to climate change. IAPH will keep the momentum going **28**

Cover Story: One proposal for improving the Dutch Closure Dyke makes use of Green principles **32**

Maritime Update: Industry bodies protest at seafarers' detentions; President Bush signs pollution act; Sulphur rules could hit ferries; Panama responds to Paris MOU **44**

IAPH Info: Former IAPH president Pieter Struijs receives Royal honour; Datin Phang continues in post; Regional meeting planned in Djibouti; Legal head at UNCITRAL **48**

Bulletin Board: Tokyo hosts IAPH Japan seminar; New member joins; New editor for P&H; annual report published **50**

Last Word: Ports must respond to changing requirements, says Jens Madsen, MD of Ports of Auckland **52**

FEATURES

Port design and planning: Liaising with local people is vital for successful port development. Amsterdam outlines its novel approach to consultation **16**


Software: Security and communications benefit from new software tools for port communities, as ports in Holland, France and Mauritius can testify **22**


Port Development – Peru: DP World's new facility at Callao starts Peru's port transformation **34**

Port Development – Chile: Congestion forces a rethink at Valparaiso, where good design has improved access and regenerated old facilities **38**

Danube summit: June's fourth Danube summit called for action to stimulate development in the region **40**







AISLIVE

THE FIRST GLOBAL AIS NETWORK

AISLive.com is an award winning real time online vessel tracking tool

GLOBAL VIEW Live AIS positions of circa 25,000 ships per day in over 2,500 places

REACH Get your message out to over 8,500 visitors a day with competitive advertising options

CONNECT Add your port to AISLive for a one off fee and get a 5 user licence for your team free of charge for life

TRY SIGN UP NOW FOR YOUR FREE 14 DAY TRIAL

www.aislive.com/iaph

Phone: +44 1737 379 030

Email: sales@aislive.com



ACHIEVING BALANCE

BETWEEN

THE

BUILT AND NATURAL ENVIRONMENTS.



moffatt & nichol

Creative people, practical solutions.
www.moffattnichol.com

PORTS & HARBORS

Official Journal of the International Association of Ports and Harbors

PORTS & HARBORS

Published bi-monthly by the International Association of Ports and Harbors (IAPH), edited and produced by Lloyd's Register - Fairplay Ltd.

PUBLISHER

Dr. Satoshi Inoue
Secretary General, IAPH
info@iaphworldports.org

EDITOR

Bridget Hogan
bridget.hogan@lrfairplay.com

SUB-EDITORS

Stephen Spark
Margaret Freeth

SALES MANAGER

Daniel Gonçalves
daniel.goncalves@lrfairplay.com

DESIGN & PRODUCTION

Phil McAllister
Matt Ramsdale
Hannah Kidd
Luke Spalding
Liz Wall
Ellie Card
Sarah Treacy

MANAGING EDITOR

G. Paul Gunton
paul.gunton@lrfairplay.com

EDITOR-IN-CHIEF

Tony Slinn
tony.slinn@lrfairplay.com

ASSOCIATE EDITOR

Aya Fujinami
IAPH
ph@iaphworldports.org

EDITORIAL & PRODUCTION

Lloyd's Register - Fairplay Ltd
Lombard House, 3 Princess Way
Redhill, Surrey RH1 1UP, UK
Tel: +44-(0)1-737-379-000
Fax: +44-(0)1-737-379-001
Web: www.fairplay.co.uk

SUBSCRIPTIONS

**International Association
of Ports and Harbors**

Price Japanese ¥12,000 (US\$115
/ UK£60 / €87) or per issue
¥2,000, postage included. Visa
and MasterCard accepted or for
Bank Transfer. You do not have to
be an IAPH member to subscribe
– contact the IAPH.

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: ph@iaphworldports.org

Web: www.iaphworldports.org

COPYRIGHT

No article may be reproduced by
any means, in whole or in part,
without the written permission
of IAPH and Lloyd's Register -
Fairplay Ltd

DISCLAIMER

The Lloyd's Register - Fairplay
Group shall not be liable to any
person for any loss, damage or
expense caused by reliance on
information or advice in this
publication unless that person
has signed a contract with the
relevant LRF Group entity and
in that case any liability is on the
terms set out in that contract.

The opinions expressed are
not necessarily those of IAPH or
the LRF Group and the inclusion
of an advertisement implies no
endorsement of any kind by
IAPH or the LRF Group of the
product or service advertised.

IAPH is unable to accept any
liability for the consequences
of any inaccuracies, errors or
omissions in this publication.

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

“ Essential to success are
innovation, integration
and partnership ”

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. **PH**



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



When you have finished with
this magazine please recycle it.

Printed by Buxton Press Limited, Palace Road, Buxton, Derbyshire, England

Port updates

BILBAO UPS SECURITY

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 WINS MANAGEMENT

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. Port planners want to increase the volume of cargo through the terminal, which last year handled 160,000 tonnes of steel, lumber, newsprint and other commodities.

PILOTS FOR OIL

Tankers carrying 6,000 or more barrels of oil within Buzzards Bay, off Massachusetts, must now be accompanied by a rescue tug with a licensed state pilot onboard – unless the vessel already has a tugboat escort. The governor signed the measure into law last month, with funding coming from a fee of three cents for each barrel of petroleum product delivered to its marine terminal by vessels originating outside the state.

It was unclear what impact this new measure will have on the long-running dispute between the state and the US Coast Guard regarding authority over tankers operating on navigable waters within the state.



Photo: Jaxport

At least two cranes were total losses after severe storms struck Jaxport in Florida last month

Rogue storm destroys two cranes at Jacksonville

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 (\$2.5Bn) takeover from 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.



Tallinn, venue for next month's dredging seminar

Speakers will include specialists from Estonia and the Baltic countries together with CEC members and invited experts. These will include representatives of WWF and of the Western Dredging Association's Environment Commission. There will also be a technical visit to the Port of Tallinn.

For more information, visit www.cedaconferences.org/tallinn2008.

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."



Photo: David Worwood

"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 Heaven 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.

Port updates

NEW TENDER ISSUED

Chennai Port Trust issued a new tender last month for building a huge proposed container terminal because the estimated project cost has increased 16% to 36Bn rupees (\$852M). In the new forecast cost, the Port Trust's share has risen threefold to Rs16Bn. The balance is to be invested by the private operator.

The previous tender had completed the Request for Qualification stage but the Port Trust opted for a review and modification of the project structure. Under the new structure, the Port Trust would build a breakwater at a cost of Rs10Bn in addition to spending a further Rs6Bn on dredging, land reclamation and tugs.

BRISTOL BOX PLAN

Bristol Port Co has applied for a harbour revision order, a key step in its scheme to build a £500M (\$985M) deepsea box terminal at Avonmouth, southwest England.

The plan calls for a 1.2km quay with 16m depth alongside and a 600m breakwater. It would accommodate box ships up to 14,000teu. The terminal is planned for a brownfield site enlarged by reclamation, with good road and rail links. Construction work is scheduled to start by the end of 2009, with 2012 completion.

BARCELONA BOOSTS BOXES

Barcelona has approved more than €100M (\$160M) in terminal expansions, largely to increase box capacity. The Mediterranean seaport's approval will allow leading box operator Terminal de Contenidors de Barcelona to raise capacity to 2.1M teu/year.

The Barcelona port authority awarded more than €40M of the expansion work to a venture involving construction companies Dragados and Flota Proyectos Singulares.

They will enlarge TCB's box operations with 18ha of new space, giving it an upgraded total of 91.5ha in total capacity.



Photo: Port of Long Beach

California plans to raise \$400M/year from boxes at Long Beach (pictured), Los Angeles and Oakland

Box fee goes to the Governor

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.

HPH is Thessaloniki's preferred bidder

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."

The Port currently has an area of 35ha, a total quay length of 595m and a depth alongside of 12m. When construction is complete, the port will extend to 71ha, have a continuous quay of 1,770m and offer a water depth alongside of up to 15.8m.

US Republicans assail harbour tax

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."



Siemens Cranes; Maximizing Crane Productivity

- Higher return on investment
- Safety
- Quality of investment
- Reliable crane control system
- Perfect performance

Let's get together!

Cutting edge technologies together with our world wide experience and tradition in crane projects combined with Siemens global presence give you the security of a reliable partner who can offer you solutions to meet your needs whatever they are.

Contact our Siemens Cranes Head Quarters: +31 70 333 3681
Visit our website: www.siemens.com/cranes
Send us an e-mail: cranes.nl@siemens.com

www.siemens.com/cranes

SIEMENS

Cash & Cargo

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.



Photo: Port of Felixstowe

Two ultra post-Panamax cranes arriving at Felixstowe during July; they follow three similar units that are now in operation

Cranes lift Felixstowe flexibility

The latest additions to the Port of Felixstowe's fleet of quayside cranes have become fully operational. Able to extend over 22 containers across, the three ultra post-Panamax ship-to-shore gantry cranes are said to be among the largest in the world. Two more were delivered in July and should be operational in a few months, a port spokeswoman told *P&H*.

They can lift up to 85 tonnes in two containers and, in a statement, Chris Lewis, CEO of Hutchison Ports (UK), which owns the Port of Felixstowe, said that they consolidate the port's position "as the premier gateway for UK deep-sea container traffic."

He said that Felixstowe can accommodate the largest container ships currently on order, "and with further investment in state-of-the-art container handling equipment, Felixstowe will be able to offer the operators of these ships even greater flexibility in the future."

The cranes were manufactured by Zhenhua Port Machinery Company (ZPMC) in Shanghai and transported, fully erect, to Felixstowe. Two more were delivered during July as part of the same order and their arrival at the port – on the UK's east coast – is pictured above.

US box volume fall predicted

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.





GATEWAY TO WORLD MARKETS

2007 PRESIDENT'S
"E STAR" AWARD

PORT OF HOUSTON AUTHORITY
ENVIRONMENTAL MANAGEMENT
SYSTEMS ISO 14001

PORT OF HOUSTON AUTHORITY
ISO 28000:2007

- The Port of Houston Authority is the long-standing leader in the US Gulf Coast containerized cargo market, handling nearly 70% of the Region's container movements and is a uniquely balanced container port offering superior import as well as export capabilities.
- The Port of Houston Authority's Barbour's Cut and Bayport Container Terminals rank as the most modern container facilities on the U.S. Gulf Coast
- The wider, deeper Houston Ship Channel has enhanced navigational efficiency and safety for container and cargo vessels traversing the waterway
- Easy access to rail and highway transportation systems makes the Port of Houston Authority the preferred port of call along the U.S. Gulf Coast to reach more than 50 million people within a 500-mile radius of the PHA

1-800-688-DOCK • www.portofhouston.com
(3625)

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.



Photo: Port of San Diego

Truck owners visiting the Port of San Diego can apply for grants to reduce emissions

San Diego cuts truck emissions

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.

\$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."

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.

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.

31st IADC INTERNATIONAL SEMINAR ON DREDGING AND RECLAMATION

**22 – 26 November 2008
Abu Dhabi, U.A.E.**



**PRE-REGISTER at:
info@iadc-dredging.com**

FOR WHOM?

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

The 31st Seminar will take place in Abu Dhabi, Saturday 22nd to Wednesday 26th November 2008.

An important feature of the seminar is a trip on a trailing suction hopper or cutter to visit a dredging project being executed in the given geographical area. This gives the participants the opportunity to see dredging equipment in action and to gain a better feeling of the extent of a dredging activity.

Highlights of the programme are:

- Day 1 Why Dredging? The Need for Dredging/ Project Phasing
- Day 2 What is Dredging? Dredging Equipment/ Survey Systems (includes a Site Visit)
- Day 3 Cost, Pricing and Contracts
- Day 4 Preparation of a Dredging Contract
- Day 5 Dredging Projects

The cost of the seminar will be € 2.950,-; this fee includes all tuition, seminar proceedings and workshops and a special participants dinner during the week but is exclusive of travel costs and accommodation. Assistance with finding accommodation can be given.

Representatives of port authorities, companies, and individuals, with an education level equivalent to at least a B.Sc. or comparable work experience, interested in attending are requested to pre-register.

For more information, please contact Mr. Frans-Herman Cammel at info@iadc-dredging.com or visit www.iadc-dredging.com

IADC Secretariat

PO Box 80521
2508 GM The Hague
The Netherlands
Phone: + 31 (0)70 352 33 34
Fax: + 31 (0)70 351 26 54
E-mail: info@iadc-dredging.com
Website: www.iadc-dredging.com



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



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 IJmuiden, 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

Vlissingen, where logistics operator Kloosterboer has distribution stores

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.



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



Egypt
Total refurbishment of quay crane



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



Dubai
Width modification and installation of position determination system to RTG



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



Taiwan
FEM analysis to determine stress points on boom extension



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 Norsesea 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.

People

Georgia. He replaces Francis Andrews and is responsible for managing all aspects of BICT's operations.

Carter had previously been manager of International Gateway Terminal in India.

AUCKLAND'S AXIS

Ports of Auckland has appointed Grant Jorey to the position of general manager for operations and productivity of Axis Intermodal, the company's container handling division.

Jorey and his colleague Craig Sain, who is general manager of sales, marketing and logistics, are jointly responsible for Axis' performance. Jorey is tasked specifically with leading the operational achievement of five business units: Axis Transport, Axis Capacity and Planning, Axis Stevedoring, Axis Pack and Inland Ports and Axis Engineering.



Malta
Acquisition, transportation and installation of six RTGs



Malaysia
Modification of quay crane with eight-meter height increase



France
Repair of crane leg after vessel strike



India
Crane outreach increased with 3-meter boom extension

Portek. Full-spectrum engineering solutions.

Today, container ports must increase equipment speed, capacity and efficiency to meet the demands of the world's leading shipping lines.

To help meet this challenge, Portek provides a complete spectrum of engineering services to obtain maximum performance by upgrading existing equipment.

Proven around the world, these modifications, upgrades and modernisation services include height and reach increases, new crane drives and controls, plus state-of-the-art automation and IT systems.

With waiting times of one year or more for new cranes, upgrading, modifying, and modernising your existing equipment is a smart way to achieve higher performance and huge savings of time and money.

So, when you're ready to maximise your port's productivity, let's talk.

PORTEK
KNOWLEDGE & SOLUTIONS IN PORT BUSINESS

www.portek.com enquiry@portek.com Tel: +65 6873-1114

Download a Portek Equipment Engineering brochure at www.portek.com/engineering.pdf

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 provide incentives to reduce emissions.

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”

**“Don't wait; do it now”, says
Ruud Lubbers, former Dutch
Prime Minister and
environmental champion**



Photo: iStockphoto

Trust and reconciliation

As ports expand, there are lessons for everyone in the way they approach design and planning, as **Bridget Hogan** discovers

Stakeholders should be part of the big picture, believes the Port of Montreal

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 *P&H* 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 Contrecoeur 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

collaboration with two universities. The aim was to improve the port's relationship with the public and to get insight into the views and ideas that citizens may hold about port development. The full story follows on pages 18 and 20.

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

“The aim was to improve the port's relationship with the public and to get insight into its views on port development”

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." **PH**

The Port of London wants to involve more people in the dredging licence application process





Complex ideas to get across

Many ports say they consult, but **Marleen van de Kerkhof** explains the novel approach adopted by the Port of Amsterdam to obtain views from a diverse selection of people

Understanding the issues: members of the Amsterdam citizens panel on a familiarisation field trip to the port

The Port of Amsterdam sees communication with stakeholders as an essential part of its policy strategy. This is not only to help them understand the many issues that arise in the course of the port's day-to-day activities, but also to help the port gain an insight into their views, knowledge and opinions about these activities.

Over the past few decades the Port of Amsterdam has expanded into new areas, creating a distance between it and the city. The port is seeking ways to integrate both areas, and ideas for bridging the gap include the introduction of leisure, nature, education facilities and recreation into the port area.

Getting from idea to practice, however, is more of a challenge and raises issues about safety, legislation (on air quality, for example, and the EC Habitats Directive),

lack of facilities and the behaviour and perception of present stakeholders.

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

SET FOR TOMORROW



Konecranes sets the benchmark for improving the design of cranes and components, and enhancing software for fleet management. Our tradition of eco-friendly thinking is behind such advanced innovations as our Fuel Saving System and electricity-fed cranes. Maintenance is a crucial part of the whole package, ensuring the equipment continues to function efficiently. With Konecranes you are set for tomorrow's demands.

“ 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 ”

interested in joining the citizens panel sent back a response card on which they filled out their name and address, their age, level of education, gender and profession. The response rate was about 3% – an average score for this type of project.

A further telephone screening led to a group of 16 men and women being chosen; the group was selected to be as diverse as possible. Then they were posed the question: how can the port become more sustainable, in both the short and long term?

By way of preparation, they were given three days of briefings to familiarise them with the port, to see it on a field trip and to hear presentations from a variety of experts with diverse viewpoints. On the third session, which took place four weeks later, the citizens reflected and elaborated on their findings and formulated a set of recommendations on sustainable port development.

A few weeks later the findings of the citizens panel were presented to, and discussed with, the executive director of the Port of Amsterdam and the city councillor responsible for the port.

In their final report, the panel members argued that sustainability could improve the business climate in the area, the competitive advantage of the port and its image among the public. They suggested that investments in sustainability will enable the port to generate extra income, because knowledge and know-how can be exported to other countries.

Recommendations included the development of innovative forms of land use within the port. Nationally, the panel wanted to see port activities being co-ordinated based on specific characteristics of the various Dutch ports.

The panel also suggested the port be more selective in the transshipment of goods and called for environmental and social aspects to be included in economic evaluations. It said that the relationship between the port and the city of Amsterdam was vital for its success, but added that it needed to be

improved so that local people could become proud of their port again.

To achieve this, the group suggested involving citizens in port development, enhancing the port area's attractiveness and allowing other activities in the port area, such as recreation and nature development and possibly housing, so long as it did not interfere with port industry.

Congestion in the port area was a concern and the panel called for improvement in connections to the hinterland. It also recommended development of an educational programme with regional economic and logistic centres such as the seaport, the airport and the flower auction working together.

The port authority is now working on a new vision document for 2008 to 2020 in which most of the themes that the citizens had identified will play a central role. The panel members did not identify any issues entirely new to port management but they did highlight the most relevant and urgent themes.

In fact, one of the projects the port is working on to bring city and port closer together is called City Port Minerva, which is transforming an old area for the use of creative industries, innovative companies and hotels that will serve as a buffer between residential areas and port industry. Bike paths and green zones are being created to make the port more accessible and attractive for Amsterdam's residents. The port authority, together with environmental NGOs, is also preparing a social cost-benefit analysis for a part of the port area.

Although several panel recommendations can be integrated into current port projects, others will take longer to be implemented, such as the call for greater specialisation. In the vision of the port for the years 2008 to 2020, the port authority will develop a selectivity policy on the basis of criteria such as employment, added value, sustainability and innovation. It will take several years for the results of this policy to become visible, however.

Although the citizens panel was intended to be a one-off event, the port authority has invited members to stay involved in future discussions. The panel turned out to be a most effective way of involving local people and to enable the port to understand their opinions and knowledge. Since only a small group can participate, the panel should be seen as additional to other ways of involving the public with the port, such as brochures, web communication, exhibitions and events. **PH**

Marleen van de Kerkhof is project leader, strategy and research for the Port of Amsterdam
More info: www.portofamsterdam.com

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



Your Partner in bulk handling

From initial project design to complete turnkey installations with mechanical and/or pneumatic most reliable and profitable solutions



170 tons/hour

LATTAKIA - Syria



200 tons/hour

DOUALA - Cameroun



1000 tons/hour

SIMPORTER - Egypt

VIGAN Engineering s.a.

Rue de l'Industrie, 16
1400 Nivelles (Belgium)
Phone : +32 67 89 50 41
Fax : +32 67 89 50 60
www.vigan.com
info@vigan.com

ZHANJIANG - China

400 tons/hour

BARGE & SHIP LOADERS OR UNLOADERS • PNEUMATIC & MECHANICAL



Photo: Thales Nederland

Software hard at work

Software seems to be the obvious answer to a range of problems. Here **P&H** takes a look at some of the latest ideas

On trial: a key aim of PAGODE was automation to reduce workloads

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 120° 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.

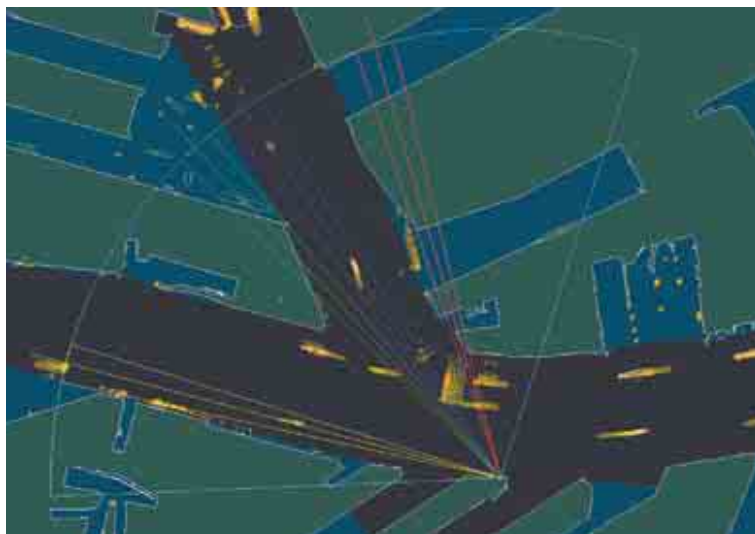


www.pragmamaritime.com

E-mail: post@pragmamaritime.no

Phone: +47 464 46 900





**Radar display:
actual field-of-
view of the
panoramic sensor**

back into a remote command console, which can be set up with a range of parameters – such as no-go areas and speed restrictions – and can automatically scan and warn a port operator of any violations. The system also uses those parameters to flag up any potentially ‘interesting’ targets and draw boxes around them on screen for easy tracking and identification.

Rango Knepper, senior programme manager of Thales Nederland’s naval programmes, told *P&H* that the proliferation of sensors and screens has led to many operators suffering from information overload. Automation of the system to minimise workloads was therefore a key aim of PAGODE.

The Gatekeeper TV cameras have such high resolution that, when the images are stitched together, there are not enough pixels available on current monitors for the entire picture to be shown. This means that the quality has to be digitally reduced – though not noticeably to the human eye – to provide the main view. Interesting targets are then highlighted in ‘section view’ boxes in their full high-resolution glory, so the operator can check them out in close up and decide how to respond.

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.

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 Eckernförde.

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.

The PDA will replace the existing pilot chit that is prepared by the pilot and finally signed by the shipmaster on completion of the pilotage job. In the new process, the vessel master will be able to sign digitally into the PDA, confirming his vessel’s pilotage. These acknowledgements will be stored in the DP World systems for future records. **PH**

**Gatekeeper: a
sensor head
surveys the
harbour at the Port
of Rotterdam**





Anything else you'd like instant, all-powerful control over?

Let's add time and space to the list. Because with our leading-edge technologies, you've got a new kind of visibility that helps you move cargo, equipment, and people with serious velocity. That kind of efficiency means you know more and do more in less time and less space—and so do your customers. Zebra Enterprise Solutions, with the combined power of Navis, WhereNet, proveo and MSSl, has a proven track record of helping the world's largest supply chains see, identify, control and optimize everything they need to be successful. In real time. So from marine terminals and ports to airports to factory floors, you take full control. Every step of the way. For more information visit www.navis.com/zes.

navis® + WhereNet + proveo + MSSl®



Zebra Enterprise Solutions



Photos: Stephen Spark

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 Terminaux 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.

**Port Louis,
Mauritius:
benefiting from
the country's PCS**

Customs should provide incentives to those who they want to undertake the changes. Even so, without the will of the community it is going to be very difficult to push projects forward. To gain this, and to keep people on course within the project, good communication with all parties is vital.

We are so encouraged by the enthusiasm of countries such as Mauritius (see panel right on Mauritius Cargo Community Services) that have adopted PCS that we propose to set up a SOGET users group, which would bring together all the users of the PCS. This group would participate in international committees to share information and experiences.

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 transshipment 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 all supply chain information through a 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

Case study: Mauritius

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 advanced electronic cargo information to receiving customs authorities through the MCCS, while manufacturers believe it will increase their competitiveness and responsiveness and that transshipment will be easier.

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. **PH**

Jacques Ritt is president and CEO of SOGET

More info: www.soget.fr

**Port Louis: supply
chain data can
be centralised**





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



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.

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

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 co-operation 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%, CO₂ by 52% and nitrogen by 45%.

The Port Authority of New York and New Jersey



Speaking, I to r:
Datin O C Phang,
president IAPH;
Pieter Struijs,
director of the C40
conference;
Dr Geraldine
Knatz, chair of the
IAPH Port
Environment
Committee

(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 Mollema, 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 NO_x, 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. **PH**

For more information, visit the following websites:

www.wpc Rotterdam.com;

www.portgot.se

www.c40cities.org/bestpractices/ports

www.cleanports.org/shoreside_power

www.panynj.gov

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.



Steel Sheet Piling

Ship impact protection | Dolphins
Incheon Bridge | South Korea

Contractor | Samsung C&T Corporation

Comprehensive and innovative solutions for retaining walls, cofferdams, bridge abutments, underground car parks, quay walls, flood protection structures... Decades of experience in the steel sheet piling business, including technical assistance for design and installation.

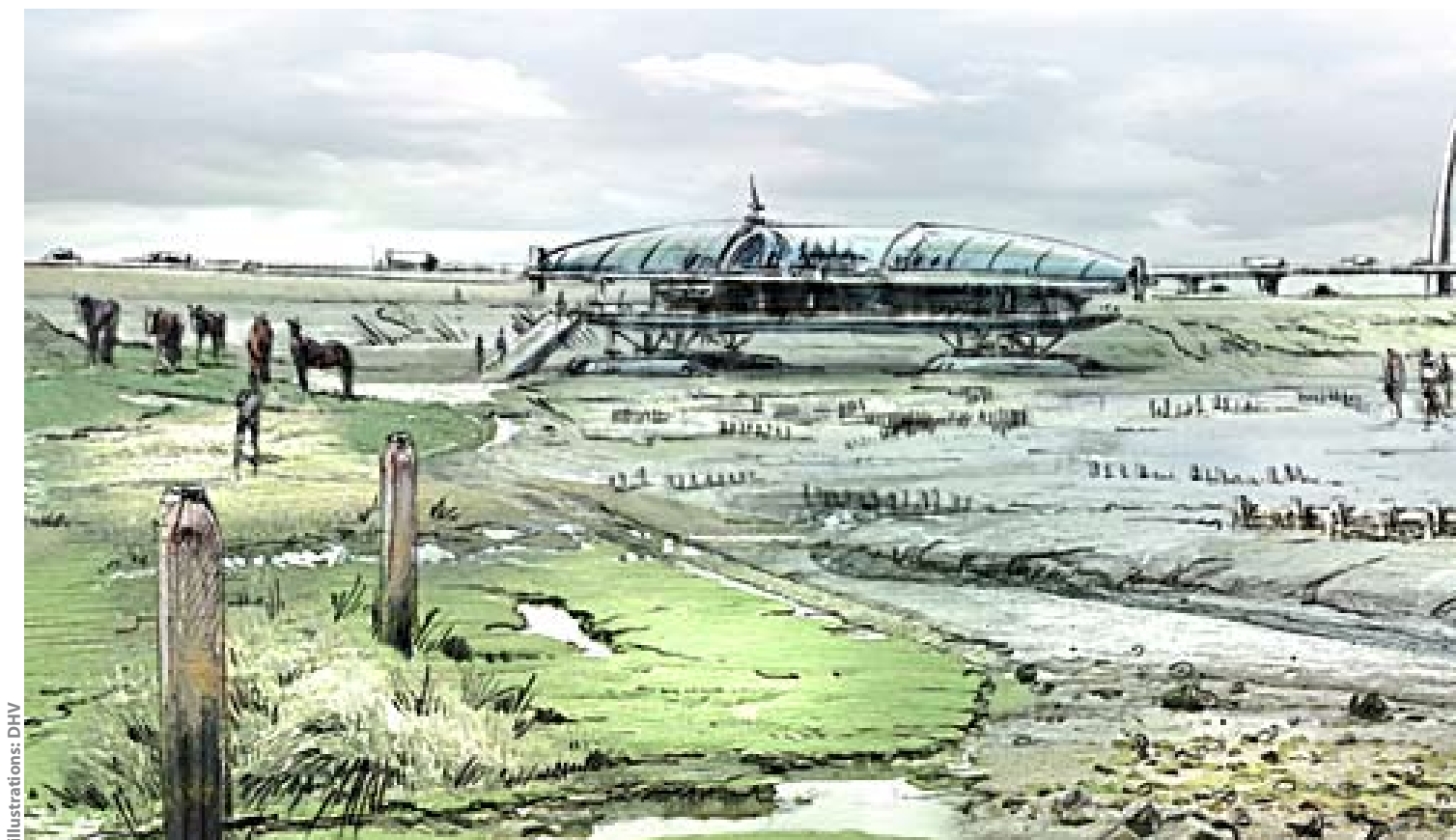


ArcelorMittal

ArcelorMittal Commercial RPS S.à r.l.

Sheet Piling | 66, rue de Luxembourg | L-4221 Esch/Alzette | Luxembourg

T +352 5313 3105 | F +352 5313 3290 | www.arcelormittal.com/sheetpiling



illustrations: DHV

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

Visitors would be able to observe the evolving marshland from a bicycle-accessible visitor centre

The Dutch Closure Dyke, or Afsluitdijk, is 76 years old and no longer fulfils 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

Hosper 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**

Right: Bertrand van Ee, CEO of DHV, which plans to create tidal marshes on the mud-flat side of the Afsluitdijk. Below: An artist’s impression of the DHV scheme





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

Callao: DP World's new terminal, Muelle Sur, will boost Peru's port infrastructure

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 García 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 transshipment hub and a gateway port for the west coast of South America.

And García 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.

Photo: DP World



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

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 Peruvian ports sector is expected to attract investment from the country's pension funds hungry for an outlet and with \$21Bn to spend”

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

NAVI-MONITOR

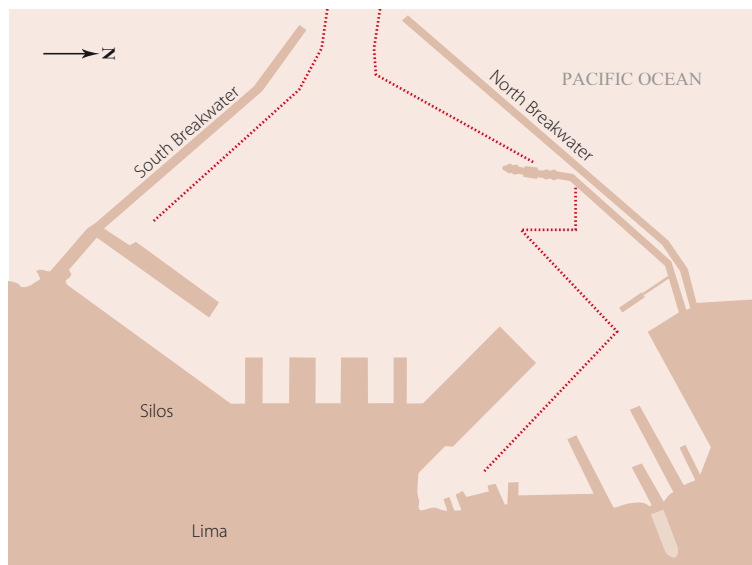
The Transas Navi-Monitor Coastal Surveillance System is a Fully Integrated Maritime Security Solution for:

- Small and medium harbors
- Guarded coastal areas

Key functions of Navi-Monitor

- Monitoring and identification of vessels and other objects in coastal waters
- Generation of alarms and messages in accordance with preset criteria
- Continuous recording of data for future playback and investigation
- Sensor interfaces: radar, AIS, CCTV, VHF radio, sonar, etc.

Transas International Office:
10 Eastgate Avenue, Eastgate Business Park, Little Island, Cork, Ireland
Tel: +353 (0) 21 4 710 400, Fax: +353 (0) 21 4 710 410
information@transas.com, www.transas.com



Callao's access channel will be dredged to 14m and the port entrance widened

Callao, Peru's largest port, currently handles two-thirds of the country's trade

warehouse management system.

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 \$21Bn 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 \$30Bn 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.

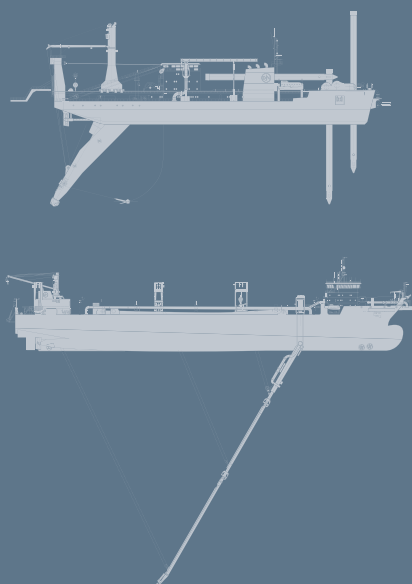
These ratings should be set against a prediction from the International Monetary Fund that the economy could grow by 7% in 2008, compared with an average of 4% for the continent as a whole. The Peruvian government takes a more cautious view, and economy and finance minister Luis Carranza puts second-half 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%. **PH**

More info: www.neptunia.com.pe; <http://portal.pohub.com>; www.unimar.com.pe





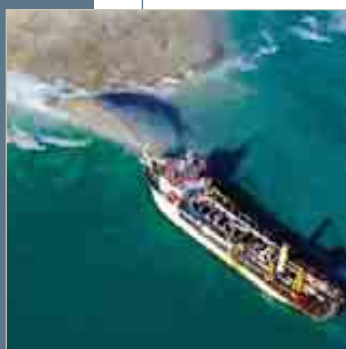
Jan De Nul
GROUP



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.



OFFICE JAN DE NUL N.V.

Tragel 60, BE-9308 HOFSTADE-AALST

Tel.: Intl. Division: +32 53 73 17 11

Fax: +32 53 78 17 60

info@jandenul.com

www.jandenul.com



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

Valparaíso:
provision of a
logistics park
11km inland is
the first stage

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.

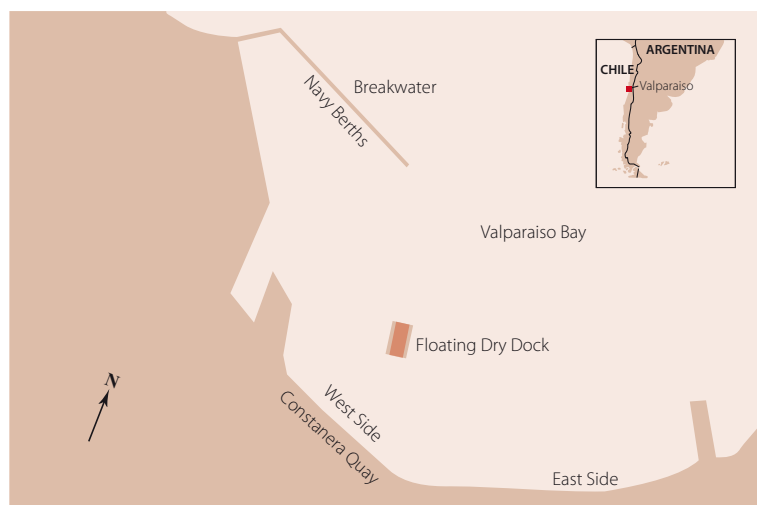
Good design has helped turn what could have been a disaster into a win-win situation. Last year, Valparaíso moved 9.2M tonnes of cargo and 850,000teu, and growth this year is expected to be in the region of 10–15%. Principal exports are fresh fruit, wine, food products, copper and other metals.

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.



Regeneration: old facilities will be redeveloped to open up the waterfront area

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 *P&H*. "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. **PH**

More info: www.portvalparaiso.cl

Valparaíso traffic growth

Year	M tonnes	teu
2000	3.93	256,000
2007	9.71	845,000
2008*	10.69	925,000

(* 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

Strategic use of the river will benefit both trade and the environment

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



Practical Guides for Marine Professionals

- | Docking Handbook
- | Superintendent's Handbook
- | Pollution Prevention Handbook
- | Ship Repair and Maintenance Handbook
- | Safety and Environmental Handbook
- | Classification and Statutory Surveys Handbook
- | Port Security Handbook

Lloyd's Register
— Fairplay —

Our commitment to quality is reflected in our ISO 9001-2000 certification. Lloyd's Register - Fairplay is ISO certified for the provision of publishing, events and information services for the shipping industry.

For further information contact: Lloyd's Register - Fairplay Ltd, Lombard House, 3 Princess Way, Redhill, Surrey, RH1 1UP, United Kingdom Tel: +44 1737 379000 Fax: +44 1737 379001 Email: customer.services@lrfairplay.com Web: www.lrfairplay.com

HB/HS/2008

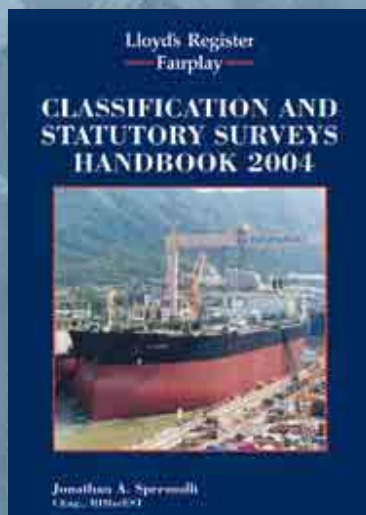
Mooring Equipment Guidelines 3rd Edition (MEG3)

October 1st 2008

Available from
all good chart
agents.



Tel: +44 (0) 1506 463 227 E-Mail: info@emailws.com www.witherbyseamanship.com



Classification and Statutory Surveys Handbook 2004

Written by the Classification experts of Lloyd's Register, the Classification and Statutory Surveys Handbook 2004 explains the how and why of Classification.

With over 200 pages containing a variety of checklists and flowcharts, as well as documenting the changes in international maritime legislation this handbook provides a logical and easy to follow resource for marine professionals.



Lloyd's Register
— Fairplay —

Our commitment to quality is reflected in our ISO 9001-2000 certification. Lloyd's Register - Fairplay is ISO certified for the provision of publishing, events and information services for the shipping industry.

Order online at www.lrfairplay.com

For further information contact: Lloyd's Register - Fairplay, Lombard House, 3 Princess Way, Redhill, Surrey, RH1 1UP, United Kingdom. Tel: +44 1737 379000 Fax: +44 1737 379001 Email: customer.services@lrfairplay.com

CSS/HS/2008



**Danube corridor:
shortening the
ocean route
between Europe
and Asia**

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**

More info: www.green-port.net/ds-content/danube-summit-2008.html

SMi's Conference on....

Port Security

Identify Risks and Mitigate Threats

1st & 2nd October 2008, Fira Palace Hotel, Barcelona, Spain

Hear About
Current
Requirements from
5 Major Ports

Discuss the major concerns facing ports and the best methods for assessing and managing risks with representatives from six major European Ports!

Confirmed Speakers Include:

- **Rear Admiral Francesco Carpinteri**, Chief, 6th Department, **Italian Coastguard**
- **Brigadier General Ilkka Laitinen**, Executive Director, **Frontex***
- **Chris Trelawny**, Head, Maritime Security Section, **International Maritime Organization**
- **Christian Dupont**, Deputy Head of Unit, Directorate-General for Energy and Transport, **European Commission**
- **Ervin Kapos**, Director, Operations Analysis Division, **US Department of Homeland Security**
- **Patrick Verhoeven**, Secretary General, **European Sea Ports Organisation**
- **Giles Noakes**, Head of Security, **Baltic and International Maritime Council (BIMCO)**
- **Susanne Aigner**, Head of Supply Chain Security Sector, Taxation and Customs Union, **European Commission**
- **Rik Verhaegen**, Deputy Port Security Officer, **Antwerp Port Authority**
- **Ambroziu Duma**, Director of Port Operations, Safety and Security, **Port of Constantza, Romania**
- **Thomas Fransson**, Security Manager, **Port of Gothenburg**
- **David Attard**, National Maritime Security Compliance Manager, **Malta Maritime Authority**
- **Amaury De Maupeou**, Port Officer, **Port of Marseille**
- **Dr Ronald Kessel**, Project Manager, Port Protection, **NATO Undersea Research Centre (NURC)**
- **Cyrus Mody**, Piracy Analyst, **International Maritime Bureau**

*Don't miss your opportunity to meet
representatives from the European Commission
and the International Maritime Organisation!*

PLUS A PRE-CONFERENCE INTERACTIVE WORKSHOP

**A Practical Scenario
in Port Security**

Tuesday September 30th, Barcelona, Spain

In association with:



Sponsored by



Register online at
www.smi-online.co.uk/portsecurity8.asp

Alternatively contact Teri Arri on Tel: +44 (0) 207 827 6162



Photo: Reuters/Jo Yong-Hak

The clean up operation at a popular beach following the *Hebei Spirit* oil spill in December 2007

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 Chawla 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 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



European ferry operators fear that costs could see cargo drive off their ships if tougher sulphur limits are imposed

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 black list. 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 Merchant Marine 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_{2.5}) and about 40% of mobile source sulphur oxides (SO₂). "Without further controls, the contribution of these engines is estimated to increase to about 34% of mobile source NOx, 45% of mobile source PM_{2.5} and 94% of mobile source SO₂ 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 SO₂ 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%, SO₂ emissions by 95% and PM_{2.5} 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."

MARPOL special areas take effect

Special Areas in which the discharge of wastes from ships is prohibited took effect in the "Gulfs area" and off southern South Africa on 1 August. "The rules will provide extra protection from pollution from shipping in those areas under the International Convention for the Prevention of Pollution from Ships (MARPOL)", commented the IMO in a briefing note.

The "Gulfs area" (see below) was established as a Special Area in 1973, when MARPOL was adopted, but the discharge requirements could not take effect until states in the area had ratified the convention and provided adequate reception facilities. Following a 10-year regional project on implementing MARPOL, supported by the IMO's Integrated Technical Co-operation Programme, all the states in the "Gulfs area" have now ratified MARPOL and have provided adequate reception and treatment facilities for tackling oil pollution and garbage disposal.

The Southern South African waters Special Area (see below) was adopted as an amendment to MARPOL in 2006, and an MEPC resolution was adopted in 2007 establishing 1 August 2008 as the date on which the discharge requirements would take effect.

■ The "Gulfs area" is the sea area located north-west of the rhumb line between Ras al Hadd (22°30'N, 059°48'E) and Ras al Fasteh (25°04'N, 061° 25'E);

■ The Southern South African waters Special Area incorporates the continental shelf from the mouth of the Spoeg River in the west to immediately east of the Great Fish river mouth in the east extending out to the continental shelf break at the 500 m isobath. The area encompasses the whole of the continental shelf region known as the Agulhas Bank as well as the southern and central portion of the southern Benguela upwelling ecosystem.

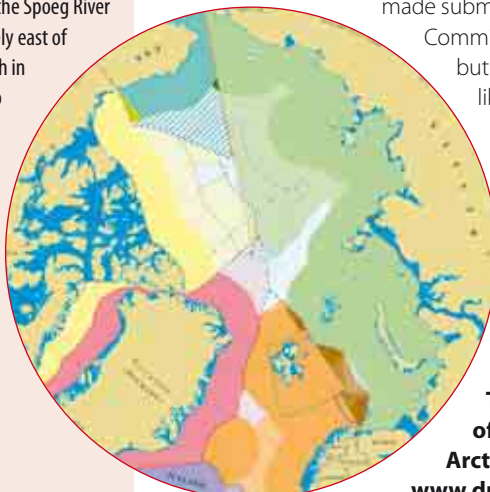


Photo: USCG/Kurt Fredrickson

A rescue swimmer stands on ice during USCG training in the Arctic Ocean last month during the US Coast Guard's first Arctic exercise

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 C\$5M (\$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.

The government has said for several years that ferries would be added to the contribution fund. "We have committed to expanding the contribution program to domestic ferries, which many Canadians rely on every day", Cannon said. "I'm pleased that we can target this round of funding so that they have the opportunity to make improvements to security and be better equipped to address potential threats."

There have been no actual terrorist or criminal acts on the existing ferries, although there have been numerous bomb threats.

Details on applying for the program are available at www.tc.gc.ca/MarineSecurity/ContributionSpecialPrograms/contribution/menu.htm

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.

Adopting 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.

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



Photo: photo: Joachim Affeldt

Containers entering the US by ship after 15 October must have ISO-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.gakamaitech.net/7/257/2422/01jan20081800/edocket.access.gpo.gov/2008/pdf/E8-18174.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?"



Photo: Ria Struijs

Pieter Struijs (left) receives the Order of Orange Nassau from transport minister Camiel Eurlings

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.

Phang presidency confirmed until May

IAPH President Datin Paduka OC Phang will continue in that role until May 2009, despite her retirement from the Port Klang Authority on 5 June.

She had been General Manager of Malaysia's leading port since September 1997 and has also been played an extremely active role in IAPH as, at first, the Conference Vice President for the Kuala Lumpur Conference from 1997 to 1999 and then the third, second and first Vice Presidents and the President since Houston Conference in May 2007.

The association's officers discussed her situation in Rotterdam on 8 July and gave their full support for her to continue as IAPH President until the end of the next Conference in Genoa, May 2009. The Port Klang Authority subsequently submitted a

letter to IAPH saying that it had no objection to her continuing as president.

Based on that letter, together with her written pledge, in accordance with the Section 23 of the IAPH by-laws, the Executive Committee has unanimously confirmed to her in writing that she may complete the remaining term of her presidency.

In response, President Phang said she was "humbled by your unanimous support" and set out two major tasks for the organisation, the first of which is to work towards the success of the next World Ports Conference, to be held in Genoa, Italy, in May 2009.

The second is to respond to the IAPH commitment at the World Ports Climate Conference in July to encourage the world's

IAPH President Datin Paduka OC Phang

ports "to lead to an abatement of climate change". This will require the association's technical committees "to tackle key issues facing the world port community".

In particular, she said, the Port Environment Committee "will play a greater and pivotal role to spearhead activities to face challenges to climate change" carried out in cooperation with other regional port organisations and other players in the port community and logistics chain.

"The IAPH Secretariat in Japan and the European Office in the Netherlands are on hand to help achieve this challenge", she said.



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.



Photo: Dietmar Hasenpusch

Increasingly multimodal container transport is one of the drivers behind the new rules

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

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.

Former SG Hiroshi Kusaka, seen here the 2007 World Ports conference



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



Photo: Roy Borghouts Photography

Dates for your diary

September

- 23-24:** Maritime Russia – St Petersburg, Russia
More info: www.lloydslistevents.com
- 29-30:** Port Finance & Investments 2008 – Amsterdam, The Netherlands
More info: www.millenniumconferences.com

October

- 1-2:** Port Security: Identify Risks & Mitigate Threats – Barcelona, Spain
More info: www.smi-online.co.uk/portsecurity11.asp
- 5-7:** Interferry 33rd Annual International Conference – Hong Kong, China
More info: www.interferry.com
- 7-8:** The 6th Annual Boxship 2008 – Hamburg, Germany
More info: www.lloydslistevents.com
- 10-17:** Singapore Maritime Week 2008 – Singapore
More info: www.mpa.gov.sg/calendar_events/smw2008.htm
- 16-17:** Port & Terminal Technology 2008 – Rotterdam, Netherlands
More info: www.millenniumconferences.com
- 23:** ICS International Shipping Conference 2008 – London
More info: www.marisec.org/icsconference/index.htm
- 28-30:** Ports Australia 41st Biennial Conference – Brisbane, Australia
More info: www.portsaustralia.com.au
- 29-31:** Maritime Security – London, UK
More info: www.lloydsmaritimeacademy.com
- 30-31:** Third Indian Ocean Ports and Logistics 2008 – Mauritius
More info: www.transportevents.com

November

- 3-4:** 2nd Annual Port Logistics & Shipping China 2008 – Shanghai, China
More info: www.ibgintl.com
- 4:** ESPO 15th Anniversary – Brussels, Belgium
More info: www.espo.be
- 5-6:** Annual International Conference: The Baltics Tourist Façade – St Petersburg, Russia
More info: www.mfspb.ru/baltika/index_e.html
- 5-8:** Shipport 2008: The 6th International Shipbuilding, Ports and Marine Equipment Exhibition for China – Dalian, China
More info: www.shipportchina.com
- 12-13:** Reducing Emissions to air from Shipping – London, UK
More info: www.lloydsmaritimeacademy.com
- 18-19:** US Maritime Security Expo 2008 – Long Beach, CA, USA
More info: www.maritimesecurityexpo.com

December

- 15-18:** 7th PAPC Conference, 2008 – Djibouti (IAPH Africa/Europe Regional Meeting, 15 December)
More info: www.pmaesa.org



IAPH, President, Datin Paduka OC Phang, speaking at the 21st IAPH Japan Seminar

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.

Pouya Tarh Pars Consulting Engineers Co

Address: No.50, Moghaddam St, Mirzaye Shirazi Ave, Tehran, Iran
Tel: +98-21-8-855-2547
Fax: +98-21-8-871-8088
Email: info@ptpco.com
Web: www.ptpco.com

Representative: Dr Majid Jandaghi Alaei, Managing Director
Nature of Business: Design of layout for marine terminals, harbors and marinas, planning and designing of harbors/access channels etc.

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

26th IAPH World Port Conference Cotone Congressi Genova, Genoa, Italy 25-29 May 2009



Oriented to the market
– Open to the future

www.iaph.it

Organised by:



On behalf of:





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. **RH**

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

Sea-Sentinel™

PORT, SECURITY AND RISK INFORMATION

Updated every working day, *Sea-Sentinel™* is an internet based product which brings together the resources of Lloyds Register - Fairplay and Jane's Information Group to give you up-to-date coverage of global events, which may affect the security of your vessels wherever they are trading, as well as news of piracy, smuggling, stowaways and illegal migrants.

Information includes:-

- Daily and online port and security news
- Email alerts service
- Country synopses
- Access to details on over 9,800 ports and terminals
- Distance tables module available
- Port disbursements module available
- ISPS details and contact information

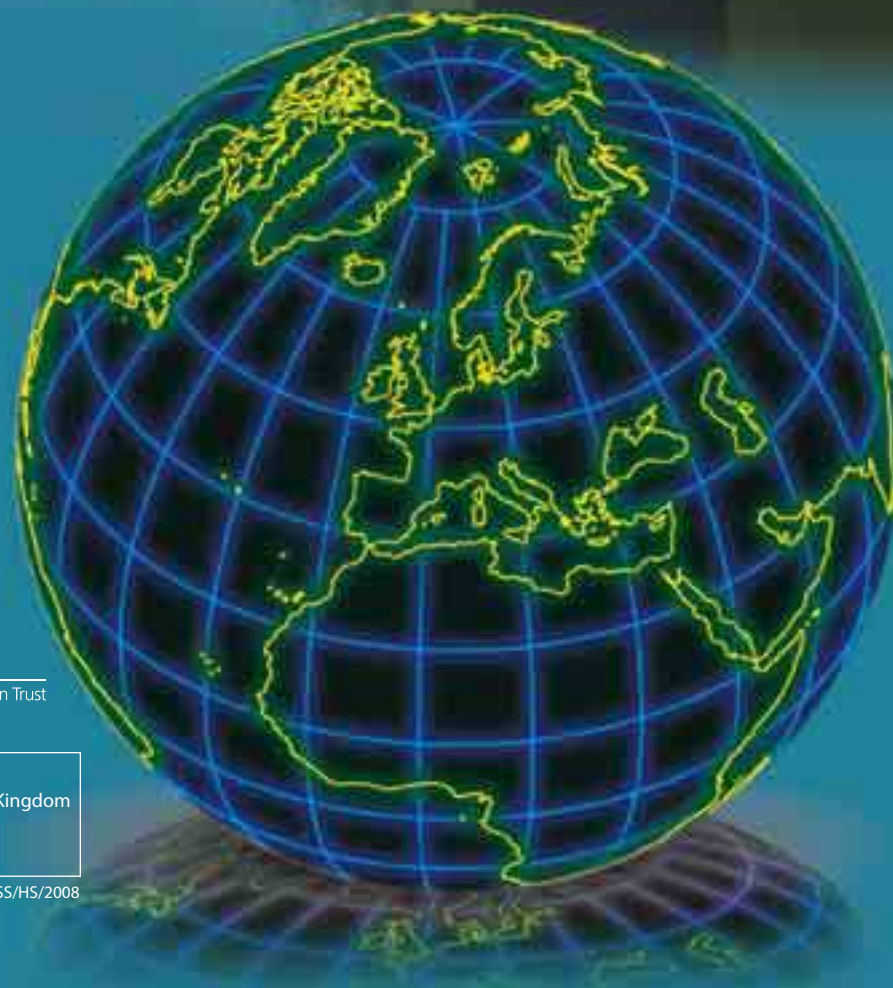
FREE trial available at
www.sea-sentinel.com

Lloyd's Register
Fairplay

Jane's
Intelligence and Insight You Can Trust

For further information contact: Lloyd's Register - Fairplay Ltd
Lombard House, 3 Princess Way, Redhill, Surrey, RH1 1UP, United Kingdom
Tel: +44 1737 379700 Fax: +44 1737 379001
Email: sales@lrfairplay.com Web: www.lrfairplay.com

SS/HS/2008



RAISING YOUR STANDARDS. **FOR BETTER PRODUCTIVITY.**

The industry's favorite green **RTG** has now been diligently redesigned. Kalmar's **E-One+ RTG** includes several quality and safety enhancements, and is easier to maintain. The high classification of the crane structure and components ensures reliable operation and superior value. **Every week, every day and every hour.**

