



PORTS & HARBORS

Official Journal of the International Association of Ports and Harbors

Looking seaward

Time to consider security from both sides

Working with windfarms

Port of London navigates the challenges

United against piracy

Indian Ocean ports promote solidarity

Geared for success

Joined-up systems maximise profits and security

Cavotec - driving operational efficiency

*NO TANGLED CABLES
MORE EFFICIENT*



Panzerbelt is our patented cable protection system that powers shore-to-ship cranes. It incorporates a continuous semi-flexible belt, made from rubber with a steel inlay, that lies over channels cast in the quay.

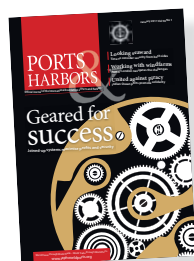
Cavotec develops innovative solutions to ensure the world's ports operate efficiently, safely and sustainably. We supply a comprehensive range of products that power cranes – such as our unique Panzerbelt system which is in operation at some 800 applications worldwide – and custom-designed solutions that keep cables, and your operations, running smoothly. Find out more www.cavotec.com

REGULARS

- Comment:** Happy New Year from SG Naruse **3**
- News:** The latest industry news, including port updates, dredging projects, people and more **4**
- Open Forum:** Chris Trelawny calls on ports to play their part in national security both seawards and landside **12**
- Cover Story:** Collaboration between ports and other players can create synergies that are to the benefit of everyone. *P&H considers the port as part of a cluster* **26**
- Maritime Update:** Cut red tape to help shortsea freight; new emission rules could hit ferry services; and more **36**
- IAPH Info:** Book now for Busan 2011 and the Asia/Oceania meeting; Geraldine Knatz reports on London Convention **40**
- Last Word:** Jens Madsen looks forward to welcoming members to Auckland in February **44**

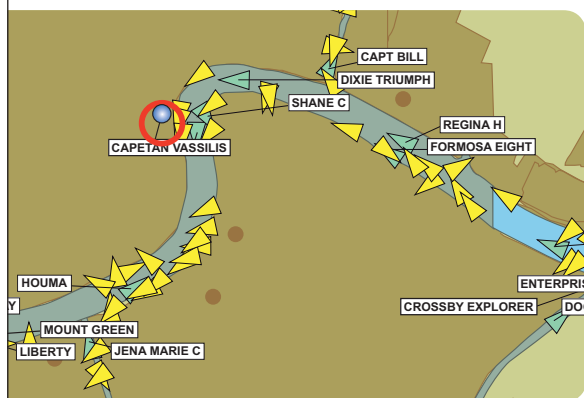
FEATURES

- Living with turbines:** What Port of London is doing to accommodate windfarms in its busy waterways **14**
- Dynamic navigation:** Technology to help ships navigate in Australia's shallow waters **18**
- Handling copper:** A German port provides a tailor-made solution for a metals industry client **20**
- South Hook solutions:** A reburbishment project in Wales poses some unusual challenges **22**
- Fighting piracy:** Ports and states in the Indian Ocean are finding common cause in the face of the threat **32**
- Appetite for risk:** Partnership business models are key to successful concession agreements, says insurance expert **34**



All part of the same system: being part of a cluster can raise quality levels and maximise profit
Photo: Shutterstock

January 2011
ISSUE 01 VOL 56



AISLive

Real-time ship movements

- Coverage of up to 54,000 live vessels every day
- The latest positions of over 80,000 ships
- Over 2,500 ports, terminals and anchorages covered
- Trigger zone and ship tracking email Alerts
- Tile-based chart application with 16 levels of zoom
- Links to ship characteristics database

Discover more

For full details and a product evaluation: www.aislive.com



People and vessels

In a nutshell, that is the driving force behind Jan De Nul Group. Thanks to the approximately 5,000 employees and its ultramodern fleet, today the group ranks at the top of the international dredging and marine related industry. Also with regard to civil engineering and environmental works, the group is one of the largest contractors.

Thanks to the supporting services of the dredging, civil and environmental division, Jan De Nul Group is able to perform large-scale projects to its clients' satisfaction, whether this concerns a Palm Island in Dubai, a new port facility in Australia or the construction of the new set of locks in the Panama Canal.



www.jandenul.com



OFFICE JAN DE NUL N.V.

Tragel 60 | 9308 Hofstade-Aalst | Belgium

T +32 53 731 711 | **F** +32 53 781 760

info@jandenul.com | www.jandenul.com



Jan De Nul
GROUP

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 IHS Fairplay.

PUBLISHER

Susumu Naruse
Secretary General, IAPH
info@iaphworldports.org

EDITOR

Penny Thomas
penny.thomas@ihs.com

SUB-EDITOR

Stephen Spark

ADVERT SALES MANAGER

Julian Bidlake
julian.bidlake@ihs.com

DESIGN

**Roberto Filistad, Hannah Kidd,
Matt Ramsdale, Carolina Lorenzo**

PRODUCTION

Liz Wall, Sarah Treacy, Ellie Card

PICTURE EDITOR

Rebecca Bailey

EXECUTIVE EDITOR

G. Paul Gunton
paul.gunton@ihs.com

EDITOR-IN-CHIEF

Tony Slinn
tony.slinn@ihs.com

ASSOCIATE EDITOR

Aya Fujinami
IAPH
ph@iaphworldports.org

EDITORIAL & PRODUCTION

IHS Fairplay
Sentinel House, 163 Brighton Road,
Coulson, Surrey CR5 2YH, UK
Tel: +44 (0)20 8700 3700
Fax: +44 (0)20 8763 1007
Web: www.ihsfairplay.com

SUBSCRIPTIONS

**International Association
of Ports and Harbors**
Price Japanese ¥12,000 (US\$120 / UK£80
/ €90) 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

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



When you have finished with
this magazine please recycle it.

Looking forward

Secretary general *Susumu Naruse* looks back on 2010 and considers how ports will fare in 2011

Susumu Naruse
Secretary General – The International
Association of Ports and Harbors



A happy New Year from Tokyo! I hope you all saw in a joyful New Year.

Many predictions were made about what 2011 would look like. Some were optimistic: the recession will bottom out and the world economy revive; new technologies will emerge in science and industry. Others were pessimistic: large military conflicts could take place; a currency crisis may disrupt economic recovery.

When we look back at 2010 we can see some positives for the port industry. Throughput mostly recovered from the downturn. While most ports recovered to a degree but failed to top earlier figures, some ports may achieve their highest throughputs to date. This is good news, but optimism should be kept at bay given the weakening of the recovery in the second half of the year.

We should also keep a careful watch on trends in ship size. From this year onwards we are likely to see ever-larger container

vessels being launched. Reports last year suggested negotiations were in hand with a shipyard for vessels of 18,000teu. Ports must be agile when it comes to adapting to these and other, less predictable changes.

In the environmental field, *Nature Geoscience* magazine revealed that scientists estimate that the global emissions volume of CO₂ had decreased by 1.3%

during 2009. This figure was mainly attributed to the economic downturn, with major decreases found in developed economies such as Japan (-11.8%), the UK (-8.6%) and Germany (-7.0%). I do hope, however, that some mitigation measures, including those implemented at ports, contributed to this result. It can be a great incentive for IAPH to develop WPCI projects further.

This year, 2011, is an IAPH Conference year. The World Ports Conference will take place in Busan, South Korea, in May, where we can discuss these critical issues with other IAPH members. Many eminent speakers for the working sessions have been finalised and an attractive social programme has been planned. I am sure it will be a memorable conference in IAPH's history. I sincerely look forward to meeting many IAPH members in Busan.

Last but not least, I wish you a prosperous and happy year. **PH**

“ This is good news,
but optimism should
be kept at bay ”

Port updates

LNG IN AUSTRALIA

South Australian oil and gas producer Beach Energy said in November that it will join with Japan's Itochu Corp to build a \$1Bn LNG processing plant and export facility in the state. The 1M tonne/year facility would be supplied from Beach Energy's gas portfolio. Under an MoU announced on 25 November, both parties are reviewing potential facility sites in conjunction with South Australia's government.

STAKE SOLD

Thoresen Thai Agencies (TTA) has agreed to invest Baht 346M (\$11.5M) to purchase from Yara Asia its 20% ownership in Baria Joint Stock Company of Service for Import Export of Agro Forestry Products and Fertilizers (Baria Serece) in Vietnam. Baria Serece controls Phu My Port, which TTA said in a statement is South Vietnam's largest dry cargo deepwater port, capable of receiving up to 6M tonnes of agricultural products, coal and fertiliser.

MOBILE IN MADAGASCAR

ICTSI's Madagascar International Container Terminal has acquired a further mobile harbor crane, bringing its fleet to four. ICTSI said in a statement that it is to boost "operational performance and market competitiveness in terms of container handling volume in the Indian Ocean region". The crane is manufactured by Gottwald, has a maximum reach of 51m, and a capacity of 41 tonnes for single lift and 50 tonnes for twin lift.

KOCHI OPTS FOR DBFOT

Cochin Port Trust has opted for a public-private partnership to build an international bunkering terminal in Kochi. Two state-owned companies, Bharat Petroleum Corporation and Indian Oil Tanking Infrastructure, plus three private companies – Adani Group, Punj Lloyd and Gammon India – have been shortlisted for the venture. Port trust officials state that the contract will be awarded on a design, build, finance, operate and transfer (DBFOT) basis for a period of 30 years. It is being built on a 26ha plot at a special economic zone in Kochi.



Photo: Shutterstock

Canada's transport is being held back through lack of a strategy, believes Robin Silvester

Canada's transport needs a strategy

Canada needs to develop a national transport strategy, otherwise the billions of dollars being spent on projects such as the Asia-Pacific Corridor won't be as effective as they could be. That was the message Robin Silvester delivered to the Vancouver Board of Trade on 23 November.

The president and CEO of Port Metro Vancouver (PMV), Canada's largest port, warned the business audience that on a recent trade mission to Asia he was advised that while Canada's Asian customers recognise that improvements are being made to the transport system serving the west coast, Canada still has a reputation for being unreliable.

"Let me speak very plainly," Silvester said. "If we don't improve our reputation with regard to reliability, we won't realise the full

benefit of the billions of dollars in infrastructure, investments in marketing and the commitment to collaboration being made by businesses and governments throughout Canada."

As an example he singled out the "protracted and ongoing" labour negotiations between port's employers and the International Longshore and Warehouse Union this year. "Any labour uncertainty threatens the port's reputation as [being] reliable, damages the international trade reputation of the country, undermines the value of continuing investments in expanding trade and jeopardises the potential for future private investment," he said.

While PMV is benefiting from economic recovery, with double-digit increases for all major cargo

sectors this year and record-setting container handlings in August and October, Silvester said an "emerging recovery" in the Asia-Pacific Gateway is a long way from the "generational change" that's needed across Canada's entire transportation sector.

Stressing the need for more of the type of collaboration that has been part of the Asia-Pacific Gateway Initiative, Silvester highlighted the alignment of industry and government goals through collaboration and participation funding that has been part of the initiative is a business model that has drawn considerable attention from other North American gateways.

"By collaborating and completely aligning – even integrating – our business objectives and outcomes we can leverage our individual investments, better mitigate risks, more dependably deliver the reliability and consistency that our customers demand, and deliver the socio-economic benefits that our communities deserve," he said.

Mobile plans for investment

The Alabama State Port Authority board of directors approved a port-wide infrastructure investment programme in October to implement efficient transport solutions. The aim of the \$360M project, according to the port authority in a statement, is to identify key public investment needs at the US Port of Mobile to attract new industry, "create new jobs

and increase Alabama and regional shipper competitiveness through efficient transportation and terminal solutions".

The approved programme includes construction of interchange and intermodal railway yards, new warehousing and cargo yard improvements to improve steel handling.

Pressure on EU import control deadline

The European Commission was under pressure as *P&H* went to press to delay the planned 1 January introduction of its import control system (ICS) – a 24-hour rule for the provision of advance information about containerised cargo entering and leaving the European Union. The EC insisted that member states will be ready to start processing the new advance cargo declarations in time to meet the start date for the new system.

Emer Traynor, spokesman for taxation and customs commissioner Algirdas Šemeta, told *P&H*: “We are confident that all member states will be ready to receive entry summary declarations at import from 1 January. On the export side, we are working hard to ensure that all member states will be ready to receive exit summary declarations by the same date.”

Traynor pointed out that the current transitional period, which came into force in July 2009, had been intended to give member states the opportunity to familiarise themselves with the

new rules before they are implemented on a mandatory basis. “Therefore, we don’t feel that there should be any reason for delays after 1 January in the implementation of this amendment,” she said.

However, the European Shippers’ Council (ESC) believes that it is unlikely that member states will be ready on time. It warned that the consequences could be grave. “ESC is concerned that [the] new regulations... will result in chaos and distortion of competition,” the council said in a statement. It has called instead for the current transitional regime to be maintained until it can be ascertained that all member states are ready.

Shippers expressed similar fears. World Shipping Council president and chief executive Christopher Koch recently told *P&H*: “Not all member states are going to be ready at the same time.” He said the council’s member shipping companies had been at work for some time to ensure that they were able to comply with the new rule, but claimed that shippers had

not yet grasped its full implications. “They will have to provide documents significantly earlier than they do today,” he said.

The European Community Shipowners’ Associations (ECSA) confirmed that some national customs services were unlikely to be ready for electronic processing of the new information they are scheduled to be receiving from 1 January. “The advance cargo declaration is only workable if it can be done electronically,” said ECSA’s secretary-general, Alfons Guinier. “Working with paper copies is impossible and would not have any value for security whatsoever. Who is going to check piles of manifests manually?”

Solutions to meet the deadline are being offered by systems companies, including Marseille Gyptis International (MGI), which has created an online product, M-customs. François Mahé des Portes, president of MGI’s executive board, told *P&H*: “Security constraints can help port and airport fluidity if they are dealt with in a rigorous manner and if they are anticipated.”

Lay-ups look likely into 2012

Seasonal lay-ups of container ships are going to be repeated until the second quarter of 2012 when global slot supply and demand are expected to even out, according to Germany’s Institute of Shipping Economics and Logistics (ISL). The experts forecast a steady increase in idle container ship capacity to 600,000teu during the current winter slack season until January 2011, with continuous pressure on daily hire rates for spot charter market ships.

However, all the available container tonnage should be reactivated for the first time since 2008 during the coming peak season as global traffic growth outstrips fleet additions, ISL said.

Box ship idling will then re-emerge to the tune of 500,000teu in the 2011/12 winter season one more time before owners are finally treated to a full year without lay-ups.

Seasonal tonnage oversupply will then have shrunk to a level that doesn’t warrant lay-ups anymore, predicted ISL director Burkhard Lemper. “Carriers and owners always used to accept between 3% and 4% tonnage surplus during the slack season without resorting to lay-ups,” he pointed out.



Photo: Paul Gunton

Laid up in Loch Striven, Scotland

Lemper dismissed the risk of renewed over-tonnaging through another round of container ship ordering. With an orderbook of around 27% of the existing fleet, owners are right to consider fresh newbuilding investments, he said. In 2010, 530,000teu were been contracted at the yards with another 250,000teu under close negotiation, according to French data analyst Alphaliner.

Port updates

ZIM SELLS LAGOS

ZIM has signed a deal to sell its container terminal in Lagos, Nigeria, for \$154M. As part of the deal, it will sell its 47.5% stake in Tin-Can Container Terminal, sign a 10-year agreement with the terminal for vessels’ calls in Lagos and sell additional rights in connection with the asset, it said in a statement. The purchasing group is a joint venture between China Merchants and the China-Africa Development Fund. Bollore will remain a shareholder in the terminal.

TURTLE HOLD UP

South Korean steel manufacture Posco plans to construct a captive port in Orissa, where it is setting up a \$12Bn integrated steel plant on India’s east coast. The project has run into a controversy with green activists, which has prompted India’s environment ministry to raise concerns. The proposed port, which would be situated at the mouth of River Jatadhar on the Mahanadi Delta, would be close to the nesting beaches for endangered olive ridley turtles.

PANAMA PARTNERS

Alberto Alemán Zubieta, administrator and CEO of the Panama Canal Authority (ACP), and Port of Galveston director Steven Cernak signed an MoU in October to mark a new partnership. The MoU aims to facilitate international trade and generate new business by promoting the All-Water Route from Asia to the US east and Gulf coasts via the Panama Canal.

BOTANY EFFICIENCY

New standards to improve efficiency and reduce congestion at Port Botany were rolled out on 6 December, New South Wales treasurer and ports minister Eric Roozendaal announced. The new regulations were part of the Port Botany Landside Improvement Strategy and the aim is, he said “to drive improved efficiency and consistency between stevedores and truck carriers”. He added: “This means if a truck driver is forced to wait the stevedores must pay them for the time they wait.”

Port updates

CARGOTEC HYBRID

Cargotec has launched a hydraulic hybrid-drive terminal tractor that is claimed to offer improved performance, savings in fuel costs and reductions in nitrous oxide and particulate matter emissions. Cargotec developed the tractor in partnership with Singapore Technologies Kinetics and its subsidiary Kinetics Drive Solutions, which specialises in research and development of hybrid technology.

FREETOWN INVESTS

The government of Sierra Leone has hired dredging company Jan De Nul and underwater construction and marine contractor Classdiving to improve facilities at Port of Freetown and deepen the silted Queen Elizabeth II Quay from the present 9m to 11m. Freetown is the country's main seaport, but "the majority of shipments are food and aid supplies for UN troops," said OT Africa Line. "But, bit by bit, commercial business is recovering and imports and exports are picking up."

DUTCH INVESTMENT

Zeeland Seaports recently completed its €60M Scaldiahaven, which has taken about 15 years to build. The harbor is ZS's biggest investment and is expected to boost the port's current 30M tonnes throughput. Companies to be situated on site include joint venture Sea-Invest/Zuidnatie of Belgium – which is planning storage and transshipment of containers and breakbulk – and local company Verbrugghe, which is planning to handle shipments of cellulose.

LANKA CRUISES

Sri Lanka's eastern port of Trincomalee has received its first cruise ship in 30 years. *Le Diamant*, operated by CMA CGM's cruise arm, called at the port on 15 November, the first to do so since the country's three-decade ethnic war ended in May 2009. The Sri Lanka Ports Authority said the ship's second voyage to Sri Lanka is planned for May. The authority noted that cruising will be boosted by the removal of war-risk insurance premiums. Tourists see Sri Lanka as a safe destination, said SLPA.



Photo: Peter Newton

Dredging the Savannah River would reduce tidal restrictions for deeper-draught vessels

Deepening Savannah

Removal of draught restrictions at the Port of Savannah that have been hindering container ships became more likely when the US Army Corps of Engineers (USACE) approved in November the port's proposal to deepen the harbor. In its draft general re-evaluation report and environmental impact statement, the Corps concluded that deepening 58km of shipping channel serving the port to as much as 15m (48ft) from its current 13m (42ft) "can be mitigated to an acceptable level", it concluded.

USACE estimated initial project cost at \$551M, with 70% coming from federal funds and 30% from the state of Georgia. A 45-day public comment period began on 26 November.

In 2008, approximately 82% of the container ships that called on Savannah had draughts too deep to allow unrestricted access to the channel, according to the report.

The vessels were required to light-load, use "tidal advantage" during high tide, or both. The number of such vessels is expected to increase in the future.

Ships also have problems turning and manoeuvring in the port's inner harbor. Both problems will become more acute as vessel size increases, USACE noted.

While the Corps gave the green light to dredge as deep as 15m, a 14.3m (47ft) alternative would maximise net economic benefits. "Environmental impacts associated with a shallower depth would be less than those associated with the [14.3m] alternative, but the lesser impacts of 44ft, 45ft and 46ft [13.4m, 13.7m, 14.0m] alternatives are not considered sufficient to justify recommendation."

The total amount of dredged material estimated for both the port's inner harbor and the entrance channel is 21M m³.

The country's fourth-largest box

port, Savannah stated it moved 8.3% of the US containerised cargo volume and more than 18% of all container trade on the east coast in FY2010 (1 July 2009–30 June 2010). It handled 1.14M teu in import volume during the same period.

Georgia Ports Authority chairman Alec Poitevint said deepening the harbor would "significantly reduce" transport costs for US shippers. "As the Southeast's gateway to the world, our harbor must be able to accommodate these vessels without tidal restrictions in order to efficiently serve global commercial demands", Poitevint added.

Savannah would also like to deepen its channel to prepare for the Panama Canal expansion in 2014, which will allow the world's largest container ships to call on deepwater east coast ports. Such vessels offer lower cost per container compared with current Panamax-size vessels.

Finance for India infrastructure

As *P&H* went to press, India and the USA agreed in principle to set up a \$10Bn debt fund to finance port, road and railway projects through public-private partnerships.

The move aims to address a critical need of infrastructure companies in India, which currently

lack access to long-term funds for long-gestation projects. "The details, including the final amount of the fund, have to be worked out," commerce and industry minister Anand Sharma stated during a conference. He added that India plans to invest \$1Trn in the infrastructure sector during the next five years.

Walvis Bay upgrade

Namibia's port authority Namport plans to spend N\$2.7Bn (\$3.9M) on upgrading the Port of Walvis Bay over the next three to four years, said Walvis Bay Corridor Group chief executive officer Johny Smith.

The upgrade includes increasing the annual container terminal capacity from 250,000teu to more than 500,000teu and improving the

draught in the port and entrance channels to 16m.

The port authority said it hopes to have the work completed by 2013 or 2014 with the aim of establishing Walvis Bay as a hub to compete for South African and regional cargo.

For vessels coming from Europe or the Americas, Walvis Bay cuts sailing time by between three and five days.

TOTE powers up at Tacoma

The first vessels to plug into ship-to-shore power at Tacoma did so on 27 October. Two specially adapted Totem Ocean Trailer Express (TOTE) cargo ships can now shut down their diesel engines when they dock at the port.

Some \$1.5M of the \$2.7M overall cost was provided in the form of a grant by the US Environmental Protection Agency. TOTE contributed around \$1.2M to retrofit the two ships to accommodate shore power connections and also to add some of the terminal infrastructure.

It is estimated that the project will reduce the amount of emissions from TOTE's 100 ship calls a year by 90%, equating to about 1.7 tonnes of diesel particulates and 1,234 tonnes of greenhouse gas emissions annually.

Ports optimistic about Brazilian throughput

Brazil's ports will move 1Bn tonnes of cargo within four years, nearly one-third more than the 760M tonnes expected in 2010, a key port leader said in November. Wilen Manteli, president of the Brazilian Association of Port Terminals, explained that about half of the total export, import and cabotage shipments will be shipped by two companies: government-controlled oil giant Petrobras and Vale, the world's largest iron-ore producer.

"We're very happy about these numbers," Manteli said. "Not only is the economy growing, but new investments in ports and in dredging are starting to move forward on schedule." Shipping growth will be driven by an economy expected to grow at more than 5% a year, increasing output from Brazil's offshore tracts

and expanding demand, primarily from Asia, for Brazil's steel, soyabeans, orange juice, sugar, iron ore and other commodities.

To produce those goods, Brazil will also need to import large quantities of fertiliser and capital goods such as machine tools. Imports of consumer goods are rising too as the value of Brazil's currency, the real, strengthens against the dollar, making everything from Chinese clothes and US oil equipment to European wine and cod cheaper for Brazilians.

Steel and agricultural commodities account for 62% of exports, he added, while 70% of Brazil's throughput will be shipped through private terminals, the same as today, said Manteli, who represents 120 private port service operators in Brazil.

DREDGING FOR DEVELOPMENT



New updated 6th edition 2010

Long recognized as the standard work for a clear, non-technical introduction to the complex field of dredging, *Dredging for Development* is edited by Nick Bray and Marsha Cohen, and jointly published by the IADC and IAPH.

Price: **Eur 15,00**

ORDER NOW

Email, phone or fax:

info@iadc-dredging.com

Phone: + 31 (0)70 352 33 34

Fax: + 31 (0)70 351 26 54



IADC Secretariat, PO Box 80521,
2508 GM, The Hague, The Netherlands,
www.iadc-dredging.com



IAPH Head Office, 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
www.iaphworldports.org

Cash & Cargo

RUSH IN LONG BEACH

October container imports at the Port of Long Beach topped 300,000teu for the first time in three years, going against a trend of early peak-season shipping around the USA. Imports were up 33.5% year-on-year to 303,168teu in October, only the second time imports have topped 300,000 since November 2007. Exports totalled 150,581teu – up 26.3% compared with October 2009. Total container movements through Long Beach in October reached its highest level in three years at 613,621teu, a 35.6% increase over the previous month.

LA FINDS LOST VOLUME

October's figures at Port of Los Angeles saw box imports up 3.2% year-on-year to 349,545teu. The port noted that the month's count was down slightly from September, "signalling that the annual peak shipping season push to stock up for the end-of-year holidays has subsided". Container volumes at Los Angeles were up 17% year-to-date in October 2010. The port pointed out that volumes had declined 14% in 2009 from 2008, "so we are gaining back that lost volume".

INCREASE IN GEORGIA

Georgia Ports Authority handled 2,347,260 tons (2,129,000 tonnes) of cargo in October – a 9.8% increase on October 2009 and a record for the port. "This increase is consistent with growth rates that have been experienced since December 2009 and indicates ongoing improvements in overall market conditions," said GPA's executive director Curtis Foltz.

NINGBO NUMBERS UP

Ningbo Port Co achieved a container throughput of 11,154,000teu as of the end of October 2010. The port stated that this represented a 31% increase compared with the same period in 2009, amounting to 10,852,000teu. Cargo handling from January to October reached 24.4M tonnes, an increase of 19.8%. The port said it has co-operated with international and domestic liners and introduced more shipping routes and ships to stimulate continuous growth of box throughput.



Photo: Peter Barker

Ready for installation... turbine components are expected to get bigger

Infrastructure for bigger turbines

Investors in specialist vessels for offshore wind turbine installations need to build enough slack into their ship and crane systems to cope with the logistical challenges that will arise from increasing module sizes, senior sector managers have warned.

Speaking in Germany at the Ninth Elsleth Shipping Forum, the theme of which was offshore windparks, Heiko Ross, the outgoing managing director of offshore windpark developer Bard, said he expected bigger offshore turbines than today's maximum 5–6MW units to be introduced in the

North Sea over the coming years.

"There is room for upscaling out there," he said, pointing out that one German manufacturer has already constructed a 7.5MW onshore turbine. Larger power outputs generally require bigger designs and hence larger and heavier project modules to be carried into the fields.

Today the nacelle (the structure that holds all of the generating components) weighs just under 300 tonnes for big turbines, but may increase to around 400 tonnes, some industry experts believe. Cargoes would also

become bigger and bulkier, with Ross suggesting that blade lengths of 60m could easily be increased to 70–80m. "This would not pose a problem," Ross said.

His former company, Bard, is one of the pioneers in windpark developments off the German North Sea coast in water depths of more than 30m. Ross left his post in early October but remains a leading figure in the offshore wind energy sector through his involvement in trade associations.

Further jack-up installation vessels and logistics innovations are needed to raise the productivity in offshore construction, he urged. Bard's own vessel, *Wind Lift I*, was responsible for installing 14 turbine foundations in 40m water depths in the space of five months last year.

Proposed cuts for US foreign scanning

The US government is proposing deep cuts in funds to check containers destined for the USA by scanning them in the foreign ports of origin. Under the proposal, funding for the International Container Security (ICS) and the Secure Freight Initiative schemes would be almost halved to \$83M in 2011, from \$162M in 2010, according to a report from the bipartisan Congressional Research Service.

A \$17M reduction for ICS would be achieved by changing protocols at three ICS ports – Puerto Cortes in Honduras, Southampton in the UK and Busan in South Korea – from 100% integrated

scanning of cargo to scanning of high-risk boxes only, the report said.

A further \$58M would be slashed from the other scheme by removing customs inspectors at 54 of 58 foreign ports, with a national centre in Virginia targeting high-risk containers for inspection.

"I think this is a recognition of the inevitable [by the Obama administration]," maritime lawyer Dennis Bryant said. "There's a group in Congress who favour 100% scanning, but they can't convince their friends on the appropriations side to spend the money on it," he explained.

Figures up for German ports

German Seaport Operators Association ZDS expects German port throughput in 2010 to have shown an increase of 9% over the 2009 figures. The increase, to 284M tonnes, is being driven by the rebound in box imports and strong global demand for German manufacturing goods, the association of port companies explained.

"We have only recouped 40% of the volume drop from the crisis," said ZDS chairman Detthold Aden, chief executive of BLG Logistics, who added that it might take until 2013 to catch up with 2008's record throughput of 318M tonnes.

The country's two largest ports – Hamburg and Bremen/Bremerhaven – reported volume growth for the first nine months of 8% and 12.7%, respectively.

One of the year's fastest-growing commodities was vehicle exports via Bremerhaven and Emden, which were buoyed by soaring demand for German luxury cars in Asia.

Aden said the top priority will be to lock up funding commitments from the federal and state governments for strategic hinterland connections, covering road, railway and barge traffic. He welcomed a funding pledge by the government-run rail group Deutsche Bahn for a new line by 2013 at the planned deepwater JadeWeserPort at Wilhelmshaven.

Berlin has set up an advisory panel on infrastructure development, which, in Aden's view, demonstrated that the government was serious about improving port hinterland connections.

Transnet seeks funding

Transnet, South Africa's national transport body, intends raising R35Bn (\$5.1Bn) over the next three years to part-fund its massive port and railway infrastructure development. Some of this money will be raised on the domestic bond market, but Transnet has already established a \$2Bn global medium-term note (GMTN) programme on the London Stock Exchange and another \$1Bn offshore bond is under consideration.

The GMTN has enabled Transnet to issue notes or bonds in either US or European debt capital markets dependent on when these market conditions are favourable and cost effective. In the process the body has become the first South African state-owned enterprise to tap international markets in recent years without an explicit government guarantee.

Being a self-funding entity it receives neither government subsidy nor explicit government guarantees, so it borrows on the strength of its balance sheet.

"We are confident of the attractiveness of our portfolio of projects," declared Chris Wells,



Photo: Terry Hutson

Transnet's Chris Wells: "We are confident of the attractiveness of our portfolio of projects"

Transnet's acting group chief executive. "With the successful establishment of the GMTN, we have met some of the most stringent governance and disclosure standards in terms of Regulation S 144A as required for any company wishing to issue notes to the US investor community."

He said he was confident that investors will find Transnet's offering compelling, given their drive for infrastructure investment in well-managed companies in developing countries with sound

economic management.

Wells, who has announced that he will step down as acting CEO at the end of March next year, said Transnet was anticipating improved results for the second half of the year. Performance had improved since a 17-day strike in May, and record volumes of coal and iron ore were being transported to the ports of Richards Bay and Saldanha.

Increased targets have been set for iron ore exports from 41M tonnes to 61M tonnes by the end of 2012 and Transnet is spending R15.4Bn (\$2.25bn) to further increase the capacity of the Richards Bay coal line to 81M tonnes by 2014.

Over the next five years, and including the R35Bn mentioned above, Transnet will invest a total of R93.4Bn (\$13.7Bn) on its capital expenditure programme – the biggest in the organisation's 100-year history. This investment involves upgrades on the two ore lines, continued development of the new port at Ngqura, the development of a new manganese ore terminal to handle between 12M and 14M tonnes annually, a new oil and gas pipeline between Durban and Gauteng, and upgrades on the rail corridor between Gauteng and the Port of Durban. Further expansion of the Durban and Cape Town container terminals is also planned.

Cash & Cargo

ANTWERP FIGURES UP

Antwerp reports a rise in container volumes of more than 19% in the first nine months of 2010. During this period it handled more than 132M tonnes of freight, representing a rise of 13.2% compared with the same period last year, when the volume was almost 117M tonnes. The port said in a statement that these figures bring Antwerp back to the same level as before the recent recession.

ATI SEES DOUBLE

Port operator Asian Terminals (ATI) reported a doubling in profit year on year for the first nine months of 2010, from 828M to 1.67Bn pesos (\$38.24M). ATI revenues in the first three quarters went up by 23.6% to 3.41Bn pesos from 2.76Bn pesos in the same period of 2009, with revenues from port operations rising 23.2%. Revenues from non-port operations grew 45.7% to 81.2M pesos.

ROTTERDAM RISES

Port of Rotterdam's throughput rose during the first nine months of 2010, by 13.4% to 321M tonnes. Virtually all categories of goods showed a positive trend, said the port. Iron ore and scrap was up 112%, coal 2%, other dry bulk 31%, containers 15%, ro-ro 6% and other general cargo 14%. Agribulk was the only sector to register a decline (-7%). Hans Smits, chief executive of Port of Rotterdam Authority, said: "The growth is levelling off, but is still slightly higher than expected."

HOMEPORT ABU DHABI

A co-operation agreement between Abu Dhabi Tourism Authority (ADTA) and MSC Cruises will see the operator deploy one of its vessels to the United Arab Emirates capital on a homeport basis from October 2011. This is in keeping with ADTA's ambition for the city to become a homeport. A statement issued by MSC Cruises said that under the terms of the agreement: "Abu Dhabi's Mina Zayed Port will serve as the primary embarkation and disembarkation point for the Italian operator's maiden regional itinerary – scheduled for the 2011–2012 season – using its luxury *MSC Lirica* liner."

Dredging

NZ DEEPENS

Ports of Auckland (PoAL) confirmed a berth improvement programme to enable the port to service the next generation of container vessels. It will involve the deepening of the northern berth at Fergusson Container Terminal and construction of a mooring dolphin that will extend the maximum combined length of vessels able to be serviced simultaneously at the terminal by some 40m, said PoAL in a statement.

DREDGING DELAWARE

Two Philadelphia port developers are breathing easier after US District Court Judge Sue Robinson lifted an injunction imposed in January blocking further dredging of the Delaware River navigation channel. Now the 164km stretch from the Port of Philadelphia to Delaware Bay and the Atlantic Ocean can be deepened from 12m to 14m. Robinson also denied a motion by Delaware's Natural Resources Department and environmental groups to prevent future dredging. The project, estimated at \$300M, is scheduled to be completed in 2015.

MALDIVES PROTECTS

Five islands are being enlarged to combat the effects of climate change on the low-lying Maldives. "We've been contracted by the Maldivian government to protect and enlarge the islands of Dhidu, Hinnavaru, Velidhu, Thulaadhdu and Kulhudhufushi," a Boskalis spokesperson told *P&H*, adding that the company had assisted in the environmental impact study and in obtaining funding through a commercial loan.

DEEPENING DAS

A €200M reclamation and shore protection contract will extend oil and gas export hub Das Island, 110km off Abu Dhabi's coast, by 17ha. It will also enable a new airport and residential area to be built. Van Oord, which won the contract to carry out the works, will deploy several trailing suction hopper dredgers to remove 16M m³ of sand. A 7km revetment will also be built. Completion is scheduled for December 2011.



Photo: Bernt Tabrant

Inland customs... Vaggeryd has started handling Gothenburg's customs for imports

Vaggeryd Inland Terminal, Sweden, has taken over customs clearance of goods imported to Port of Gothenburg, the first in the country to do so. Gothenburg believes that companies in the Småland region will benefit from "more rapid and more reliable transport".

"This is something of a revolution for the transport industry in Sweden," declared Magnus Kårestedt, chief executive of the Port of Gothenburg. He told *P&H*: "For the import and export companies in Vaggeryd there are big advantages – for example, to have their goods close to them once customs clearance is given. They can retrieve it exactly when it

is needed. It will be a more controlled process for the customers. There are cost savings for the companies as well."

He explained that moving customs clearance to Vaggeryd will speed the flow of containers through the Port of Gothenburg. The goods are taken directly by train to the inland terminal in Vaggeryd where they can remain until they gain clearance from customers. "A faster flow through the port will allow us to handle larger volumes," he said. "We intend to roll out the same concept to some of the other rail destinations next year [2011]."

Vaggeryd Inland Port is one of

the 22 locations in Sweden and Norway that have a rail shuttle service to the Port of Gothenburg. "Swedish companies often have long distances to their import and export markets and anything that can reduce the distance is important to the competitiveness of industry. Now that we are in effect moving the perimeter fence to Vaggeryd, companies in the region have more rapid transport, greater control over their freight and deferred payment of customs duty and VAT," Magnus Kårestedt said in a statement.

Danish retailing chain Jysk has been appointed as a pilot company during the test period.

Helsinki wins ESPO award

Helsinki has won last year's Award on Societal Integration of Ports organised by the European Sea Ports Organisation (ESPO).

The award was presented to Port of Helsinki managing director Heikki Nissinen by European Commissioner Siim Kallas in November 2010.

The award jury assessed the 14 participating ports in terms of their urban area co-operation and the actions and projects through which port bodies seek to improve and develop interactive dialogue with their cities and inhabitants.

The Port of Helsinki was singled out for its long-standing and many-sided efforts to protect the environment. "We especially valued the Port of Helsinki's determination to maintain port activities in the city centre, thus sustaining the maritime identity of the city," said jury chairman John Richardson. "We were also impressed by the Port of Helsinki's continuous interactive dialogue with local community stakeholders to achieve this goal."

The members of the jury also took on board the investments the port had made in shoreside electricity, waste reception facilities and other methods of reducing externalities. "In this way port activities can integrate sustainably within the urban environment," the jury said.

Residents can monitor air quality via the port authority's website and can send feedback to the port at any time. "We want Helsinki to be a magnetic passenger port as well as a significant cruise traffic port in the heart of the city and, at the same time, a good and attractive place to live in," the port said in a statement.

Other ports that made the shortlist were Amsterdam, Antwerp and Marseille-Fos, plus the smaller ports of Koper in Slovenia and Ponta Delgada in the Azores. The ports competing for the 2010 award represented a good cross-section of European ports, with entrants from the Baltic, Atlantic and Mediterranean seaboards.

People's Port bids for Dover

Dover People's Port Trust Ltd (DPPTL), the group making a community-based bid for the UK port of Dover, has claimed that a second ferry terminal will not be needed until the late 2020s.

One of the main reasons the port's current operator, the publicly owned Dover Harbour Board, wishes the port to be privatised is to secure capital for the terminal project.

An expert's assessment tabled at a DPPTL briefing last December concluded that the second terminal was not essential to meet the traffic growth forecast for 2034.

It asserted that introduction of a 'buffer zone' freight management system – contrasting with the current 'turn up and go' operation – would boost ferry capacity utilisation.

"Currently, ferries are only working at 50% [ro-ro] deck utilisation," the document stated.

"This is an iconic asset. Dover is the gateway to Britain. Selling into private ownership would divorce the port from the town. The People's Port is trying to get the town-port relationship working as it should be," DPPTL chairman Neil Wiggins told *P&H*.

The trust, which is advised by investment bank Evolution Securities, said it had raised sufficient in-principle finance at BBB+ investment grade to purchase the Channel port, subject to due diligence.

There is a possibility that a public debate of Dover's port infrastructure requirements will be held in the first quarter of 2011. If convened, the meeting may well involve international port and logistics experts.

As far as DPPTL's own bid for Dover is concerned, the trust's board was expecting the government to make a decision by 21 December 2010, after *P&H* went to press, on whether the trust could proceed to the next stage.

If this hurdle is passed, the trust is likely to continue to build relationships with logistics experts and private-sector partners.

Based on the co-operative model, the People's Port concept aims to attract shareholders from among Dover's 30,000 residents, each investing a nominal £10.

One of DPPTL's primary goals is to develop the port to help revive the town and a £50M regeneration fund is likely to form part of its bid.

Sydney's Japanese sister



Grant Gilfillan, left, and Mayor Takashi Kawamura

Sydney Ports Corporation, Australia and Nagoya Port Authority, Japan, signed a sister port agreement in November. The signing took place on the 30th anniversary of the sister city agreement between the City of Sydney and the City of Nagoya. "This agreement is a fantastic opportunity for Sydney Ports to build on and showcase Sydney's

growing reputation as a centre for international competitiveness and global trade," said Sydney Ports CEO Grant Gilfillan.

According to Sydney Ports, the two port organisations have agreed to develop a partnership that will "promote co-operation between the two organisations for the mutual benefit of their respective communities as well as

the promotion of local tourism".

It is also hoped that the relationship between the two ports will "promote regular and diverse exchanges for the port authorities' mutual benefit including co-operation on issues relating to port development, port management and protection of the environment within port zones," Sydney Ports said.

The agreement was signed at the Sydney Town Hall by Mayor Takashi Kawamura, who is also chairman of Nagoya Ports Authority, and Grant Gilfillan, chief executive officer and director of Sydney Ports Corporation.

Sydney Ports has another sister port relationship with Nagoya's neighbouring port of Yokkhaichi, which has been developing for more than 40 years. It is hoped that the new agreement will complement the old.

The sister port agreement would also enable regular visits to be held in each of the ports to cement this co-operation and to participate in business forums and workshops on related ports business, said Gilfillan.

People

ICTSI OREGON'S CEO

ICTSI announced in November that Elvis Ganda will be CEO and general manager of ICTSI Oregon in Portland, Oregon, USA. Previously Ganda was president of California United Terminals in Long Beach, California, where he led the company through the \$1.5Bn Middle Harbor Development Project.

He comes to ICTSI with 34 years in the maritime industry, having been deputy port director for port operations at Massport and held various posts at American President Lines (APL) in Oakland.

INTERIM TO PERMANENT

Port of San Diego's interim president and CEO Wayne Darbeau was appointed to the position permanently on 10 December. He had been serving as the interim leader of the agency since 5 October 2010. Darbeau said: "These are very challenging times for the organisation and I am committed to serving the staff, the public, our tenants, and partners and continuing the same high level of service we've been providing for more than 47 years."

COO TO LEAVE ROTTERDAM

Port of Rotterdam Authority's chief operating officer since January 2008, André Toet was due to resign from the post on 1 January. The port noted in a statement that he is leaving because the supervisory board "indicated that it could not see Toet as the future CEO of the Port Authority". Hans Smits's appointment to this post ends in two years' time.

PORTS DG IN BULGARIA

Bulgaria's minister of transport, information technologies and communications, Aleksandar Tsvetkov, appointed Georgi Genchev as the new director general of the Bulgarian Ports Infrastructure Company in October. Genchev was deputy director general of BPI Co. Genchev graduated from Nicola Vaptsarov Naval Academy and Varna Free University and has held a variety of positions in the maritime transport sector.

Photo: Shutterstock



Security from both sides

IMO's **Chris Trelawny** would like to see ports adopting a collaborative and co-operative approach to security that looks seaward as well as landside. With measures in place that are both effective and proportionate, ports can play their part in assuring national security

The repression of piracy and armed robbery against ships is one of many issues the International Maritime Organization (IMO) focuses on in relation to maritime security. It considers what the civil maritime industry can do to protect itself and to assist governments to protect global trade through a series of obligations and requirements, known as *Special measures to enhance maritime security*, as detailed in SOLAS (see box).

It is a commonly stated belief that these 'special measures' are applied more rigorously in ships than ashore. There is some truth in

this viewpoint. Many types of cargo ship already have a strong safety culture, for example the energy shipping sector, and the development of security procedures was largely a case of refocusing existing procedures. Passenger ships have specific regulations and have carried security staff on board for years. Nevertheless, it is important to bear in mind that measures to protect ships start ashore through the implementation of supply chain security procedures and preventive measures in ports.

The decision by the IMO member states to link maritime security to SOLAS rather than

developing a new convention was a pragmatic decision based on the need to act quickly in the wake of the September 2001 terrorist attacks. It took less than three years from this date to the framework being in place in 137 SOLAS-bound states. In the world of international treaties, this was lightning speed.

The down side of using SOLAS was that, by definition, SOLAS concerns matters at sea, thus limiting its jurisdiction ashore. The solution was twofold: allowing governments themselves to define what they meant by 'port facility', which in many countries means the whole port; and working with the International Labour Organization (ILO) to develop the ILO/IMO *Code of practice on security in ports* – a useful piece of guidance that effectively extends the provisions of the ISPS Code into the wider port area.

Irrespective of whether we are talking about ILO's regulations in relation to ports, or IMO's regulations for port facilities, the key issue is that each port should have a security regime in place with an appropriate plan approved by the government. The roles of all the different agencies concerned with security in its widest sense should be included in this plan. In addition, competent officials should be appointed as port or port facility security officers and the geographical boundaries of the security area should be delineated clearly. In many cases, this simply does not happen.

First, security plans must address the waterside as well as access from the hinterland. Many port facility security plans simply ignore the need to control the approaches from seaward. This is particularly apparent in ports where there are numerous terminals, all independently operated, each of which focuses on controlling access from the land side. Looking seaward also requires the involvement of harbor craft, and many ports have failed to bring these vessels into their security regime.

Some ports have taken action to look to seaward, and since July 2004 there has been a steady decline in the number of acts of armed robbery against ships in port areas reported to IMO. There are still too many examples where this is not the case, however.

Ports should also address co-ordination, co-operation and communication between all parties, not only through the development of national maritime security programmes, but also through effective port facility and port security committees, with a remit to examine the whole security system for the port.

Many individual port facilities do have equipment and personnel in place to implement security measures in accordance with the security plan. The question is how

“Many port facility security plans simply ignore the need to control the approaches from seaward”

Chris Trelawny, IMO



effective are those measures? Are they tested to see if they actually do what they are supposed to do? Is there an oversight mechanism for security officers or government officials to ensure that standards are set and maintained? Without a constant programme of inspections and systems-testing plus ongoing training programmes security becomes cosmetic and a barrier to good facilitation of maritime transportation and trade.

A ship's compliance to the 'special measures' to security is legislated by its flag state. This is supported by an inspection regime for control and compliance, similar in nature to the port state control regime for maritime safety. As port security is a matter of national defence, no such regime exists for port facilities, unless the government proactively oversees the implementation of its commitment to improving security. Ships calling at a port are therefore subjected to security compliance inspections that take no account of the security afforded by the port facility itself. For example, if the port facility has proper access control, and the approaches from seaward are properly covered, should it be necessary for the ship to have a sentry on gangway watch?

Maritime security should be a partnership between ships and the port facilities serving them, not an 'us and them' situation. Port facilities are service-providers, and good service and good security are both very marketable.

The shipping industry exists to make money. Anything that prevents or delays this is

generally a bad thing. Inappropriate security measures, such as 100% screening of containers, multiple unco-ordinated inspections of ships and cargoes by different control agencies, denying welfare organisations access to seafarers, denial of shore leave to seafarers and excessive bureaucracy in documentary procedures all hinder the facilitation of global maritime transport.

Most people appreciate that government controls, including security controls, are necessary, but port authorities should actively play their part in reducing unnecessary red tape and duplication of effort, and should contribute to the implementation of these controls in a way that enhances facilitation.

Port and port facility security measures, when properly applied, reduce theft, disrupt the trafficking of drugs, weapons and other illicit goods, reduce the number of stowaways and deter terrorism and other unlawful acts. A port's role in this is too important for it not to play its part fully. **PH**

Chris Trelawny is the deputy director for the Sub Division for Maritime Security and Facilitation within the Maritime Safety Division of the International Maritime Organization

The views expressed in this article are those of the author and are not necessarily the policies or views of IMO or its Secretariat

More info: www.imo.org

SOLAS and ISPS

The current maritime security regime are enshrined in *Special measures to enhance maritime security*, detailed in Chapter XI-2 of the 1974 International Convention for the Safety of Life at Sea (SOLAS) and the International Ship and Port Facility Security (ISPS) Code. Together they provide an international framework for mutual recognition of countries' maritime security postures, IMO deputy director, Chris Trelawny, told *Ports & Harbors*.

This framework should build "confidence that international shipping, the most global of industries, can protect itself from attack, and that ships do not pose a threat to coastal and port states," he said.



Navigating windfarms

Port of London Authority – one of the UK's busiest ports – has been working with developers to ensure that shipping and windfarms can coexist and benefit from greater safety and efficiency, reports *P&H*

Port of London Authority's (PLA) vessel traffic system (VTS) covers approximately 644km², is the largest in the UK and extends well beyond the port boundaries. The size of the area covered is just one of the reasons that Barry Goldman, the port's VTS manager, believes it to be unique. The system monitors the movement of around 70 vessels a day as they approach or depart the Thames Estuary from or to the North Sea and follows their progress up the River Thames to Teddington Lock.

Vessels with a maximum draught of 10.5m (with tidal constraints) use the southern approach, known as the Princes Channel; they make up around 75% of traffic. Larger vessels are required to use one of two northern channels – Knock John Channel and the Oaze. The outer estuary offers anchorage along with two pilot pick-up points.

The estuary is a hub of activity and requires constant monitoring. But there has been an increased interest in the region since it was identified as a suitable location for wind turbines. It is already home to three windfarms, and the first phase of a fourth farm is expected to be installed towards the end of this year.

Known as London Array, this will be the biggest windfarm in the estuary comprising up to 341 wind turbines. Phase one consists of 175 turbines and "whether there will be a subsequent phase will depend on the satisfactory outcome of ornithological monitoring," Richard Rigg, project director for London Array told *Ports & Harbors*.

Selection of the UK's windfarm sites was led by the Department for Trade and Industry (now known as the Department of Energy and Climate Change) and this allocation was irreversible, explained Goldman. He continued: "Following representations, concerns were eventually addressed and, through consultation, the proposed developments were refined."

Since then, more recent developments have been subject to wider consultation and "sites were subject to a more rigorous navigational risk assessment in line with developing national requirements. Reasonable objections have generally been accepted."

The windfarms bring both disadvantages and benefits, Goldman told *P&H*. They have "imposed significant changes, but we have capitalised on this".

London Array, Princes Flats and Gunfleet Sands

Defining the terms and gathering the data

The acronym VTM is a topic that is often discussed at the International Association of Lighthouse Authorities (IALA), which is attempting to define the term. The Port of London Authority's Barry Goldman chairs the association's VTS Committee WG1 (Operations Working Group) and represents the UK Major Ports Group at the VTS Policy Steering Group, chaired by the UK's Maritime and Coastguard Agency. He said that while the term has been used informally for many years, neither the IMO nor IALA have ever formally defined it.

Equipment-providers variously refer to the concept

as VTM, vessel traffic management system (VTMS) or vessel traffic management and information system (VTMIS). In Goldman's experience, the 'S' is often misunderstood as meaning 'service' rather than 'system'.

All the data gathered via PLA's VTS – which includes telephone conversations, radar, video and AIS information – is saved in two secure storage units for one year. "It allows us to replay and use [it] in incident analysis," explained Goldman. The PLA finds this a useful resource that can help prevent mistakes being repeated, and the authority is empowered to call in

masters and talk them through the mistake they made. "We can also send information to both parties in the case of a dispute," he added.

It is information such as this that the European Union wants to see shared through its platform for maritime data exchange, SafeSeaNet. Goldman, however, expressed concern that more information is being asked for than is strictly needed for regulatory purposes, given that it is not password-protected – and, he noted, "There is no indication of how it will be protected."

Greater efficiencies

Navigational safety is not the only purpose of the Port of London Authority's vessel traffic system, because it is also required to offer a high level of efficiency for its clients, the shipping lines.

PLA operates and manages its own system from the point at which the vessels come under VTS surveillance. This differs from many ports where the government runs the VTS and the port takes over only as the vessel approaches the harbor. Barry Goldman, PLA's VTS manager, believes that keeping control with the port means it is in "a better position to work towards greater efficiencies in getting the ship to berth". If the VTS is government-run, he explained, the port could be left to deal with ship when it arrives, irrespective of the time. "A ship could be rushing to a port, using fuel, and then sit at anchor waiting to be brought in," he pointed out.



“The windfarms have imposed significant changes, but we have capitalised on this”

windfarms fall outside the authority's boundaries. Nevertheless, the Maritime and Coastguard Agency has given PLA responsibility for controlling the VTS and ensuring safe navigation beyond these boundaries into a 'pilotage extension' area, and these three farms fall fully or partly within this scope. The fourth windfarm, Thanet, is outside this area, but still falls within the authority's VTS area.

With the site selected and London Array – a joint venture of Dong Energy, E.On and Masdar – given consent to develop an area more than 20km from the coasts, all parties have worked to find a solution to ensure that ships' radar remains accurate and that the windfarms do not compromise navigational safety. One decision was to put fewer turbines in the southwesterly site; accordingly, the farm's size has been reduced, said Riggs.

Concerns about the interaction of wind turbines with ships' radar have been well-voiced within the industry. The turbines can cause the radar to see a reflected echo of the windfarm, rather than the actual location, which can clearly be dangerous from a navigational perspective.

To counter this risk, additional radar will also be installed. "An offshore VTS radar will be located on the transition piece of the most westerly turbine to enable a clear radar view along Black Deep and Fisherman's Gat and communication links from the radar to London Array's onshore substation near Graveney, Kent, and from there to the PLA communications facility at Warden Point on the Isle of Sheppey," Rigg told *P&H*. He added that London Array will construct and own the radar platform to be attached to the wind turbine transition piece, the communications link to the onshore substation and the link to Warden Point and will carry out all necessary maintenance on the equipment.

Goldman emphasised the windfarm will benefit PLA

Port of London's VTS

Port of London's vessel traffic system has two control centres, one in Gravesend and another in Woolwich, and a member of PLA staff is also stationed at the Thames Barrier Navigation Centre. The area covered by the VTS is split into three sections, each run on a different VHR channel. Fifteen radars along with a network of CCTV cameras cover the river and estuary.

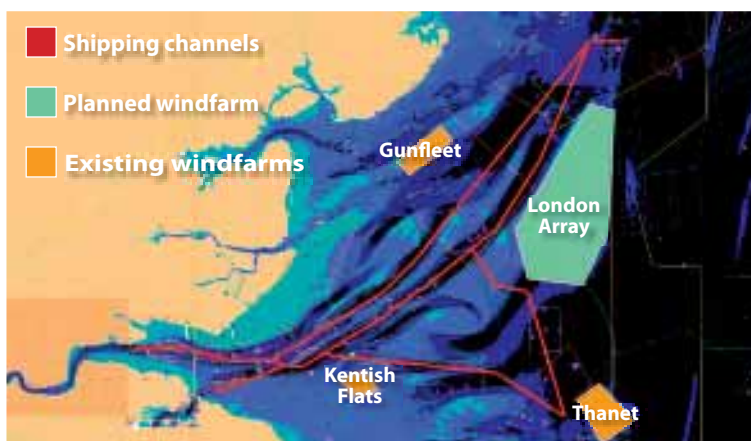
commercially. "We have ensured that we have been reimbursed for mitigation measures that we believe to be appropriate – ie additional radars on windfarm sites and a financial contribution to cover closer monitoring of the area around the windfarms. Most importantly, in the Port of London area and approaches we have tried to work with developers to ensure that the disbenefits of windfarm locations are minimised," he told *P&H*.

He offered some advice to ports that may be affected by windfarm. "Ports should be alert to developments that are close to but not within their port limits to ensure that they are not bypassed in the consultation process." He explained that in the UK developers are required to carry out formal risk assessments, including traffic studies, and to put in place appropriate mitigation measures to ensure navigational safety is not compromised.

"Developers are generally keen to maintain good relations with a port if development is likely to impinge on port operations. There may also be an opportunity for a port to provide services – tangible services or data – to developers who may need surveillance and maintenance capabilities during construction and afterwards," he concluded. **PH**

More info: www.pla.co.uk

Below: The Thames Estuary where it meets the North Sea. Opposite: At PLA's VTS centre



Images: PLA

Kongsberg Norcontrol IT

Maritime Domain Awareness solutions for VTS & VTM requirements



Kongsberg Norcontrol IT maritime surveillance solutions include:

- Vessel Traffic Service (VTS) systems
- Vessel Traffic Management (VTM) systems
- Port security systems
- Automatic Identification System networks
- Port Management Information Systems
- Offshore collision avoidance, safety and security systems
- Coastal and EEZ surveillance systems
- River information systems

**Our heritage includes more than 30 years of maritime domain awareness
and over 200 system deliveries**

Kongsberg Norcontrol IT · PO Box 1024 · N-3194 Horten · Norway

Tel +47 33 08 48 00

Fax +47 33 04 57 35

Email knc.sales@kongsberg.com

www.kongsberg.com

WORLD CLASS... through people, technology & dedication



KONGSBERG

When a steering malfunction forced the large bulk carrier *Iron King* to run aground in the navigation channel of Australia's Port of Hedland in mid-2008, it was a priority to remove the obstruction as fast as possible. To avoid further disruption to shipping traffic and associated product losses of up to US\$40M per tide cycle, the port opted to refloat the vessel and move it to deep water outside the standard sailing windows.

This tricky operation was made possible thanks to the use of Dynamic Under Keel Clearance (DUKC) technology produced by Australian company OMC International. It's an under-keel clearance prediction system that harnesses real-time data on a ship's motion and response, together with the wave and tide climate and other major environmental

factors to ensure safe navigation in shallow waters.

Using DUKC information, eight tugs took just three hours to sail the *Iron King* safely back into deep water, and Australia's largest port (by tonnage) was able to resume normal operations. The system's ability to determine accurately the critical vertical component of a ship's navigation – what can't be seen under the water – offers many benefits to ports in tidally restricted areas, and not just in an emergency response situation.

By sending dynamic, real-time data to a port's vessel traffic services (VTS) centre, DUKC helps ports manage risk by preventing ship groundings and increasing safety margins for vessels transiting the port. It also allows deeper-draught ships to visit with larger cargoes, boosting a port's productivity without the need for capital dredging, OMC maintains. And

Dynamic solution for vertically challenged ports

Ports in shallow, tidally restricted waters constantly face the threat of grounded vessels, but real-time under-keel clearance technology can help them manage the risks – all via the VTS centre. **Stephen Cousins** reports



greater keel clearance means a wider tidal window, allowing more ships to visit at more flexible times.

The system has undergone several incarnations and earlier this year the new Series 5, web-based version was introduced, allowing access by authorised users anywhere in the world. Significantly, from early 2011 the Australian Maritime Safety Authority will make this version compulsory for all 8m-plus draught vessels transiting the shallow and environmentally sensitive Torres Strait, which separates the northern tip of Australia's Cape York Peninsula from the southwestern area of Papua New Guinea.

But any port could benefit from the system believes Captain Eric Atkinson, retired harbor master at Australia's Port of Freemantle, which monitors some 340 vessels a year using DUKC: "When we started to use the system it was intended just to benefit shipping customers by helping them increase cargo loads, but we soon realised that it took the risk away from handling deep-draught ships in the port. The system allowed us to predict the under-keel clearance of every vessel and then check that prediction against the actual clearance shown on the ship's recording. Pretty soon we were using it as a risk management tool."

The brains behind DUKC is its numerical ship motion model software, which calculates and forecasts the interaction of waves, tides, currents and vessel dynamics based on constantly updated data feeds taken from sources within the port including wave-rider buoys and tide recorders etc. This equipment should be regularly re-calibrated to maintain a level of information given by the DUKC that is said to be accurate for all vessel classes and environmental conditions. Information is then displayed on a screen in the port's VTS suite, allowing staff to complete the long-term planning of maximum safe draught, plus earliest and latest sailing times. The results are gradually refined from 36 hours ahead of transit time right up to the time of sailing and beyond.

OMC claims the technology is so accurate that under extreme weather conditions it will allow a 250,000dwt carrier to negotiate a channel within 1m clearance of the seabed.

Using dynamic data is a far more reliable form of risk management compared with conventional methods, explained Peter O'Brien, chief executive of OMC. "Relying on pilots to manage the risk of grounding in severe events by applying discretion without the assistance of modern analysis tools cannot be considered an adequate risk management technique," he said, adding that planning sailing times in tidally restricted waterways based on a static rule for under-keel clearance, "does not allow for risk to be adequately quantified or managed". This advice has been taken on board by the Port of Melbourne, which last year licensed DUKC technology to ensure the safety of large vessels entering Port Phillip Heads, one of the world's most treacherous waters for ship navigation.

The port's risk assessment concluded that vessels operating under DUKC advice would be significantly safer than vessels operating under the existing static



Photo: OMC International

The pilot's version of DUKC is already used in Melbourne with Torres Strait to follow this year

rules. "Safe navigation is our highest priority, and the system's principal benefit to us is that it reduces the risk profile of deep-draught vessels transiting the port waters," a spokesman told *P&H*.

Significantly, at Melbourne (and this year in the Torres Strait) risk has been further reduced by integrating DUKC software into portable pilot units (PPU), including laptops, which allow pilots to monitor predicted under-keel clearance on board vessels in real time. The PPUs enable pilots to optimise safe vessel speed as well as receive advice from the port's VTS on unexpected circumstances, such as a vessel breakdown.

DUKC comes with certain installation and training requirements. The system must be configured specifically for each port to connect the various data feeds – including data from hydrographic instruments, vessel manoeuvre information and environmental data, plus other historic data – back into a server. Typically, OMC carries this out and tests it over a period of about six months.

The results are displayed on a standalone display in the VTS centre. Monitoring and interpreting the information requires initial and ongoing operator training, which OMC provides, and will probably involve some expansion of the VTS and harbor control operator's role, said O'Brien. OMC provides 24-hours-a-day on-call support via its staff of engineers, naval architects and IT personnel, and all data is stored and archived for future analysis.

DUKC technology is typically known among shippers for its commercial benefits, but is gradually being taken seriously as a risk management tool for ports. New Zealand's Maritime Safety Authority recently recommended the system to a local port where two tankers touched bottom when entering in rough conditions. Industry bodies PIANC and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) are developing guidelines and new standards for real-time UKC management based on input from O'Brien and others in the field.

"It's my belief that one day DUKC will become a standard requirement for all ports, just as all ports are now adopting AIS and vessel traffic control systems," concluded Freemantle's Captain Atkinson. **PH**

Port of Hedland, where Iron King ran aground

Elbehafen, a general cargo port at Brunsbüttel, at mouth of the River Elbe, has successfully positioned itself as a copper concentrate logistics provider. In doing so, it has attracted the business of copper producer and recycler Aurubis. Since 2007 the port has been handling around 90 vessels a year, each carrying loads of between 5,000 and 25,000 tonnes of copper concentrate. This copper is ultimately destined for the Aurubis mill in Hamburg. The port offers its client a full door-to-door logistics package as well as other services such as blending and warehousing, enabling it to provide a 'just-in-time' service to save its client money and space.

To do achieve this it has had to build infrastructure and invest in specialist facilities, and together Brunsbüttel Ports and parent company Schramm Group have invested €38M in the project. Schramm Group's managing director, Frank Schnabel, told *P&H* that Elbehafen had been in discussions with Aurubis for years. "Eventually," he said, "we had a logistical concept and rate offers that convinced them."

The port's location on the Elbe means it can receive ships with a draught of up to 14.8m, making it well suited for large bulk cargo vessels. Chief among the

benefits of its location are its proximity to the western entrance of the Kiel Canal and the North Sea.

Originally, the 1.3M tonnes of copper concentrate imported every year from all over the world and destined for the Auruba mill arrived by oceangoing vessel at the Port of Hamburg. There it was transferred into barges and transported by canal to the mill, where the cargo was stored.

Since 2007, however, the copper concentrate has been offloaded from oceangoing vessels at Elbehafen. One berth at the terminal has been equipped with a quayside conveyor belt to discharge the copper concentrate from the vessel to the dock and thence, by enclosed conveyor belts, to the warehouse. This warehouse – constructed near Elbehafen in the free industrial area especially for this purpose – contains 23 storage boxes that together are able to hold 120,000 tonnes of copper concentrate. The conveyor belts operate to and from the storage area and cover a total distance of 1.6km.

Schramm Group agreed a just-in-time delivery logistics arrangement with Aurubis. When the client needs the cargo, the copper concentrate is blended at the warehouse so that it is 'oven-ready' by the time

A German port is providing a tailor-made logistics solution for its client, following a programme of investment and planning

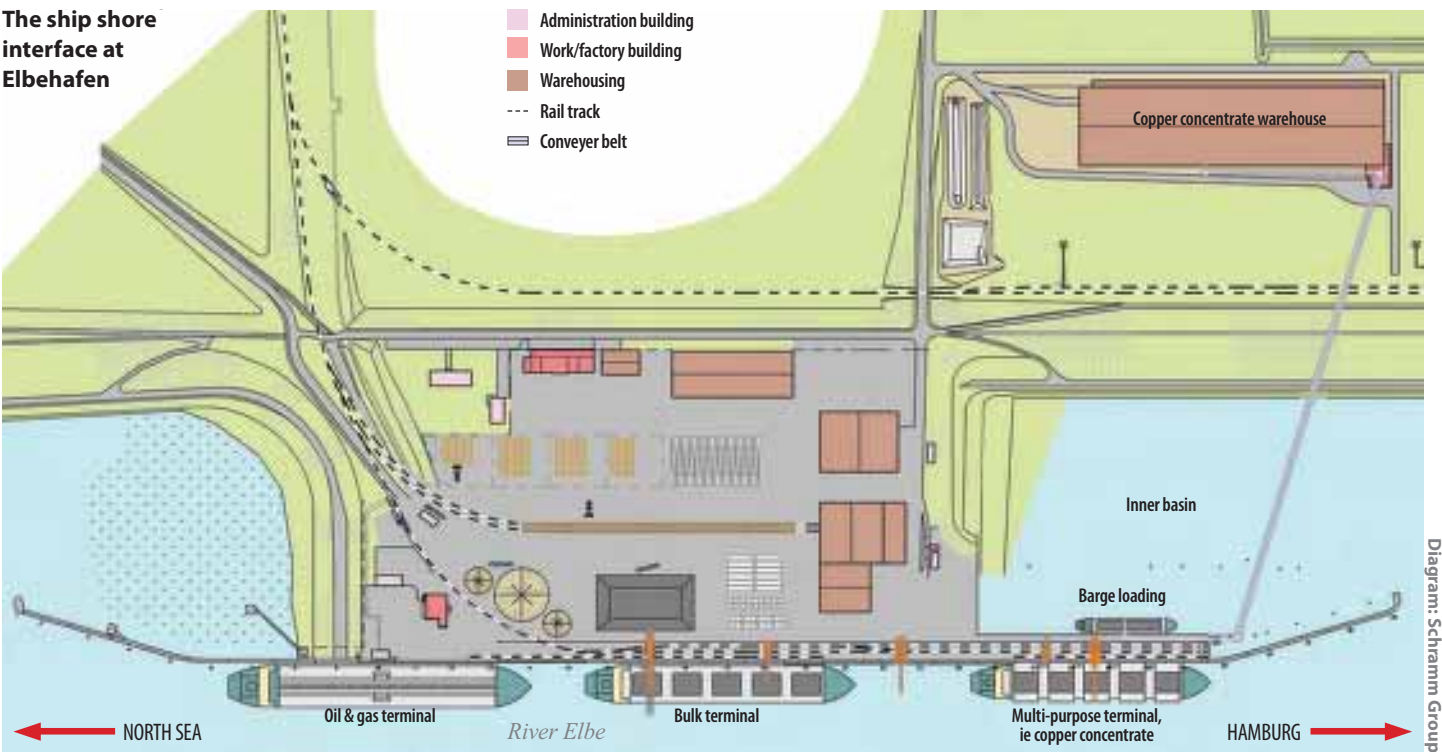
Carrying and storing copper

Futura Carrier-type vessels alongside at Elbehafen



Photos: Schramm Group

The ship shore interface at Elbehafen



it reaches the mill. The mixed cargo is loaded on to conveyor belts by wheel-loaders and taken back to Elbehafen, where it is loaded at the eastern dock on to one of two purpose-built Futura Carrier-type inland water vessels. These have a draught of only 3m, but a maximum payload of 2,950 tonnes, so are ideally suited for the 60km journey down Hamburg's canals with their shallow draught and low bridges.

A central IT system co-ordinates and monitors the vessels' discharging, conveyor belts, weighing and sampling, and all storage and removal actions.

When the vessels reach the Aurubis copper mill the vessels are discharged by a hydraulic crane, purchased as part of the project, and the cargo is transported via conveyor systems to the storage areas on the Aurubis premises. "This way Aurubis was able to free additional storage capacity and the blending

process was brought forward," the port told *P&H*. The majority of the stored cargo is at the Brunsbüttel warehouse, with material being delivered as and when required.

Schnabel told *P&H* that one of the major challenges for Schramm Group was to learn about the commodity – its different ingredients and related characteristics such as flowability and weight. "However, today we are experts," he declared.

Copper concentrate is conditioned copper ore and consists of 30% copper, iron and sulphur respectively, the port explained. The other 10% is made up of a variety of elements. Its texture and density means that copper concentrate is difficult to handle compared with other bulk goods, so when it was preparing the contract Schramm Group had to study the product and its flow characteristics. This resulted in the specially planned and constructed conveyor system.

There were further challenges along the way. Planning permission had to be obtained for the new warehouse, conveyor systems and cranes, said Schnabel. "Due to copper concentrate being an emitting commodity, we had to provide studies about the emissions and the relevant permission was obtained from the authorities," he told *P&H*.

For Aurubis the advantages are cost savings, low to no emissions and "improved quality of the final products due to [the] specialised and tailored blending solutions via GPS-controlled wheel-loaders and high-tech weighing systems," Schnabel said, adding that the process is also environment-friendly. Brunsbüttel's contract with Aurubis runs for a further 16 years and so far, it told *P&H*, there is nothing about the system that it would change. **PH**

“ We had a logistical concept and rate offers that convinced them ”

Frank Schnabel, MD,
Schramm Group





South Hook LNG's jetty
in Pembrokeshire, UK

Building a **house** to protect a **home**

A refurbishment project on the jetty at South Hook LNG Import Terminal posed some unusual challenges. *P&H* learns from project manager Philip Miles how they were overcome

A port's location at the land-water interface, which is often an area of great ecological diversity, and the role that the port plays, generally means that several parties have an interest in port developments. A location earmarked for construction and refurbishment of port infrastructure can often turn out to be the chosen home of a variety of wildlife.

So it was at South Hook LNG Import Terminal at Milford Haven, southwest Wales. South Hook LNG Terminal Company wished to create an import facility capable of receiving the largest LNG ships afloat. These Q-Max vessels can be up to 345m long and have a capacity of 266,000m³. As part of the terminal's development, Besix Kier JV – a joint venture between Belgian construction company Besix and Kier

Construction of the UK – was subcontracted to carry out work on the jetty.

Directly under the jetty approach trestle lies the only known bed of red maerl coral in Wales, Philip Miles, project manager for Kier Construction, told delegates at the PIANC Congress last year. The coral is calcified seaweed that takes thousands of years to grow, he explained. The site is within Pembrokeshire Marine a special area of conservation. It was therefore decided to refurbish the existing jetty wherever possible and rebuild only where necessary, Miles told *P&H*, "in order to make best use of the existing facility and to create least disturbance to the natural environment, particularly in view of the red maerl coral under the jetty".

The work took place over three years, from 2005 to 2007, following a nine-month period of design and mobilisation of people and equipment.

The jetty was built between 1959 and 1961, but had been out of commission since 1980. Pre-contract investigations showed that 800m of the 1km approach trestle needed to be refurbished. The roadway over the trestles would have to be replaced, as would the berths.

The licence from the UK's Food and Environment Protection Agency stipulated that nothing could be deposited or dropped into the sea throughout all of this activity, Miles explained. This included water used during hydro-demolition, dust from grit-blasting and rebound from sprayed concrete. Discussions with the Countryside Council for Wales took place to find suitable ways of working during the project. Miles asserted: "We were correct in adopting a proactive and open relationship with the regulators and client, as this was the only way to successfully and efficiently overcome the many challenges on a marine project of this scale"

To protect the water from development activities, enclosures measuring 13m by 5m and 6m high known as 'houses' were designed. "It was a project innovation developed during our study of how best to prevent even the water dropping into the sea, as protection of the red maerl was our paramount consideration," Miles told *Ports & Harbors*.

The bottom of each house was sealed and skips were situated at each end to collect waste concrete and water before being transferred to an adjacent barge.

The existing roadway had to be replaced with composite units comprising of a concrete deck with a steel truss sub-frame. The frame structure meant that less concrete could be used, thereby cutting down the weight placed on the existing structure. These units were transferred to the required location using a specially constructed rail system that ran on top of the old roadway.

Early approval

A total of four licences had to be obtained for the refurbishment of the jetty, namely a Food and Environment Protection Agency licence, Coast Protection Act 1949 approval, a river works licence and Crown Estates approval.

"We also agreed with the Pembrokeshire County Council on allowable noise levels," Philip Miles, of Kier Construction, told *Ports & Harbors*.

South Hook LNG Terminal Company already had the necessary permits and licences in place prior to placing a contract with Besix Kier JV, he explained to *Ports & Harbors*.

Besix Kier then had to gain approval for the construction methodology. "We commenced dialogue with the authorities as we developed our methods to ensure that their requirements were effectively incorporated, as they best understood what was required to protect the biodiversity of Milford Haven waterway," Miles said.

Three berths were removed and replaced with two new berths measuring 40m by 16m. The decks were removed by cutting the piles that supported them. Heavy-lift cranes took the weight of the deck while the piles were cut using diamond wire saws that clamped to the piles. To reduce the amount of crane time, cutting continued 24 hours a day. The section of pile left in the water had to be removed to 1m below seabed level. In most cases the piles were hollow and so this could be achieved using an underwater internal pile-cutting machine. This method created minimal disturbance to the seabed and was the most environmentally friendly option. For those piles that could not be cut internally, a hydraulic guillotine was used.

Materials from demolished infrastructure – including the three berths, 16 mooring dolphins and about 200m of roadway – totalled around 30,000 tonnes of concrete slabs, pilecaps and deck. Various options for the disposal of these materials were considered, but it was decided to create a 'floating yard' to receive and break down the materials into a form that could



Photo: Kier Construction

When the project was underway the site had a high level of activity



Photos: Kier Construction

From top left to bottom right: a semi-submersible vessel mobilises equipment; the pre-cast concrete panels are put in place; a pile top drilling rig gets to work; and, the 'houses' that enclosed the pile bents protect the red maerl coral from the works

be reused. These materials were periodically moved ashore on a coastal vessel. Approval of this system was more problematic than anticipated, Miles reported, and a meeting of all interested parties, including eight government bodies, took place to consider items such as dust suppression and noise.

Many of the concrete structures required for construction were precast to avoid the need for formwork over the water. A yard was developed at the rear of the nearby Port of Pembroke that provided 440 elements. Wherever possible, reinforcement of the concrete was carried out ashore. Piles were also prefabricated and painted before being delivered to the site.

Nevertheless, a total of 15,000m³ of concrete had to be brought in by four concrete shuttle barges. These barges were equipped with tanks to wash drums and skips without any water going in to the sea.

A control building was also installed, along with 250m of roadway, eight berthing dolphins and 16 mooring dolphins, along with other infrastructure.

Miles was keen to impress on P&H the enormity of the project, pointing out that it required one of the "largest marine construction fleets" seen in the UK in recent times and employed a workforce comprising more than 30 nationalities. One of the major challenges to be overcome, he explained, was "efficiently integrating

demolition, refurbishment and new construction works on a congested site".

Miles maintained that Besix Kier's early involvement in the jetty's refurbishment was one of the key reasons for its success. As a result, he said, it was able to "design the jetty to suit the equipment that we had available, and the methods that we wanted to adopt made the construction process efficient". This meant the company was able to "safely deliver a project to budget and on time that fulfilled the client's expectations," Miles concluded. **P.H.**

More info: www.besix.com/ www.kier.co.uk

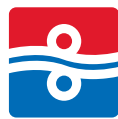
What lies beneath

Marine biologists surveyed the seabed to ascertain exactly where the densest areas of red maerl were in order to avoid damage from the anchors and spud legs deployed by the barges used during the development. This research enabled Besix Kier to plan where this equipment could be used to avoid disturbing the red maerl. It also meant that these locations could be selected and agreed on in advance in association with the Countryside Council for Wales.

After work started, marine biologists surveyed the seabed to check how much disturbance had been created so far, and it was found to be much less than anticipated. Miles pointed out that this gave everyone involved confidence that the "overall impact would be controlled to a very low level".

In addition, further surveys were carried out every four months to monitor the health of the red maerl.

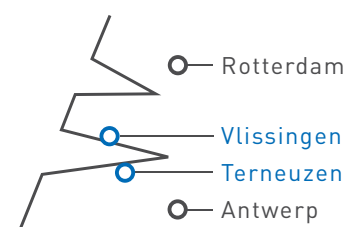
CUSTOMISATION MAKES THE DIFFERENCE



**zeeland
seaports**

The seaports of Terneuzen and Vlissingen form the best link with all the continents. They guarantee a rapid flow of goods due to their easy accessibility, their location on deep seawater and excellent facilities. The two modern ports are strategically located between Rotterdam and Antwerp, at the mouth of the Westerschelde river. Together with an extensive traffic-jam free network of motorways, railways and waterways, this guarantees excellent connections with the hinterland. Key characteristics are the customer-friendliness, customised solutions and enormous variety of possibilities for logistics and industrial activity. The Zeeland Seaports Port Authority helps to keep all these benefits in good order.

schelpenpad 2 • p.o. box 132 • 4530 AC terneuzen • the netherlands
port@zeelandseaports.com • www.zeelandseaports.com
p +31 (0)115 647400 • f +31 (0)115 647500



Cluster confidence

Ports globally are looking at the cluster concept to reduce costs, boost supply chain efficiency and enhance security. Journalist **David Worwood** reports on how ports can work in partnership to improve their performance

Gone are the days when ports simply offered a berth and basic cargo handling services. The current trend is for ports to participate in, if not lead, the push for supply chain optimisation.

Clear reasons exist for this change of emphasis. One concerns the need for proactive strategic planning. As freight volumes increase, port hinterland congestion becomes an issue, including the environmental impact of more trucks on the road. Increasing rail's modal share, for example – or easing the burden on road freight – makes firm sense. Hinterland connections are becoming an important means by which ports can compete with each other.

Exactly what is a port cluster and how does it work? In effect, a cluster fosters collaboration, networking and interdependencies between private companies, publicly owned infrastructure providers such as ports and rail operators, administrative bodies, regional industry associations and others involved in a region's supply chains. The goal is to increase efficiency and produce what the Global Institute of Logistics (GIL) calls "a joined-up system that maximises the use of time and minimises cost".

"Through our benchmark study we have identified that ports are clusters," GIL chief executive Kieran Ring told *P&H*. "Whether or not ports describe themselves as clusters, they are still behaving with all the hallmarks of cluster management.

"If this is more formally adopted by port authorities as a business paradigm they begin to get a new strategy. We think cluster management strategy optimises your ability to co-ordinate the port community," he added.

"You cannot replicate or build clusters easily," declared port and transport economist Dr Michiel Nijdam of Rotterdam's Erasmus University. "Historically, every cluster is different. They are very infrastructure-dependent: probably the best thing to do is to dredge a port to get a deep draught. Then if you're close to a strong economic region you can build up a port cluster fairly easily," Nijdam said. The chair of IAPH's Trade Facilitation and Port Community Systems committee and finance deputy director at the Port of Marseille, Frédéric Dagnet, agrees that the port cluster concept is "perfectly effective" in the way it outlines what should be a common strategy for ports.

The Global Institute of Logistics has set up a Port Cluster and Governance Committee (PCGC), chaired by the Port Authority of Valencia (Valenciaport). The New York-based institute is researching the subject with the aim

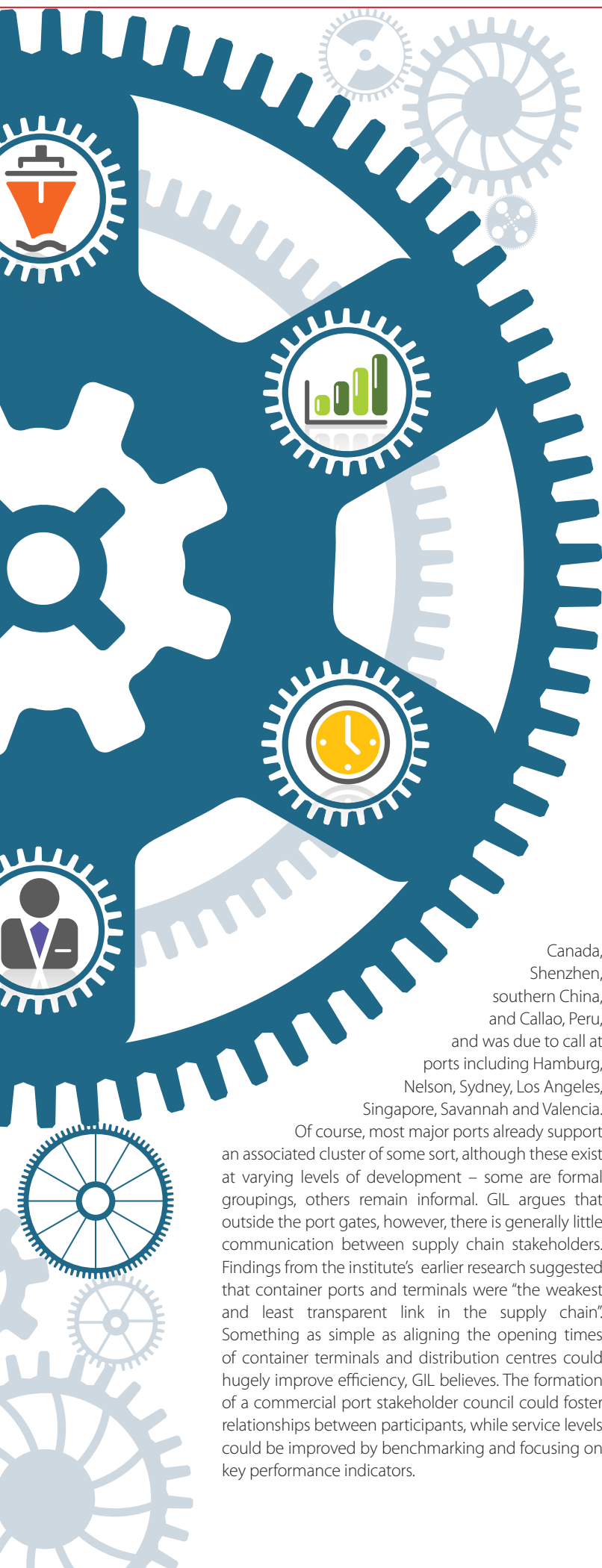
of publishing guidance for best practice port cluster governance, and the findings will be unveiled at the IAPH World Ports Conference in Busan in May, said Ring. This will include an example of a mature port cluster that has been designed as an internationally transferable model.

"Teesport, Nampot of Namibia, New Zealand's Port Nelson and the Port Authority of Peru are working under the leadership of Valencia in the PCGC, which aims to build a transferable model based on best-in-class benchmarking that will allow global port controllers to successfully bring together all port cluster stakeholders to raise quality levels, maximise profit and movement of container cargo," Frans Calje, managing director unitised of PD Ports, told *P&H*.

"PD Ports is pleased to have been recognised by GIL as an example of best practice in the global maritime logistics industry and the only UK port invited to join the PCGC," he added.

By November last year, the PCGC had visited Calgary,





Canada, Shenzhen, southern China, and Callao, Peru, and was due to call at ports including Hamburg, Nelson, Sydney, Los Angeles, Singapore, Savannah and Valencia.

Of course, most major ports already support an associated cluster of some sort, although these exist at varying levels of development – some are formal groupings, others remain informal. GIL argues that outside the port gates, however, there is generally little communication between supply chain stakeholders. Findings from the institute's earlier research suggested that container ports and terminals were "the weakest and least transparent link in the supply chain". Something as simple as aligning the opening times of container terminals and distribution centres could hugely improve efficiency, GIL believes. The formation of a commercial port stakeholder council could foster relationships between participants, while service levels could be improved by benchmarking and focusing on key performance indicators.

GIL also proposes that a recognised 'champion' or leader of the supply chain collaboration model be chosen for each cluster. Some experts believe a port representative should be the natural choice, as ports have both capability and incentive to solve problems requiring collective action, bridging the public and private sectors. It's a viewpoint shared by Valenciaport, which believes that the cluster should stem from a port's own strategy.

Corporate governance – a well-defined strategic vision and a system of rules and responsibilities – is crucial to the success of a cluster, believes GIL. Valenciaport, which consists of Valencia, Sagunto and Gandia, along with other partners, was chosen by GIL as a best-practice example. The Mediterranean port authority told *P&H* that port cluster governance has to be embedded in the main strategy, the stakeholders identified, working groups set up and bottlenecks or problems attacked and resolved where possible.

The partners involved – comprising agents, activities and services – are interdependent and related, in the view of Valenciaport. It added that it is less and less the case that partners within a port cluster have to be geographically close together to be functionally interdependent. Valenciaport's commitment to quality across the whole supply chain in its cluster was one of the reasons that GIL named it "best in class".

Valenciaport has exported its *Marca de Garantía* (quality guarantee) concept to international ports with varying degrees of success, and conceded that cultural obstacles have proved a challenge. Overall, however, Valenciaport argues that the concepts behind clusters are global and believes "port cluster governance can be adapted everywhere". **PH**

More info: www.globeinst.org

Indian Ocean exemplars

Port clusters may be more readily associated with well-populated, industrialised areas, but a remote location can offer fertile territory for clusters to grow, too.

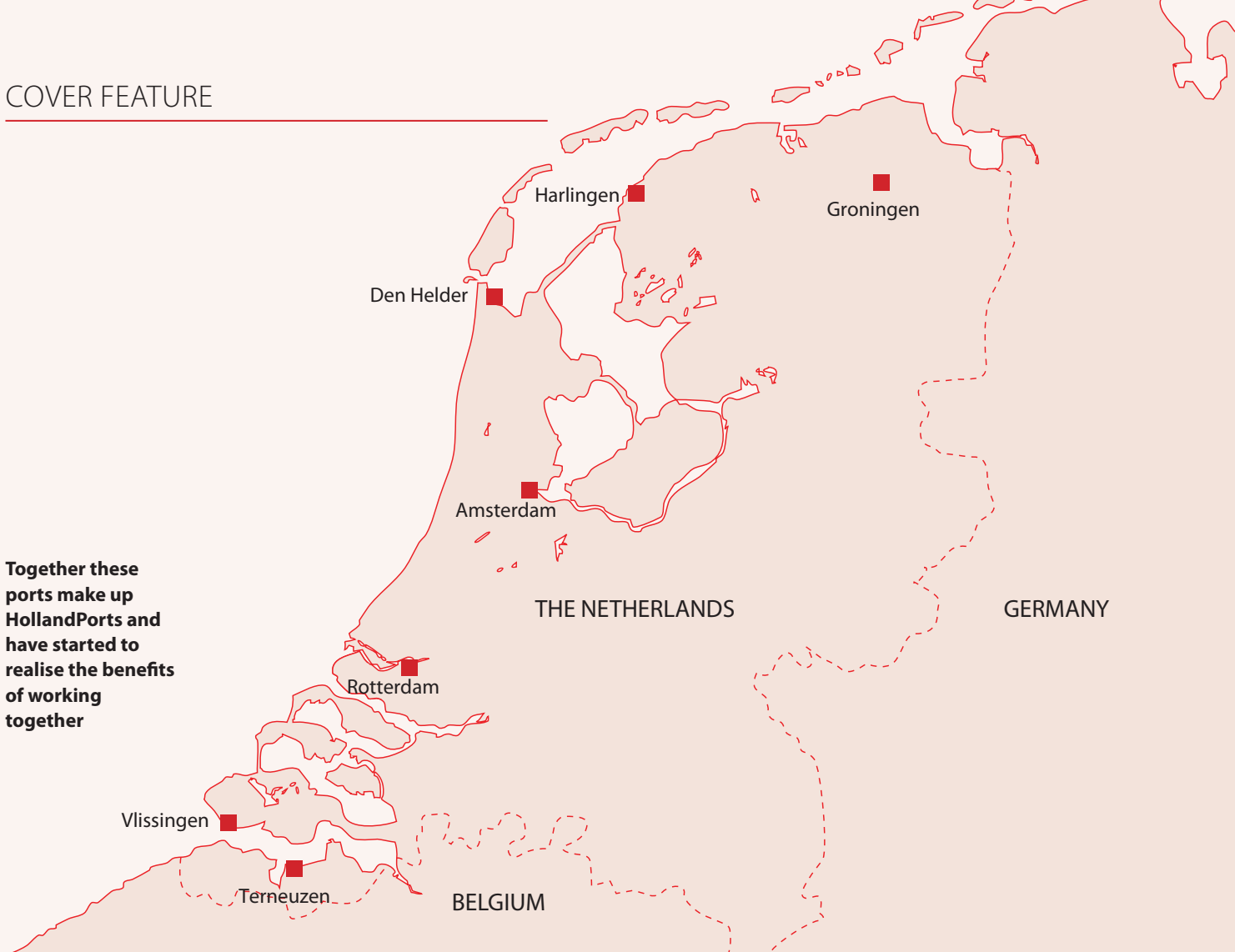
Mauritius is over 2,000km from mainland Africa, so its major port, Port Louis, has had to develop self-reliance. The harbor area has long attracted – albeit in an unplanned way – industries and services from oil, cement and grain to transport and logistics. Now the focus is on specific business sectors to complement the port's growth into a multifunctional regional hub – for transshipment, seafood processing and cruise. Proximity is important: next to the container terminal, the Mauritius Freeport offers warehousing, business units and a multitude of logistics services; behind the fishing harbor are the seafood processing and tuna canning factories.

More is to come, with the 211ha Chinese-developed Jinfei industrial zone under construction north of the port and the 26ha Indian-backed NeoTown business and retail area next to the cruise terminal. For the Chinese and Indian promoters, Mauritius is a commercial stepping-stone between Asia and Africa; for Mauritius the port is a magnet for overseas investment and the engine of its export drive.

Clusters, when they reach a certain critical mass, can grow dynamically. Cruise is a case in point. Port Louis is too small to qualify as a cruise destination in its own right, but it can complement similar-sized calling-points in the region, such as Victoria (Seychelles), Réunion, Madagascar and the Maldives. Newly branded 'Les Iles Vanille', the islands reinforce the ports' value as a 'cruise cluster'.

Illustration: Shutterstock/Stockphoto

Together these ports make up HollandPorts and have started to realise the benefits of working together



Promoting ports together

Journalist **Janny Kok** considers the power of promoting ports as a group

Dutch ports have realised that it is better to act as a group in competition with foreign ports rather than compete with each other. They have done this in part by collaborating in promotional activities, such as trade shows and events, through an initiative known as HollandPorts. It was some time before Rotterdam became involved, but in the meantime its customers soon noticed it wasn't. Groningen Seaports director of sales and shipping Jannes Stokroos told *P&H* that at trade shows customers did not understand why it was not marketing itself as part of HollandPorts along with others in the region. He recalled their rhetorical question: "It is a port in Holland, is it not?"

HollandPorts.com has been set up as the portal for all involved. It provides information and website links for the ports of the northern Netherlands, namely Harlingen, Groningen Seaports, Amsterdam, Rotterdam and Zeeland Seaports, made up of Vlissingen and Terneuzen, along with governmental bodies, airports and shipping-related businesses.

"The joint promotional activities are appreciated by all partners involved," said Wim Ruijgh, founder of

HollandPorts and managing director of the Amsterdam Port Promotion Council. "Even former transport minister Camiel Eurlings came to visit the HollandPort stand in Brazil twice, and [the] ministry of economic affairs department NL International Agency supports HollandPorts financially. Businesses do not specifically inform us about their successes through participating in HollandPort activities, but I am sure that they can get in touch with valuable prospects and finalise contacts previously established on the trade fair floor." They can also make contact at other networking events where HollandPorts has a presence.

Both Ruijgh and Alex Nelis, MD of Zeeland Cruise Ports, are positive about the results of working together when promoting various sectors within the ports industry, such as cruising. Nelis wants Zeeland's Vlissingen to be seen as a destination in its own right, offering alternative activities such as cycling tours. "We have good partners in Amsterdam and Rotterdam when presenting Zeeland as the third cruise port. Cruise lines Phoenix, Royal Caribbean and Holland America Line have shown interest and we have the facilities through the STT Group [a

Vlissingen port-based logistics service provider]. Even the Vlissingen municipality and the Zeeland provincial authorities are aware of the growing potential of the cruise industry.”

At Groningen, Stokroos agreed that ports should promote themselves as a group. “Our ports are strong enough to do that together. After the initial marketing one can find customers of one’s own, in terms of geographical situation of the port, specific products required, synergies.” He pointed out to P&H that Holland has had representation abroad through embassies, consulates and private organisations for many years: “They are the scouts for the Netherlands with a feeling for specific markets and potential customers. It is for HollandPorts and its participants to continue the initial contacts made.”

The same goes for co-operation between the modalities that reach into the ports’ hinterland. “In

fact, the customer decides which modality to use,” Shortsea Promotion Centre Holland’s MD Sander van ’t Verlaat concludes. He said that the customer’s choice depends on how fast goods have to be at their destination. By railway to Frankfurt is the fastest route but also the more expensive option, he noted, adding that inland navigation is much slower, but also much cheaper.

Looking forward, he believes that it is logical for railway and inland navigation companies to join forces to promote themselves as they meet different customer needs. He pointed out that the shortsea promotion office and Rail Cargo Information Netherlands share an office. “[It] is proof that customers, shippers and the National Ports Council like what we do separately and together,” he concluded. **PH**

More info: www.hollandports.com

French ports find synergies

Plans to improve collaboration between ports in northwest France could lead to a major tie-up between Cherbourg and Rouen

Thetwoports,locatedinNormandy,commissioned a joint development study in November to identify opportunities for collaboration. Carried out by port development consultancy Eurotrans, the study will aim to identify opportunities for the inland river port of Rouen to exploit Cherbourg’s excellent position at the entrance to La Manche [English Channel]. Meanwhile, Cherbourg is hoping to benefit from Rouen’s prominent position at the centre of the important Le Havre–Paris axis in the French hinterland.

Results from the study, which will form part of a strategy to increase co-operation between French ports along the Atlantic and La Manche coasts, will be announced early this year.

Cherbourg’s deep-draught access and facilities for consolidation and transhipment, capable of handling 7M tonnes of cargo a year, are a major draw for Rouen, said Tristan Larsen, development director at the Ports of Normandy Authority, which owns the Port of Cherbourg. “We are hoping to formalise a collaboration that will improve nautical access for Rouen. Currently, the port can provide just 10m draught and a large portion of its budget goes into dredging to provide access for increasingly larger vessels. By contrast, Cherbourg has facilities that can handle Panamax and Capesize vessels.” The vessel cargoes could be offloaded at Cherbourg then transported to Rouen on coasters, he added.

The collaboration could see large bulk products shipped between the ports, and the development study will explore the possibility of Cherbourg setting up a dedicated coal terminal.

Container trade between the ports will also be

investigated, said François Henriot, spokesman for the Port of Rouen. He explained: “Container ships coming directly from Africa or South America to north European ports could unload a part of their cargo at Cherbourg almost without changing their route.” And, if volumes are regular enough, a container shuttle service between

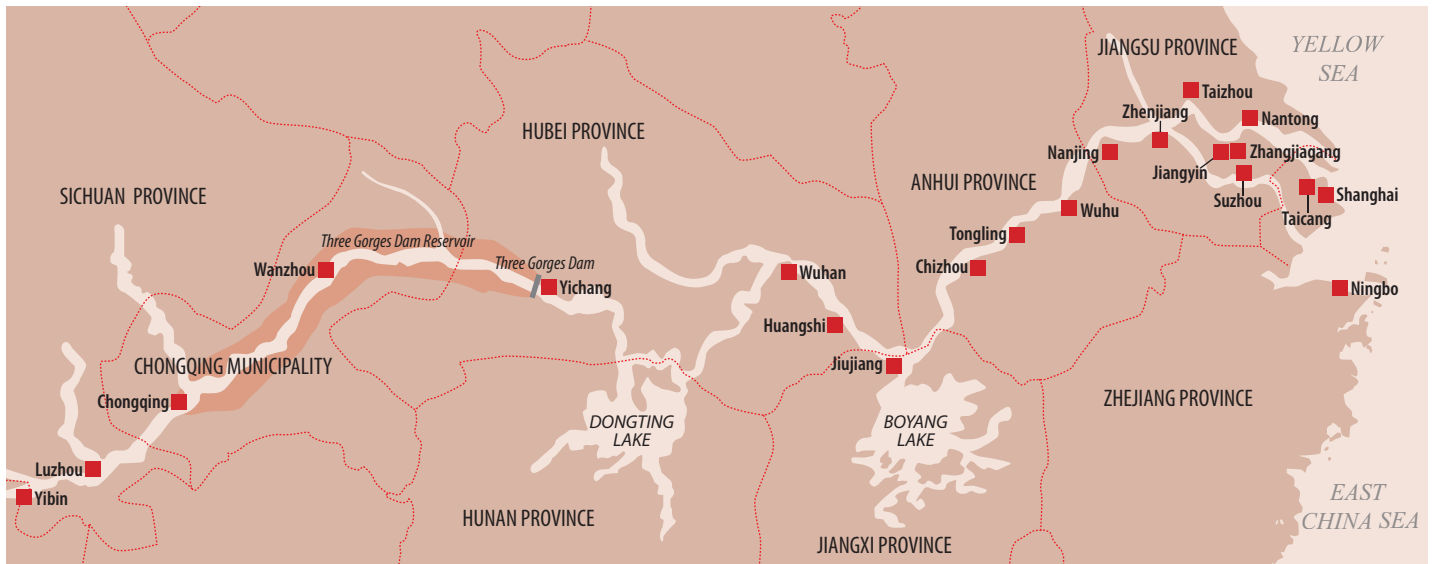


Photo: Grand Port Maritime de Rouen/Patrick Boulen

the ports could be established, similar to that being planned between Le Havre and the Port of Caen.

Pepper shipped from Scandinavia was once a major import at Rouen, but a shift in the industry means it is now transported on much larger vessels from South America, which cannot access Rouen. But a deal with Cherbourg would help reinstate this trade, added Henriot. “To sum up,” he concluded, “the customers are in Rouen, but the deepest draughts are in Cherbourg. It’s time for Rouen and Cherbourg to co-operate.” **PH**

Port Jérôme petroleum terminal at Rouen. The river port wants to benefit from Cherbourg’s deeper draught



Following the Yangtze... business keeps coming to its ports

Strategy and co-operation

Local economic growth fuels port development along China's Yangtze River. Ports don't co-operate but form alliances, gaining new business by adding container capacity, reports journalist **Bouko de Groot**

Ports along the Yangtze are encouraged to form strategic alliances. The government in Beijing wants to make ever-more efficient use of the world's busiest river in terms of cargo throughput. The Yangtze accounts for 80% of China's inland waterway cargo volumes, yet it remains an under-utilised resource, according to David Lammie, publisher of *Yangtze Transport* and director of Yangtze Business Services.

The government's aim is to improve co-ordination between local and central government efforts to address issues such as dredging, vessel standardisation and safety. "All of these require co-operation between different government departments," reports Lammie. Once a year all the major Yangtze port city mayors gather at a forum to agree on a the major direction and plans for the region, but they do not find solutions to the issues mentioned. "With vessel standardisation, for

example, the central government says these plans need to be carried out within five years, but money needs to be found to compensate owners of old vessels," Lammie explained. Without Beijing's co-ordination, ports are even less willing to co-operate with each other.

Yet business keeps coming of its own accord. The cluster of ports within Shanghai's own, sizeable limits are managed by listed, but effectively state-owned, Shanghai International Port Group (SIPG). Part of this success is that SIPG has invested in major ports along the Yangtze, to ensure traffic to and from its main operation in Shanghai – indeed, it is the river's largest investor.

According to *Yangtze Transport*, SIPG has established strategic alliances with nearby Taicang and Nantong. "The major Yangtze River Delta ports include various ones in Jiangsu province such as Nanjing, Suzhou (made up of Taicang, Changshu and Zhangjiagang terminals) and Nantong, as well as Ningbo port in Zhejiang province. They play a supporting role to Shanghai as China's international shipping centre," Lammie told *P&H*. They also have controlling stakes in the largest operators in Wuhan and Jiujiang, in the river's middle reaches.

In the far west, SIPG is building a container terminal in Chongqing and in Sichuan province it will build another, at Yibin, towards the farthest reaches of the navigable part of the river. Recently, SIPG has started to consolidate all of these operations into a single company, Yangtze River Logistics. This new subsidiary will focus on domestic shipping – which includes feeder, related logistics and warehousing, and yet-to-be-developed logistics parks. **PH**



Photo: Taicang Terminals

Taicang: forming strategic alliances with Shanghai



Photo: Port of Oslo

UECC is part of a shipping cluster located around the Port of Oslo

Shipping cars in a cluster

The cluster concept – a group of interconnected players and companies concentrated in a specific region – can be applied to shipping. **Jem Newton** talks to United European Car Carriers about being part of two Norwegian shipping clusters

Norway's shipping sector is divided among several clusters, the most diverse of which is located around its main port and the country's capital, Oslo. Shipowning and operating accounts for around 50% of the industry by value, with the remainder being almost equally split between services, equipment and shipbuilding.

A leading player in the Oslo shipping cluster is United European Car Carriers (UECC), which has a fleet of 18 specialised car carriers designed or adapted to operate on European shortsea routes and is able to carry cargo ranging from new cars and commercial vehicles straight out of the factory to high-and-heavy cargo of all types. Nine of the 18 vessels are owned, with the rest being operated under time-charter.

UECC naval architect Inge Sandaas told *P&H* that UECC divides its carrier activities between two clusters: "We are not only part of the Oslo cluster but also of the west coast cluster including Bergen, which is heavily involved in ship development," he said. In broad terms, the western Norway cluster is concerned with the development of offshore and the building of smaller vessels, while the main development of the deepsea industry is concentrated in Oslo Fjord. The Oslo area also specialises in the 'maritime knowledge' sectors such as law, finance, brokering, classification, insurance and IT.

UECC has 12 subsidiaries spread throughout

Europe but still derives considerable commercial benefits from being located in a solid maritime environment with access to a wide range of other maritime companies.

Sandaas believes it is important to maintain close ties with the other companies in the local cluster, whether or not they are linked to his own shipbuilding specialty. "By meeting these people from time to time, you get to know what is happening in the market and what is coming in the future. You also have the possibility of joining forces with them regarding IMO issues, for example," he told *P&H*.

He conceded that communication via telephone and email has reduced the frequency of face-to-face meetings, but insisted that physical proximity still plays a vital role. "It's easier to meet representatives of other companies if they're part of the same cluster. When you meet them face to face in a more relaxed setting – rather than by phone or email – you obviously discuss more than just the topic you started with," he said.

UECC also said the development of door-to-door services had increased the necessity of co-operation with other types of transport companies located in the port areas. Control of the complex logistics of door-to-door delivery is important for building sustainable competitive advantages, and close co-operation with maritime logistic consultants and local IT companies is crucial. **PH**



Unity in adversity

The plague of piracy is spreading across the Indian Ocean but, as **Stephen Spark** found at a meeting in Mauritius, ports and states are finding common cause against the threat

Nothing brings people together like facing up to a common threat. That is what happened at the 2nd Regional Ministerial Meeting on Piracy at Grand Baie, Mauritius, on 7 October 2010. Hosted by Mauritian prime minister Navin Ramgoolam and foreign minister Arvin Boolell, the meeting was attended by UN special adviser on piracy Jack Lang, EU foreign high representative Baroness Ashton and representatives of all the regional states and regional organisations.

The roll call is significant, because this was the first time that so many regional states and organisations had shown such a united front. Somali piracy, delegates

agreed, was a "scourge" that posed a serious and continuing risk to the region's security and economies.

It was hardly the first meeting to fulminate against the maritime crime wave that has wreaked havoc on merchant shipping in the Gulf of Aden and a widening arc of the Indian Ocean, but it did recognise that naval power alone can never defeat Somali piracy. The battle against the men who, as *P&H* went to press, held 23 ships and 547 seafarers hostage has to be fought on land as well as sea, delegates agreed.

Once, pirates were content with harassing fishing vessels and small general cargo ships close to the

“We need 21st century solutions for this 17th century crime”

Navin Ramgoolam

Prime minister, Republic of Mauritius



Photo: Stephen Spark

Somali coast, but today, as Boolell noted, the problem has “expanded into vast areas of the Indian Ocean, threatening the stability of smaller countries”. In June the International Maritime Bureau (IMB) extended its piracy High Risk Zone (HRZ) to 10°S and 78°E, but, as IMB manager Cyrus Mody told *P&H*, ships last year were hijacked from 20.5°N to 9.5°S. On 5 December bulk carrier *Jahan Moni* was captured 67nm from Minicoy Island, at 8:12°N and 71:55°E – 1,300nm from Somalia but only 280nm from Kochi, India. Even the multinational anti-piracy task force’s 30–40 naval vessels cannot hope to keep such a vast area of ocean safe from determined sea raiders. For the pirates the rewards are rising – \$9.5M was reportedly paid to release *Samho Dream* in November.

The problem is compounded by the Indian Ocean’s small island states’ relative inability to patrol their vast exclusive economic zones, making them vulnerable to incursions from pirates and illegal fishing vessels.

Ramgoolam impressed on the delegates at Grand Baie “the considerable impact of piracy on our economies”. Higher insurance has helped push the cost per teu in Mauritius from \$132 to \$185, and Kenya’s *Daily Nation* reported that pirate-avoiding diversions that lengthen a Dubai–Mombasa transit from seven to 12 days can add \$12.50/tonne to the cost of importing crude oil to Mombasa. Seychelles foreign minister Jean-Paul Adam wrote in *The Diplomat* that he estimated piracy-related losses to the country’s economy at 4% of GDP, while anti-piracy operations were costing €2.3M a year from a €100M government budget.

Piracy is also distorting local trade patterns: in December Mauritius stated it would no longer import live animals from Kenya because piracy-derived transit delays and insurance costs made the livestock too expensive. Cruise business has been hit too. Seychelles’ consul in Tanzania, Maryvonne Pool, was quoted in Tanzania’s *Daily News* as saying that the number of cruise ships in the Indian Ocean had dropped drastically, if not stopped entirely, and calls to Mombasa reportedly dropped by 95% in early 2010.

“We need 21st solutions for this 17th century crime,” Ramgoolam declared. However, an ITF spokesman told *P&H*, “There’s no panacea against piracy.” In his view, the greatest need was for “more political will, more interdiction, more prosecutions”. The latter has

proved problematic, with some courts claiming they cannot try those accused of piracy outside their own waters, Seychelles and Kenya complaining of the heavy burden it is placing on their legal systems, and Mauritius wavering over plans to site a piracy tribunal and court in the country.

Nevertheless, Boolell was adamant about the need for regional co-operation against piracy: “It is a shared responsibility. It is a war that no island or coastal state or land-locked state can wage on its own.” In July an Indian Ocean naval force was proposed, but the focus has been on harmonising legal powers to make it easier to prosecute pirates outside Somalia, capacity-building measures and strengthening regional organisations. One such was the creation in 2008 of the South Asia and Africa Port Stability Cooperative (SAARPSO), headquartered in Seychelles, which aims to combat piracy and IUU fishing, improve vessel monitoring and preserve the Indian Ocean’s environment.

Other regional players include the Indian Ocean Commission, the Indian Ocean Tuna Commission and the Port Management Association of Eastern & Southern Africa. IAPH, of course, represents ports in Djibouti, India, Kenya, Maldives, Mauritius, Pakistan and Réunion, all of which have felt the effects of Somali piracy.

In some cases, ports are providing practical help and information to merchant shipping. Port Victoria, Seychelles, is a harbor of refuge for vessels fleeing pirates and actively encourages naval task force vessels to call by offering fuel at discounted prices. Peter Ford, CEO of APM Terminals’ Port of Salalah, told *P&H* that the port is promoting information exchange about pirate activities.

Last year saw an upsurge in pirate attacks in the south of the HRZ, affecting Mombasa and Dar es Salaam – a worrying development that, if unchecked, could add new dangers to the Mozambique Channel. In response, the Kenya Maritime Authority initiated in late November a 10nm by 20nm security corridor for ships entering Mombasa, patrolled by the Kenyan Navy.

Ports can only do so much, however, and all those to whom *P&H* spoke at Grand Baie agreed that restoration of maritime security depends on repairing the fractured state of Somalia.

As Ashton pointed out, “The solution to Somali piracy is on land, not on sea.” With that in mind, the conference agreed a Somalia Inland Strategy that stated: “The long-term solution to many of these piracy and maritime challenges resides in the reconstitution and the strengthening of State institutions, reconstruction and restoration of law in Somalia.”

The question smaller states may reasonably ask is how long that complex task will take. In a government statement provided to *P&H* in December, Seychelles Vice President Danny Faure called for an urgent review of the existing anti-piracy strategy, “as although existing practices have delivered some results, they do not offer a realistic solution for the long term.”

In the meantime, however, one positive legacy of Somali piracy looks likely to be a greater sense of regional solidarity and co-operation among the Indian Ocean’s states and ports. **PH**

As pirates reach the outer edges of the High Risk Zone, the region’s states and ports say the solution lies on land in Somalia



Making decisions in any market – be it in an upswing or a downswing – is a risky process, writes **Andrew Webster**

As the world emerges from economic slowdown, there is a distinct difference from the business climate that was experienced before 2008 – namely, a lack of available cash. Despite this, many port authorities are charged with making cost savings and efficiency gains while also improving and expanding the infrastructure for which they are responsible. This is a process not without its challenges.

Many port authorities that have put expansion plans on hold over the past two years are now considering how they might capitalise on new trade flows and recovery in their core markets and are looking to expand either by adding new capacity or by buying new equipment, or a combination of the two.

The process by which most port authorities seek to expand or grow is largely defined by the concessions model, under which the partnership between the port and concession-holders is cemented by legally binding agreements.

As we see it, there are at least two areas of risk in attempting to develop and apply a high-quality concession agreement. First, there are the risks around the decision-making process itself; second, there are operational risks that may or may not be transferable.

Partnerships between concession-holders and port authorities are vital to ensuring smooth and efficient

operations. Both sides of the agreement must focus both on decision-making and operational risks to enable the partnership to work without friction.

In developing the terms for concessions the port authority is obliged to take a long-term view, because most of these agreements run for at least 20 years and place strict obligations on the concession to provide a high level of service to its holders.

These obligations centre on provision of essentially safe berths and unhindered access to quays and wharves, so that the business of the concession-holder – the loading, storage and unloading of cargo – can be conducted without hindrance.

Attention also needs to be given to agreements

Partnerships between concession-holders and port authorities are vital to ensuring smooth and efficient operations

Andrew Webster, Jardine Lloyd Thompson Limited



with various subcontractors that enable the port authority to keep to its contractual obligations. A good example of this is dredging – contractors are essential to enable promises made on channel access and depth alongside to be kept. A further consideration is the financial condition of prospective concession-holders, and it is often necessary to perform an audit on them to inform the decision-making process.

Every port authority has a different risk appetite and the whole decision process must take this into consideration. When looking at business risk in terms of the type and variety of activities within the port, a key question is whether there is a good spread of activity. Equally, ports should avoid over-reliance on any one cargo stream.

Alongside the concessioning process we have seen that the development of a good-quality master plan will pay dividends in that intentions are made clear and engagement with local stakeholders can be undertaken in a constructive fashion.

This, too, may be another area of risk in terms of the planning process in many countries, since ports are sometimes constrained in their development plans by their location at the centre of urban zones.

In working with various port authorities around the world Jardine Lloyd Thompson has often found that port authorities are exposed to various operational risks that, if not handled correctly, can lead to substan-

tial losses. When a port agrees a service level with its client, the concession-holder, any non-performance – a channel not dredged to the stated depth or a malfunctioning navigational aid, for example – can be the cause of a loss to the client.

If the concession-holder seeks redress from the authority, the latter will soon discover whether it has the resources to mount a defence and an insurer willing to help. The cost of insuring against such liabilities need not be high, but in a tough business climate where the mentality is skewed towards finding fault and apportioning blame, ensuring that the right cover is in place becomes essential so that the risk can be adequately transferred.

For such eventualities, the port authority will find it advisable not only to be adequately covered itself, but also to have knowledge of its concession-holders' own insurance facilities and their ability to meet a claim.

In today's climate a port should not consider a review of its challenges complete without factoring in its environmental risks. Ports have long understood their role in the communities they serve. Legislation and regulation in place in Europe and the USA places heavy burdens on ports as 'conservancy' authorities. For most, this burden comes in the form of a statutory obligation to clean up pollution, however it is caused.

It also reinforces the need for the concession-holders to carry the necessary level of insurance, since the authority may have to claim against them after the clean-up job is done. This underlines a major advantage of insurance – providing money when it is needed most and thus ensuring business continuity.

In order to grow and expand, port authorities have to embrace partnership business models. The decisions they make must therefore be of a considered and strategic nature and show greater regard for risk management. In some cases, it will be possible to transfer that risk but this must be considered within the wider picture of an authority's understanding of the risks faced, their appetite for risk and their own specific budgetary constraints. **PH**

*Andrew Webster is a partner in the Energy & Marine Division, Jardine Lloyd Thompson Limited
More info: www.jltgroup.com/marine-insurance*

the risk

Safety rewarded under MoU

A new inspection regime for port state inspections came into force at the beginning of this year. Under the regime of the Paris MoU port state control organisation, ships operating under flags with strong safety records and by owners with recognised high safety management standards, will be eligible for a new 'low risk' status that could free them from having to undergo port state inspections for up to three years.

They could be inspected after two years, but inspection is only mandatory after three years under the new regime, compared with an estimated average six-monthly vessel inspection rate under the existing system.

To qualify as low risk, vessels will need to be under flags on the Paris MoU's White List and which have successfully completed an IMO voluntary member state audit scheme. They will need to be operated by a company that is recognised as a high-quality operator by the Paris MoU and at least one member state and to have suffered no detentions or registered more than five deficiencies per inspection during the previous 36 months.

Paris MoU general secretary Richard Schiferli told *P&H* that he estimated that 10–20% of the 50,000 ships calling at ports in the organisation's region of operation could qualify as low risk. Four flags – Denmark, Germany, Spain and the UK – already meet the organisation's flag criteria for low-risk ships. Schiferli said the new regime was a response to the increasing burden of inspections borne by the shipping industry as a result of the growth in membership of the Paris MoU from the original 14 countries in 1982 to 27 today. To meet the current target of inspecting 25% of ships calling at their ports annually, members were carrying out inspections without always taking account of ships' safety records, which "is not a good thing," Schiferli said. "This is not what port state control is about."

The new regime would abolish the 25% rule, he said, and, by reducing the number of inspections of high-quality ships, provide for more frequent and thorough inspections of potential problem vessels.



Rotterdam became one of four ports using the ESI from January

Photo: Peter Barker

Reward clean ships through ESI

The Environmental Ship Index (ESI) was formally launched at a press event in London on 2 November, and its website went live on 1 January. Four Dutch ports – Amsterdam, Moerdijk, Dordrecht and Rotterdam – started rewarding ships using the initiative from this month. The ESI is one of many projects being undertaken as part of IAPH's World Ports Climate Initiative (WPCI). It is a voluntary initiative that identifies vessels that go beyond IMO standards in reducing their emissions of nitrogen oxide, sulphur oxide, particulates and carbon dioxide.

The ports of Le Havre, Bremen, Hamburg, Antwerp and Rotterdam designed the ESI, which is free for

shipowners and ports alike.

Shipowners and operators are invited to register on the easy-to-use ESI website, reporting the engine certificate, fuel used and other information for each vessel.

A vessel inspection will be carried out, but this will take place at only one port, because the information will be shared among the other participating ports and nautical services.

A calculator built into the website brings all this information together and, using a specially designed formula, calculates the vessel's emissions. Participating ports then decide how best to reward these vessels if they call at their ports. Incentives are



individual to each port.

IAPH managing director Fer van der Laar said at the November event that IAPH "always tries to be one step ahead" and proactive in its endeavours to green more ships. Port of Rotterdam's director environmental monitoring Maasvlakte 2, Tiedo Vellinga, pointed out: "Cleaner ships cost less in the long term." If ports want to become greener, then greener ships are more desirable, he added.

More info:

www.environmentalshipindex.org

Call for Philippines to comply with STCW

The Philippines, as the largest provider of seafarers for the world fleet, should comply with the recently agreed Manila amendments to the 1978 Convention on Standards of Training, Certification and Watchkeeping (STCW), said International Shipping Federation president Spyros Polemis.

Speaking at the Asia Pacific Manning and Training Conference in Manila in November, Polemis insisted that the authorities in the Philippines had a "particular responsibility" to ensure that the requirements of the revised STCW, and the new International Labour

Organization Maritime Labour Convention, were successfully adopted and enforced.

Polemis noted that much had been achieved in the Philippines since the STCW Convention was previously revised in 1995.

"However, in order to maintain the confidence of employers in the validity of Filipino certificates, and the quality of Filipino training establishments, it will be vital that the Philippines maintains its place on the IMO 'white list' of countries that meet STCW Convention requirements."

Delayed US port legislation under Republican scrutiny

Legislation affecting ports and shipowners currently on hold in the US Congress will get a fresh look this year from incoming Republican lawmakers after Congress reconvened on 3 January. Republicans wielding their new-found clout are clamouring for an end to legislative earmarks – federal money funnelled to local projects – a primary funding source used by the Army Corps of Engineers for deepening and maintaining US harbors. This has US east coast port officials worried that the ability to compete for and accommodate larger box ships in anticipation of the Panama Canal expansion in 2014 will be brought into question.

US port lobbyists in Washington are also confident that the 2006 SAFE Port Act, which is up for reauthorisation later this year, will include provisions allowing local ports to waive a 25% cost-sharing requirement with the federal government for port security projects.

The most controversial proposal likely to be considered by the new lawmakers, who swept in during the November 2010 mid-term elections, is the shipper-backed Shipping Act of 2010 bill that would eliminate antitrust immunity in the US transpacific trades and bolster the Federal Maritime Commission's authority to settle rate and service disputes.

Box carriers argued the proposal would destabilise the industry at a time when the US economy requires a predictable regulatory regime to support continued investment in liner shipping assets.

Congressman James Oberstar, the Democrat who authored the shipping legislation, was voted out in November and has been replaced as chairman of the House Transportation and Infrastructure Committee by Republican John Mica, who didn't support the bill. That, and the fact that the new Republicans have pledged to reduce the size of government, suggests the bill is unlikely to be passed as it is currently worded.

Cut red tape say Dutch owners

Dutch shipowners have joined calls to cut bureaucracy so that sending freight by shortsea shipping becomes more attractive for logistics users. The European Shippers Council (ESC) said recently that the administrative overload is stifling shortsea trades and deterring shippers from transferring goods from Europe's congested roads to its waterways.

The Dutch shipowners association KVNR called on both national and EU customs organisations to apply the same procedures to intra EU-shipping that are applied to trucks transporting goods within the EU. Unlike shortsea, a single freight document is required for intra-European road haulage.

"The KVNR and [European shipowners body] ECSA welcome the initiative of the EU Commission to start a pilot with 200 shortsea ships, whose sailings are traced by the AIS system and which have 'light' customs procedures if the AIS records show that no non-EU ports were visited during the sailing," declared Tineke Netelenbos, the

association's president.

The KVNR is also demanding a reduction in the number of port inspections. In Dutch ports, more than 20 inspectorates can board a vessel and in practice, nine inspectorates visit ships regularly. "The KVNR welcomes the Dutch government initiative for a 'front office', but urges fast and visible results. Too much time has already been spent on drawing up the plans in this respect," Netelenbos told *Ports & Harbors*.

The association also urged that several other administrative requirements be streamlined, for example, port reception facilities. "Although an EU directive is in place, administrative requirements and forms differ between EU ports and even between ports in the same country – including the Netherlands. Establishing just one form to be used throughout the EU is a quick win for all," Netelenbos suggested.

The KVNR said promoting shortsea shipping had been high on its agenda for many years. "Shortsea shipping is an attractive transport mode, as it is in most cases the most environmentally

friendly way of transport, congestion-free and safe," it said.

The European Commission's Directorate-General for Mobility and Transport (DG Move) and ministers in the European Transport Council have already proposed that all goods carried via shortsea should be regarded as being 'communitarian', thus avoiding the burden of paperwork required by customs in ports. However, policy-making at national level lags behind.

DG Move is also opposed to what it regards as unnecessary customs procedures that treat goods at each port as if they have been imported into the EU for the first time, even though they may have been transhipped from another EU port.

It has proposed a community IT system called e-Maritime, which would relieve the administrative burden both on board and ashore by the use of advanced information technologies.

KVNR welcomes the government initiative for a front office

Tineke Netelenbos: KVNR president



Photo: KVNR

Morocco prepares for VIMSAS

A SafeMed II Project workshop to assist Morocco's preparations for its eventual Voluntary IMO Member State Audit Scheme (VIMSAS) audit took place in November in Rabat. The Moroccan authorities plan to be fully ready for VIMSAS, SafeMed II said.

Financed by the European Commission, under an International Maritime Organization and European Commission contract, SafeMed II aims to promote further development of European-Mediterranean co-operation on maritime safety and prevention of pollution from ships.

The workshop in Morocco is the fifth of its kind, with previous SafeMed II events having taken place in Jordan, Israel, Turkey and Syria in 2010. The workshops provide advice on the structure and mechanism necessary for national authorities to enforce their international obligations in relation to maritime transport, environment, ships flying their flag, ports, shores and territorial waters.

So far two of the national authorities that have taken part in the SafeMed II Project have volunteered to take part in the audit: Israel and Turkey. It is hoped that others will volunteer in 2011. Once an IMO member state has volunteered, the timing of the actual audit is decided between the secretary general of the IMO and the member state, SafeMed II explained. Overall, 58 member states have volunteered for VIMSAS.

Albert Bergonzo, SafeMed II project officer – maritime administration, told *P&H*: "The first outcome of these workshops is to raise awareness about VIMSAS among the participants that include officials from the maritime administrations but also from the environment ministries, coastguards, legal advisers and similar authorities. The second expected result is to generate interest in the audit so that the national authorities will volunteer."

According to Bergonzo, participants acquired a lot of new knowledge during the workshop that they would be able to use in their daily work.



Photo: Joachim Affeldt

Overweight containers can account for as much as 10% of a vessel's load

Owners weigh up containers

Owners are seeking a rule that would require shippers to weigh all loaded containers before they are stowed. In a joint request to the IMO on 1 December, the World Shipping Council (WSC) and the International Chamber of Shipping (ICS) called for an "international solution" to overstuffed boxes and those weighed incorrectly by amending the International Convention for the Safety of Life at Sea (SOLAS).

Owners claim the problem – which they have tried to rectify in

the past through voluntary actions – can damage ships, delay voyages and increase costs.

"Shipping lines have reported that, in severe cases, the overweight or incorrectly declared weights reach 10% of the total cargo on board a vessel," the WSC and ICS noted in their plea to the IMO. They added that some carriers report total cargo weight aboard ship can be up to 7% greater than the declared weight.

WSC and ICS also point out that the USA already requires every

loaded export container be weighed before vessel loading and this has not resulted in problems or delays.

"That's why shipowners said that if it's not impeding flow or slowing operations in the US, people should be able to figure it out elsewhere," Anne Kappel of WSCI told *P&H*.

In January 2010 cargo handling organisation ICHCA International issued a statement urging shippers to declare container weights accurately.

Nuclear propulsion for ships?

A consortium of British, American and Greek shipping interests is to investigate the practical maritime applications of small nuclear reactors as commercial tanker owners search for new designs that can deliver safer, cleaner and commercially viable forms of propulsion for the global fleet.

The members of the new consortium, which includes Lloyd's Register, Greek operator Enterprises Shipping and Trading, Hyperion Power Generation and BMT, are to examine the marine applications for small modular reactors (SMRs). The group believes nuclear propulsion is technically feasible and has the potential to bring about a vast reduction in commercial shipping's CO₂ emissions.

The research is intended to produce a concept

tanker-ship design based on conventional and 'modular' concepts.

In particular, the vessel's lifecycle cost will need to be analysed and special attention paid to hullform designs and structural layout, including grounding and collision protection. The consortium believes SMRs, with a thermal power output of more than 68MW, have the potential to be used as a plug-in nuclear 'battery'.

"We believe that as society recognises the limited choices available in the low-carbon, oil-scarce economy, and as land-based nuclear plants become commonplace, we will see nuclear ships on specific trade routes sooner than many people currently anticipate," said Lloyd's Register CEO Richard Sadler.

Hook regulations delayed

Lifeboat release mechanisms, revised piracy guidance and asbestos on ships were all on the agenda at the 88th session of IMO's Maritime Safety Committee from 24 November to 3 December last year. In his opening statement to the committee, IMO Secretary-General Efthimios Mitropoulos drew attention to the proposed amendments to the International Life-Saving Appliances Code (LSA), including those relating to lifeboat release hooks. He said: "I hope that the committee will be able to bring the matter to a conclusion this time so that the guidelines and the associated SOLAS amendments (including a new SOLAS regulation III/1.5) can be adopted and implemented worldwide as soon as possible."

However, shipping industry associations succeeded in delaying these amendments – which were developed by an intercessional working group tasked by MSC 87 – arguing that revised safety guidelines had failed to take their views into account. Industry sources also told *P&H* that the guidelines were too focused on wear of release hooks and the working group failed to represent their views and objections in its



Amendments to lifeboat release hooks were delayed at the recent MSC meeting

report. Observers at the IMO indicated that deferral of the item to the next Design & Equipment Sub-committee meant that industry concerns had now been taken into account.

Industry associations, and even some member states, had argued that the working group's assumption of wear rates of critical parts of the lifeboat mechanism as the determining factor in their performance failed

to account for other equally important issues. The overall system design, hook stability tests, crew training and use of fall-preventer devices were part of the whole package that should be addressed, according to the NGOs.

Despite their critical safety role, lifeboats present a significant risk to their users unless properly maintained and correctly deployed. Port state control inspection regimes continue to

make numerous detentions based on lifeboat deficiencies. The Tokyo MOU estimated earlier this year that 18% of all ships inspected annually were found to have some lifeboat deficiencies.

In other work, amendments were approved to the code for fire safety systems and a new mandatory instrument covering fire test procedures was adopted.

New guidance was prepared for company security officers in relation to maritime piracy and work continued on the IMO *Maritime Security Manual*. Representatives of the EUNAVFOR and CTF151 naval forces indicated their continuing subscription to the IMO policy of distributing long-range identification and tracking (LRIT) data on demand for the purposes of anti-piracy operations.

In his closing remarks, Secretary-General Efthimios Mitropoulos also drew attention to an MSC circular drafted during the meeting on the use of asbestos on board ships.

A submission by the Netherlands had argued the need for increased awareness of the material's prohibition and improved enforcement of inspections. Mitropoulos said he would personally send the circular to all relevant parties.

Photo: Mad Rock

Ferries mull emission rules

Ferry operators could be forced to cut services and close routes in northern Europe as a result of new air pollution rules being introduced in January 2015, transport ministers were warned ahead of an EU summit in Brussels in early December.

Ferry companies, including P&O Ferries, Stena Line and Brittany Ferries, say the new rules will almost double their fuel costs and may lead to the closure of ferry services in the English Channel, the North Sea and the Baltic – forcing thousands of trucks on to overland routes. The companies also warned of the threat to seafaring and port jobs if ferry services close.

Through the introduction of the revised MARPOL Annex VI, the International Maritime Organization and EU member

states want ships to burn fuel with a sulphur content of no more than 0.1% from 2015 instead of the 1% sulphur content in use today in the designated North West European Emissions Control Area.

"While we fully support the good and green intentions of the changes, we're having to tell European transport ministers that the proposals are unrealistic both on grounds of cost and in the time available to us," said William Gibbons, director of the Passenger Shipping Association.

Shipowners maintain that the new rules will present a challenge, because fuel of this kind will not be available in sufficient quantity. Even where it is available, they say, it will cost almost twice as much as their current fuel.

BV's new Polar rules

Class society Bureau Veritas has published new rules for Polar class vessels and specific guidance on ice-structure interaction. The rules are aimed at speeding Arctic and Caspian Sea oil and gas development by facilitating the building of tank, cargo and offshore service vessels that can operate unsupported by icebreakers in very heavy ice. The guidance is aimed at floating LNG and oil platform construction in high Arctic conditions.

BV is classing a series of offshore vessels specifically for the Caspian Sea, which has very heavy ice characteristics. "We are considering a specific Caspian notation, as although the ice

requirements in the Caspian are similar to the Arctic in some ways, in others they differ," explained director of development Philippe Baumann. "Understanding ice loads and structure in detail is vital to that, as it is for the new generation of offshore floaters that will be needed for high Arctic fields such as Shtokman. "The rules bring together the requirements for icebreakers and the requirements for Polar class cargo and other service vessels such as oilfield support vessels. Baumann explained that owners can choose an icebreaker class from 1 to 7 for the vessel they need, which will reflect the heaviness of the ice that can be dealt with unsupported.



Photo: Peter Newton

Countdown to Busan

Port of Busan's Pect Terminal. The port authority looks forward to welcoming you to Busan in May

The 2011 World Ports Conference is only a few months away and IAPH is encouraging members and associate members to register early and benefit from an 'early bird' discount by registering online before the end of February. Online registration is now available.

IAPH's 27th World Ports Conference will be held in Busan, South Korea, from 23 to 27 May at the BEXCO exhibition and convention centre. IAPH Busan 2011's theme, *Embracing Our Future, Expanding Our Scope*, was chosen because IAPH and Busan Port Authority believe this is a time for the port industry to embrace new ideas and explore new possibilities.

The conference programme notes that the ports industry is undergoing strain as it adjusts to changes brought on by the economic crisis, so it needs to find new strategies to prosper in the altered economic climate. This is also the year to confront imperative global issues and concerns, particularly climate change and the role of ports in climate action. The conference organisers believe ports must advance their

practices by employing new technology to improve efficiency and reduce environmental footprints, but also looking at ways to improve utilisation to adapt to the changing market.

The presentations at the conference will reflect these themes and an impressive list of speakers is close to being finalised. Speakers already confirmed include Young-Min Kim, CEO of Hanjin Shipping, Geraldine Knatz, executive director of Port of Los Angeles, Magnus Kårestedt, CEO of Port of Gothenburg, and Jens Meier, CEO of Hamburg Port Authority.

Participants can make use of the e-hotel reservation system on the website to take advantage of a special discounted rate available only through this website at a selection of hotels a short car journey from BEXCO. Early reservation is advisable, as rooms are reserved on a first-come first-served basis and the conference organisers may be unable to secure further rooms at these rates.

For accompanying persons, an extensive programme of events and workshops will be

laid on, including a cruise to see Busan's city skyline and the surrounding coastal scenery. There will also be an opportunity to visit the famous seaside temple of Haedong Yonggungsa (Dragon Temple), described as an aquatic Buddhist sanctum.

During the conference there will be an opportunity to experience Korean tea culture and traditional costume. Da-Do – the Korean way to drink tea and the procedure, from picking leaves to drinking tea – is seen as an exercise in self-control.

A Zen cultural experience is the focus of a visit to the Beomeosa temple, known for its spectacular display of pale violet wisteria flowers around Buddha's birthday – just before the conference. The temple's meditative programmes make use of the wisteria habitat.

Conference participants can also take part in hands-on workshops to make Kimchi (a traditional spicy fermented vegetable side dish) and local patchwork designs.

More info: www.iaph2011.kr

IAPH annual report

IAPH has just published its *Annual Report 2009–2010*. Newly designed in digital format with photos taken at various IAPH meetings, it covers the outcomes of association's activities during the period, including regional meetings, board meetings and committee activities. It gives the new line-up of Exco members and technical committees with the outcomes and work plans for 2009–2011. For detailed contents, please visit: www.iaphworldports.org. For hard copies, contact the IAPH Secretariat at info@iaphworldports.org.



NZ to host regional forum

Ports of Auckland (PoAL) will host the 11th Asia/Oceania Regional Forum and Meeting of IAPH in Auckland from 9 to 11 February.

During the forum, senior executives of many of the largest ports in the Pacific Rim region will discuss global port challenges such as capacity and sustainability, PoAL's chief executive, Jens Madsen, said.

New Zealand member ports are Ports of Auckland, Port of Napier, Port Taranaki and Port Nelson. "It is an honour for Ports of Auckland

and New Zealand to be hosting the event, which provides a platform for New Zealand ports to showcase initiatives as well as learn from global best practice," Madsen said.

International speakers at the forum will include Shane Hobday, general manager, Safety, Security and Environment, Sydney Ports Corporation and chair of IAPH's Committee on Port Safety and Security. There will also be speakers from, among others, Japan, Australia and Malaysia.

Recently at the Secretariat...

ICHCA visits Tokyo

John Strang, chairman of the International Cargo Handling Association (ICHCA) – a friendly organisation of IAPH – and Mike Compton, *ex-officio* member of ICHCA, visited the IAPH Secretariat on 21 October on the occasion of its Cargo Handling Seminar in Tokyo, Japan. Secretary General Naruse and Undersecretary Tokui were also invited.



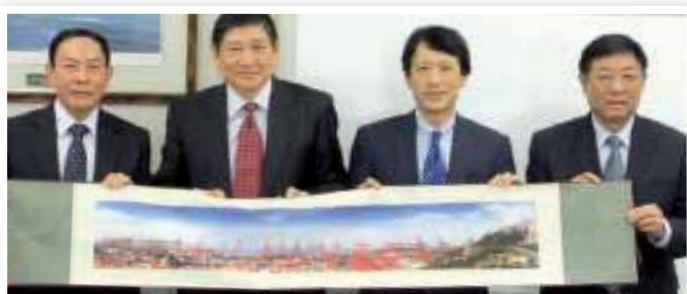
Bintulu Port in Tokyo

Three delegates from Malaysia's Bintulu Port – a regular member of IAPH – visited the IAPH Secretariat on 1 November, accompanied by Soka Kikuchi, an IAPH life supporting member and the Bintulu port representative in Japan. They were visiting Tokyo *en route* to Seoul, Korea. Secretary General Naruse exchanged views on current topics concerning ports in the region.



Shanghai Port presents

Lu Haihu, IAPH Exco member and chairman of Shanghai International Port Group (SIPG) – a regular member of IAPH – visited the Secretariat on 22 November. During his stay in the region he also attended the Northeast Asia Port Director-Generals Meeting held in Jeju Island, South Korea. SIPG gave a presentation on the development of Shanghai Port.



Dates for your diary

A selection of forthcoming maritime courses and conferences

January

- 24-26** 3rd Annual Breakbulk Asia Conference & Exhibition – Singapore
<http://asia.breakbulk.com>
- 26-28** SMM Istanbul 2011 – Istanbul, Turkey
www.smm-istanbul.com
- 27-28** 6th Philippine Ports and Shipping 2011 – Manila, Philippines
www.transportevents.com
- 31-1 Feb** 7th Annual Terminal Management and Planning Seminar – London, UK
www.informaglobalevents.com

February

- 9-11** IAPH Asia/Oceania Regional Meeting – Auckland, New Zealand
www.iaphworldports.org
- 9-11** Cruise Seminar – Miami, USA
www.aapa-ports.org
- 15-16** The 5th Annual Border Security Expo 2011 – Phoenix, USA
www.bordersecurityexpo.com
- 17-18** Flood Risk Analysis and Management – Oxfordshire, UK
<http://events.hrwallingford.co.uk>
- 21-23** Australian Ports & Harbours Congress – Brisbane, Australia
www.terrapinn.com/2011/ports/
- 21-4 Mar** Port Security – Antwerp, Belgium
www.portofantwerp.com/apec
- 23-24** Green Port Logistics – Venice, Italy
www.greenport.com/greenportvenice

March

- 1-3** The 7th Asian Work Boat – Singapore
www.bairdmaritime.com
- 7-8** Trans-Pacific Maritime Conference – Long Beach, USA
www.joc.com
- 7-9** WMU-IMO Conference on Oil Risk Spill Management – Malmö, Sweden
www.wmu.se
- 9-10** Roro Shipping Conference – Copenhagen, Denmark
www.informaglobalevents.com
- 14-25** Ro-Ro Terminal Management – Antwerp, Belgium
www.portofantwerp.com/apec
- 15-17** TOC Asia 2011 – Tianjin, China
www.tocevents-asia.com
- 21-22** AAPA Spring Conference – Washington DC, USA
www.aapa-ports.org
- 22-24** StockExpo Europe 2011 – Rotterdam, Netherlands
www.stocexpo.com
- 30-31** 5th Indian Ocean Port and Logistics 2011 – Madagascar
www.transportevents.com

London Convention meets

In mid-October, the contracting parties of the IMO's London Convention and Protocol on the Prevention of Marine Pollution met in London. Dr Geraldine Knatz, IAPH 1st VP, attended and contributed this report.

At the Scientific Group meeting of the London Convention, the secretariat proposed updating the *Specific Guidelines for Assessment of Dredged Material*. A review was warranted because of the technical advances in the disposal of dredged material and the scientific research that have taken place since the guidelines were last revised in 2001. The group intends to complete the updating by 2012. To oversee the work, a Correspondence Group was established under the direction of the USA, with IAPH as a member.

The Central Dredging Association has submitted a draft report providing guidelines on low-technology ways of assessing dredged material, which will be reviewed by the Scientific Group. A Correspondence Group has been established to review the



Guidance on disposal of dredged material was reviewed

draft report and specifically to reduce its length (it is currently over 70 pages). IAPH has funded a portion of this work and will participate in the Correspondence Group. In addition, the IAPH Environmental Committee will review the document from the perspective of an IAPH member port that might want to use the document. These guidelines are geared towards developing countries that lack sophisticated laboratory testing facilities.

Key issues in the promotion of

membership of the London Protocol were the development of a manual on the steps needed for joining and a compilation of guidance on implementation. Several guidance documents have been published in recent years and this manual could unify and explain the full range of information available.

Delegates to the London meeting approved an outline of the manual, and the Scientific Group aims to finalise the manual this year. Both the manual and the

low-technology guidelines for assessment of dredged material are likely to be useful to IAPH member ports.

In July 2009 at the MEPC 59, *Guidance on Managing Spoilt Cargoes* – developed by the London Convention and edited by the MEPC – was adopted. In March 2010, at MEPC 60, it was noted that additional discussion on certain topics was needed, including the disposal of animal carcasses. To gain further information on current practices, the United States has proposed that a survey be conducted on the characteristics and quantities of spoilt cargo, the means by which the crew typically becomes aware of the spoilt cargo, the reasons for disposing of spoilt cargo, where the dumping occurs and current management practices. While this survey is perhaps not likely to appear on port radar screens, management of spoilt cargoes is of particular interest to ports, especially if limits are placed on ocean disposal methods.

More info: www.imo.org/OurWork/Environment/SpecialProgrammesAndInitiatives/Pages/London-Convention-and-Protocol.aspx

Photo: Tony Slinn

Membership notes

The IAPH Secretariat is pleased to announce that the following members joined the association

Regular member

Virginia Port Authority

Address 600 World Trade Center, Norfolk, VA 23510, USA
Telephone +1-757-683-8000
Fax +1-757-683-9218
Email jbridges@portofvirginia.com
Website www.portofvirginia.com
Representative Jerry A Bridges, executive director

Logmarin Advisers

Address Via Renata Bianchi 44L, 16152 Genoa, Italy
Telephone +39-010-8605192
Email mario.terenzio@logmarin.net
Website www.logmarin.net
Representative Mario Terenzio, CEO
Nature of business activities Maritime logistics

Associate members

Farooque Anwer Chaudhry

Address 9/1-Fourth Zamzama Street, Clifton, Karachi-75600, Pakistan
Telephone +92-213-5860796/92-300-2612883
Fax +92-213-454-6606
Email farooquec@hotmail.com
Representative Farooque Anwer Chaudhry, senior port consultant

New Genesis

Address 312 Vouliagmenis Avenue, PC 173 43, Ag Dimitrios, Athens, Greece
Telephone +30-210-9764118
Fax +30-210-9764119
Email dmelenti@newgenesis.gr
Website www.newgenesis.gr
Representative Despina Melenti, general manager
Nature of business activities Exhibition, event & conference organising, magazine, web design



Embracing our Future
Expanding our Scope

www.IAPH2011.kr



"TASTING KOREAN CULTURE"

IAPH BUSAN 2011

Monday **23 May** - Friday **27 May**, 2011
The 27th World Ports Conference **BEXCO**, BUSAN, KOREA



Hosted by Busan Port Authority

Contact Information

IAPH 2011 Secretariat LEE Convention

Phone: 82 51 711 0041~5 E-mail: iaph@iaph2011.kr



Looking beyond the port gate

Ports of Auckland's chief executive, **Jens Madsen**, looks forward to the port showcasing its development plans to IAPH members at the next Asia/Oceania Regional Meeting and Port Forum from 9 to 11 February

February is a wonderful time to visit our country and we look forward to providing you with a warm welcome. As an island nation and a trading nation highly dependent on our links to the rest of the world, the ports through which imports and exports are channelled are a fundamental component of the supply chain.

Like all ports, we are facing up to a range of challenges – including the trend towards larger container vessels; significant rationalisation of the global shipping industry and strong competition both from within New Zealand and from overseas.

At the same time we are seeing a return to growth and that too presents some challenges, though largely positive ones. How do we plan long term to be able to meet the needs of the region and country we serve? How do we integrate with other transport modes most effectively for the benefit of our customers?

The trend towards larger ships visiting New Zealand ports less frequently places much greater peak demands not only within the port gates, but on supporting transport infrastructure. Peak demand challenges our gate planning and

intermodal integration, particularly with the trucking industry.

Ports of Auckland is addressing this issue through a significant investment into a single-platform terminal management system and working hard to increase operating efficiencies across the port environment. We are working smarter and faster, exercising a tighter control on costs and getting more done with less.

We are addressing capacity via an intense programme. This includes the expansion of aspects of the port, such as land reclamation, plus the development of strategic partnerships that go beyond traditional port operations. Our Wiri Freight Hub – an inland port situated 25km from the seaport and connected to the seaport by railway – managed through a joint venture, takes our port to the doorstep of businesses and industry in one of New Zealand's fastest-growing areas.

We are very excited about the future and our role in contributing to meeting these supply chain challenges.

We look forward to sharing some of our experience and successes with IAPH members in February. **RH**

“ We are working smarter and faster, exercising a tighter control on costs, and getting more done with less ”

A handwritten signature in white ink, reading 'Jens Madsen', located at the bottom right of the page.

Under the patronage of H.H. General Sheikh Mohammed bin Zayed Al Nahyan,
Crown Prince of Abu Dhabi & Deputy Supreme Commander of the Armed Forces

WORLD PORTS & TRADE SUMMIT

28 - 30 March 2011, ADNEC, Abu Dhabi

In association with



A brand new event in a region spending \$46.5 billion on future ports

Between 28-30 March 2011, the World Ports and Trade Summit will deliver an unprecedented exchange of knowledge and a global networking platform for the ports and shipping industries as business leaders look to evolve development strategies in line with economic management and recovery.

Internationally renowned economists, ports authorities, terminal operators, shipping companies, global cargo owners and investors will be brought together to study the alternative futures facing the industry; to learn about new projects; to understand the investment opportunities taking shape and to find suppliers who can make projects happen.

Comprising a mix of keynote conference sessions, panel debates, training workshops and round table discussions, the Summit will also include an international exhibition and a fringe programme of networking events, association meetings, investor workshops and hosted tours of ports facilities in the UAE.

www.WorldPortsAndTrade.com

Get involved today

Attend

The exhibition is free of charge to attend and book a conference place before 31st January to save US\$200. Register online at www.WorldPortsAndTrade.com/register

Exhibit or sponsor

Final stand space now being sold. Contact Alexis Wheatley on +971 (0)2 401 2805 or Alan Le Coyte on +971 (0)50 785 8126

Speak

Present your knowledge to delegates from around the world by hosting your own round table discussion. Apply online before 31st January at www.WorldPortsAndTrade.com/roundtables

Supported by:

Platinum sponsor:

Exclusive destination partner:

Organised by:

