

No. 10 | MAY - SEPTEMBER 2010

PORTS AND TERMINALS

# CARIBBEAN MARITIME

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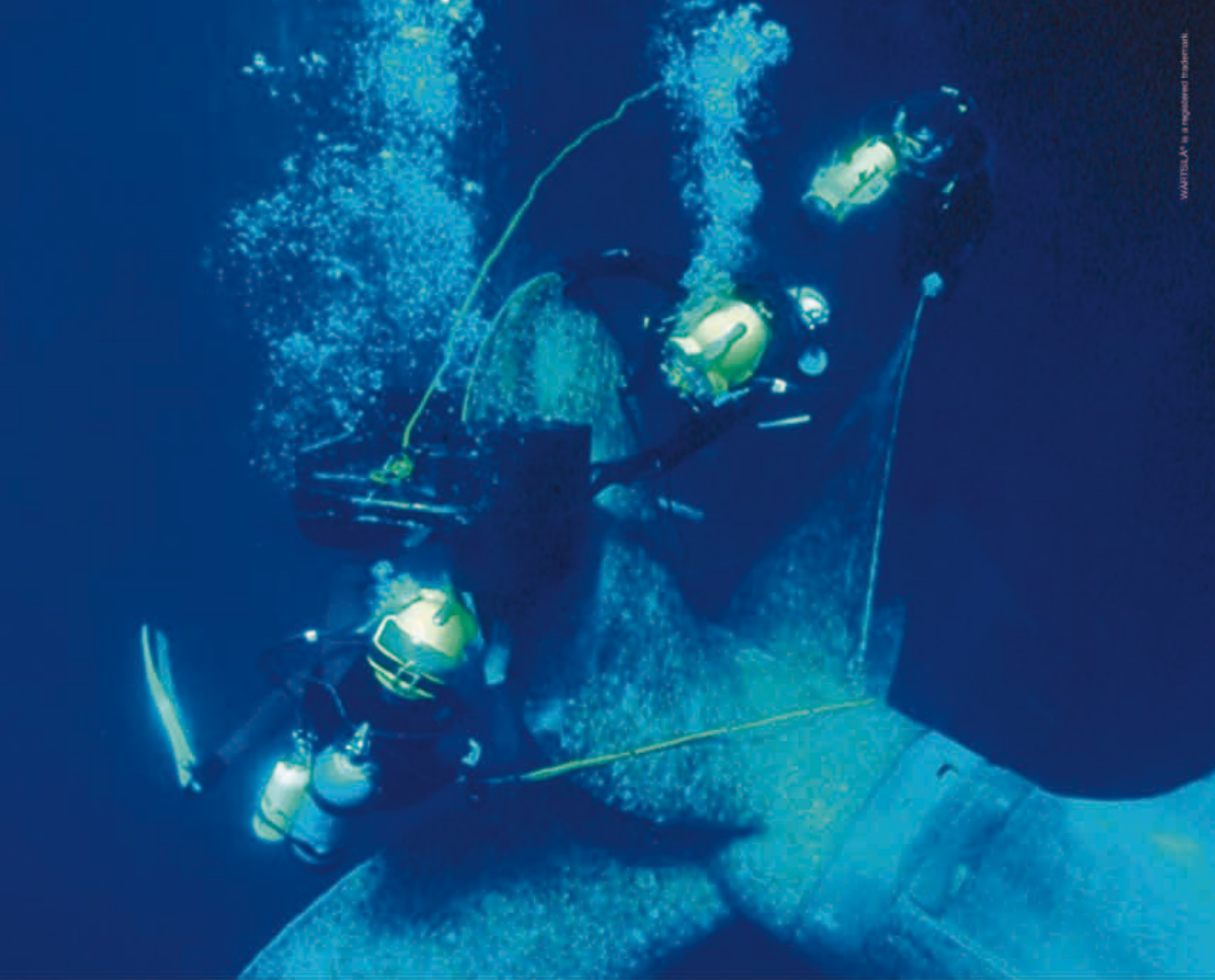
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# CARIBBEAN MARITIME

No. 10 | MAY - SEPTEMBER 2010

## COVER STORY

- 4 Curaçao**  
Curaçao about to chart a new path in history

## STANDARD FEATURES

- 2 Editorial**  
The good news outweighs the bad
- 3 Message from the CSA President**  
In support of scholarship, exchange of knowledge
- 34 Newsbriefs**
- 42 Newsmakers**  
Petrelluzzi receives French Government's Maritime Mérite medal
- 44 Information Technology**  
Online backup and server hosting
- 46 The Human Factor**  
Is your manager doing a number on your business?
- 47 A Matter of Law**  
US International Port Security Programme a collaborative approach



Except for that appearing in the Editorial column, the views and opinions expressed by writers featured in this publication are presented purely for information and discussion and do not necessarily reflect the views and opinions of the Caribbean Shipping Association.

- The Editor.

## SPECIAL FEATURES

- 8 Port-au-Prince**  
Port of Port-au-Prince devastated in earthquake
- 10 Jamaica**  
Battered by global recession Jamaica moves forward with port development plans
- 15 Kingston Wharves Ltd**  
Kingston Wharves Ltd. home to Höegh Autoliners' new transshipment hub
- 16 Bridgetown**  
Progress towards construction of dedicated cruise pier
- 19 George Noon**  
CSA's eighth President George Noon laid to rest
- 19 Caribbean Maritime Institute**  
CMI awarded ISO international standards certification
- 20 Ponce**  
Visible sign of economic development in Puerto Rico
- 21 MIT**  
'Our tiny but meaningful contribution'
- 25 Port of Spain**  
Increase in containers in 2009, additional yard space this year
- 26 St. Maarten**  
St. Maarten: Expansion, development continue
- 30 Miami**  
Up to challenges presented by expanded Panama Canal
- 32 Panama Canal Expansion: update**  
Work continues apace, on schedule contractors take advantage of dry season
- 34 San Juan**  
More cargo ships but less cargo; decline in cruise business
- 37 The Environment**  
Taking oily water treatment to the next level
- 41 Grantley Stephenson**  
New vice president comes with a lot of experience
- 43 Port of Fort-de-France**  
Pointe des Grives Terminal brings improvement, progress

# CARIBBEAN MARITIME

No. 10 | MAY - SEPTEMBER 2010

The official journal of the Caribbean  
Shipping Association



## MISSION STATEMENT

"To promote and foster the highest quality service to the maritime industry through training development; working with all agencies, groups and other associations for the benefit and development of its members and the peoples of the Caribbean region."

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# THE GOOD NEWS OUTWEIGHS THE BAD

**T**his issue has a special focus on ports and terminals. However, the achievement of the Caribbean Maritime Institute in completing all the tasks and organisation required for an international standard certification is to be noted and celebrated. As documented in this issue of Caribbean Maritime, the Jamaican-based officer training academy was notified of its ISO 9001:2008 certification in February. As, the CSA President notes in his message here, the Association supports scholarship; and, "training development" is at the heart of the mission of the Caribbean Shipping Association. In this context we celebrate the achievement, recognising it as the foundation on which future development can be built.

While there was still an uncomfortable level of bad news as final performance figures for 2009 were revealed (most of it related to the lingering effects of the global recession), there was positive news to celebrate. Last year, for example, the Port of Port of Spain chalked up a six *per cent* gain in container throughput. And, St. Maarten completed its new cruise pier (North) with expectations to complete expansion of phase 2 of its cruise village project by next year.

## COMMITMENT

The Jamaica government put forward a commitment that the new and exciting Falmouth cruise port project, costing USD233 million will be completed in December of this year to receive its first ships. And if David Harding reaps fruit from his efforts so far (and still continuing), Barbados Port Inc. could present to its people that country's first dedicated cruise pier within the next 36 months.

The ghosts of the recession still haunt. Most of the ports reviewed in this issue have some bad news to report. Most of it is related to declining trade levels and consequently less domestic and transshipment cargo. Interestingly however the good news – of growth, development, achievement, expansion, new construction, major capital investment, new technology and even corporate good will (see page 21) outweighs the bad news.

Other positive developments documented in this issue: Ponce got its two ship-to-shore cranes making it today a far more effective facility and giving Puerto Rico expanded port capability. And Wärtsilä weighed in with new technology to protect the environment (see page 37) with its Senitec M-series.

These are positive indicators from which we draw encouragement as we present this 10th issue of *Caribbean Maritime*.

Sadly, *Caribbean Maritime* notes the passing of the CSA's eighth President, George Noon. The CSA through this medium, records its gratitude for his service to the shipping industry of his native Saint Lucia and the Caribbean.

And, as this issue went to press, we heard of the passing of another CSA stalwart, A.C. 'Pat' Lawlor, who died in the UK. We extend condolences to his family and the shipping community of Trinidad and Tobago.



MIKE JARRETT, EDITOR

# In support of scholarship, exchange of knowledge

**T**his is the tenth issue of *Caribbean Maritime*. It means that this magazine has now completed three years of service. We hope that, somewhere, it has encouraged or stimulated thought leading to positive action. It also means that there is information to share. The reports and thoughts published over three years carry readers to the far corners of the region and report on progress and development in the shipping sector in ports as separated as Jacksonville in the north and Paramaribo in the south.

This tenth issue is expected to be the first to be included in the Digital Library of the Caribbean, run by the

diversity in the sources from which they access current and historical information about the shipping industry. The Caribbean Shipping Association is happy that its official journal is to be made available to a wider audience and to thereby expand the pool of knowledge about the Caribbean region.

## *Responsibility*

Training and scholarship are pillars of the CSA's work. The work of *Caribbean Maritime*, is to empower the current players in the industry which moves billions of tonnes of cargo annually across the region. It also has a responsibility to encourage the exchange of ideas and the flow of knowledge about the business of ship-



## The work of Caribbean Maritime, is to empower the current players in the industry which moves billions of tonnes of cargo annually across the region

Digital Library Center at the University of Florida. This means that future decision-makers will now have greater

ping. It is knowledge about the industry and the needs and demands of world trade which drives future develop-

ment and which is the foundation of today's decision-making and problem-solving. And, that is why 'training development' is at the heart of the mission of the Caribbean Shipping Association.

## *Focus*

The focus of this issue of *Caribbean Maritime* is on ports and terminals. They are the very link between individual nations and those producers whom they supply or from whom they purchase. Whether public or private, ports and terminals

facilitate world trade, local and national development. They are a critical link in the supply chain. It is for this reason that their interests and needs have been made the mandate of one of the four groups that comprise the CSA.

I hope you find this issue of *Caribbean Maritime* useful.

**Carlos Urriola**  
*President, Caribbean Shipping Association*

# Curaçao about to chart a new path in history

**The pulse of economic activities in Curaçao is the seaport of Willemstad. A natural haven where the old meets the new; where history meets modern day facilities and services, the port is an indicator of the strength and pace of the national economy.**

## MAKING THE CPA ONE OF THE MOST RECOGNISED AND WELL ORGANISED MARITIME AND PORT MANAGEMENT INSTITUTIONS IN THE REGION

The Curaçao Ports Authority (CPA), which celebrates its 29th anniversary this year, is a limited liability company charged with the role of

administrator of this commercial harbour. During its history there have been many commanders at the helm. For the last 15 years, Mr. Richard Lopez-Ramirez and Mr. Agustin Diaz jointly took command with successful results. 'Captains' Lopez-Ramirez and Diaz successfully managed to sail through several difficult

times, making the CPA one of the most recognised and well organised maritime and port management institutions in the region. However,

this year CPA will welcome aboard its new 'Captain', Mr. Marcelino de Lannoy. By November 1, 2010, Mr. Lopez-Ramirez and Mr. Diaz both will reach retirement age. After a very elaborate and meticulous selection process, which started in July 2009, the shareholders have appointed Mr. de Lannoy to assume the responsibilities as General Managing Director of the CPA.

### EXPANSION

Mr. Marcelino de Lannoy is well known within the ports of Curaçao, as the General Manager of the Curaçao Towage Company, abbreviated as KTK Tugs, a subsidiary company of CPA. An engineer, with a degree from

Delft University of Technology in The Netherlands, Mr. de Lannoy specialised in quality management and organisational change.

Meanwhile, KTK Tugs is going multi-national. At the end of 2009, the company moved to new offices in Curaçao to accommodate its expansion. Now, it is taking steps to compete internationally. KTK is currently setting up offices in Panama, having received a licence to operate in Panamanian waters. Following its first international job in 1998, the company has since sailed the Atlantic and Pacific. Other ventures, such as lease agreements for its tugs, *Mero*, *Ola* and *Pagai*, to conduct various jobs in regional ports, have also proven successful.





KTK Tug has been rapidly expanding its fleet. The latest addition, the *Orca*, was ‘christened’ in April. This is a 40.75-metre ocean-going Stan Tug, weighing 1250 tons with almost 5,000 HP. It will give KTK Tugs the capacity to take on more demanding jobs all over the world. In May, two new ASD tugs, *KTK Tribon* and *KTK Barakuda*, were scheduled to be released. With a length of 28 metres and beam of 10 metres, they are the same type as sister tug, the *Mero*, which arrived in 2009.

**STANDARDS**

Professional standards are achieved and maintained by regular upgrading of personnel and facilities. De Ruyter

Training & Consultancy (DRTC) has been established to impart this knowledge. It is affiliated with ROC Zeeland, and CPA and conducts courses for KTK Tugs, the Coast Guard and other companies in the region. DRCT even provides real-time fire fighting programmes for cruise lines, particularly the Holland America Line. Crew members are certificated while the cruise vessel is at berth at the Willemstad port.

**UPGRADING**

CPA, KTK Tugs and the Curaçao Pilots Organization (CPO) in the context of a change of direction, development and professionalism, are upgrading management skills. This will be done by



way of a six months course which will uplift levels of management and motivate managerial personnel.

CPA and its affiliates were awarded the latest ISO 9001: 2008 certificate. Curaçao Port Services (CPS), stevedores, and Antillean General Transport (AGT),

the transportation services on premises, received this quality standard for the fifth consecutive time. The ISO certification validates the quality of stevedoring services and the sustainability of port operations and cargo handling, in accordance with international standards. A lot

 IX Caribbean Shipping Executives Conference  
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# CURAÇAO

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of emphasis is placed on high quality and quality standards are monitored and evaluated on a regular basis.

In ensuring that their operations meet the highest standards of safety and security, CPS and AGT have initiated projects in training and implementation of improved safety regulations for dangerous (IMO) cargo.

## EQUIPMENT

CPS and AGT recently invested over two million Antillean Guilders in modern automatic lifting equipment. The 'loaded container handler THDC-975' is capable of stacking five containers high, one more than the customary handlers. This advantage will help to compensate for some of the shortage of storage space on the container wharf. The fully automated 'heavy forklift TX-300' is an electronically controlled pneumatic forklift that easily handles odd sized and difficult cargo. These new acquisitions enable CPS/

AGT to offer faster and more efficient service to customers.

Compared to the figures for 2007, last year (2009) was a positive one for Curaçao; and, 2008 was a magnificent year. Although in 2007, 164 more vessels called than in 2009, yearly total Gross Tonnage was 5,000,000 less than 2009. In 2008, over 3140 vessels were piloted inwards (279 more than 2009), totalling over 62,000,000 GRT, or almost 7,000,000 more than 2007.

## TREND


While there was a decrease in cargo and cruise vessels, the increase came through volume. This trend is clearly visible in the cruise statistics. In 2007, 257 cruise ships brought almost the same amount of passengers as in 2008 (about 360,000 passengers), but with 42 fewer calls in 2008. In 2009, 234 cruise vessels brought over 420,000 passengers. As the vessels got bigger, calls decreased.

"The shipping industry in



Curaçao has only slightly felt the economic downturn. The prospects are that this year the effects will be (greater) felt," said Dimitri Cloose, Commercial and Marketing Manager of the Curaçao Ports Authority.

Curaçao expects a small setback in maritime business this year compared to the last three years, but with no serious dislocations. Estimates are that there will be an increase in cargo, but some decrease in cruise and tankers. Despite this expectation, the future is bright and positive. Plans have been announced to upgrade the oil refinery; the development of oil storage; replacement of the gantry cranes, increase of cruise berthing requests, expansion of cruise moorings and the growth of KTK Tugs.

"Looking into the future for Curaçao, 2010 is a year of decisions and changes, and although it may not be the best year for economic results, it will pave a positive path for the bright future ahead!" Mr. Cloose said. 



# MORE AUTONOMY, NEW STATUS

**When the leaders of the regional shipping community arrive in Curaçao for the 9th Caribbean Shipping Executives Conference in May 2010, they will enter a country that is on the threshold of changing its historical colonial ties. Within six months the Netherlands Antilles is to be dismantled.**

Curaçao is known for its diverse business opportunities. It has a stable government and economy; a high standard of education; a multilingual and multicultural heritage; and, near-perfect weather all year.

By embracing and exploiting these attributes, Curaçao has adopted a progressive attitude and strategy to develop its economy in the context of the dismantling of the Netherlands Antilles – the Caribbean country grouping that consists of Curaçao, St. Maarten, Bonaire, St. Eustatius and Saba.

## AUTONOMOUS

By 10-10-10, that is October 10, 2010, Curaçao will move to establish what has been described as 'a more autonomous governmental status' within the Dutch Kingdom, comparable to the current *status aparte* that Aruba has long had. With this transition, Curaçao will become an autonomous EU-affiliated country, with many

advantages. For example, the judicial system, which is solidly backed by the uncompromising judiciary standards of the Kingdom of the Netherlands, will be retained, as will a common European passport and regulations regarding visitor entry.

## FUTURE

Curaçao's main industries are tourism, trade and services and, as it looks to the future, it is defining and shaping the character of its business services and tourism experience with great care and sophistication. Most companies registered by the Chamber

have been emerging and the country has been successfully attracting overseas investors. What has been growing and continues to grow is hotel development. The numerous hotel development projects make Curaçao one of the main tourist destinations in the Caribbean. Stay-over tourism has grown from almost 300,000 visitors in 2007 to just under 410,000 visitors in 2008, growth of 36 per cent.


## GROWTH

This growth has been accompanied by an increase of hotel rooms. In two years

**CURAÇAO'S MAIN INDUSTRIES ARE TOURISM, TRADE AND SERVICES AND, AS IT LOOKS TO THE FUTURE, IT IS DEFINING AND SHAPING THE CHARACTER OF ITS BUSINESS SERVICES AND TOURISM EXPERIENCE WITH GREAT CARE AND SOPHISTICATION**

of Commerce are in wholesale and retail trade, hospitality, financial and business services; and, transportation and communication. The local currency, the Antillean Guilder (NAF), is pegged to the US dollar at a fixed rate of USD = 1.80 NAF.

Curaçao's economy has benefited during the last three years from some significant changes. New projects

618 rooms were added and, to date, total accommodation on Curaçao is 5,097 rooms. There are an estimated 1,800 rooms/apartments under construction and there are an additional 2,300 rooms/apartments in the planning phase. Other sectors are also in a developing stage, such as telecommunications and oil. 

# PORT OF PORT-AU-PRINCE DEVASTATED IN EARTHQUAKE

The earthquake occurred at 1653hrs. local time on Tuesday, 12 January 2010. By January 24, at least 52 aftershocks measuring 4.5 (on the Richter Scale) or greater had been recorded. As of 12 February 2010, an estimated three million people were affected by the quake. The Haitian Government reported that between 217,000 and 230,000 people had died; an estimated 300,000 were injured; and, an estimated 1,000,000 were homeless. The death toll was expected to rise. It was also estimated that 250,000 residences and 30,000 commercial buildings had collapsed or were severely damaged. *(Source: Wikipedia)*

by Mike Jarrett



**Shortly before 1700hrs., on January 12, as Haitians turned their attention to the activities for the evening, the ground shook, violently ... very violently.**

It shook for just over half a minute but, so violently, that it brought down some of the largest strongest buildings in the capital city of Port-au-Prince and laid waste hundreds of thousands of residential facilities.

By the time one of the most violent earthquakes in the history of the Western Hemisphere took its first pause, there were hundreds of thousands of Haitians dead and or buried under rubble. About a million persons roamed the streets in shock and awe, looking for lost loved ones and wondering where they would find shelter from the elements that night and for the weeks and months to come.

### Toppled

The port facilities in Port-au-Prince were destroyed. Container yard surfaces had huge cracks and chasms. Cranes and equipment were toppled or listing. For days, the people of Haiti could not receive vitally needed relief



supplies through the port of Port-au-Prince. Homeless hungry people lived a nightmarish existence under the blazing Haitian sun during the days and became food for stinging insects at night.

One of the first responses to this tragedy came from the Caribbean Shipping Association. CSA President Carlos Urriola immediately sent a message of solidarity and support to the Haitian people and particularly the Haitian shipping community, which subsequently reported that 30 port workers had died in the tragedy. When the CSA General Council met in Kingston later that month, the Association started discussions on longer term plans to assist the re-development of one of its older member-countries.

## After emergency repairs by Haiti's port authority and the US military, the old south pier at Port-au-Prince became the only facility for landing aid

The newer, larger north pier was devastated. After emergency repairs by Haiti's port authority and the US military, the old south pier at Port-au-Prince became the only facility for landing aid. Supplies were brought into Port-au-Prince from that pier on trucks traveling on a hurriedly repaired, single lane, gravel road. The road could accommodate only one truck at a time. So trucks had to wait in queue until one made the round trip for emergency supplies before proceeding. The offloading of the early cargoes of relief supplies was therefore very slow.

Haitian shipping was totally disrupted and would remain so for about a week.

Seaboard Marine was one of the first shipping lines to return to regular sailings. While limited port facilities were highly congested with relief supplies from several countries, on January 27 the *mv Seaboard Sun* arrived in Lafiteau, less than 10 miles from Port-au-Prince. The ro-ro vessel carried a variety of cargo to the quickly repaired 'impro-




**The m/v Seaboard Sun (ro-ro; 7,748 dwt) docks at Lafiteau, the first cargo vessel to call Haiti after the earthquake**

vised' pier. Since that first trip and for nine consecutive weeks, rather than return to Miami, the *Seaboard Sun* made twice weekly sailings between Haiti and Kingston, Jamaica, connecting

with Seaboard's regular twice weekly Miami service. In this arrangement, the short transit time from Kingston to Haiti allowed the *Seaboard Sun* to complete more trips to Haiti than if the ship was returning to Miami.

### Supplies

By the end of March, the *Seaboard Sun* had carried over 1,200 teu into Haiti. Of this number, over 500 containers filled with humanitarian supplies originated in Miami.

Meanwhile, as this issue of *Caribbean Maritime* went to press, Haitian exporters had started to benefit from the shipping services to Miami. According to Seaboard Marine, apparel factories that survived the earthquake were getting back into production, putting Haitians back to work. But even as *Caribbean Maritime* went to press, Haiti was still a country in a dire state of emergency and threatened by disease and flooding from its annual 'rain season' which was just about to begin. 

# BATTERED BY GLOBAL RECESSION JAMAICA MOVES FORWARD WITH PORT DEVELOPMENT PLANS

## *KCT workers break productivity record*

**Jamaica's ports have experienced a significant fall in vessel calls and cargo volumes, a direct effect result of the global recession.**

Jamaica had a total of 3,397 vessel calls in 2009 and a throughput volume of 25 million metric tonnes. This represents a 5.3% and 17.5% decline in vessel calls and throughput volume respectively, as compared with 2008.

The decline in vessel calls at Jamaica's ports reflects a decrease of 268 (or 23.7%) at the ports outside of Kingston,

which was partly offset by an increase of 78 ship calls or 3.2% at the Port of Kingston.

The severity of the decline in ship calls at the other ports is in large measure attributed to the general reduction in export activities at the bauxite/alumina terminals and a softening in world aluminium markets.

### VOLUMES

The volume of cargo handled at Jamaica's 'outports' (that is, ports outside of the Port of Kingston) decreased in 2009 by 5,179,043 tonnes or 37.1%. This reflected a massive reduction in imports

(38%) and exports (36.7%). With the exception of Jamalco's (Jamaica-Alcoa) Rocky Point port, there was a significant decline in alumina exports from all ports through which bauxite or alumina is shipped.

Alumina exports at Port Esquivel and Port Kaiser declined by 80.7% and 83.3% respectively, while alumina exports from Rocky Point increased by 24.3%. Concurrently, bauxite exports from Port Rhodes recorded a 28.3% decline.

### THE PORT OF KINGSTON

Last year (2009) the Port of Kingston (that is, the Kingston Container Terminal and the private operator, Kingston Wharves Ltd. combined) experienced a 10 per cent decline against the previous year. Container traffic decreased by 187,909 teu, which accounted for an 8.1% drop in transshipment volumes and a 16.4% decline in domestic volumes, that is, cargo of national origin or arriving for local use.

At the Kingston Container Terminal (KCT), container

volumes handled by the major shipping lines fell from 1,442,744 teu in 2008 to 1,323,899. Given the circumstances this performance could have been worse. The KCT has been able to keep its major customers. Indeed, it has seen significantly less fallout than other container ports.

### WORKERS SET RECORD AT KCT

The drive to improve productivity and overall efficiency is showing results.

In February 2009 Kingston Container Terminal Ltd, a subsidiary of the Port Authority of Jamaica, took over the management of the KCT. The contractual management arrangement that the Port Authority of Jamaica had for seven years with APM Terminals Jamaica Ltd., a subsidiary of the A.P. Møller Group, ended on January 31 2009. This decision was implemented against the background of the exploration of options regarding privatisation of the operations at the KCT. One year later, in the first week of February 2010, workers at



KCT established a productivity record. They accomplished a sustained production of 42 container moves an hour while working the *Zim Antwerp*, the first of the new generation of mega container vessels to call at the KCT.

### CAPACITY

The *Zim Antwerp* has a capacity of 10,062 containers. It is expected that more vessels of this size and bigger will be calling more regularly at ports like Kingston over the next two years and more so when the Panama Canal Expansion programme is completed.

### CRUISE ARRIVALS DECLINE

Cruise ship calls to Jamaica also declined last year. There was a 17% reduction in vessel calls in 2009 relative to 2008, as a result of record levels of bookings cancelled.

## JAMAICA, FOR THE FOURTH CONSECUTIVE YEAR, WAS VOTED THE "WORLD'S LEADING CRUISE DESTINATION" AT THE WORLD TRAVEL AWARDS

Consequently cruise visitors to Jamaica were less, the numbers falling from 1,080,508 in 2008 to 922,397 in 2009.

Ocho Rios continued to be the preferred Jamaican port of call for cruise ships. Over 69% of the total number of cruise passengers to Jamaica in 2009 landed in Ocho Rios. The Port of Montego Bay accounted for 30.7% of the total visits.

The Port Authority of Jamaica (PAJ), under its Cruise Jamaica brand, continued to market the coun-



try's cruise sector and last year Jamaica, for the fourth consecutive year, was voted the World's Leading Cruise Destination at the World Travel Awards.

### NEW PORT DEVELOPMENT

In 2009 work was started on the development of a new cruise pier and facilities that will host the new Genesis Class generation of mega ves-


sels recently introduced into the industry by Royal Caribbean Cruises International.

The new Falmouth cruise ship terminal will include a sea side development (with pier, customs, immigration and related facilities) as well as a land side development (which will include shops restaurants, art and craft and in bond stores). The landside development being undertaken by Royal Caribbean will incorporate the Georgian architecture design theme for which the town of Falmouth is famous.

The pier being developed at Falmouth will be able to accommodate two cruise ships at a time. The PAJ expects that the sea side development will be completed by November of 2010.

According to the PAJ, plans are also being devised for the upgrading of cruise facilities at both Ocho Rios and Montego Bay cruise ports.

### STRATEGIES

To cope with the downturn, Jamaica's port authority implemented strategies to: reorganise the operations to increase efficiency and reduce expenses; close the gap created by the fallout in revenues and slow down in collections; and, revised the 2009/10 Budget to account for the changes. Cost reduction strategies that were implemented included reorganisation of operations at the business centres, resulting in savings in operational expenses and improvement in productivity ratios. Staff rationalisation resulted in a number of positions being made redundant. Cross-training of staff created more multi-skilled workers and the PAJ had discussions with the workers unions to get support for a variety of measures to contain the wage bill. 


# FALMOUTH - JAMAICA'S NEWEST CRUISE PORT

**C**ruise port development in the Northern Caribbean is being led by Falmouth. According to one publication, "Falmouth is the big news." The town and port is being developed by Jamaica and Royal Caribbean. The sea side development is expected to be completed in November and by December Falmouth is expected to welcome the *Allure of the Seas*, followed by the *Oasis*.

### DEADLINES

The Port Authority of Jamaica (PAJ) is going all out to ensure that the deadlines are met and that the Trelawny port is completed in time.

Meanwhile, the Authority is completing extensive refurbishing of its port and cruise facilities in Montego Bay and in Ocho Rios. In Montego Bay the work included a complete facelift to the passenger terminal building, including resurfacing of the roof; repainting of the building in new colours; and, refurbishing of washrooms.

In Ocho Rios, the PAJ also spruced up the facilities at the passenger terminal. The building has a new colour scheme and new flooring. 



**Sewage Purification Plants**

**Water Supply Systems**

**Water Distribution System**

**Coal and LNG Terminals**

**Marine jetties**

**Cruise Jetties**

**Deepwater Berths**

**Flood control Barrages**

**Harbor extensions**

**Quay walls**

**Causeways**

**Breakwaters**

**Construction of Wharves**

**Water intake / Outfalls**

**Bridges**

**Refineries**

**Petrochemical plants**



Surinam Quay walls



Cruise Jetty Otrabanda, Curacao



Dahej India



# Ballast Nedam knows what is important when it comes to water

*Ballast Nedam's particular contribution to a project draws directly on the challenges we have faced as a business with its roots in the Netherlands. Our homeland's unique topography has forced us to find innovative solutions in creating its infrastructure. So you will find the resulting skills nowhere else. Many of these are in the realm where land and water meet.*



We specialise in adapting and applying those solutions to relevant situations elsewhere in the world. In this presentation we highlight these activities, in which Ballast Nedam's expertise is unrivalled.

Ballast Nedam is more than just a builder: the company is involved in the entire construction process, from project development and financing right through to long-term maintenance after project completion. Experts from Ballast Nedam meet with clients at an early stage. Their creative approach is key to helping them produce alternative, more efficient designs. Civil and Marine Engineering and General Building are company hallmarks.

Ballast Nedam's core activities consist of project management and engineering. Furthermore, our specialized activities are what really set us apart, both in the Netherlands and worldwide. These include advanced foundation techniques, port facilities, quay walls, roads and waterworks.

Specific skills and special equipment are vital when it comes to building major structures such as jetties, breakwaters, sea defences, intakes and outfalls. A detailed understanding of the marine environment and respect for its intricacies are just as important.

Ballast Nedam has been devising innovative solutions to complex marine and civil engineering problems for more than a century. In ports and terminals worldwide. Near shore and offshore.



Svanen

Water is important and water will become even more important in the future. The climate is changing, sea levels are rising, the sea floor is subsiding. Torrential rainfall is becoming more common and the volume of glacial runoff is increasing.

Safety, sustainability and space for water figure prominently in key government policy decisions. Ballast Nedam knows what is important when it comes to water.

Our knowledge and expertise are unparalleled in the areas of water management and the economics of water usage. We build sewage treatment plants and sewage systems. We create ecologically sound river banks. We provide solutions for surface water retention and infiltration provisions to address urban expansion and infrastructural concerns.

Our water-management activities are extensive: from building sewage systems to excavating large-scale hydraulic projects. We provide a wide range of hydraulic engineering work: for bridges, bed-sealing projects, pile planking, ecologically river banks, dredging and maintenance of watercourses. Our proven expertise and know-how allow us to provide any kind of project-related support municipalities and water boards might need.

## Contact

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Port expansion Great Bay, St. Maarten



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# Kingston Wharves Limited home to Höegh Autoliners' new transshipment hub

**F**or the first time in the history of the Jamaican shipping industry, there will be a vehicle carrier service direct from Europe to Kingston.

Kingston Wharves Limited will now manage and facilitate terminal operations for Höegh Autoliners' recently opened Transshipment Hub in Kingston, Jamaica.

"With the advanced technology, infrastructure and state-of-the-art equipment that we possess, our facility will be providing critical support to the hub's operations", outlined Grantley Stephenson, Chairman and CEO - Kingston Wharves Limited.

This dynamic initiative by Höegh Autoliners, the

primary global provider of 'roll on/roll off' (ro-ro) vehicle transportation services, will improve the transit time for the East Asia-US trade. Previously, the hub was located in San Juan, Puerto Rico.

## Opening

To commemorate the official opening of the new Caribbean Transshipment Hub, Höegh Autoliners in collaboration with International Shipping Limited and Kingston Wharves Limited hosted automotive dealers, industry leaders and other stakeholders at a reception onboard the *Höegh Caribia*, in Kingston on its maiden port call. The crew of the *Höegh Caribia* led tours of the new

140-metre long feeder vessel capable of transporting 1,940 motor vehicle units, in addition to 53 Mafi Trailers.

pated that these figures will increase. Kingston Wharves Limited expects that the increased business to be gen-

**Initially, it is expected that the transshipment of approximately 15,000 to 20,000 cars and large motor vehicles including trucks, buses and earth-moving equipment will be facilitated by Kingston Wharves Limited...**

Mr. Stephenson as he recapped the journey that led to this new hub stated, "...several years ago Kingston Wharves requested all the shipping agents representing car carriers to collaborate with us in an effort to establish a vehicle transshipment hub here in Kingston. International Shipping saw the opportunity grabbed it with both hands and pursued it vigorously and here we are this afternoon launching this service."

## Transshipment

Initially, it is expected that the transshipment of approximately 15,000 to 20,000 cars and large motor vehicles including trucks, buses and earth-moving equipment will be facilitated by Kingston Wharves Limited yearly. As global economies recover in the long term it is antici-

erated by this new venture will have a positive impact on Jamaica's economy, as it is a net foreign exchange earner.

In addition, an increase of activity is anticipated for other entities and sub-sectors including marine pilots, tugs, stevedores and shipping agents.

## New era

"We at Höegh Autoliners see this as a start of a new era for us in the Caribbean and we are very enthusiastic about starting on this new set up here in Jamaica," said Mr. Tore Listad, Owners Representative, South America – Höegh Autoliners. "The new hub will continue to offer first class service for on-carriage to Suriname, Guyana, Trinidad, French Guiana, Bahamas, Grand Cayman, and a full scope of other destinations." 



# PROGRESS TOWARDS CONSTRUCTION OF DEDICATED CRUISE PIER

## Bridgetown Port Re-development in two phases

by Charles Harding

**If all goes according to plan, cruise ship passengers visiting Barbados could disembark at a dedicated cruise pier at the Bridgetown Port in a little more than two years' time and return home with unforgettable experiences of this sun-drenched Caribbean island.**

Barbados Port Incorporated (BPI) is creating what Chairman David Harding visualises as a "people friendly" cruise passenger environment – second to none in the

to the south, when it comes to air/sea transfers, as Puerto Rico is to the north.

"Once that is achieved," the BPI chairman declared, "from Puerto Rico to Barbados, every single territory in there will be reaping the benefits. So Barbados' role is not only for Barbados but for this region.

### NUMBER ONE

"This region is still the number one region for cruise ship passengers," added Mr. Harding, an authority on shipping in this part of the world.

Plans for the long-mooted

quarter of this year and that the first cruise ship would berth at the new facility by the latter part of 2012.

What Barbados is developing is not merely a separate cruise pier to simultaneously accommodate two mega ships and ease congestion at the Bridgetown port, established in 1961 as a deep water harbour to handle cargo and local bulk sugar for export to Europe and the United States. The development is being tied to such attractions as the inland aerial trek and the natural wonder that is Harrison Caves, to capitalise on Barba-



*David Harding, Chairman of Barbados Port Inc.*

can Village operations," Mr. Harding said.

It could also mean the gates to the Bridgetown Port might be shifted,

"We have to create facilities that are more conducive to the taxi drivers and the taxi service and generally put a human face on the business, because there are so many stakeholders in tourism.

"We want to be able to create that sense of place as it relates to how the cruise ship passenger sees us," the chairman said.

"People want cruise passengers, when they come off ships in Barbados, to have that experience that will be unforgettable. When they get back home, if they visited six ports...they remember

## Plans for the long-mooted cruise pier project, estimated to cost US\$100 million on completion, are now coming off the drawing board

Caribbean – complete with a helicopter pad and souvenir shops and an expanded passenger terminal for world class shopping.

He wants to demystify the Bridgetown Port, correct erroneous information about this country's main seaport and create a home-porting environment that makes Barbados the important port

cruise pier project, estimated to cost US\$100 million on completion, are now coming off the drawing board.

Expressions of interests in what is tagged a joint-venture are also being examined and a decision in this regard could be made by the end of May.

Chairman Harding is hopeful the project would be "shovel ready" in the last

dos' reputation for interesting land-based attractions. At the same time Barbados Port Inc is pushing improvement for taxi operations and the handicraft trade at Pelican Village, a short distance from the port's gates, so that development, headed in the area known as "Trevor's Way", would also assist in "breathing life into the Peli-



two. We want Barbados to be one of them," said Mr. Harding.

Another important aspect of the port's re-development is home-porting.

The port chairman reported that home-porting had been growing in Barbados, with 120,000 passengers, mainly from Europe and the United Kingdom, flying into Grantley Adams International Airport and joining ships at the Bridgetown Port for one-week Caribbean cruises. Mr. Harding suggested that the intention was to develop attractions at the port that would encourage those cruise passengers to remain as long-stay visitors, either before or after their cruises.

### LONG-STAY

"We want to get those who see Barbados through the eyes of a cruise ship passenger, in the future to become long-stay visitors. That will make hoteliers happy," he quipped.

The imminent re-development at the Bridgetown Port is a project that has been on the cards since the turn of 21st century when it was more than apparent that increasing cruise ship calls were putting pressure on cargo handling at the Bridgetown Port. Passenger

vessels get berthing priority so ships bringing up an estimated 900,000 tonnes of containerised cargo annually, were forced to remain at anchor in Carlisle Bay, while cruise liners, which sailed in with nearly 800,000 cruise passengers last year, berthed alongside the pier.

The Bridgetown Port, created through the formation of a man-made isthmus across the shallow straight between Fontabelle, St. Michael and the uninhabited Pelican Island, handles all of the country's ship-based trade. It is the port of entry for southern Caribbean cruise ships and serves as a home port for many British-based cruise ship lines operating in the Caribbean, as well as Carnival Cruise Lines.

There have been a number of major expansions since 1961 to cope with changes in international shipping. One extension, which took place

between 1975 and 1979, provided more docking places, facilities for small vessels, a container terminal and a modern administration building.

Further expansion, which began in 2002, included dredging of the inner harbour to increase its depths from 9.6 metres to 11.6 metres. The port also used the dredging spoil to reclaim nine acres as part of a re-arrangement of port areas to create a new cargo berth and more container yard space.

A fifth berth was added in 2006, bringing berthage to 1,513 metres and enabling the Port of Bridgetown, though relatively modest in size, to accommodate a large number of vessels, including mega-sized cruise ships, such as *Adventure of the Seas* and *Queen Mary 2*, at any given time.

Recognising the need to reinvent itself, particularly as it relates to cruise tourism, Barbados Port Inc, late last

year invited entities, through expressions of interest in joint-ventures with the port, to build a cruise pier, the focus being on separate cruise operations.

### PROBLEM

"The problem we have had over the years is that, with the growth of cruise tourism and particularly the growth in the size of ships, berthing opportunities have become quite limited for cargo ships, cruise ships being given priority," Chairman Harding said.

"So it has been on the cards for quite a while for the Barbados port to separate cruise from the cargo by the construction of a dedicated cruise pier, one that can accommodate two mega ships, one on each side," he said.

The Bridgetown Port Re-development will be done in two phases: the first costing US\$55 million and the second, about US\$40 million. 



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# CSA's eighth President George Noon laid to rest

**A**n affable character, well loved by his peers, George Noon brought to the CSA the sunshine and warm spirit of his native St. Lucia.

As the eighth President of the Caribbean Shipping Association, George Noon led the Association into the final decade of the 20th century, a time when the new computer-driven technologies had just started to change the methods and practices of shipping.

George Noon, a soft-spoken man, kept the Association on a path of growth. He understood the Caribbean and knew that the Associa-

tion's success rested heavily on its multi-lateral and multi-cultural characteristics. His style of Presidency reflected this as he worked consistently for unanimity and consensus among all members.

## Contribution


George Noon died on Saturday, February 27, 2010 after serving the Caribbean and the St. Lucia shipping community for nearly all his professional life. Through his leadership of the Caribbean Shipping Association, he made a significant contribution to growth and development of the Caribbean

regional as a whole.

"He gave his time, energy, experience and goodwill to the CSA and to its membership region-wide and for this the Association's history will always remember him," said CSA President Carlos Urriola.

The President of the Shipping Association of St. Lucia, Wayne Monroe expressed regrets on behalf of the Shipping Association of St. Lucia. Describing Mr. Noon as "a stalwart", he noted that as a member of the Shipping Group of the St. Lucia Employers' Federation, George Noon led the local shipping association for over 20 years.



"He will forever remain an icon among the various shipping boards and other shipping interests in St. Lucia and the Caribbean," Mr. Monroe said. 

# CMI awarded ISO international standards certification

**O**n Wednesday, February 23, 2010, at exactly 1430hrs. local time, the faculty of the Caribbean Maritime Institute (CMI) received the news that they had been anxiously awaiting. Lloyd's Register Quality Assurance Inc, announced that it had conferred on the Institute (CMI), the coveted International Standards Organization (ISO) 9001:2008 certification.

The news and excitement raced through the Kingston based maritime training college like wild fire. All the work and sacrifice; standards setting and slavish attention to detail and methodology

had paid off. The CMI had gained the international recognition for the quality of its programmes it deserved. Its ISO certification proved that CMI had quality standards that were trustworthy and sound.

## EXCITEMENT

Executive Director Fritz Pinnock's voice on the telephone as he discussed the good news betrayed excitement as well as a sense of accomplishment. He and his team of dedicated professionals had worked long, tireless hours to bring the CMI to this point and the awarding of this internationally recognised quality standard

was validation of the curriculum and the initiatives that had been implemented over the years.

The ISO certification is the international stamp of approval and recognition of excellence in delivery and administration of the CMI's programmes in the Stand-


The CMI is now the only IMO approved maritime education and training institution in Jamaica.

## CERTIFICATION

According to its Executive Director, the CMI is pursuing further local and international certification

## The news and excitement raced through the Kingston based maritime training college like wild fire

ards of Training, Certification and Watch Keeping (STCW) 95, International Maritime Organization (IMO) courses and its other academic offerings.

and accreditation so as to become the premier maritime, logistic and engineering centre of excellence for training, research and consultancy in the Region. 

# VISIBLE SIGN OF ECONOMIC DEVELOPMENT IN SOUTHERN PUERTO RICO



**T**he Port of the Americas development in Ponce has changed the skyline of the southern Puerto Rican city. Two Super post-Panamax cranes manufactured by the Chinese firm ZPMC arrived at the Port on Thursday January 21, 2010.

The two ship-to-shore cranes are symbolic in that they mark a milestone in the process of development and visually supports the endeavour of the Port to become the principal containerised cargo hub in the Caribbean.

They serve as a visible sign of economic development in Southern Puerto Rico.

The crane investment totals \$22.7 million and was financed through a line of credit with the Government Development Bank for Puerto Rico.

### TWIN PICK

They each weigh 1,600 tonnes and have an outreach of 187 feet and a backreach of 52.5 feet. They have 'twin pick' capabilities, to lift two 20-ft containers simultaneously and lifting a range of

up to 126 feet above the piers.

2010 is expected to be another transformative year for the Port of the Americas project in Ponce. Top of the agenda is of course validating the new ship to shore cranes; completion of the 500,000 teu container yard expansion and construction of an interchange gate; and, comple-

to ensure the 50-foot depth.


The port is now in the second phase of construction in a development programme that will see approximately \$750 million invested over 10 years.

## 2010 IS EXPECTED TO BE ANOTHER TRANSFORMATIVE YEAR FOR THE PORT OF THE AMERICAS PROJECT IN PONCE

tion of negotiation for the long term operating rights of the Port.

### DREDGING

Ponce is reputed to have the deepest draft in the Caribbean, 50 feet. Last year the port, in addition to completing the 250,000 teu container yard facilities, completed the dredging process

Port of the Americas concept came in 1999 under the administration of former Governor Pedro Rossello and the Ponce mayor, Rafael Cordero Santiago who died seven years ago. Hon. Luis G. Fortuño (*left*) is the fourth Governor to work on this project and he has expressed determination to see it through. 





# 'Our tiny but meaningful contribution'

MIT sets example for corporate social responsibility



**C**orporate social responsibility is in the DNA of Manzanillo International Terminal (MIT). Since the company was founded, even during its construction phase, it has been taking initiatives that reflect a sincere and abiding concern for its people and the community.

MIT started operations in April 1995. The company started operations in the midst of its own construction because shipping agents demanded immediate service. The company's founders were as concerned about human resources as they were to complete the first phase of development. So, even as they pushed ahead with the construction phase, they supported the small business of the needy, hard-working women who sold food to the truckers and contractors.

In that corporate initiative in the early

days for an appropriate way of supplying food to its employees, these small food businesses became firmly established and were soon providing a steady monthly earning and self sustained growth. Later, a food court was included in the development plan of the terminal. Today these small restaurateurs are still providing daily meals but now they are feeding more than 700 employees, truckers and shipping agents personnel.

## SUPPORT

During 1996, MIT moved by philanthropy, started a project to assist with food to poor people and drug addicts. At the same time, the company accepted responsibility to support community initiatives in vital areas such as sport and education. The company also assisted a regional non-government

organisation (NGO) to properly organise rural community groups in farming and animal breeding.

## ASSISTANCE

The Corporate Social Responsibility programme, which evolved by the year 2000, was based on the previous activities and included five community projects. The major one was Educational Improvement, which included school assistance programmes such as:

1. Infrastructure Development
2. Junior Achievement
3. Learning
4. Knowing and Having Fun
5. Company-Student Support Program
6. Professional Practice
7. Recreational Programmes
8. Technology and Tools, etc



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MIT's corporate social responsibility programme has a robust sports sponsorship component. This includes: participation in Rotarian Children's Football League; support to the female football team (Navy Bay) and the male football team (Arabe Unido); as well as support for the Portobelo's Triathlon.

### INITIATIVES

In 2005, on MIT's Tenth Anniversary, the company reported important achievements in its corporate social responsibility initiatives, including the building and outfitting of: 10 classrooms with visual aids; a school soup kitchen; five orientation centres for children; and, 11 classrooms in public schools.

For its own employees, the company fulfilled the most important project, its staff credit union.

the Panamanian national government, which will be of direct benefit to Colon City. Highlights of this initiative include the construction of Juan A. Nuñez Health Center for \$1.5 million; the infrastructure improvement and painting of Mateo Iturralde Library; the Atlántico Nursing Home; Children's Baseball Stadium; the Panama Al Brown sport coliseum; the Everardo Nuñez Gym; and, the Camino del Sol artistic mural.

MIT invested \$1.2 million between 2006 and 2009, continuing the following programs:

- Educational Improvement: Annual delivery of 2,000 bags with school items; high school and university professional practice; part of the construction of Santa Maria de Belen School; and, two classrooms in the Rio Gatun school.

## MIT ACTIVELY PARTICIPATED IN COMMUNITY MATTERS THROUGH GOVERNMENTAL INSTITUTIONS, LOCAL AND NATIONWIDE

MIT actively participated in community matters through governmental institutions, local and nationwide. In 2010, MIT invested more than \$2 million dollars in joint programmes with

- Support to sports: (in addition to existing programmes) cycling; swimming competence surrounding Colon, with local and international participants; boxing in different categories; and, a



yearly marathon with employees and their families participating as well as the general public.

- Community Aid: Annual sponsorship to Casa Esperanza (children in high social risk); Buen Samaritano (disabled and needy children are attended in this centre); Casa Hogar S.O.S. (abused children receive high school education); Operación Sonrisa (children with facial deformities are facilitated with surgery), ANCON (Preservation of the nature), among others.

### EMBRACES

And even as MIT embraces its community, locally and nationally, it has special care and concern for its own staff. The company therefore promotes activities and special benefits for its employees including birthday presents, school items and scholarships for their children. Father's Day and Mother's Day are both recognized at MIT and at the end of every year the company celebrates with a huge family party.

MIT's corporate character is distinguishable by its comprehensive, far reaching, socially uplifting links and community development and support projects. The size, cost and complexity of the corporate social responsibility programme demands an organisation to ensure sustainability. In this regard there is a Community Affairs Management office at MIT, with two persons working full time, three support personnel and a group of 20 volunteers, identified with the rubric, "Our tiny but meaningful Contribution".





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# Port of Port of Spain

## Increase in containers in 2009, additional yard space this year

**T**he Port of Port of Spain is planning to bring new yard space into its operations, giving it the capability of handling an additional 80,000 teu per year.

The move to bring new container yard space into production was expected to ease the pressure somewhat. However, to create this space, the Port will have to take out Shed 9, as was previously reported.

Last year, the port saw a six per cent increase in container throughput as compared with the previous year. In 2009, over 401,260

teu were handled in over 730 (Panamax) vessel calls. Of this number, 58% was transhipment boxes.

The Port of Port of Spain is now becoming a major maritime hub in the Eastern Caribbean with its five ship-to-shore cranes.

### *Car carriers*

The port had 54 calls from car carriers but the number imported, 12,000 cars, was about half of the 2008 volume. Bulk cargo tonnage was approximately 110,000 tons. Some 24 vessels were involved. Break bulk cargo


amounted to 45,000 tons from 13 vessel calls. The port received 45 cruise ship calls.

Dredging at the port, along the length of the

The port also commissioned new equipment last year. Equipment acquired with an initial investment of US\$20 million included the

### THE PORT OF PORT OF SPAIN IS NOW BECOMING A MAJOR MARITIME HUB IN THE EASTERN CARIBBEAN WITH ITS FIVE SHIP-TO-SHORE CRANES

berths, was completed in the first quarter of last year. The work was completed in about seven weeks. And, berths 6E/W and 7 were dredged to a depth of 12.5 metres.

fifth ship-to-shore crane, five rubber-tyre gantries and 12 trucks. New capital expenditure for 2009 allowed for acquisition of 12 terminal chassis and six tractor trucks. 

# ST. MAARTEN: EXPANSION, DEVELOPMENT CONTINUE

**T**he Port of St. Maarten ended last year on a positive note as it completed a significant element of its port development programme, the new cruise pier North. And this summer, the port expects to complete its cargo terminal expansion. However, like most others, St. Maarten has been battling the lingering effects of the global recession.

The port experienced a decline in the arrival of passengers at its cruise terminal with a drop in 2009 from 1.3 million to 1.2 million passengers.





This northern Caribbean port has remained an increasingly popular destination for cruisers looking for unbelievably pristine waters and immaculate beaches. Throw in exquisite duty free shopping in a dual culture (French and Dutch) and the result is a cosmopolitan country that is always worth a visit.

**GROWTH**

In order to keep pace with the growth in cruise passengers, cargo volumes, port calls and vessel size, the Port of St. Maarten launched (in 2007) an ambitious programme to expand port facilities. The plan was to

‘landlord port’. However, as shore crane service provider, it now also supports stevedore concession holders.

**CRUISE TERMINAL FACILITY**

The port announced completion of its new cruise pier North in November last, part of its overall development programme.

St. Maarten’s existing cruise pier South has 650 metres of berth and 100 metres of mooring dolphins. The width of that pier is 20 metres. The new cruise pier North has a length of 445 metres and a width of 22 metres.

Services available by port or third party include: fuel by

screening services. Maximum draft is 11 metres.

Other aspects of the cruise terminal development programme include:

**Harbor Point Village phase 1:**

This facility has eight separate buildings with 2,100 sq m of retail space and 750 sq m of office space. Addition-

ally some 25 stand-alone retail booths (kiosks) are positioned in various locations in the cruise village.

2, which is expected to add 2,400 sq m of retail space. It is slated for completion in the summer of next year (2011). Designed to facilitate the new cruise pier this facility has a total of 17,600 sq m of (reclaimed) land space, created with dredged sand. Berth space for ultra and mega yachts is part of the

**IN ORDER TO KEEP PACE WITH THE GROWTH IN CRUISE PASSENGERS, CARGO VOLUMES AND VESSEL SIZE, THE PORT OF ST. MAARTEN LAUNCHED AN AMBITIOUS PROGRAMME TO EXPAND PORT FACILITIES**

ally some 25 stand-alone retail booths (kiosks) are positioned in various locations in the cruise village.

**Harbor Point Village phase 2:**

The port is now in the design stage of the expansion of the Harbor Point Village phase

design. One section is 65 metres, the other is 100 metres. The facility will also include fuelling and provisioning facilities for ultra and mega yachts. A tender jetty has been in operation since 2007 facilitating water taxi services and water based tours. It

CRUISE SHIP PASSENGERS AT ST. MAARTEN		
Year	Passengers	Percentage
2006	1,421,645	
2007	1,421,906	0.0%
2008	1,345,812	-5.4%
2009	1,215,146	-9.7%

make the port more capable, physically and operationally. The strategy called for full automation of all vessel/cargo handlings and to offer port shore crane services.

The port has remained a

truck or barge; fresh water; garbage removal; security at pier entrance and two mobile security buildings fully equipped with state-of-the-art technology to provide shore side passenger security



has berthing for 16 water taxi/tour vessels providing services for close to 400,000 passengers annually.

**CARGO TERMINAL**

St. Maarten port experienced a 12% decline in cargo throughput in 2009, from 77,557 teu in 2008, to 68,253 in 2009.

The Cargo Terminal expansion project will effectively enlarge the cargo pier to the south by adding about 17,100 sq m of cargo storage

related considerations were addressed:

- Crane path from 22 to 27 metres to include truck road way
- Separate equipment owners/stevadores container storage areas
- One-way wide road system
- Inter-island vessels to new section (so as to reduce non-container traffic)

**ST. MAARTEN ENJOYS A STRATEGIC LOCATION IN THE NORTH-EASTERN CARIBBEAN**

area and doubling berthing space. Completion is set for July this year. Additionally a new inter-island pier was constructed to the north of the existing cargo facility.

In designing the new cargo pier layout pier, the following needs and efficiency-

- Work area for pre-staging
- Cranes safe park location.

**PORT SOFTWARE DEVELOPMENT**

In 2008 the port of St. Maarten contracted the services of information



CONTAINERS HANDLED AT ST. MAARTEN		
Year	Teu	Percentage
2006	80,277	
2007	81,061	+1%
2008	77,557	-4%
2009	68,253	-12%

technology (IT) partners from the Netherlands to adapt for local requirements existing port software now in use at various ports in Rotterdam. The port needed the capability to schedule various types of vessels at different berth positions; administer different cargo types; and, support crane movement administration.

The system went live on January 1, 2010. Features include:

- Automated gate control using mobile computing
- Automated discharge and loading tally using mobile computing
- Real-time information on discharge and loading available
- Real-time vessel schedule (cruise and cargo)
- Interactive website

- Real-time overview of vessel activities
- Release and preannouncement of containers
- Upload electronic loading and discharge files
- Real-time vessel log
- Real-time inventory overview per cargo line
- Interactive vessel berth request
- Containers release to other line.

St. Maarten enjoys a strategic location in the north-eastern Caribbean and is further positioning itself as premiere tourist destination and an efficient cargo handling facility.





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# UP TO CHALLENGES PRESENTED BY EXPANDED PANAMA CANAL

**P**ort of Miami is currently pushing through with some of its “most aggressive upgrades” since the port was established over a century ago. Over a billion dollars will be spent on new infrastructure over the next five years and, according to Port Director Bill Johnson, it is all timed to coincide with the completion in 2014 of the Panama Canal Expansion Programme.

“... we are up for the challenge of the new global trade reality and we are positioning ourselves to compete over the course of the next decade,” he said, in a recent report.

The Port of Miami sees its fortunes in the context of an expanded Panama Canal. And, like the Panama Canal,


by Rick Eyerdam in the previous issue of *Caribbean Maritime*. This will make it one of only three U.S. seaports on the eastern seaboard that can accommodate the world’s largest ships. Second, the long-planned Port of Miami Tunnel project is to be implemented. This will make truck movement between the Port of Miami and the MacArthur Causeway Bridge (I-395), far more efficient and thus the Port will be able to up truck movements to twice current capacity. The third move is the building of an intermodal and distribution network in cooperation with strategic partners like the Florida East Coast Railroad. Combined with other significant investments in terminal yards, gantry cranes,

## AMERICA’S TRADE WITH EAST ASIA IS EXPECTED TO SHIFT FROM PACIFIC PORTS TO ATLANTIC PORTS

its operators are moving feverishly to upgrade, expand and re-position services. An expanded Panama Canal means change all around. America’s trade with East Asia is expected to shift from Pacific ports to Atlantic ports. And, being the closest USA port to the Panama Canal, Miami expects to be the first call for fully laden post-Panamax vessels.

Anticipating this shift, the Port of Miami is making three significant moves. First is the dredging of the harbour to a 50-foot depth, as reported

gate complexes and roadway systems, the Port will be ready for the increased business brought about by the Panama Canal expansion

Miami has been preparing over time for the next generation of cruise ships and has already completed two ultra-modern cruise terminals. Passenger Terminals D and E are among the most modern cruise facilities in the world. On the drawing board is the world’s largest multi-terminal facility, potentially serving several cruise vessels simultaneously. 

PORT OF MIAMI ANNUAL TEU		
Year	Teu	% change
2004	1,009,500	-3.1%
2005	1,054,462	4.5%
2006	976,514	-7.4%
2007	884,945	-9%
2008	828,349	-6%
2009	807,069	-2.6%

PORT OF MIAMI - TOP 15 IMPORT COUNTRIES			
		Tonnes	%
1	China	922,774	27.7%
2	Hong Kong	342,761	10.29%
3	Germany	335,178	10.06%
4	Honduras	333,267	10.01%
5	Guatemala	230,394	6.92%
6	Italy	181,456	5.45%
7	Dominican Republic	130,740	3.93%
8	Netherlands	92,809	2.79%
9	Jamaica	84,287	2.53%
10	France	82,551	2.48%
11	Colombia	63,423	1.9%
12	Belgium	62,554	1.88%
13	Panama	53,431	1.6%
14	Venezuela	49,532	1.49%
15	Haiti	47,952	1.44%

PORT OF MIAMI - TOP 15 EXPORT COUNTRIES			
		Tonnes	%
1	China	443,598	12.67%
2	Hong Kong	351,896	10.05%
3	Honduras	350,777	10.02%
4	Dominican Republic	315,710	9.02%
5	Guatemala	298,871	8.54%
6	Jamaica	233,957	6.68%
7	Germany	222,650	6.36%
8	Panama	186,548	5.33%
9	Venezuela	57,264	4.49%
10	Grand Cayman	94,325	2.69%
11	Bahamas	78,515	2.24%
12	Italy	77,499	2.21%
13	Trinidad & Tobago	76,437	2.18%
14	Colombia	73,230	2.09%
15	Costa Rica	68,579	1.96%

PORT OF MIAMI - TOP TRADING COUNTRIES			
		Tonnes	%
1	China	1,366,371	20%
2	Hong Kong	694,658	10%
3	Honduras	684,043	10%
4	Germany	557,828	8%
5	Guatemala	529,265	8%
6	Dominican Republic	446,450	7%
7	Jamaica	318,244	5%
8	Italy	258,956	4%
9	Panama	239,979	4%
10	Venezuela	206,796	3%
11	Colombia	136,654	2%
12	Netherlands	130,884	2%
13	Grand Cayman	115,109	2%
14	Costa Rica	111,264	2%
15	France	101,621	1%
16	Bahamas	92,924	1%
17	Trinidad & Tobago	84,810	1%
18	Spain	84,040	1%
19	Belgium	80,208	1%
20	Haiti	76,748	1%
21	Korea	74,365	1%
22	Barbados	54,367	1%
23	Chile	51,314	1%
24	Japan	50,538	1%
25	Taiwan	33,890	0%

# Decline in volumes, increase in traffic

The Port of Miami experienced a further decline in the volumes but a marginal increase in traffic during 2009. Container volumes were down but there were marginal increases in cargo ships and cruise ship calls. And, although there was a faltering in the volume of passengers using that port, the numbers last year were still higher than in 2007 and the years prior to that.

Miami experienced a 2.6 per cent decline in teu in 2009 as against 2008. This decline may seem marginal. Indeed, it appears that the decline over the past five years is finally slowing.

## VOLUME

However, the volume of containers going through the port last year was 8.8% below that in 2007; 17.3% below the

2006 volume and over 23.5% below the highs of 2005.

Cruise ship traffic through the port was the highest it has

the export cargo that leaves Miami and for almost 28% of the imports that arrive there. Hong Kong accounts for just

## HONDURAS, DOMINICAN REPUBLIC, GUATEMALA AND JAMAICA WERE THE PORT OF MIAMI'S TOP CARIBBEAN TRADING NATIONS

been for many years and the port received more cargo ships in 2009 than it has since 2006.

China and Hong Kong remain the top trading nations and the countries with which the port of Miami does most of its cargo business. China accounts for about 12.7% of

over 10% of exports and imports through Miami.

Of the countries in Caribbean and Latin American region, Honduras, Dominican Republic, Guatemala and Jamaica were the Port of Miami's top trading nations in 2009. 

PORT OF MIAMI - 1: SUMMARY			
Year	2004	2005	2006
TEU	1,009,500	1,054,462	976,514
Cargo ships docked	2,153	2,147	1,937
Cruise ships docked	719	734	757
Passengers	3,499,584	3,605,201	3,731,459



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# WORK CONTINUES APACE, ON SCHEDULE CONTRACTORS TAKE ADVANTAGE OF DRY SEASON

**T**he contract for the design and construction of the third set of locks, the main project of the Panama Canal Expansion Programme, passed the 200-day mark in March, shortly before this issue of Caribbean Maritime went into production.

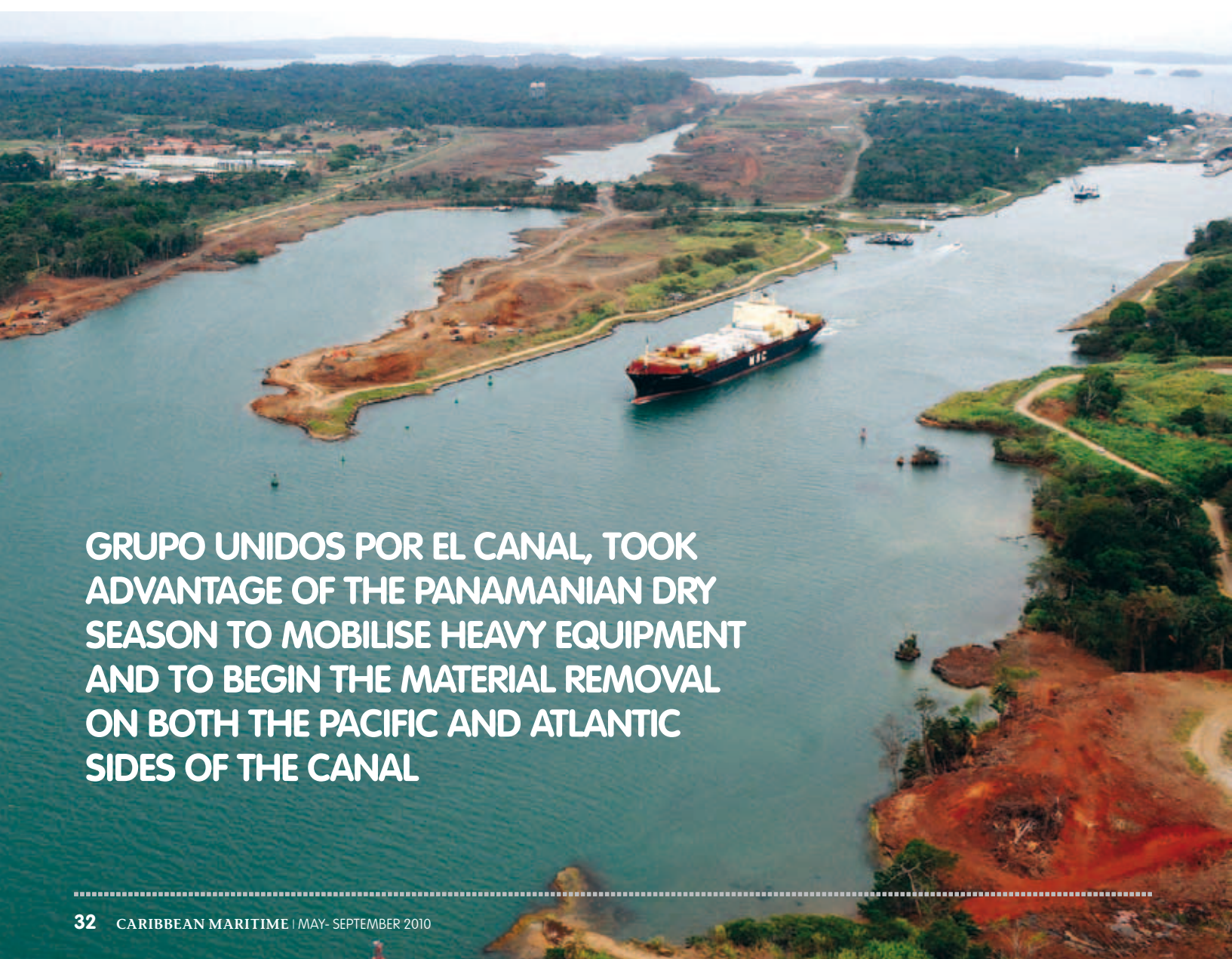
The consortium, Grupo Unidos por

el Canal (GUPC), took advantage of the Panamanian dry season (first quarter of the year) to mobilise heavy equipment and to begin the material removal on both the Pacific and Atlantic sides of the Canal. As a result, the work continued apace and within the schedules established for the completion of the works in

1,883 days from the issuance of the order to proceed on August 25, 2009.

## EXCAVATION

The first two dry excavation contracts of the Pacific Access Channel, which will connect the third set of locks in the Pacific to the Gaillard Cut, were



**GRUPO UNIDOS POR EL CANAL, TOOK ADVANTAGE OF THE PANAMANIAN DRY SEASON TO MOBILISE HEAVY EQUIPMENT AND TO BEGIN THE MATERIAL REMOVAL ON BOTH THE PACIFIC AND ATLANTIC SIDES OF THE CANAL**



completed in the first quarter of 2010. Between the two contracts (being executed by the Panamanian company Constructora Urbana and the Mexican-based company Cilsa Panamá-Minera María) a total of 15 million cubic metres of material were excavated.

**CONTAMINATED**

The third dry excavation contract was awarded to Costarrican Constructora Mecó. They reported 57% completion on February 28, 2010. This reported percentage includes the total clearing of 190 hectares of land contaminated with munitions and explosives of concern (MEC) that were used as disposal sites.

On January 22, 2010 the Panama Canal Authority (ACP) issued the order to proceed for the fourth and last dry excavation contract of the Pacific Access Channel (PAC-4). This is the second most important contract of the Panama Canal

Expansion Programme. It involves the excavation of 26 million of cubic metres of material. This project also includes the construction of a 3.5 km long impervious clay core rock fill dam with a foundation nearly 150 metres wide by 26

metres high; and, a 30-metre wide crest of about 5 million cubic metres of fill. 52% of the works in the Pacific had been completed under the contract awarded to Dredging International. The ACP issued the order to proceed to Jan De Nul on December 24, 2009 for the dredging in the Atlantic entrance. In

**THE DREDGING WORKS AT THE ENTRANCES TO THE CANAL CONTINUE AT FULL PACE. BY FEBRUARY 28TH OF THIS YEAR, 52% OF THE WORKS IN THE PACIFIC HAD BEEN COMPLETED UNDER THE CONTRACT AWARDED TO DREDGING INTERNATIONAL**

metres high; and, a 30-metre wide crest of about 5 million cubic metres of fill.

**CONTRACT**

Meanwhile, the dredging works at the entrances to the Canal continue at full pace. By 28th February of this year,

the first quarter of 2010, the contractor began the dry excavation of 0.81 million cubic metres of material. It is expected that the first of the equipment for the dredging of 17.9 million cubic meters of material along 13.8 km will arrive on site. [ANI](#)



# NEWSBRIEFS

## NEW OIL DISCOVERY IN GULF OF MEXICO

Shell announced in March a significant new oil discovery in the eastern Gulf of Mexico, adding to discoveries in the area from 2009. The oil is located at the Appomattox prospect, in 2,200 metres (7,217 feet) of water in Mississippi Canyon blocks 391 and 392. Shell drilled the discovery well, located on Mississippi Canyon block 392, to a depth of 7,643 metres (25,077 feet) and encountered approximately 162 metres (530-feet) of oil pay. Shell then drilled an appraisal sidetrack to 7,910 metres (25,950-feet) and encountered approximately 116 metres (380-feet) of oil pay. Additional appraisal activities are planned for later in the year. Shell operates and holds 80 per cent working interest in the prospect with partner Nexen holding the remaining 20 per cent. Shell made an initial discovery in the deepwater eastern Gulf of Mexico in 2003 with the Shiloh discovery (Shell 80%, Nexen 20%). A second discovery followed in 2007 at Vicksburg (Shell 75%, Nexen 25%), located about ten kilometres (6 miles) east of Appomattox.

## WIND TOPPLES CRANE, KILLS PORT WORKERS

The Bahamas port community had tragedy late on the last Monday of March when what was described as a tornado touched down during a fierce thunderstorm. It toppled a port crane, killed three persons and injured at least four. The Associated Press reported that the crane collapsed at the Freeport Container Port on the western side of Grand Bahama, where trees were uprooted and windows blasted out of hotels as at least one tornado cut a destructive path on the island about 60 miles (100 kilometers) east of Florida. Two persons inside the crane were listed among the dead. A third person was also killed and four were injured. The dead and injured were part of a crew of around 10 men doing maintenance work on one of the port's 10 cranes when it came crashing down. The foundation of the crane was ripped from the ground.

## USA MOVING AWAY FROM 100% SCANNING

The latest United States budget has moved away from the previously stated intention for electronic scanning 100% of US-bound containers at over 700 foreign ports. This apparent deviation in policy brought relief to shippers and the shipping industry all around the world. The latest US budget plans phase out three of five pilot programmes for 100% scanning of US-bound container cargo, including programmes in the ports of Puerto Cortes, Honduras; Southampton, England; and, Busan, South Korea. Complete scanning operations are to remain in the two ports of Qasim, Pakistan and Salalah, Oman. Another budget cut will withdraw USA personnel at more than 50 foreign ports who identify and inspect high-risk cargo. Instead, US agencies plan to get foreign government cooperation to do remote examinations of containers using image analysis.

## PLIPDECO APPOINTS PRESIDENT

Ernest Ashley Taylor was appointed President of PLIPDECO effective March 1, 2010. Mr. Taylor joined PLIPDECO in July 2008 as Vice President Port Operations coming from Digicel and, before that, the Port Authority of Jamaica where he was Assistant Vice President Operations. PLIPDECO's two core activities are: (a) Industrial real estate management and (b) Port management and operations, including cargo handling services. PLIPDECO is the owner and landlord of the 860-hectare Point Lisas Industrial Estate, located on the west coast of central Trinidad. The Estate houses more than 95 tenants: a mix of world-class methanol, ammonia and urea plants, three steel plants and a power plant. Port Point Lisas, the second major port in Trinidad and Tobago, consists of six general cargo and container berths. The facility handles a variety of cargo including containerised, break bulk, lumber, paper, consumables dry bulk and steel.

## INTER-ISLAND FERRY SERVICE DISRUPTION

Ferry services between Mayagüez and the Dominican Republic were expected to come to an end in April because of an apparent inability to settle on terms of operation between Ferries del Caribe and the Port of Mayagüez administration. The *Caribbean Express* was scheduled to sail the Mayagüez-Santo Domingo route for the last time on April 15. Reports out of Puerto Rico suggest that if the problems are resolved, passenger service could resume in December. The ferry carries about 170,000 passengers, 19,000 passenger vehicles and 11,000 trucks every year but the service has reportedly suffered from the disagreements between Ferries del Caribe, the private operator of the Port of Mayagüez and the quasi-public Ports Commission. Ferries del Caribe, because of the dispute, eventually relocated its homeport to San Juan, after 10 years of providing ferry service to the Dominican Republic from Mayagüez, leaving 230 persons without their jobs.

## AAPA ELECTS CHAIRMAN

The board of directors of the American Association of Port Authorities (AAPA) elected A. J. Pete Reixach Jr. chairman at its spring conference meeting on March 22, 2010. He will be formally installed in September at the Annual Convention in Halifax, Nova Scotia. He is currently the executive port director and CEO of Port Freeport (TX), a post he has held for the past 24 years. All through that time he has been involved in AAPA affairs, as a member of the board of directors, executive committee, US legislative policy committee, and as a member and chairman of the resolution committee. He is a past chairman of the Gulf Ports Association of the Americas, and of the Gulf Seaports Marine Terminal Conference.

## FALMOUTH REDEVELOPMENT UNDERWAY

Jamaica government has assured that the US\$233 million redevelopment of the cruise terminal in Falmouth will be completed by year end. The project includes pier, terminal building, shops, a mix of residential and commercial buildings and car park facilities. Construction is costing the Port Authority of Jamaica US\$131 million – US\$122 million in construction and US\$9 million was spent on land acquisition and other legal requirements. Royal Caribbean, which is partnering the development, has committed just over US\$100 million for further development of shops and commercial facilities. Meanwhile, the Jamaica government's Urban Development Corporation has a multi-million dollar operation planned over this period to spruce up this old town. Construction of pedestrian facilities; parking facilities; landscaping and beautification and signage are some of the components of the UDC's town redevelopment project, to be completed in December. The new port of Falmouth should be ready for Royal Caribbean's Oasis Of The Seas, scheduled to make its maiden voyage to Falmouth next year on January 5.

## MORE SHIPS TRANSIT CANAL IN 4TH QUARTER 2009

The number of ships passing through the Panama Canal in the quarter ending December 31 2009 increased marginally as compared to the corresponding quarter in 2008.

The Canal Authority reported that Canal transits increased to 3,590 transits from 3,520 a year earlier. Transits of super vessels and larger ships requiring increased by 8.1 percent to 2,026 transits from 1,874. Transits by dry bulk ships and tankers increased. Transits of container ships, refrigerated cargo ships and car carriers decreased. Canal Waters Time (CWT), the average time it takes a vessel to transit the canal (including waiting time for passage) decreased from 27.97 hours to 20.29 hours. CWT for booked vessels (i.e. ships holding reservations) was also less at 13.43 hours, down from 16.94 hours.

## ST. LUCIA APPOINTS DIRECTOR OF MARITIME AFFAIRS

The Saint Lucia Air and Sea Ports Authority (SLASPA) promoted Christopher Alexander to the position of Director of Maritime Affairs. He joined SLASPA in 2007 as officer in charge of the maritime division. He is now responsible for planning, organising and directing the activities of the division of maritime affairs, as well as administering Saint Lucia's shipping act and other maritime legislation, ensuring national training for seafarers; surveying and safety inspections; flag and state port inspections; the licensing examination of seafarers, and, for investigating maritime casualties. He also serves as the principal receiver of wrecks.

## San Juan – more cargo ships but less cargo; decline in cruise business


The Port of San Juan recorded a recovery in cargo ship calls in 2008-2009. There were 3,123 cargo vessel visits in the fiscal year as compared with 2,225 in 2007-2008. There were 2,304 vessel calls in 2006-2007.

### Increase

However, despite the increase in cargo ships, Puerto Rico's main port experienced a continuing decline in cargo landed over the last three fiscal years. From 9.6 million wharf tons in 2006-

2007, cargo moving through San Juan declined to 9.4 million wharf tons in 2007-2008. Cargo moving across the port declined further, down to 8.3 million tons last year.

Cruise ship calls decline to 470 last year, down from 581 the previous year and 563 in 2006-2007.

Last year a total of 1.236 million passengers arrived in San Juan. This was a decline of more than 17 per cent from the 1.497 million the year before and less than the 1.375 million passengers who arrived in 2006-2007. 

PORT OF SAN JUAN FISCAL YEARS	2006-07	2007-08	2008-09
WHARFAGE (TONS)	9,609,540	9,395,918	8,272,920
CARGO SHIP CALLS	2,304	2,225	3,123
PASSENGERS	1,374,749	1,496,853	1,236,121
CRUISE SHIP CALLS	563	581	470



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# TAKING OILY WATER TREATMENT TO THE NEXT LEVEL

SHIP OWNERS CAN SAVE MONEY AND THE ENVIRONMENT WHEN SOLVING THE SLUDGE AND BILGE WATER ISSUE

Environmental issues are a growing concern for companies involved in shipping as well as for governments and global organisations. Legislative actions already in operation or coming in the near future also focus on keeping the seas clean. One concern for shipping companies, not only in the Caribbean region, is how to deal with the sludge and bilge issue. The ideal solution would be to have a fully automatic oily water treatment system to remove practically all waste oil from the bilge water.

**W**ater is crucial to most organisms on our planet. Clean water, especially, is something that not only our environment depends on, but it is crucial for the national economies in the Caribbean region. The sea is in many ways the biggest economic asset in the Caribbean. Beaches are less attractive if polluted. Fish are killed by oil and other waste. Coral reefs, a major dive attraction but part

of a fragile ecosystem, are easily destroyed but take a long, long time to recover even if that were possible.

## CLEAR WATER, CLEAR CONSCIENCE

The Caribbean Sea and its island ports are visited by a large number and variety of vessel types, ranging from huge cruise ships to gigantic container vessels and tankers passing through the Panama Canal.

“A ship owner of today wants to cut unnecessary costs and at the same time run an environmentally sustainable business. The good news is that we are now able to help the owners with

stringent regulation requirements.

“Achieving high reliability and low effluent oil discharges in the treatment of bilge and sludge is highly complicated,” says Lars

Olsson, Manager, Service Solution, Wärtsilä Sweden. This is due to the complex composition of oil, chemicals, solids, rust, and other fouling substances in the bilge water. This composition also varies over time, which makes techniques like coalescing and filtration unsuitable. Furthermore, emulsions in the oil are not handled by such technologies.

ing IMO regulation requirements with a wide safety margin. Currently, the IMO regulations have a limit of a maximum of 15 ppm of oil in the discharged water. “The Senitec units are guaranteed to produce a maximum of 5 ppm, and in all actual cases the measurements are below 1 ppm,” says Lars Olsson.

## “ACHIEVING HIGH RELIABILITY AND LOW EFFLUENT OIL DISCHARGES IN THE TREATMENT OF BILGE AND SLUDGE IS HIGHLY COMPLICATED”

this regarding the handling of sludge and bilge,” says Marc Tarbox, Sales Manager, Wärtsilä Caribbean, Inc. in Puerto Rico.

Olsson, Manager, Service Solution, Wärtsilä Sweden. This is due to the complex composition of oil, chemi-

### CONSTANT ATTENTION

Many separators of today require constant attention. This is both a cost and a safety issue, as valuable engineer time is removed from other important tasks.

What makes the Wärtsilä Senitec M-series units unique is the ease of use, the completeness of the design and, above all, the fact that they surpass exist-

ing IMO regulation requirements with a wide safety margin. Currently, the IMO regulations have a limit of a maximum of 15 ppm of oil in the discharged water. “The Senitec units are guaranteed to produce a maximum of 5 ppm, and in all actual cases the measurements are below 1 ppm,” says Lars Olsson.

The M-Series is also certified by IMO and US Coast Guard and has been awarded type approval for max 5 ppm oil in effluent by Bureau Veritas. The system can also be extended with Wärtsilä’s BilgeGuard™ bilge discharge monitor, which constantly oversees and monitors the oil content in all discharges overboard. Should the oil content

### TREATMENT

IMO requires that vessels over 400 GWT have an oily water treatment system installed within three years and that the oil content in the discharged water is less than 15 ppm (parts per million). Shipping companies also experience increasing costs for disposal and handling of sludge and bilge water. Therefore owners of these ships are likely to be interested in the Wärtsilä Senitec M-series of oily water treatment systems.

Shipping makes it possible to move large quantities of load with a minor impact on infrastructure. As one of the important actions for keeping the seas clean, spills of fuel oil on board should end up in the sludge tank.

Simple separators do not work efficiently enough when it comes to surpassing



Wärtsilä Senitec M-series

rise above the set limit, the flow will be re-routed back to the sludge tank. The system logs discharge quantity and oil content as well as the time and position of the vessel. All data is stored in memory for later retrieval.

**HOW IT WORKS**

The technology behind Wärtsilä Senitec M-series is a combination of optimised traditional methods, and innovative new solutions. It consists of a four-stage, emulsion-breaking separator, where each stage handles one key component of the sludge and bilge mix. It can handle input flows with an oil content of

bilge water. Dispersed solids (colloids) suspended in the bilge water are stabilised by negative electric charges on their surfaces, causing them to repel each other. Since this prevents these charged particles from colliding to form larger masses, called flocs, they do not settle. Once the suspended particles are flocculated into larger particles, they can be removed from the liquid by flotation.

**DISSOLVED AIR FLOTATION AND SLUDGE SKIMMING**

Dissolved air flotation is used to promote the separation and subsequent removal of the solids to the solids tank.

**THE REDUCTION OF BOTH SLUDGE AND BILGE VOLUMES AMOUNT TO SIGNIFICANT REDUCTIONS IN DISCHARGE FEES**

between 0% and 100%, making it the most versatile separator on the market, the company claims.

**DISSOLVED AIR FLOTATION AND OIL SKIMMING**

By a combination of dissolved air and a unique dual oil zone interface stage, the oil floats to the surface, where it is skimmed off and pumped to the waste oil (sludge) tank.

**EMULSION BREAKING**

The processes of coagulation and flocculation are employed to separate the suspended solids from, and break the emulsions in, the

The open design of the system makes it easy to have full control and to maintain and run the unit with a minimum of effort.

**ACTIVATED CARBON FILTRATION**

The fourth stage consists of a traditional active carbon filter. This filter is only for final cleansing of the water before discharge. Field studies show that the water contains less than 1 ppm after the filter.

The solids in the solids tank can be processed and dewatered further through the use of a Wärtsilä Senitec

SolidPac unit. The SolidPac add-on is a filtration system, where the water content in dry solids can be reduced by as much as 95 percent, lowering costs for disposal ashore and simplifying the solid waste handling process.


**A WIN-WIN SITUATION FOR ALL INVOLVED**

The return on a Wärtsilä Senitec investment is easy to calculate for vessels visiting ports where sludge and bilge discharges are subject to charges. The reduction of both sludge and bilge volumes amount to significant reductions in discharge fees. In the actual case study shown in Table 2, a ro-ro vessel with a DWT of 9 000

tons saved as much as 40% for sludge disposal, and 92% for bilge water disposal.

**SAVINGS**

“The total net savings were sufficient to enable a very short payback time based on the reduction in discharge fees alone. The need for less manual labour, as well as the increased safety margin towards IMO regulations and the increased safety in knowing that no accidental spills will happen due to the fail-safes built into the system can be considered a bonus,” states Marc Tarbox.

The real winner, however, is the environment. The oil content in the discharged water is significantly less than with traditional systems. 



**THE CARGO-HANDLING EXPERTS**

- Off-port container terminal
- A large transportation fleet
- Six Superstackers for greater efficiency
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Currently the 30,000 barrel tank is used for storage and distribution of oil products. There are regular shipments of oil products for distribution by Traymore NV.

Because the Moengo port is located along a navigable river, accommodating oceangoing vessels the possibility exist for bunkering ships at sea.

The other tank farm consists of 1 tank of 5,000 barrels capacity and two of each 2,500 barrels. These tanks are currently not in use.

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# New CSA vice president comes with a lot of experience

**In October last, when the CSA membership voted for a new President for the year 2009 to 2010, they also elected Grantley Stephenson from Jamaica as Vice President to under- study Carlos Urriola for the period.**

Grantley Stephenson has been a member of the CSA's General Council for many years, most recently as Group B chairman. In that role he has had to take the lead on issues specific to the ports and terminals group of the regional body. However, in his new capacity as Vice President, he will experience the CSA from a different perspective. He will be working more closely with the President than any other elected member of the General Council and in that regard will be party to all of the executive decisions taken in implementing CSA policy.

## CEO

Back in Kingston, Mr. Stephenson runs Kingston Wharves Ltd. (KWL) one of two entities that comprise the port of Kingston. (The other is the Kingston Container Terminal.) He has been its

**In his long career in shipping, Mr. Stephenson has seen it all. He had responsibility for operating the m/v *Morant Bay* on behalf of the Government for over ten years**

Chairman and CEO since July 2004 and has therefore been in the forefront of moves designed to reorganise and reposition the company.

Previously, as CEO at Seaboard Freight and Shipping Jamaica Ltd., Mr. Stephenson established Seaboard's representative office in Kingston and carried responsibility for Business Devel-

opment. He had overall responsibility for Sales, Finance, Equipment Management and Traffic, in Kingston and Montego Bay; and, for the establishment of an efficient and profitable bonded warehouse in Montego Bay.

## AGENCY

Prior to that, between 1988 and 1999, he was Managing Director of Jamaica Freight & Shipping Co. Ltd. which then represented six major shipping lines. He was also responsible for the agency at Port Esquivel and for maintaining good relations with the various Alcan offices locally and overseas, and with the owners and charterers of the vessels using that port

In his long career in shipping, Mr. Stephenson has seen it all. He had responsibility for operating the m/v *Morant Bay* on behalf of the Government for over ten years. And it was he who ultimately negotiated the sale of m/v *Morant Bay*. He established a P&I Representative Company and was responsible for establishing Coastal Shipping and for operations of the

m/v *Jamaica Provider*. He represented the Jamaica Government's interest in Port Services Ltd., from 1975-1987 and came up through the ranks at Jamaica Merchant Marine, from Management Trainee to Acting General Manager.

He has negotiated Time Charters and Contracts of Affreightment for bulk vessels and has participated in negotia-




tions for purchase of vessels. He has been responsible for ship operations and established crew training for Ratings and arranged for Training of Officers. He has led negotiations with Government for enactment of legislation to facilitate the operations of the National Shipping Line and has had to keep step with Jamaica government policy through direct contact with its various ministries.

## PRESIDENT

Mr. Stephenson was elected President of the Shipping Association of Jamaica in 1998 and served in this capacity until 2002. His service to his national association goes beyond that however. He has been a member of its Managing Committee since 1990.

Still serving as Honorary Consul General of the Kingdom of Norway in Jamaica, Mr. Stephenson was in 2007 awarded a National Honour by the Government of Jamaica – the Order of Distinction, in the Rank of Commander.

He comes to the CSA's leadership with credentials but also with a lot of experience. 

# Petrelluzzi receives French Government's Maritime Mérite medal

**G**érard Petrelluzzi, long-standing member of the Caribbean Shipping Association and former member of the CSA's General Council has been honoured by the French Government with the Maritime Mérite medal.

Mr. Petrelluzzi received the decoration on January 29, 2010 at Pointe à Pitre.

The notification, translated literally, stated: "Gérard Petrelluzzi was honoured by receiving the medal of the high distinction of the Maritime Mérite as Chevalier de l'Ordre National du Merite Maritime, a high distinction in the French Maritime industry."

Born on February 2, 1951 at Pointe à Pitre, Gérard has been in shipping for almost all his professional life.

After gaining a bachelor degree he entered law school and after two years

## AS A MEMBER OF THE CARIBBEAN SHIPPING ASSOCIATION, GÉRARD WAS CHAIRMAN OF GROUP A IN 1992 AND 1993

received a DEUG (Diplôme Universitaire d'Études Générales) diploma from the Institut Vizios in 1969. He later left Guadeloupe for Miami where he worked as a trainee at the well-known shipping company Chester Blackburn and Roder. Gérard subsequently returned to Guadeloupe and was employed at Monnot Agency, a shipping agency representing

KNSM, Harrison Line, Suriname Line, and others. Monnot Agency decided to sell its shipping activities to Agence Petrelluzzi.

Agence Petrelluzzi was established in Pointe à Pitre by Captain Leopoldo Petrelluzzi. Capt. Petrelluzzi had arrived in Guadeloupe with a three-mast sail ship, the Leopoldo in 1896. He put down roots there and started the company, which was passed from father to son.

### PRESIDENT

Gérard entered Agence Petrelluzzi almost 100 years later, in 1980, where he worked in Operations, in Sales, Stevedoring and in the Cruise Department.

In that same year, 1980, he became a Member of the Board of the Guadeloupe Tourism Office, where he is still a member. In 1986, he became the first president of the Guadeloupe Shipping Association to welcome a CSA conference to that country. That was the 16th Annual General Meeting in October 1986. Gérard remained as President of the Guadeloupe Shipping Association until 1994, and is nowadays Honourable member of UMEP (L'Union Maritime et Portuaire) Guadeloupe. He is also active in the Chamber of Commerce of Guadeloupe where he has been a member since 1986.

In 1994, the old Agence Petrelluzzi was sold to Delmas group and Gérard founded, with Delmas group as co-founder, SGCM. He is he still working there as Sales Manager.

Gérard is known as a strong defender of the cruise industry, promoting Guadeloupe in several associations such



as UMEP, the CSA, Seatrade and the Florida-Caribbean Cruise Association.

He succeeded in bringing Regency Cruises to Marie Galante island for the first time, with the Regent Sun. This was on October 16, 1989. Subsequently, he developed cruising at Les Saintes, Deshaies, where no cruise ship had called before, with the *Club Med 2*.

As a Member of the Caribbean Shipping Association, Gérard was Chairman of Group A in 1992 and 1993. He has also been a member of the CSA's Silver Club since 2004.

### MEDAL

The Maritime Merite medal is not the first national recognition for Gérard. He had previously received the medal of Tourism from the French Minister of Tourism in 1992. In 2006, he received the Maritime Merite, from the French Minister of Transport and now, four years later, he has received the medal for that distinction.

He is married and has three children. 

# Pointe des Grives Terminal brings improvement, progress

**The port of Fort-de-France is critical in linking Martinique to the rest of the world. It is in fact central to the country's economy and its survival.**

Fort-de-France is a fairly busy multipurpose port, handling all types of ships. Berthing is easy because it is sheltered from the wind and from swells. Waiting in the roadstead is rare.

With about 1,900 metres of quay, Fort-de-France handles more than 2,000 vessels per year. The traffic includes coastal traffic, trans-Atlantic cargo ships, bulk carriers and general cargo vessels. The port handles cruise vessels, large luxury

**With about 1,900 metres of quay, Fort-de-France handles more than 2,000 vessels per year**

yachts and liners. Inter-island passenger ferries use its facilities as do boats that come in to use the dry dock facilities for repairs and servicing.

All these activities had

been steadily growing over the years to the point where three million tonnes of cargo and 400,000 passengers transited Martinique's main seaport facility every year.

## Challenged

The busy little port was however challenged by its surroundings, woven as it is into a rather dense urban network. Indeed, the port of Fort-de-France had become too large for its surroundings. Port activities were affecting, even impacting, other aspects of life in the capital city.

A number of studies were completed over 15 years before the new container

terminal was opened in July 2003. The new Pointe des Grives Terminal was just the first stage in a series of projects to separate or isolate the activities of the port


and to bring improvement and progress to an important aspect of Martinique's industrial and commercial development.

Technical features of the Pointe des Grives Terminal

- 16 hectares of open storage
- 460-metre main quay that can be extended a further 190 metres
- 150 metres of additional quay that can be extended a further 117 metres
- 14 metres draught alongside
- 3 low – profile post-Panamax gantries with lifting capacity of 40 tonnes and 70 tonnes using hooks
- 250,000 teu stackable
- 525 reefer plugs
- 1 – 45 slot delivery area
- 1 – 15 hectare service zone including 3 technical build-

ings, 1 customer reception building, 4 gates, 1 pre-trip zone

- 14 straddle carriers
- 15 hectare industrial zone
- 1 exceptional site protected from the wind and the swell
- Access without tugs
- Terminal in accordance with ISPS standards

The tremendous collaborative effort made by all the port's stakeholders to improve and upgrade Fort-de-France into an efficient marine port facility has paid dividends. The progress achieved over recent years to improve the quality of the service that the port of Fort-de-France offers its customers is evident. The port has an even greater role to play in Martinique's economic development. Those who see to its growth and development are aware and concerned about this reality. 

# ONLINE BACKUP AND SERVER HOSTING

**In a region prone to natural disasters, businesses are always at risk of system failure. The shipping community must plan for business continuity as shipping plays a critical role in linking the Region to the rest of the world, more so after a natural disaster.**

Increasingly data are transmitted, manipulated then

systems. I have also discussed document management and the move to a paperless environment. Online backup services and server hosting (collocation) further enhance the ability to recover data speedily.

## BACKUP

The online backup service can allow clients to have their business up and run-

data a critical function. This applies to terminal operators as well as shipping agents and brokers. Backup is an operation that is oftentimes out-sourced by terminal operators. It is argued that port/terminal management is their core activity and not the management of data. The backup can be facilitated across a fibre network for example and is often the



By Frances Yeo

## THE ONLINE BACKUP SERVICE CAN ALLOW CLIENTS TO HAVE THEIR BUSINESS UP AND RUNNING WITHIN 24 HOURS AFTER A SYSTEM FAILURE OR NATURAL DISASTER

stored electronically – Online Backup and Server Hosting are two services aimed at lessening the down time of businesses in the face of disaster.

## NETWORKS

I have previously discussed in this space the setting up of networks, for example, clustering which facilitates data recovery post disaster and offers great redundancy of information technology

ning within 24 hours after a system failure or natural disaster. The service has been launched in Jamaica and is available from Jamaica to entities throughout the Caribbean. Typically the Caribbean and Latin America is never entirely affected by any one disaster – therefore backup within the Region is a viable option.

The location of the port in any country makes the real time or daily backup of

first option if a robust IT infrastructure exists. However for medium and small ports, shipping agents and in general small and medium enterprises, online backup is a more affordable option in the disaster recovery strategy of the company.

## SECURE

By using an online backup service, entities are able to replicate via a network or the internet to a server located

at a secure offsite facility. The software that facilitates the transfer runs on different platforms including I-Series, LINUX, and Windows operating systems, allowing for seamless integration. It moves data in real time from the central repository to a central back-up site, with the option for an intermediary site as well. The customer is connected to a portal over the internet and is provided with a user name and other credentials. This allows for the software to be downloaded to the client's hardware/computer thus connecting them to the service provide who will in turn manage the transfer of data.

Server hosting or collocation involves placing the



company's servers at a secure offsite data centre. The servers can be used to host a website or to facilitate real time replication of mission

critical business system such as accounting or front office applications. The backup site should possess a secure server room in a multi levelled structure, powered by generators with UPS, cooling systems and fire

suppression systems which meet best practice specifications. In the event of a disaster, the company can access their information at up communication to the alternate facility. The company is then able to operate by pulling data from the backup site.

moving all their mission critical data at once. They may phase it over a period of time depending on cost. If a decision is taken to back up all mission critical data, as is the case in major transshipment ports and operations worldwide, data can be available within 24 hrs.

## BY USING AN ONLINE BACKUP SERVICE, ENTITIES ARE ABLE TO REPLICATE VIA A NETWORK OR THE INTERNET TO A SERVER LOCATED AT A SECURE OFFSITE FACILITY


critical business system such as accounting or front office applications.

The backup site should possess a secure server room in a multi levelled structure, powered by generators with UPS, cooling systems and fire

the backup site as the facility should have office space to accommodate essential staff. However, if the company decides to set-up a temporary office at a separate location, implementing this solution will include setting

Although the solution allows for a 24 hour turnaround time, the time it takes to get the business up and running is also dependent on what the company has backed up. Some companies may not start off with

### COST

Cost is always a consideration. However, once a company begins to weigh the cost of downtime against the price of an online back up service or server hosting the decision is easily made. 

*Frances A. Yeo is executive director of Port Computer Services Ltd.*

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# Is your manager doing a number on your business?



By Fritz Pinnock

**Most employees seem to think that the most stressful part of their job is their immediate manager or supervisor. The numbers suggest that workplaces are filled with too many unhappy working relationships. Does this mean there is a deficiency in leadership?**

According to Barry Posner's Leadership Challenge, there are three important things about leaders. Firstly, competent leaders are perceived as having four characteristics in common: a high level of integrity – they keep their word and tell the truth; they are decisive – they make sound and timely decisions that are logical; they are perceived as being competent – strong in some particular aspect of the business; and, as visionary – they link the present with the future and see the opportunities.

a team will be a function of certain dysfunctional dispositions; and interpersonal tendencies which are not usually seen in a job interview. These tendencies usually show up when people are under stress or they let down their guard. I'll discuss here some of the major dysfunctional dispositions.

## **Arrogance – she is right and everyone else is wrong**

Arrogance can be described as excessive pride, self-blinding brilliance or inflated worth. One of the most difficult balancing acts in the leadership walk is between confidence and too much confidence. If you are going to succeed as a leader you need to have confidence in your abilities. On the other hand, all it takes to fail as a leader is to have too much confidence.

Watch out for arrogance. It can be highly visible but it can also be subtle. In either

are up, they are positive and energised. They command attention and respect, motivating and inspiring their team in ways that others can't. On the flip side, their negative bad-tempered phase is excused either as a natural reaction to the job's frustration; or as a price that has to be paid for the expenditure of all that energy.

A volatile leader often seems unpredictable. Though these leaders throw off great energy, they ironically can also drain it away as people attempt to adjust to their moods.

## **Over cautious – the next decision you make may be your first**

Balancing between new regulatory requirements and demands from boards in the current business environment can make leaders highly vulnerable to becoming

control, the opportunity for solution is missed, and the very failure that the effort was aimed at avoiding is brought on by indecision.

Today, CEOs who are overly cautious frequently fail. There's too much data to analyse.

## **Habitual distrust - the focus is on the negatives**

Distrust gives rise to the creation of a 'hit list' of enemies. It will cause one to seek information on the activities of adversaries. It prevents formation of partnerships that can help to accomplish more.

Given the litigious workplace and regulatory requirements, it would be unusual if one is not wary of what is right and wrong. There is a difference, however, between healthy skepticism; and, virulent distrust. The former involves being realistic, responding appropriately to circumstance and environment; the latter involves being inappropriately and egregiously suspicious.

The leader who is consistently distrustful sends a message that people had better watch their backs rather than their work. Failure comes because people don't take risk under that steely gaze. They don't believe in them-

## **A volatile leader often seems unpredictable. Though these leaders throw off great energy, they ironically can also drain it away...**

Secondly, they are humble and persistent.

Thirdly, two out of three persons in leadership positions will fail; they will be demoted, fired or sidelined.

The most common reason for their failure will be their inability to build and maintain a team. Their inability to build

case it leads to the downfall of careers and companies.

## **Volatility – his mood swings are sudden and unpredictable**

It is often said that volatile leaders vibrate with energy that can be contagious for the organisation. When they

overcautious, overanalysing important decisions in the face of increased anxiety and significant stress.

Fear of making the wrong decision causes procrastination. Instead of making a choice the manager delves deeper into the data. Soon the problem spirals out of


selves because the distrustful leader seems not to believe in them.

### ***Aloofness - disengaged and disconnected***

Smart and dispassionate, the aloof CEO generally succeeds by analytical rather than people skills. In the old-fashioned sense of the term, this is a leader who can rise above the fray to make cool-headed, fiercely rational decisions.

Being aloof has its advantages. CEOs of this bent usually don't get caught up in politics or messy people problems. They're all business, which means they are rarely accused of playing favourites. People often feel confident in aloof leaders because such leaders seem to know their business and are dedicated to doing it well.

However, when aloof leaders are under stress, they often become withdrawn. This is where things go off course. When they isolate themselves during crises or retreat from people who are desperately in need of their guidance, they are highly likely to fail.

Some leaders will admit to being aloof but argue that it is 'just part of my personality'. They are unaware that this trait cuts them off from the kind of emotional relationships with others that could inspire commitment. They also miss out on the rich resources of ideas in their team and thus become overly reliant on a narrow range of information. It is important to note that this de-railer is often mistaken for arrogance but the two are different. A person can be aloof without being arrogant. 

# US International Port Security Programme

## A collaborative approach

**The United States of America has charged its Coast Guard with the administration of a vital plank of its anti-terrorism response and its quest for 'homeland security'. Under its Maritime Transportation Security Act, 2002 ('MTSA'), one of several pieces of legislation fathered by the tragic events of September 11, 2001, the United States Congress has given the United States Coast Guard ('USCG'), inter alia, the responsibility of policing not only the ports of the United States, but also the ports of the world!**

### *The USCG's International Port Security Programme*

The USCG has adopted a comprehensive approach to shouldering the responsibility outlined above. Its International Port Security Programme ('USCG IPSP') while obviously and unapologetically a result of the United States' response to the threat of terrorism and the need to secure its borders and, therefore, the security of the 'homeland', is at the same time a genuinely collaborative framework in which to engage foreign states in a joint global effort. To be sure,

anti-terrorism is not the 'be all and end all' of the USCG IPSP, but it is a focus.

The Programme enjoins the support and collaboration of US trading partners by encouraging best practices in maritime vessel and facilities security, structured exchanges and reciprocal country visits which are intended to build relationships, transfer technology and promote best practices. Finding common ground at the policy level while adopting standard best practices at the operational level,

## The result of the exchange of realities and the collaboration between countries is an enriched and enhanced capacity to fight terrorism and maintain safety

underpins the collaborative approach that the Coast Guard takes in the implementation of its IPSP and in the discharge of its responsibilities under the MTSA.

### *Framework*

The USCG has made its personnel available in a consultative capacity as part of its collaborative approach. Within the framework of country visits and other policy efforts, the USCG raises issues and areas of concern; shares with



By Milton Samuda

cooperative countries its best practices; and, learns from those countries' innovative measures utilized to over-

come particular or unique challenges. When the USCG raises concerns, this may be of a general international nature, such as enjoining support for certain international interventions, or may be specific to the country and ports being addressed, such as the ability to achieve and maintain certain security levels. The result of the exchange of realities and the collaboration between countries is an enriched and enhanced capacity to fight

terrorism and maintain the safety of vessels and facilities for the benefit of international maritime trade.

Caribbean countries and ports have embraced that collaborative approach. The USCG has visited several territories including The Bahamas, Costa Rica, Curaçao, the Dominican Republic, Jamaica, Panama, and Trinidad and Tobago. These bi-lateral discussions have enhanced practices and built capacity.

### Port Security Advisories

In encouraging best practices, a key component of the USCG's strategy is to constantly review and assess the anti-terrorism measures employed and deployed by foreign ports, especially ports at which vessels have called prior to arriving in the USA. This is a part of the statutory mandate given to the USCG. This review and assessment is not an academic exercise. It is a real and ongoing programme with practical consequences the chief of which can be the refusal of entry to a vessel seeking to

enter a port of the United States. Whether arising from specific knowledge (e.g. due to a country visit) or from a lack of knowledge (e.g. because of an inability to verify information), the result of the USCG's determination that a country has failed to maintain satisfactory anti-terrorism measures at its ports, is usually the imposition of additional measures against any vessel visiting such ports.

On January 16, 2009, the USCG issued Port Security Advisory (1-09) which, *inter alia*, announced that "The Coast Guard has determined that Venezuela is the most recent country not maintaining effective anti-terrorism measures in its ports." The Advisory went on to establish actions to be taken by vessels that "arrive in the United States on or after January 23, 2009 after visiting ports in Venezuela as one of their last five ports of call".

### Result

That same Advisory cited Cuba among a number of other countries. The result was that vessels qualified

as above, were mandated to employ the additional measures prescribed in the Advisory "as a condition of entry into US ports". Measures required will apply to the vessel both prior to its arrival in the United States as well while it is docked in the US port.


### Advisory

On January 25, 2010, the USCG issued a Port Security Advisory for Haiti. The Advisory specifically stated, "Due to the devastation caused by the recent earthquake the US government has concerns regarding Haiti's current ability to execute, maintain and audit the port facility requirements of the International Ship and Port Facility Security (ISPS) Code". As a result, measures were recommended for vessels calling at Haitian ports. The Advisory ended by stating that "Implementing the above recommended security measures will generally expedite vessel entry into the US." One can readily see the difference in tone and consequence of this Advisory

when compared with that of January 16, 2009 concerning Venezuela. The Haitian situation was, after all, the direct result of an act of nature.

### Collaboration

Caribbean countries and ports should continue their collaboration with the USCG so as to enhance safe maritime traffic and trade between US ports and the ports of the Caribbean. It is true that the anti-terrorism response has implications for port fees, the cost of voyages, delays of vessels and can even result in vessels refusing to call at certain ports. Additionally, the law must be concerned with the potential impact on bi-lateral arrangements, contractual obligations and some treaty requirements. However, the greater good is the safe transport of cargo and persons by sea.

Isn't that what has always been at the heart of the intent of international maritime law? 

*Milton Samuda is managing partner of the Jamaican-based law firm Samuda & Johnson.*

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