PIANC Bulletin

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Permanent International Association of Navigation Congresses (PIANC)

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President's Message *by Major General Don T. Riley, President, U.S. Section, and Director of Civil Works, U.S. Army Corps of Engineers*

Dear Members,

MG Riley

After hosting a very successful Annual General Assembly last year in Charleston, South Carolina, the U.S. Section of PIANC has become more active in a host of domestic and international initiatives.

Organizational Plan

At the Charleston meeting, the Board approved a recommendation to transform the PIANC USA into a more member driven organization, one that provides value not only to the traditional members and the Corps, but to a wider community of consultants, practitioners, research and governments. The objective – a revitalized, active, and productive PIANC USA – requires much work and commitment by all parties involved.

The effort to bring this about began last August at a meeting hosted at the Pentagon and attended by most of the commissioners. A series of meetings, mostly by video teleconference, occurred from November 2005 to March 2006. This culminated in a meeting on April 7, 2006, at Corps Headquarters. After that meeting, I challenged the commissioners to prioritize and sort options including renaming

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the work an Organizational Action Plan. We still need to redevelop a pure strategic plan, and a new communication plan, to complement the current Organizational Action Plan.

The process continues, as PIANC USA now plans to outline resources and staff necessary to transform plans into actions.

Key provisions of the Current Organizational Plan are guided by our Vision and Mission:

Vision: *PIANC USA is the leading source of engineering, economic, and environmental knowledge and technical guidance for the sustainable development and management of waterways, ports, and navigation.*

Mission: *We will work as public and private sector leaders in promoting efficient, safe, environmentally sound, and sustainable navigation systems by identifying needs, developing sound solutions, disseminating findings, and ensuring recommendations are applied to enhance both domestic and international waterways.*

Four goal areas reflect our Vision and Mission Statements:

Membership: By the Annual General Assembly (AGA) 2010, PIANC USA will have increased memberships by 5 percent on an annual basis to ensure we remain a leader in identifying, researching, and recommending activities to promote sustainable navigation systems.

Young Professionals: PIANC USA will spearhead an effort to establish a U.S. Young Professionals Program (USYPP), with 50 active members, before the AGA 2010, to develop future leadership capable of promoting an efficient, sustainable navigation system.

International Relations: PIANC USA will create a Latin American/Caribbean program that will include dissemination of information to/from the region and development of two national sections before the AGA 2010 to enhance and share our technical knowledge on sustainable navigation systems for the U.S. and the World. This goal is predicated upon developing a close working arrangement with PIANC International to ensure balanced representation to the region.

Partnering: We will build PIANC name recognition in the Americas and effective partnerships with relevant navigation and industry/technical groups by AGA 2010 to promote technical knowledge on navigation systems in both the U.S. and the world.

Recent Actions

While the current planning effort generated many interesting thoughts and discussions, and has required countless hours of both paid and volunteer resources, PIANC USA remains active on advancing the technical exchange of navigation data.

Domestic Initiatives. Probably the most important accomplishment here has been maintaining our partnership with the Coasts, Oceans, Ports and Rivers Institute of the American Society of Civil Engineers (COPRI). This year, the U.S. Section worked with COPRI in promoting the PORTS ‘07 Conference. Many PIANC members submitted abstracts and the U.S. Section provided abstract reviewers. We are considering hosting a U.S. Section meeting at PORTS ‘07, and will be working up topics and related materials for that meeting.

The U.S. Section has also begun renewing our relationship with related parties such as the TRB Marine Board, the Western Dredging Association, and the Marine Transportation System National

Advisory Council (MTSNAC). The focus on these domestic partnerships has been on promoting PIANC as a technical resource and demonstrating our commitment to develop future partnering. We hope these options will lead to increasing the perceived value of PIANC membership while providing more opportunities for members to actively participate.

Latin American/Caribbean Initiatives. After signing MOUs with AAPA and OAS-CIP last year, PIANC USA has worked on developing a Latin American/Caribbean effort. We are committed to offering our assistance to PIANC International to carry out their work in the region. Based on the AGA Resolution last year, PIANC International has been working on developing National Sections in Brazil and Argentina. Our current strategic plan calls for creation of two National Sections, although the countries are unidentified. We plan to offer purchase of translation services, meeting venues (such as our agreement with OAS-CIP for an Environmental Meeting in Panama), potential scholarships for travel, and other related functions to the benefit of all.

Key Initiatives for 2007

The key initiatives for 2007 are:

- Completion of the Business Plan for PIANC USA (consisting of finished organizational strategic and communications plans), with corresponding changes.
- Identification and appointment of new commissioners to the PIANC USA board.
- Improving domestic membership by clearly demonstrating the value of PIANC membership.
- Working with PIANC International on Latin American/Caribbean goals.
- Working with COPRI on PORTS '07.

Summary

Last year's AGA marked a transitional point for PIANC USA. The U.S. Section is undergoing a methodical, but necessary, self-evolution of its goals and future actions. The commissioners, wishing to be more engaged in the direction of PIANC USA, have actively contributed in frank discussions on its future. The total business plan, while unfinished, has developed at a time when PIANC USA has become more involved in working with other groups, such as AAPA and OAS, and COPRI. The implementation of the Organizational Action Plan depends upon developing priorities and securing the resources (from both appropriated and non-appropriated funds) to make this happen.

The U.S. Army Corps of Engineers is committed to the PIANC USA being a strong entity that supports both the United States and its international partners.

Sincerely,

Major General Don T. Riley
President, U.S. Section, and Director of Civil Works, U.S. Army Corps of Engineers

Virginia Port Authority, Suez Canal Authority Sign Cooperative Agreement *by Joe Harris*

The Virginia Port Authority (VPA) is an agency of the Commonwealth of Virginia, reporting to the state Secretary of Transportation. The VPA owns and operates four general cargo facilities on behalf of the state: (1) Norfolk International Terminals, (2) Portsmouth Marine Terminal, (3) Newport News Marine Terminal, and (4) the Virginia Inland Port in Warren County. The terminals are operated by Virginia International Terminals, Inc. (VIT), a non-stock, non-profit operating affiliate of the VPA. The VPA, through terminal revenues generated by VIT, is completely self-funded on the operational side.

The VPA, Norfolk, VA, and the Suez Canal Authority on June 21, 2006, signed a Memorandum of Understanding (MOU) establishing an alliance of cooperation between the two agencies.

"This kind of cooperation will help facilitate the trade between Asia and the Indian subcontinent and The Port of Virginia," said J. J. Keever, the VPA's deputy executive director. "We see the Suez Canal Authority as an important partner in the development of our trade with that area of the world. We're glad to be able to call the Suez Canal Authority a partner."

The focus of the MOU is to help promote trade between Asia and the U.S. through the Suez Canal, generate business opportunities, enhance customer service, and drive economic growth. Specifically, the MOU will encourage increased use of the "all water route" that links The Port of Virginia with Asia via the Suez Canal. "This connection," Keever said, "is a reliable, safe and economical route to bring goods made in Asia to the United States".

"In March, representatives from Virginia visited our offices to discuss this and I am glad to be here today to sign this agreement," said El-Sayed Zakaria El-Saaty, Director of Transit Department, Suez Canal Authority. "We look forward to working with Virginia on its plans for promoting trade through our canal."

At the signing ceremony, J. Robert Bray, the VPA's Executive Director (left), and El-Sayed Zakaria El-Saaty, Director of Transit Department, Suez Canal Authority (right) sealed the agreement with a handshake and an exchange of gifts.

In March, Keever and Tom Capozzi, the VPA's senior managing director of marketing, traveled to Egypt, met with Suez Canal Authority officials to discuss the development and details of the MOU.

Joe Harris has worked at the Virginia Port Authority (VPA) for 5 years. Before coming to the VPA he was in the newspaper business for 12 years as a reporter and then editor. Joe is a graduate of East Carolina University and lives in Virginia Beach, Virginia.

Hampton Roads Goes 50 ft Deep

By Nancy Allen

The largest ships in the world can now come and go from the Port of Hampton Roads thanks to the completion of the $37 million 50-ft inbound channel on April 25, 2006. The deepening of the inbound lane now brings the entire channel to 50 ft as the outbound lane was dredged to that depth in the late 1980s.

The inbound lane project, begun in July 2003, was completed in three phases: (1) the Thimble Shoals channel in 2004, (2) the Norfolk Harbor channel in 2005, and finally (3) the Atlantic Ocean channel this year. The dredging was accomplished by Weeks Marine, Inc., Cranford, New Jersey; Norfolk Dredging Company, Chesapeake, Virginia; and Great Lakes Dredge and Dock Company, Oak Brook, Illinois.

According to Project Manager Robert Pretlow the project was completed on schedule and under budget.

"We are proud to have completed this project with the cooperation of our non-federal sponsor, the Virginia Port Authority (VPA)," said Col. Yvonne J. Prettyman-Beck, Norfolk District Commander. "The added channel depths, and widening in some

areas, will provide a safe, navigable waterway while allowing the largest ships in the world to call on the Port of Virginia. This will bring economic benefits to Hampton Roads, the Commonwealth of Virginia, and the Nation." (Effective July 2006, Col. Prettyman-Beck became USACE chief of staff at Headquarters.)

A cargo ship transits through the Hampton Roads channel (photographs courtesy of the Virginia Port Authority).

"The completion of this project, combined with the investment the VPA has made in its facilities, assures that this port has the ability to serve the biggest ships afloat — and those of the future," said J. Robert Bray, the VPA's executive director. "It also means that Virginia's community of 240 warehousing and distribution centers can continue to grow and receive their cargo from this port," he added.

Virginia's mid-Atlantic location and transportation infrastructure offer steamship lines and shippers access to two-thirds of the U.S. population, with more than 75 international shipping lines and one of the most frequent direct sailing schedules of any port.

According to the VPA, the Port of Virginia transports more intermodal containers to more cities faster and more efficiently than any other port in the United States.

China Shipping Line vessel at Norfolk International Terminal.

The cargo ship Normandie Bridge sits pier side at the Norfolk International Terminal.

The Port of Virginia is the world's leader in coal and tobacco exports and is the second largest container port on the East Coast, just behind the Port of New York/New Jersey.

With the 50-ft channel project complete, the Port of Virginia is the first port on the east coast to reach such a depth in its inbound and outbound channels. The New York/New Jersey harbor is currently being deepened to 50 ft as well, with an expected project cost of $1.6 billion and a hope to have it complete by 2014, according to the New York District Public Affairs Office.

Nancy Allen is a public affairs specialist with the U.S. Army Corps of Engineers, Norfolk District. Before joining the Corps she worked for the Hampton Roads Chamber of Commerce and the Hampton Roads Maritime Association. She holds a bachelor's degree in Mass Communications from Virginia Wesleyan College.

Port Association Hails "Safe Port Act" Passage in House *by Aaron Ellis*

The American Association of Port Authorities (AAPA) applauded a 421-2 vote in the U.S. House of Representatives on May 4, 2006, to pass the Security and Accountability For Every (SAFE) Port Act (H.R. 4954), welcoming the legislation as a comprehensive plan to improve maritime cargo and facility security while maintaining an efficient flow of commerce through America's ports.

"In the SAFE Port Act, Representatives Dan Lungren (R-CA) and Jane Harman (D-CA) have crafted an important bill that promises to enhance port and cargo security at home, strengthen the federal Port Security Grant program to help U.S. ports thwart terrorism at their marine facilities, and reduce the potential for contraband reaching our shores inside shipping containers," said Kurt Nagle, AAPA's President and CEO.

Noting that the SAFE Port Act is the House companion to the GreenLane Maritime Cargo Security Act (S. 2459) that the Senate Committee on Homeland Security and Government Affairs approved earlier that week, Mr. Nagle praised the authors and sponsors of both bills "for their courage and leadership at a time when America's ports need them most." The GreenLane bill, introduced by Sens. Susan Collins (R-ME) and Patty Murray (D-WA), is pending Senate approval.

Referring back to the May 4, 2006 House vote, Mr. Nagle said that AAPA is especially supportive of the portion of the SAFE Port Act that directs $400 million a year in appropriations from Customs duties for the Port Security Grant program, clarifies who can apply for funding, and provides allowances for at least limited multi-year funding and personnel costs for port security grants.

"We've advocated for these changes ever since the Port Security Grant program was introduced after 9/11," said Mr. Nagle. "The program has always been woefully under funded, paying less than one-fifth of what ports have requested for reimbursements of eligible facility security investments. Just look at what airports have received since September 11, 2001, in federal security assistance, and seaports—which handle 99 percent of our country's overseas freight volumes—appear to be a poor stepchild in comparison. Dedicating a small portion of the Customs revenues already being collected on maritime commerce is an appropriate funding source."

Like the existing Port Security Grant program, both the SAFE Port and GreenLane bills would maintain a risk-based approach in determining the grants. Unlike the existing program, however, both of these bills would ensure that any entity subject to an area maritime transportation security plan could compete for funding. AAPA strongly endorses this approach since the Department of Homeland Security limited eligibility to only 66 seaports in the latest round of port security grants.

In the area of cargo security, the SAFE Port and GreenLane bills also authorize and strengthen many on-going cargo security programs, such as Operation Safe Commerce, the Container Security Initiatives, and C-TPAT (Customs-Trade Partnership Against Terrorism). The bills also set an implementation date for the Transportation Worker Identification Credential (TWIC) program, which AAPA strongly supports.

The American Association of Port Authorities was founded in 1912 and today represents 150 of the leading public port authorities in the United States, Canada, Latin America and the Caribbean. In addition, the Association represents 300 sustaining and associate members, firms and individuals with an interest in the seaports of the Western Hemisphere. AAPA port members are public entities mandated by law to serve public purposes. Port authorities facilitate waterborne commerce and contribute to local, regional and national economic growth.

Aaron Ellis provides leadership, researching, writing, and technical expertise in communicating the messages of the public port industry to its many audiences. Prior to joining the American Association of Port Authorities as its Communications Director in December 2004, Aaron served for 13 years (1991-2004) as a PIO and maritime media relations manager for the Port of Portland, Oregon. Aaron holds bachelors and masters degrees in Journalism from the University of Oregon and a Professional Development Certificate in Marketing from Portland State University.

AAPA Welcomes House Vote to Increase FY 07 Port Security Grant Program Funding; Criticizes Decision to Cut Port Security Funding in FY 06 Emergency Supplemental Bill *by Aaron Ellis*

The American Association of Port Authorities (AAPA) welcomed the U.S. House of Representatives' approval on June 6, 2006, to increase by 14 percent the funding for the Port Security Grant program in fiscal year 2007. By a vote of 389 to 9, the House version of the FY 07 appropriations bill for the Department of Homeland Security would provide $200 million in Port Security Grant program funds, compared to $150 million recommended by the House for FY 06.

"AAPA is pleased the House recognizes the need of U.S. ports to have a greater financial partnership with the federal government in paying for critical seaport security measures, such as state-of-the-art surveillance technology and protections against things like vehicle-borne improvised explosion devices at our nation's ports," said Kurt Nagle, AAPA President and CEO.

While appreciative of House members for approving an increase in Port Security Grant funding for next year, Mr. Nagle said the annual funding need is still twice what the House voted to provide. He followed by saying that AAPA member seaports are "extremely disappointed" that the Senate-House conference committee last night decided to cut all $648 million for port security, including an additional $227 million for this year's Port Security Grant program, out of the FY 06 emergency supplemental appropriations bill. He said port security was considered a top priority by both the Administration and Congress during consideration of the P&O/DP World transaction, but they missed an opportunity to make a real difference on the issue.

"An annual appropriation of $400 million for the Port Security Grant program is crucial, and the additional money proposed in the Senate version of the FY 06 emergency appropriations spending bill would have brought it up to that level for the first time," said Mr. Nagle. "Considering the high cost of implementing port security, including the new Transportation Workers Identification Credential (TWIC) system announced last month, ports more than ever need a greater federal partnership in their efforts to harden their facilities against terrorism."

Adoption of the new TWIC rules, once finalized, will create a standardized nationwide identification procedure for those needing unescorted access to secure areas of seaports and vessels. This includes truck drivers, longshore workers, port authority staff and contractors, and vessel and rail operators. While AAPA member ports have anxiously awaited rollout of this program ever since it was mandated in the 2002 Maritime Transportation Security Act, they are concerned about paying for TWIC implementation, which the Department of Homeland Security has estimated will cost marine terminal facilities between $299 million and $325 million.

"It's important that the next annual spending bill provide the full $400 million for the Port Security Grant program to help ports pay to install TWIC card readers and associated expenses at their facilities," remarked Mr. Nagle. "AAPA will continue to work with the Senate to achieve this funding level, which is the level identified in both the GreenLane Maritime Cargo Security Act and the SAFE Ports Act bills, now pending in Congress."

In addition to more money for the Port Security Grant program, the House version of the FY 07 appropriations bill would also provide $139 million for the overseas Container Security Initiative (about $60 million less than authorized); $500 million for the Domestic Nuclear Detection Office ($36 million less than authorized); and $70.1 million (or nearly $5 million less than authorized) for the Customs-Trade Partnership Against Terrorism, a voluntary program that offers expedited security processing for certain shippers.

Leading International Shipping Publication Names VPA Port Authority of the Year *by Joe Harris*

Containerisation International (*CI*), a leading international shipping and ports industry publication, named the Virginia Port Authority (VPA) as the Port Authority of the Year at the publication's awards banquet held in New York City on Thursday, March 23, 2006.

The VPA, the only North American nominee, was chosen from a field of five competitors from across the globe: the other four were the Port of Antwerp, Dubai Ports Authority, The Government of Hong Kong Marine Department, and the Ningbo (China) Port Authority.

The VPA is the inaugural recipient of the publication's Port Authority of the Year award. *Containerisation International* developed its first-ever awards ceremony to coincide with the 50th anniversary of containerization. The awards were made based on voting by the publication's readership.

"It is always nice to be recognized for hard work and the service you provide, but this award really shines an international spotlight on what we've been doing in Virginia for a long time," said J. Robert Bray, the VPA's Executive Director. "You really have to consider the competition we were facing; those facilities are some of the most modern, and most productive in the world. We have no where near their cargo volumes, but with the work we've done in the last decade we're positioned to capture and efficiently handle more and more of the cargo that is forecast to come to the U.S. East Coast in the next decade. We're honored and we're proud of what we've accomplished."

In considering the VPA's nomination, the judges said: *"CI* was impressed by the Virginia Port Authority**'**s innovative port-wide chassis pool, which has increased productivity and reduced vehicle emissions. The port has attracted distribution centers to its vicinity, and developed off-dock sites to ease demand for terminal space. It is also planning to develop a fourth deep water container terminal on Craney Island, with construction beginning in 2007."

The nominees were judged based on the following criteria:

- Port authorities must have had a throughput of at least 1.5 million Twenty-foot Equivalent Units (TEU) for 2004.
- Performance by port authorities will be judged relative to the region of operation.

The shortlist nominees were then judged on their performance between September 2004 and September 2005 based on:

- Expansion and investment in infrastructure and superstructure, including dredging.
- Relative growth in traffic at their facilities for calendar-year 2004.
- Their financial performance for full-year 2004.
- Relationship with their terminal operators; for example, joint moves to help combat congestion.
- Sensitivity to environmental considerations.

In 2005, The Port of Virginia had its most successful year on record, having handled 1.98 million TEUs.

James River, Virginia; A Partnership That Keeps the River Channel Open *by Thomas Szelest*

Huge containerships loaded with goods went their way 90 miles inland towards Virginia's state capital of Richmond as pilots work to keep the vessels within the river's navigable channel… a feat made possible through the efforts of an ongoing

10-year public-private partnership. The James River Partnership, coordinated by the U.S. Army Corps of Engineers and comprised of numerous Federal, state and local agencies, Congressional representatives, private associations, and corporations, has made the James River Federal Navigation Project a success by keeping the vital James River, in southeastern Virginia, open to unrestricted navigation continuously for the past 10 years.

The James River Federal Navigation project is one of the oldest, federally authorized projects in the country. It extends approximately 90 miles from Hampton Roads upstream to Richmond Harbor. For 70 miles of its length, to Hopewell, Virginia, the channel project is maintained at a depth of 25 ft and width of 300 ft. Then for another 15 miles to the Richmond Deepwater Terminal, the channel's width is reduced to 200 ft, but depth continues at 25 ft. Finally, for the remaining 5 miles to Richmond Harbor, the depth reduces to 18 ft but the width remains at 200 ft. Freighters serve ports at all three of these locations.

"In 1995, the public and private marine terminals along the James River were facing a severe problem," stated Martin Moynihan, Executive Director of the Port of Richmond, Virginia, during a recent annual meeting of the partnership. "The continued shoaling of the river's navigation channel and the continuing shortfall of federal funding for the maintenance dredging were placing their economic viability in jeopardy. From 1994-1996, the Virginia Pilot's Association had to place severe draft and tidal restrictions on vessels transiting the James River. Then in 1996, the James River Partnership was organized to address the issue of improving navigation on the James River and to provide for year-round, unrestricted vessel transits on the river."

The stated objective of the Partnership is to maintain unrestricted navigation with economic benefits for the Commonwealth of Virginia, while maintaining environmental safeguards and fostering environmental cooperation and stewardship. Today, members of the partnership include representatives of the U.S. Army Corps of Engineers; U.S. Coast Guard; Virginia Pilots Association; Federal, state, and local environmental agencies; port/terminal operators, shippers, shipping

James River between Norfolk and Richmond, Virginia.

lines, and agents; local governments; Congressional representatives; engineering companies; and other interested partners. State agencies include Department of Environmental Quality (DEQ), Virginia Marine Resources Commission (VMRC), Virginia Institute of Marine Science (VIMS), Virginia Department of Conservation and Recreation (VDCR), and the Virginia Department of Historical Resources (VDHR).

Each year, the partnership faces a number of challenges. This year's annual meeting, held on April 26, 2006, focused on several key issues for the coming years. These included the reduction of operation and maintenance dollars for maintenance dredging, dredged material placement area maintenance and repair, and beneficial uses of dredged material associated with increasing containment volume in the dredged material placement areas.

A lot has been accomplished through the cooperation and coordination of the partnership's federal, state, and local partners with the full support of maritime industries along the James River. By working together, the partnership has accomplished many of its stated goals. These include increased project funding; developing innovative contracting procedures to increase responsiveness to get a dredge on scene when shoaling problems are identified; completion of a number of environmental studies, sediment testings and archeological investigations; engineering analysis of sediment fate; improved design and utilization of placement sites; channel realignments; and identification of additional beneficial uses of dredged material.

Containership Independent Trader on the James River.

While it works to achieve its goals, the partnership has learned much about the natural resources and physical characteristics of the James River through a number of studies the Corps of Engineers has conducted for the navigation project, with the support, advice, and assistance from its partner agencies. To further understand and improve the environmental resources in the James River, the partnership is now exploring some new Federal environmental initiatives that would combine ongoing programs with some new Federal/state partnership opportunities. This would expand the partnership's ability to improve the environment of the James River, while continuing to maintain navigation in this important Virginia transportation artery.

Thomas J. Szelest, civil engineer, has worked for the U.S. Army Corps of Engineers Norfolk District for 33 years, in both the Military Construction and Navigation Business Lines. Most of his career has revolved around navigation, and he was pleased to be assigned Project Manager for the James River project about 8 years ago.

AAPA Hosts Harbors, Navigation, and Environment Seminar

by Bruce Lambert

The American Association of Port Authorities (AAPA) hosted a well attended meeting in Vancouver, British Colombia, Canada, during June 6-8, 2006. Some general trends were common across all the speakers – air emissions will become more important in port landside development. Paul Carangelo, Chairman of the Harbor, Navigation and Environmental committee, stressed in his opening remarks that the environment and sustainability will force a more balanced environmental/economic framework on ports. He expressed concern that air emissions were a real factor that could seriously change the future of port project justification and development.

With the exception of Los Angeles and Long Beach, most ports are just starting to study vessel emissions, but most model truck emissions where developed for EPA Air attainment standards. Several speakers talked about the Southern California focus on properly accounting for emissions and trying to reduce emissions in the port area, and that findings from studies often concluded that the maritime traffic in the region generated lower emissions than previously estimated. Moffatt and Nichol Engineers have developed a smart port model that breaks down emission by type, etc., within the harbors. Several ports have seen terminal operators invest in greener equipment in a voluntarily basis to remain ahead of legal requirements, which resulted in dramatic reductions in terminal emissions.

Bob Willard, keynote speaker and author of the book *The Sustainability Advantage*, made a very interesting speech on sustainability and its application to business planning and operations. He discussed how the value of businesses has shifted from tangible to intangible items, such as good will, stewardship, etc., so it becomes more critical to link these new market valuations with organizational goals to imbed sustainability into standard business practices. Most of the speakers who discussed sustainability in planning and operations echoed his comments, reinforcing his opinion that the world is now being held to new standards regarding accountability for the entire firm, including its relationship to producers and suppliers. The two shipper presenters (Toyota, and Mountain Equipment Co-op) both discussed how they must now make their logistics chains accountable, and how they are using standard indictors to get estimates for gross emissions. Two suggested websites to estimate emissions by mode and transportation are *ghgprotocal.org* and *greenbiz.com*.

Regarding the future of transportation, Bernard Groseclose, with the South Carolina State Ports Authority, commented on freight policy in the United States. He was disappointed by the unclear direction of freight policy at the U.S. Department of Transportation (DOT), in which DOT has stepped away from its leadership role in developing freight policy initiatives. He also expressed his interest in the DOT congestion goals, but he remained skeptical about whether or not these goals can be achieved.

The session on dredging by Jim Clausner, U.S. Army Engineer Research and Development Center, Vicksburg, MS, and Great Lakes Dredging was very interesting. Mr. Clausner discussed the Dredging Operations and Environmental Research (DOER) program, and Great Lakes Dredging discussed how additional requirements for dredging are resulting in escalating costs.

AAPA is dedicated to serving deep draft public ports by enhancing port management professionalism, and advocating issues critical to public seaports. AAPA promotes the common interests of the port community, and provides leadership on trade, transportation, environmental and other issues related to port development and operations. AAPA also works to educate the public, media, local, state, and Federal legislators about the essential role ports play within the global transportation system.

For more about the AAPA, visit *www.aapa-ports.org*.

Bruce Lambert is Secretary of the U.S. Section, PIANC, and a Senior Economists with the U.S. Army Corps of Engineers, Institute of Water Resources (IWR), Fort Belvoir, VA. He previously worked for the Federal Highway Administration where he earned the U.S. Department of Transportation's Award of Meritorious Achievement. Mr. Lambert also spent 6 years at the Port of Long Beach, CA, as the Port's Trade Analyst. He holds BS and MS degrees from Louisiana State University and the University of Tennessee, respectively.

PIANC-MarCom Working Group (WG) 49 Meeting, Lisbon, Portugal, May 19, 2006 *by Michael J. Briggs*

PIANC has formed a new Maritime Navigation Commission (MarCom) Working Group (WG) 49, "Horizontal and Vertical Dimensions of Fairways" to review, update, and expand the PIANC 1997 report on "Approach Channels". This international group is chaired by Dr. Mark McBride, HR Wallingford. WG 49 consists of 15 members from 13 countries, including Dr. Terry O'Brien (Australia), Professor Marc Vantorre (Belgium), Mr. Larry Cao (Canada), Messrs. Esa Sirkia and Jarmo Hartikainen (Finland), Mr. Paul Scherrer (France), Mr. Martin Boll (Germany), Mr. Kohei Ohtsu (Japan), Mr. Hans Moes (South Africa), Dr. Jose Iribarren and Mr. Carlos Sanchidrian (Spain), Professor Rink Groenveld and Dr. Jos van Doorn (The Netherlands), and Dr. Michael Briggs (United States). Two of the members (Professors Marc Vantorre and Dr. Rink Groenveld) were on the original WG 30 that produced the 1997 "Approach Channels" report.

Dr. Michael J. Briggs, U.S. Army Engineer Research and Development Center (ERDC), was selected as the U.S. Principal Representative on WG 49. The U.S. Section of PIANC encourages U.S. Principal Representatives of working groups to form a separate U.S. subcommittee to assist the international working group. The U.S. subcommittee consists of Mr. Ian Mathis (U.S. Army Engineer Institute of Water Resources), Dr. Vladimir Ankudinov (Designers and Planners, Alexandria, VA), Professor H.C. Chen (Texas A&M University), Dr. Zeki Demirbilek (ERDC), Andrew Silver (Naval Surface Warfare Center,

Carderock), Dr. Jennifer Waters (U.S. Naval Academy), and Mr. Dennis Webb (ERDC).

One of the new products that the USNA and IWR are developing is a deep draft vessel geometry database. The database includes 164 real, presently, or recently operational vessels in 18 categories (barges, bulkers, containerships, ferries, general cargo, passenger, RO/ROs, tankers, etc.). The vessel geometries are provided in General Hydrostatics System (GHS) geometry file (GF) format, and include ship lines, ship dimensions, displacement, and pertinent ship particulars. The vessels range in length from 90 ft (27 m) to 1,200 ft (366 m), in beam from 32 ft (9.8 m) to 266 ft (81m), and in draft up to 72 ft (22 m).

WG 49 held its third meeting at Portugal's National Civil Engineering Laboratory facilities in Lisbon, Portugal, 19 May 2006. This meeting was scheduled the day after the PIANC Congress in Estoril, Portugal, to allow members the opportunity to participate in both meetings. The agenda included discussions and presentations on the Spanish ROM document, determination of horizontal dimensions, squat and depth considerations, activities and recommendations of the U.S. subcommittee, future trends in shipping, a questionnaire for ports, a new glossary of terms, fluid mud considerations, discussion of acceptable risk, and future tug capabilities.

The Spanish have produced an English version of their ROM 3.1.99. This document is more thorough than the PIANC WG 30 report on "Approach Channels", and other maritime navigation issues. They are also working on "Project General Criteria", but do not have the English translation yet. Dr. Iribarren presented general recommendations for determining horizontal dimensions of ship maneuvering areas that is based on a semi-probabilistic method. Some of this document will be used in the revised PIANC report.

Dr. Ohtsu presented the Japanese version of an Excel and Matlab program entitled "Design Standard for Fairway in Next Generation" for calculating channel width and depth. He had an English version, but it is still a work in progress. He presented a comparison between the Japanese squat calculation and the various PIANC empirical squat calculations. The Japanese values were in the middle for two different ships for the range of ship speeds.

Dr. Briggs presented a summary of the suggestions and recommendations from the meeting of the local U.S. subcommittee. There was discussion of future trends and developments in shipping. In addition to the U.S. documents on shipping needs, there is information and statistics from the Lloyd's Registry of Shipping. Dr. Briggs said that he would provide a copy of the U.S. "National Dredging Needs Study" and other materials, and it was recommended that everyone should assemble information they have available for their country for consolidation. This led to a discussion on the merits of sending out a questionnaire to the ports around the world to solicit input relative to approach channel design and their particular setup. The original WG 30 had sent out a similar questionnaire. WG 49 decided to go forward with this suggestion, and develop a draft questionnaire for the next meeting. Each member would recommend two to three ports to send the questionnaire.

PIANC has started a "waterdictionary" of terms that deal with PIANC activities involving water. The on-line dictionary includes descriptions, photos, and videos in six different languages. It has alphabetical entry, systematic entry, and a search option. It is located at *http://www.waterdictionary.info* and is sponsored by PIANC, International Hydrographic Bureau (Monaco), and Central Dredging Association (Netherlands). The software was developed by Delft University of Technology. They expect to have over 10,000 entries by the end of 2006. Mr. Hans Moes volunteered to start some

contributions specifically related to channel design. Everyone should send in suggested definitions, photos, and videos to Hans for consolidation.

Other issues discussed included fluid mud problems in channels. Dr. Marc Vantorre has done much of the research in this area, wrote the original WG 30 discussion, and will update the current research for the new report. There was discussion of acceptable risk, including a generally accepted 3-in-100,000 groundings and a 1 percent criterion by the Dutch over the lifetime of a port. The final topic dealt with the future of tugs, their sizes, and capabilities. The shipping operators are very interested in this information, and it will be included in the revised report.

The next meeting of WG 49 is scheduled for September 18-22, 2006, in Wallingford, UK. ERDC will host the following meeting scheduled for April 23-27, 2007.

Michael J. Briggs is a Research Hydraulic Engineer at the Coastal and Hydraulics Laboratory, U.S. Army Engineer Research and Development Center, Vicksburg, MS. He was Secretary and a founding member of the ASCE Coasts, Oceans, Ports, and

Rivers Institute (COPRI); and previous President of the Mississippi Section, Chair of the Ocean and Offshore Engineering Technical Committee, and Chair of the Civil Engineering in the Oceans V and VI Conferences, ASCE. He received a B.S. degree from the University of Texas at Austin, an M.S. degree from the University of Southern California, an Ocean Engineering degree from the Massachusetts Institute of Technology and Woods Hole Oceanographic Institute Joint Program, and a Ph.D. degree from Texas A&M University.

Nation's Two Largest Ports Debut Plan to Target Air Pollution Health Risks *by Rachel Campbell and Art Wong*

A landmark clean air action plan to tackle emissions to improve air quality in southern California was announced on June 28, 2006, by the Port of Los Angeles (POLA) and the Port of Long Beach (POLB). Taking an unprecedented joint action to improve air quality in the South Coast Air Basin, the Ports introduced the San Pedro Bay Ports Clean Air Action Plan, a sweeping plan aimed at significantly reducing the health risks posed by air pollution from port-related ships, trains, trucks, terminal, equipment, and harbor craft.

The San Pedro Bay Ports Clean Air Action Plan, released in draft for public review and comments, was created with the cooperation and participation of the staff of the South Coast Air Quality Management District, California Air Resources Board, and the U.S. Environmental Protection Agency.

The Plan proposes hundreds of millions of dollars in investments by the ports, the local air district, the state, and port-related industry to cut particulate matter (PM) pollution from all port-related sources by more than 50 percent within the next 5 years. Measures to be implemented under the plan also will reduce smog forming nitrogen oxide (NO_x) emissions by more than 45 percent, and will also result in reductions of other harmful air emissions such as sulfur oxides (SO_x).

Under the Plan, the ports propose to eliminate "dirty" diesel trucks from San Pedro Bay cargo terminals within 5 years by joining with the state and local agencies to finance and pursue funding channels to help finance a new generation of clean or retrofitted vehicles. The ports, along with the South Coast Air Quality Management District, propose to allocate more than $200 million toward this specific effort.

The Plan also calls for all major container cargo and cruise ship terminals at the ports to be equipped with shore-side electricity within 5 to 10 years so that vessels at berth can shut down their diesel-powered auxiliary engines. Ships would also be required to reduce their speeds when entering or leaving the harbor region, use low-sulfur fuels, and employ other emissions reduction measures and technologies.

Port of Long Beach, intermodal container transfer facility.

Within 5 years, all cargo-handling equipment also would be replaced or retrofitted to meet or emit at levels that exceed those called for in the toughest U.S. Environmental Protection Agency emissions standards for new equipment. Without the Clean Air Action Plan, much of the cargo handling equipment not affected by the California Air Resource Board's recently adopted cargo handling equipment regulation would be allowed to operate at current emission levels until it wears out.

Under the Clean Air Action Plan, diesel PM from all port-related sources would be reduced by a total of 1,200 tons a year and NO_x would be reduced by 12,000 tons a year.

Following a 30 day period for public review, then subsequent staff revisions to the Plan (as appropriate), the Boards of Harbor Commissioners at both ports will vote on whether to adopt the Clean Air Action Plan and its proposed lease requirements, tariff changes and incentives.

The comprehensive San Pedro Bay Ports Clean Air Action Plan Technical Report and a more concise Overview will be available for review at the web sites of the two ports, *www.polb.com* and *www.portofla.org*, as well as at the port headquarters and at local libraries. A series of meetings are being held in 2006 on the following dates to present the proposals to the public and to gather their comments: July 10 (POLA); July 12 (POLB); July 19 (POLB); July 25 (POLA). For public meeting dates, locations, and times, visit *www.portofla.org or www.polb.com*. Comments about the Plan also can be submitted via e-mail at either *caap@portla.org* or *caap@polb.com*.

Moving more than $260 billion a year in trade and more than 40 percent of the nation's containerized cargo, the ports of Long Beach and Los Angeles are the two largest container seaports in the United States. If taken together, the adjacent ports would be the fifth largest container port in the world. The ships, trucks, trains, and other diesel powered equipment and craft at the ports are major sources of air pollution in a region that already has some of the worst air quality in the nation.

Los Angeles Mayor Antonio Villaraigosa remarked "Too often in government, studies and plans are placed on the shelf and admired, while the steps called for get mired in bureaucracy. The Clean Air Action Plan isn't a study, and its not going on any shelf. It is a bold action plan and will be a constant work in progress. It is aggressive, it is designed to be implemented, and it can start to improve our air quality now."

Geraldine Knatz, Executive Director of the Port of Los Angeles added "As the nation's two leading ports, we're doing what industry leaders should do – setting higher standards for port-related operations to ensure that the prosperity of this region as a major trade gateway does not come at the expense of the air we breathe."

Rachel Campbell is with the Port of Los Angeles, CA, and Art Wong represents the Port of Long Beach, CA.

Waterborne Security Barrier Contract Approved by the Los Angeles Board of Harbor Commissioners *by Theresa Adams Lopez*

Authorizing the expenditure of Transportation Security Administration (TSA) Port Security Grant Funds, the Board of Harbor Commissioners has approved an agreement with Siemens Building Technologies for waterborne security barriers. The $2.9 million design-build agreement includes the design, fabrication, and delivery of 10,000 ft of floating security barriers.

The Port of Los Angeles is taking the lead on this joint Port of Los Angeles/Port of Long Beach project which was approved in Round 3 of the TSA's Port Security Grants. Each port will receive 5,000 ft of the waterborne barriers.

Port of Los Angeles.

These barriers will be placed at key locations around the ports during heightened security times. They will provide protection against certain types of attacks and will form a line of demarcation.

The Port of Los Angeles has received a total of $26.6 million in TSA Port Security Grants. To date, these grants have been used for the purchase of two Secure Around Flotation Equipment (SAFE) harbor patrol boats, purchase of an interoperability communications vehicle, and feasibility study/design for a joint container inspection facility. Additionally, several projects have received grant funding and planning is underway for: a Port-wide camera surveillance system, Cruise Center vehicle screening system, Cruise Center perimeter security system, and Port of Los Angeles facility enhancements system.

The Port of Los Angeles is America's premier port. As the leading container port in the nation and a critical hub in the international supply chain, the Port generates 259,000 regional jobs and $8.4 billion in annual wages and tax revenues. The Port of Los Angeles also places a high priority on responsible growth initiatives combined with high security, environmental stewardship and community outreach. The Port of Los Angeles is a proprietary, self-supported department of the City of Los Angeles.

Theresa Adams Lopez is the Director of Media Relations for the nation's largest container port, the Port of Los Angeles. She has held this position for more than 4 years, and before that served as the Media Relations Director for the Los Angeles Police Department recruitment efforts. She has a Bachelor of Arts degree from UCLA and a Master of Arts degree from USC, both in Communications.

Port of Los Angeles Awards Contract to Design Joint Container Inspection Facility *by Theresa Adams Lopez*

URS Corporation was awarded the contract, on June 21, 2006, to design the Port of Los Angeles/Port of Long Beach Joint Container Inspection Facility (JCIF) by the Los Angeles Board of Harbor Commissioners. The project is being partially funded by a Department of Homeland Security grant of $2.5 million, which was accepted by the Harbor Commission in a separate action yesterday. The remaining $1.3

million for design will be paid for by the Port of Los Angeles.

"This is an important project for the entire port complex, and we are pleased to be able to keep it progressing forward to the design phase," said Geraldine Knatz, Port of Los Angeles Executive Director. "By locating the inspection facility within the Port, we keep suspect containers from being moved on streets and freeways through communities – a good thing for everyone involved."

The new inspection facility will be located on the site of the former U.S. Customs Building on Terminal Island at the Port of Los Angeles. The building will be owned by the Port, but will be utilized by a diverse group of law enforcement agencies, including the U.S. Customs and Border Protection Agency, for inspection of special, high-risk and randomly selected cargo containers. Currently, these inspections are being performed at facilities inland.

The total cost of the project, including construction, is estimated at $73.8 to $90.8 million. Grants have been awarded for the initial feasibility study and for design in a total amount of $4 million. The Port of Los Angeles will seek additional grants and funding to assist with the completion of the project.

Breakthrough Clean Air System to be Tested *by John Pope*

The Port of Long Beach is reviewing an application by a terminal operator to conduct the first full-blown test of a dockside system that could treat air emissions from ships at berth, reducing a major source of pollutants by more than 95 percent.

Metropolitan Stevedoring Co., which operates the Pier G bulk cargo terminal in Long Beach, has partnered with Advanced Cleanup Technologies, Inc. (ACTI) to develop a pilot project to test ACTI's dockside emissions treatment system at one berth. They are seeking Port development permits to begin construction as early as this fall. The Port is currently preparing an environmental analysis of the project and the South Coast Air Quality Management District is evaluating the air quality benefits.

The system consists of a "bonnet" that fits over the exhaust stacks of ships at berth. Through a network of ducts, emissions captured by the "bonnet" flow to a dockside treatment unit like those found at industrial plants. The treatment unit includes a multistage emission cleaning system, with a "scrubber" and selective catalytic reduction. ACTI of Rancho Dominguez estimates the system would reduce harmful air pollutants, such as particulate matter and sulfur dioxide by 99 percent, and smog-forming nitrogen oxide by 95 percent.

"This could be a major breakthrough in our efforts to improve air quality," said Port Executive Director Richard D. Steinke. "Ships at berth are a significant source of air pollution. We are planning 'cold-ironing' or shore-side electricity to eliminate much of that problem. But cold ironing is not feasible for all ships, especially those that come here infrequently. The proposed treatment system could be the answer for how we 'clean' those vessels."

The Port is developing shore-side electrical infrastructure at the BP berth T121 oil terminal, the SSA Terminals Pier C-60 container terminal, and the International Transportation Service container terminal at Piers G/J. The Port plans to invest tens of millions of dollars for still more cold ironing projects over the next 10 years.

The majority of the vessels serving the breakbulk facilities in the Southeast Basin, at Piers F and G, are infrequent callers, presenting a challenge for controlling emissions from ships at berth. Cold ironing for these terminals is much less cost effective than for terminals that are serviced by more frequent callers. Therefore, implementing an emission control system at these facilities that does

not require vessel retrofits has advantages over cold ironing.

"It doesn't make sense to require all vessels to cold iron," said Al Garnier, the chief operating officer for Metropolitan Stevedoring Co. "But we all want to do our part to improve air quality. We are proud to be partners in this giant step forward at the Port."

"Our system could be designed to work with almost any vessel," said Matt Stewart, Executive Vice President for ACTI. "This will be the first time that this technology has been used in a marine environment. But the emission reduction control technology that this employs is widely used to treat exhaust at many industrial sites."

Port of Long Beach, Pier F.

ACTI is preparing to test the treatment system on locomotives at Union Pacific Railroad's yard in the Northern California community of Roseville.

If the pilot test at Metropolitan Stevedoring Co. proves effective at treating exhaust from vessels at berth, the treatment system may be expanded. The Port is currently evaluating the potential environmental benefits of extending the system to other facilities in the Southeast Basin, at Piers F and G.

John Pope is the Media Relations Manager for the Port of Long Beach. Prior to joining the Port, Pope was an award-winning journalist with more than a decade of experience as a newspaper reporter for the Los Angeles Times, and editorial writer for the Long Beach Press-Telegram.

Port Board Votes for Historic 'Green' Lease *by John Pope*

The Port of Long Beach has tentatively agreed to a landmark lease that for the first time includes "Green Port" environmental improvements, which over the next decade will reduce air pollutants by 90 percent at a major container cargo terminal.

Under a lease amendment voted preliminary approval by the Long Beach Board of Harbor Commissioners on May 1, 2006, for the conditional award of a $ 7.3 million contract, SSA Terminals (a joint venture of SSA Marine and Matson Navigation Co.) will phase in the use of shore-side electricity ("cold ironing") and other environmentally friendly technologies that will significantly reduce emissions of nitrogen oxides (NO_x) and diesel-related particulate matter from ships at berth and from cargo-handling equipment used at the terminal. The work is scheduled for completion in the spring of 2007. A second contract will be awarded this fall for onshore electrical facilities, with completion expected in the summer of 2007.

The Long Beach Board of Harbor Commissioners present a Green Flag to a carrier.

The amendment, to a 20-year lease signed in 2002 between the Port and a SSAT for the 68-acre

Pier C facility, calls for major investments from both sides. Under the revised lease, the Port will invest millions of dollars to build dockside electrical infrastructure for cold-ironing to improve air quality and Matson and SSA will make significant investments to upgrade ships and cargo-handling equipment.

Matson agreed to retrofit five vessels in its current fleet to use shore-side electricity or technology that is at least 90 percent as clean as cold ironing. A class of older vessels will be retrofitted with technology that is at least 80 percent as clean as cold ironing. The company also has agreed to gradually eliminate the use of older steamships that are unable to accommodate the most current anti-pollution technology. SSAT will accelerate the replacement of its terminal cargo-handling fleet with cleaner-burning tractors and other equipment several years before the new technology will be required by law.

"This agreement is a major step forward for environmental improvement at the Port of Long Beach," said Port Executive Director Richard D. Steinke. "It demonstrates a serious commitment on the part of the Port and our customers to work together toward clean-air solutions."

With this accord, the Board of Harbor Commissioners is pioneering the use of leases to improve the environment. The board is not an environmental regulator with authority to clean up the ships, trucks, trains, and yard equipment at the Port. The board governs the Port with its land-use authority and its power to approve terminal leases.

If the Harbor Commission votes for final approval, the SSAT lease agreement would be the first at a major port in which a cargo terminal operator voluntarily agreed to cold ironing provisions and other environment improvements without the mandates of litigation, regulation, or a government-required environmental review.

The Port of Long Beach's Green Port Policy, approved in January 2005 by the Harbor Commission, includes guidelines that direct the Port to develop terminal lease requirements promoting environmental sustainability.

Matson is the leading shipping line serving Hawaii, primarily with goods shipped from Long Beach. Recently the company launched a shipping service to China, greatly increasing inbound shipments – a shift that prompted the new lease amendment.

"This is a great example of our Green Port Policy in action," said Harbor Commission President Doris Topsy-Elvord. "I think our customers will see that we will meet their business needs, but at the same time they need to help us minimize our environmental impact. Environmentally friendly lease agreements such as this one represent the future of the Port of Long Beach."

"Matson is proud to be part of this Green Port initiative, as it is consistent with our overall environmental objectives," said Ron Forest, Senior Vice President of Operations. "Matson has had a zero discharge policy and other air quality programs. These initiatives will ensure Matson's fleet will be environmentally proactive at all of our port facilities."

"The Green Port Policy is huge challenge for us, both in cost and in proving the viability of cleaner cargo-handling technology," said Jon Hemingway, President of Seattle-based SSA Marine. "At SSA Marine, we pride ourselves on being world leaders in all facets of terminal management and stevedoring including air quality. With this agreement we continue our efforts toward better environmental stewardship and working closely with the communities where we live."

The SSAT cold ironing project will not be the first in Long Beach. Two years ago, without the framework of a lease, the Port agreed to develop

shore-side electrical infrastructure at an oil terminal where BP volunteered to cold iron at least two of the company's oil tankers.

Seattle's Port and Longshore Union Calls for Rapid, Rational Security Improvements *by Port of Seattle*

Maritime security measures currently under discussion in Washington, DC, should focus on practical steps that will secure cargo from its point of origin to its final destination and include adequate resources for implementation according to two local maritime industry officials.

Port of Seattle CEO Mic Dinsmore, and International Longshore and Warehouse Union Local 19 President Herald Ugles, said recently that effective security measures should ensure the expedited flow of trade, be affordable, enhance safety and security, and avoid putting hundreds of thousands of jobs at risk throughout the United States.

"Nearly 5 years after September 11, 2001, we have yet to implement the kinds of security measures that will protect our ports and the global trading system," Dinsmore said. "While I'm pleased to see more focus on the issue in our nation's capital, we have to pay close attention to the measures being discussed so that what we end up with is effective and maintains the reliability of our ports and transportation system."

Ugles echoed Dinsmore's comments and pointed out that dockworkers have a compelling professional and personal interest in ensuring security and efficiency in the maritime industry.

"Longshore workers are the first people to handle ocean cargo when it enters the country and the last to handle it before it leaves," Ugles said. "It is crucial that the Department of Homeland Security – specifically the U.S. Coast Guard, and Customs and Border Protection – are given both the legal authority and the funding to implement effective maritime security programs that protect transportation workers, the general public and our economy. Some of the security procedures could be performed with existing personnel at little added cost."

International Longshore and Warehouse Union dock workers take a break from unloading a ship at Port of Seattle, Terminal 18 (photograph courtesy of Port of Seattle).

Both the Port and the Longshore Union support the GreenLane Maritime Cargo Security Act sponsored by Senator Patty Murray of Washington and Senator Susan Collins of Maine.

The bill, which was approved May 2, 2006, by the Senate Committee on Homeland Security, provides new incentives for shippers that demonstrate a sustained commitment to meeting the requirements of the Customs-Trade Partnerships Against Terrorism (C-TPAT) act. Under C-TPAT, shippers agree to develop, enhance, and maintain effective security processes through global supply chains under the supervision of U.S. Customs and Border Protection (CBP). C-TPAT members get expedited customs clearance in return – the so-called "GreenLane." Non-participating shippers are subject to a higher degree of scrutiny by CBP.

Also contained in the bill is a proposal to require the Department of Homeland Security (DHS) to develop a comprehensive strategic plan to

enhance international supply chain security for all modes of transportation by which containers arrive in, depart from or move through the United States.

If passed, the bill will establish an Office of Cargo Security Policy to ensure accountability and coordination of security policies, procedures, and regulations within DHS and among other agencies. Joint Operations Centers to ensure a coordinated, measured response to security threats and resumption of trade and commerce in the event of a threat or attack also would be established.

Without the funding to hire and train the right number of employees for the Coast Guard and CBP to conduct security activities both in the U.S. and abroad, security mandates will not be fulfilled, Ugles and Dinsmore agreed.

The Port of Seattle was the nation's fifth-largest container port in 2005, handling a total of 2.08 million containers. The port also has a thriving cruise business with 200 departures to Alaska in the 2006 cruise season. Maritime activities at Seattle's seaport generate more than 18,000 jobs and over $1 billion in payroll throughout the region.

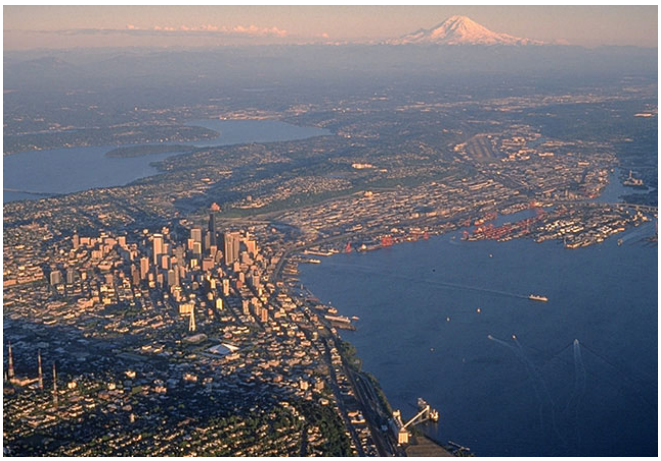
New Container Carrier Coming to Port of Seattle *by Port of Seattle*

Mediterranean Shipping Company (MSC), the second largest operator of container ships and one of the fastest-growing maritime transportation companies in the world, will bring growth and jobs when it begins calling at the Port of Seattle next year.

"We're thrilled that MSC will be in our harbor," said Port of Seattle Commission President Patricia Davis. "The arrival of this very dynamic company brings a new shipping line to the Puget Sound region and builds on the growth in container volumes we've experienced in recent years."

Geneva-based MSC has experienced dramatic growth in recent years. The number of vessels the company operates increased from 140 in 2000 to 278 in 2005. MSC's container volume grew from about 2.5 million TEUs (20-ft equivalent units) in 2000 to 6.5 million TEUs in 2005.

"Beginning direct service to Seattle will help us continue to grow and provide better service to our customers," said Matt Wypyski, Owner's Representative for MSC.



Port of Seattle (photograph courtesy of Port of Seattle).

MSC's ships will begin calling at Terminal 18 on Harbor Island in 2007. The facility is leased and operated by Seattle-based SSA Terminals (SSAT). MSC tentatively plans to move to Terminal 30 in 2008. The move is dependent upon Port Commission approval and completion of a project to return Terminal 30 to use as a container handling facility under lease to SSAT. The two berth cruise terminal currently located at Terminal 30 would be moved to Pier 91 under the proposal.

"The goal of the project is to maximize use of our maritime facilities and to capture some of the ongoing growth in the transpacific container trade," Davis said.

The Port expects MSC to move 221,000 container TEUs through Seattle in 2007, generating more than 300 local jobs.

Containership being worked at Port of Seattle, Terminal 18 (photograph courtesy of Port of Seattle).

"Those figures are expected to grow as MSC increases its presence here," said Port of Seattle CEO Mic Dinsmore. "Bringing MSC to our community will enhance our already robust maritime economy and strengthen our position as one of the nation's premier trading regions."

In 2005, the Port of Seattle was the leading container port in the Pacific Northwest and the fifth largest in North America with a total of 2.088 million container TEUs. Cargo shipping activity at the Port generates more than 18,000 jobs, in excess of $1 billion in annual payroll, $1.44 billion in local business revenue, $252 million in local purchases, and $105 million in state and local tax revenue, according to a 2003 economic impact study commissioned by the Port.

AAPA - OAS Inter-American Committee on Ports Meet in Ecuador *by Bruce Lambert*

This meeting held June 26-30, 2006, in Guayaquil, Ecuador, represented the first joint meeting between the Organization of American States – Inter-American Committee on Ports and the American Association of Port Authorities Reunion of Latin American and Caribbean ports.

During the OAS-CIP Port Operations working group, the Mexican Government presented the growth of trade through Mexican ports. This relates to Mexico improving its capability to handle cargos from Asia and to hopefully gaining some competitive edge against American ports. Hutchison Whampoa made a similar speech on how it is investing in Mexico to also compete with U.S. intermodal cargo.

Of most importance to the U.S. Section of PIANC was the OAS-CIP Technical Advisory Group for Environmental Protection. This technical committee will organize the Environmental Protection Conference in Panama next Spring. (There is presently a working draft of the announcement, the agenda and speakers are being developed.) Some of the current working topics include ballast water discharge, dredging, hazardous materials recovery, and emissions (to be discussed in concurrent sessions). It is important to have both government and non-government speakers on the program. There are plans for a tour of the Panama Canal prior to the meeting. The conference date is April 11-13, 2007, which is the week before the PIANC AGA in India, and a few weeks after Ports 07.

The AAPA meeting focused on Latin American ports and logistics. Mr. Moran (Chairman of Latin American Members of AAPA) mentioned that regional ports are trying to reach to developed world standards on transportation infrastructure. This was a reoccurring theme - there needs to be a commitment and reinvestment by both governments and the private sector to improve regional economic activities through transportation infrastructure.

One of the more interesting sessions involved Mr. Jakobson with ATM Terminals (Maersk), Mr. Sabonge (Panama Canal), and Mr. Huffman (UNCTAD). Mr. Jakobson said that bottlenecks will remain a problem in transportation, and will occur in more places, many of which are unexpected. This means ports must be more flexible in addressing world growth as a reality, not

a short term phenomena. He mentioned that Latin American ports suffer from a lack of capacity (in both ports and landside infrastructure) and congestion. The costs associated with adding capacity and reducing congestion makes finding solutions difficult to fund. The result is that future economic growth could be limited. He mentioned that larger ships will start cascading into the U.S. East Coast and the North-South trade sooner than most people expect. He also said that most people do not understand the role of transshipment, at which the larger ports generally handle transfers between main-line services, not regional operations.

Mr. Sabonge said that the economics of shipping, namely using larger vessels to lower per unit costs or to remain competitive, will continue to force smaller vessels out of the mainline trades into other trade lanes, making the Panama Canal expansion more important to both the East Coast of the U.S. and Latin America in general to sustain trade patterns. He also commented on the very fragmented nature of population centers in Latin America, and the difficulty of connecting these markets through landside infrastructure (a theme fully developed the next morning by Ricardo Sanchez).

Mr. Huffman identified some major themes – globalization and changing manufacturing areas, security, growing trade between developing nations amongst themselves, regional integration, technology, privatization, and trade facilitation. These macro trends are shaping transportation services, both from a demand and supply side, and are not fully understood.

Later, Mr. Sanchez spoke on development and discussed Short Sea Shipping as an underutilized service in the region, especially on inland waters and for coastal services. He also suggested that port productivity does not end at the gate, but extends throughout the port's hinterland. The problem is that logistics services depend upon infrastructure to be competitive, and the region lacks the ability to build and maintain the required infrastructure to promote economic development. He said bottlenecks are not points in the system, but are now the chain itself. During the question session, he said the region must move away from its history of failures, which limits Latin America from going forward.

Later speakers commented that logistics and port operations are changing. Mr. Bassols (Port of Barcelona) commented that ports must have both business concentrations and spatial concentrations to be successful. This means that ports can not fully depend upon the private sector, which may not have means to fully provide coordination or services necessary to ensure future port productivity. Mr. Mariano Navas, President, State Ports of Spain, stressed that ports are more than infrastructure, but should be involved in logistical chain, and recognize the opportunities that this new framework affords.

Report on Annual General Assembly and Congress, Estoril, Portugal, May 10-13, 2006

by Bruce Lambert

The Annual General Assembly (AGA) was held May 10-13, 2006, in Estoril, Portugal. The AGA represents a working meeting of the various delegations to PIANC, where the Assembly outlines new policies and programs for members. The next AGA will be held in Kochin, India (AGA 2007), April 17-19, 2007.

During the AGA, several items were approved, possibly one of the most important involving the actual name of the Organization. At the AGA, PIANC will be internationally known as PIANC, Navigation, Ports, Waterways. For the U.S., that means the new name will be "PIANC USA, Navigation, Ports, Waterways". This means that "PIANC" will no longer be seen as an acronym, but as a real name/word. The name "AIPCN" will only still be used by the French speaking countries, but will not appear anymore in the international name.

We will be making the appropriate changes here in the U.S. to reflect PIANC's new name.

PIANC International approved a new strategic plan for the period of 2006-2010. The Young Professionals commission (YP-Com) was formally recognized, upgrading the YP Taskforce. This allows PIANC to better serve the needs of Young Professionals, those being less than 40 years old. Other items involved the creation of a PIANC promotion taskforce, led by Tom Wakeman. The taskforce will develop the scope and outline related to promoting PIANC's value to both current and potential members. PIANC is also working on a comprehensive dictionary of navigation terms with CEDA and IHO. The goal is to develop a living document, serving as a repository of various terms in many different languages, allowing searchable queries by various means with technical illustrations as available.

From left to right; Major General Don Riley, USACE, Director of Civil Works and President, U.S. Section PIANC; Mr. E. Van den Eede, President, PIANC; Mr. John Woodley, Jr., Assistant Secretary of the Army for Civil Works (ASACW) and Chairman, U.S. Section PIANC; and Dr. Robert Engler, Moffatt and Nichol Engineers and Chairman, PIANC Environmental Commission (EnviCom).

Regarding the Congress, the U.S. Section had 44 registered members and 10 accompanying persons. (We were the third largest delegation, behind Belgium and Portugal, and tied with Japan.) The Congress opened with several speeches on port trends and one on the Panama Canal before going into the various concurrent sessions. Here is the real value of the congress, as technical sessions were presented on a wide range of topics. For the U.S. alone, there where 26 presentations on topics such as asset management, sediment management, and Short Sea Shipping. The U.S. was well represented. Pictures from the Congress are available at *https://www.pianc2006.org/text/photo_gallery.html*. It is not too late to consider papers to be presented at the 32nd International Navigation Congress, which will be held in Liverpool in the United Kingdom in May 2010.

U.S. Section Abstracts Presented at the 31st PIANC Congress

Paper No. 023
Biondi, E.L., Semmes, R.H.
YACHT DESTINATIONS – CHANGING DEMANDS FOR MARINAS AND RECREATIONAL NAVIGATION FACILITIES

Paper No. 117
Russo, E.J.
SEDIMENT MANAGEMENT USING ARTICULATED CONCRETE MATTRESSES ON CONSTRICTED DEEP DRAFT CHANNELS

Paper No. 134
Patev, R.C., Clarkson, J.D.
DEVELOPMENT OF U.S. ARMY CORPS OF ENGINEERS GUIDANCE FOR THE BARGE IMPACT DESIGN OF NAVIGATION STRUCTURES

Paper No. 162
Domurat, G.W.
MANAGING CALIFORNIA'S COASTAL SEDIMENTS

Paper No. 164
Grier, D.V.
THE U.S. INLAND WATERWAY SYSTEM: ADDRESSING RELIABILITY CHALLENGES

Paper No. 174
Sudar, A.
THE POTENTIAL OF US WATERWAYS TO RELIEVE HIGHWAY CONGESTION

Paper No. 176
Miller, D.E., Sullivan, T.M.
DESIGN AND CONSTRUCTION OF THE OLMSTED APPROACH WALLS

Paper No. 182
Francingues, N.R., Thompson, D.W., Hamons, F.W.
TECHNOLOGY FORUM ON INNOVATIVE USES OF DREDGED MATERIALS

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Kelly Barnes Joins U.S. Section PIANC Staff

Kelly J. Barnes recently joined the staff at the U.S. Army Corps of Engineers' Institute for Water Resources as an Intergovernmental Program Specialist. Part of her duties include program management and support for PIANC. Prior to this, Kelly served as the Director of the Coasts, Oceans, Ports and Rivers Institute (COPRI) of the American Society of Civil Engineers (ASCE) where she has been for the past 5 years. While at COPRI, Kelly was heavily involved with both domestic and international conferences such as Ports, Dredging, Waves, Coastal Structures and Solutions to Coastal Disasters. She also handled institute Governing Board and committee operations, as well as membership development, strategic planning, logistics, budget and program development, website and newsletters. Kelly recently completed an intensive 8-month ASCE leadership course, "Transforming Engineering Managers into Effective Leaders." Her background is in art and architectural history, and she is a member of the American Society of Association Executives.

Young Professionals Corner *by Jessica Allen McIntyre*

What is a Young Professional? Internationally, PIANC is making a concerted effort to attract more Young Professionals as active members to the organization. Currently, there is a large generation gap among the active members of PIANC. Each country has been tasked with forming a Young Professional (YP) group within its national section structure with the goal of promoting PIANC at the national and international levels. A Young Professional member of PIANC is described as any member (student, individual, or corporate) who is under 40 years of age.

The PIANC USA (U.S. Section of PIANC) Young Professionals Group (USYP) will provide an opportunity for Young Professionals in the field of navigation to meet other professionals locally, nationally and globally. Activities will focus on the needs and interests of Young Professionals in the U.S.

If you are interested in joining USYP, please contact Jessica McIntyre, Moffatt & Nichol at *jmcintyre@moffattnichol.com* for more information. The USYP page of the PIANC USA website is under construction. For information on the YPCom (Young Professional Commission) and International Young Professional Implementation Group (predecessor of YPCOM) visit the Young Professionals page (under About PIANC) of the PIANC website, *http://www.pianc-aipcn.org/*.

Young Professional Activities & Events

Working Groups. Each country is allowed two representatives (Principal) in each working group if one is an YP. In addition, each working group has subcommittees composed of several members from one or more countries. To find more about the working groups, visit the PIANC website at *http://www.pianc-aipcn.org/*. The following working groups are recruiting new members:

- InCom WG 32: Performance Indicators for Inland Waterways Transport.
- MarCom WG 34: Use of Hydro/Meteo Information to Optimize Safe Port Access.
- MarCom WG 55: Safety Aspects of Berthing Operations of Oil & Gas Tankers.
- MarCom WG 56: Application of Geotextiles in Waterfront Protection.
- MarCom WG 57: Stability of Pattern Placed Revetment Elements.

Interested in joining a working group? Contact Jeanene Nieberding at *jeanene.m.nieberding@usace.army.mil* for more information.

De Paepe-Willems Paper Award. The aim of the De Paepe - Willems Award is to encourage Young Professionals to submit for presentation outstanding technical articles in the fields of interest of PIANC, including policy, management, design, economics, integration with other transport modes, technology, safety, public involvement, and the environment. The PIANC USA selects one paper from the U.S. submissions to be sent to the international competition. The U.S. Winner receives a $1,000 Savings Bond, an expense-paid trip to the PIANC USA Annual Meeting, and a 5-year free membership in PIANC from the PIANC USA. The International Winner receives a monetary award of $5,000 euros, an expense-paid trip to the Annual General Assembly, and a 5-year free membership in PIANC. Abstracts and technical submissions are due in the Spring and Summer of each year (May and August 2007 for the 2008 competition) for PIANC USA. For more information, visit the PIANC website at *http://pianc-aipcn.org* or contact Edmond Russo, Publications Committee Chairman, at *edmond.j.russo@erdc.usace.army.mil*.

- 2005 International Winner: Javier L. Lara (Spain), "A Numerical Wave Flume to Study the Functionality and Stability of Coastal Structures."
- 2005 U.S. Winner: Shana Heisey (USACE Institute for Water Resources), "Determining Economic Efficiency in Harbors: HarborSym, An Application."
- 2006 International Winner: Matthias Bleck (Germany), "Wave Attenuation by Artificial Reefs."
- 2006 U.S. Winner: Tracy Fidell (Moffatt & Nichol), "Developing an Integrated Model to Quantify Port Emissions."

Ports 2007 in San Diego, CA, March 25-28, 2007, Website: *www.portsconference.org,* "30 Years of Sharing Ideas... 1977-2007" - will be the eleventh in a series of international port and harbor development specialty conferences held on a tri-annual basis since 1977. Ports 2007, organized by the Ports and Harbor Committee of ASCE, COPRI and PIANC, will offer an all encompassing array of professional/technical papers pertinent to the progress of port and harbor facilities development, inland waterways and navigational improvements.

- Look for a USYP table at the conference!

Upcoming Related Conferences

2006

- ***30th International Conference on Coastal Engineering.*** September 3-8, San Diego, California.
- ***9th International River Symposium.*** September 4-7, Brisbane, Australia.
- ***LITTORAL 2006: 8th International Conference on Coastal Innovations and Initiatives***, September 18-20, Gdansk, Poland.
- ***Union Pan American de Ingenieria (UPADI) 2006, XXX Pan American Engineers Convention, and XIV Pan American Convention of Ocean and Coastal Engineering.*** September 18-22, Atlanta, Georgia
- ***U.S. Maritime Security Exposition***, September 19-20, New York, New York.
- ***American Shore & Beach Preservation Association (ASBPA) 2006 Fall Conference***, October 9-11, Long Branch, New Jersey.
- ***ITMMAPS Maritime and Port Symposium.*** October 25-28, Antwerp, Belgium.
- ***SmartRivers 2006, International Joint Conference on Synergies for an Efficient Waterway System in Europe and the United States***, November 5-7, Brussels, Belgium.

- ***SOBENA 2006, National Conference and Exposition. 21st Brazilian Maritime Transportation, Ship Construction, and Offshore Engineering Conference***, *27th November - 1st December 2006, Rio de Janeiro.*
- ***Restore America's Estuaries.*** December 9-13, New Orleans, LA.

2007

- ***Transportation Research Board.*** 86th Annual Meeting, January 21-25, Washington, DC.
- ***4th International Conference on Remediation of Contaminated Sediments.*** January 22-25, Savannah, Georgia.
- ***Ports 2007.*** March 25-28, San Diego, California.
- ***The 25th International Association of Ports and Harbors World Post Congress.*** April 27 - May 4, Houston, Texas.
- ***Coastal Sediments 2007.*** May 13-17, New Orleans, Louisiana.
- ***18th World Dredging Congress (WODCON XVIII), Western Dredging Association Annual Meeting, and Texas A&M University 39th Annual Dredging Seminar.*** 27 May - 3 June, 2007, Lake Buena Vista, Florida.
- ***Coastal Structures 2007.*** July 2-4, Venice, Italy.
- ***AAPA Annual Convention.*** September 30 - October 4, 2007, Norfolk, Virginia.

About PIANC

What is PIANC? The International Navigation Association (PIANC) is a worldwide organization of individuals, corporations, and national governments. Founded in 1885 in Brussels, Belgium, it is concerned with maritime ports and inland waterways. The Association promotes contact and advances and disseminates information of a technical, economic, and environmental nature between people worldwide in order to efficiently manage, develop, sustain, and enhance inland, coastal and ocean waterways, ports and harbors, and their infrastructure, in a changing environment.

Where is PIANC? The international headquarters is located in Brussels, Belgium, at facilities provided by the Belgian Government. The headquarters of the United States Section is located in the Washington, DC area, within facilities provided by the U.S. Army Corps of Engineers.

International Interaction. The Annual General Assembly operates through a Council, which directs the working level permanent technical committees, international study commissions, and working groups.

Working Groups. Technical working groups are composed of participants from member countries who have interest in various subjects being studied. The groups gather, analyze, and consolidate state-of-the-art material from each country. The resulting reports are published and sent to each PIANC member. Working group reports and the International Bulletin are sent to each member from Brussels.

Every 4 years an International Congress, open to all members and other registrants, is held for the presentation and discussion of papers on subjects pertaining to waterways and maritime navigation.

PIANC also participates in technical activities with other organizations to study navigation problems and joins with them to present symposia on related subjects.

In the USA. The United States became a member of PIANC by Act of Congress in 1902. The Chairman of the U.S. Section is the Assistant Secretary of the Army (Civil Works). The Director of Civil Works for the U.S. Army Corps of Engineers serves as President. A National Commission of 11 individuals, which represent both private industry and the Federal Government, manages the Section. The U.S. Section has two standing and four technical committees, which promote the flow of information between members and facilitate cooperation with other national organizations. The committees are Membership, Publications, Environment, Inland Navigation,

Maritime Navigation, and Ports and Recreation Navigation.

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