



港口是国际航运的起点和终点，是国际航运最重要的基础设施和物流平台。对于一个国家或城市来说，港口发挥的经济先导作用日益明显。近年来，海运国家纷纷加大对港口的投资与建设。本刊将从本期开始辟专栏介绍世界各主要港口的最新资讯与发展动态，以期国际航运从业者及中国港口发展提供借鉴。



纽约新泽西港： 适应未来发展的航运枢纽

在北美东海岸各港口中，纽约新泽西港务局拥有最多的国内、国际航线，其6个集装箱港口的吞吐量超过东海岸其他所有港口。

在北美东海岸各港口中，纽约新泽西港拥有最多的国内、国际航线，其6个集装箱港口的吞吐量超过东海岸其他所有港口。目前，纽约新泽西港口有40条通往亚洲的航线，包括7条到印度次大陆的航线，以及最新的往返汉堡、安特卫普和越南之间的快速航线。换句话说，纽约新泽西港口能够为客户提供更多选择，直达世界各个主要市场。

现在，业内对拓宽巴拿马运河和增大美国东海岸船舶吨位的事情议论纷纷。但是，8000标准箱的大型船舶已经在两条抵达纽约新泽西港口的航线上运营，而不少其他航运商也开始扩大船队规模。同时，港务局董事会已经承诺投资改造巴约纳大桥（Bayonne Bridge），并宣布将桥面提升至约215英尺。

不过，纽约新泽西港口的成功之处不仅仅在于它是连接最广泛、最能适应未来发展的跨洋航运枢纽。这个港口与铁路、公路和联合运输服务密切衔接，以无人能及的速度将货物运抵市场。货物离开港口24小时内，便可抵达美国三分之一和加拿大一半的市场。

纽约新泽西港务局战略分析与行业关系研究经理皮特·赞泰尔（Pete Zantal）说：“以前我们总是说，我们的铁路运输业务为梅森-迪克森线以北、密西西比河以东的所有主要居民群体服务。现在可不是这个样子了。虽然我们的服务范围仍然包括蒙特利尔、多伦多、底特律、哥伦布、克利夫兰和美国东岸的其他传统铁路目的地，现在美国西南部一直到西海岸都有了我们的足迹。这些地区包括达拉

斯、长滩、西雅图、塔科马等等。拓展范围之大令人惊叹。”

赞泰尔指出，这样的拓展得益于港务局与诺福克南方铁路公司和美国CSX运输公司的合作。“我们计划和铁路运输合作伙伴一道将码头业务推广到其他几个地区。”他补充说。

最近有统计表明：过去10年里，纽约新泽西港口货物的累进年增长率为4.8%。港务局业务的拓展似乎验证了这一点。不过，如果采用相同的办法计算，纽约新泽西港口的铁路货运量累进年增长率则高达7.1%。

显而易见，铁路业务正在迅猛增长。诺福克南方铁路公司公共关系总监鲁迪·哈兹本（Rudy Husband）印证了这一点：“诺福克南方铁路公司一直在努力改善纽约新泽西港口地区的码头运输服务。不过，我们还将在新

英格兰和俄亥俄谷地区推出新业务。有了这些新业务，托运人在从纽约新泽西港运输货物时，将会有更多的选择。”

美国CSX运输公司同样雄心勃勃。该公司联合运输销售副总裁雷恩·侯菲克（Ryan Houfek）说：“CSX能够为纽约新泽西港口提供最广泛的市场衔接。我们一直在努力增强自己的能力，以便将来为这里的客户提供更优质服务。纽约新泽西港口的码头铁路网络及捷运系统、刚刚完成的自由走廊隧道净空工程以及CSX在俄亥俄西北部开通的先进联合运输站点，所有这些共同打造了一个世界级的联合运输网络，将纽约新泽西港口的码头与中西部和地区的市场紧密地联系在一起。”

纽约新泽西港口为客户提供广泛的选择，努力拓展业务，并且一直秉承注重质量、效率和安全的原则，难怪它始终是国际贸易的首要通衢。

纽约新泽西港务局和负责港口运营的合作伙伴携手，共同为纽约新泽西港创造了不少利益。在双方的共同努力下，纽约新泽西港口的年收入达到30亿美元，从而确保了它始终是美国为国际贸易提供先进设备、高效运营和最受欢迎的港口。

最近，港务局调整了与纽瓦克港集装箱码头（PNCT）的现有租约，使码头从180英亩扩大为287英亩。据港务局商务部部长里克·拉拉比（Rick Larrabee）介绍，这笔交易将提供1150个新工作岗位，支付8800万美元的年薪，增加了价值6.3亿美元的区域经济活动。民间资本加上港务局自身的投资，将带来6.5亿美元用于修缮现有港口基础设施、加深码头并增加桥吊起重机的数量。另外，港务局还计划加深纽瓦克港集装箱码头的泊位。这项工程完成后，纽瓦克港集装箱码头将有三个泊位的深度达到50英尺，另一个达到45英尺。港口附近的土地也将各尽其用。纽瓦克港集装箱码头的联合运输站点（纽瓦克ExpressRail港口）与航运码头之间将建起立交桥。立

交桥将于2012年建成。届时，纽瓦克ExpressRail港口的运载能力将从2车道增加为4车道。所有这些改善措施的效果叠加在一起，将使纽瓦克港集装箱码头的总体运力提升到每年120万个集装箱。

除此之外，有预测表明：从现在起至2030年，纽约新泽西港的最大客户之一，瑞土地中海航运集团的货运量将翻三倍。纽约新泽西港务局商务部战略分析与行业关系研究经理皮特·赞泰尔（Pete Zantal）说：“瑞土地中海航运公司是世界航运巨擘。该公司已经决定长期使用纽约新泽西港口，这对我们而言是很重要的进展。”

为了确保该地区未来的生产能力，港务局还于近日宣布收购位于泽西市和巴约纳岛、面积达98英亩的“环球集装箱码头”。加上不远处港务局所有的70英亩“东北汽车航运码头”，“环球集装箱码头”将扩建至170英亩。纽约新泽西港务局将投资1.5亿美元开发和兴建新的集装箱码头，并兴建一条毗邻格林维尔码头的铁路设施，每年可处理多达25万个集装箱。

港务局、码头经营者和其他私人投资者还在港口运作了许多其他投资项目。在过去五年里，马赫港口在技术、基础设施和设备购买方面的投入接近4亿美元。马赫港口拥有全世界规模最大的跨运车队伍，180辆龙门吊车极大地加速了集装箱从船舶到铁路的运输过程。马赫港还将冷藏集装箱插头的数量增加了一倍，现在可同时容纳900个冷藏集装箱。此外，马赫港还将升级数据处理能力，使用最先进的NAVIS港口运营系统，从而实现更加迅速、高效的集装箱处理过程。

APM港扩大了84英亩，总面积达到350英亩。该港新近安装了4台新的港口起重机，可以处理吨位最大的载货船。另外，还添加了2台新的低排量、橡胶轮胎门式起重机，可将排放

量减少40%。APM港还添加了足够的冷藏集装箱仓库，将冷藏集装箱处理能力翻了三倍，达到1284个。

APM和马赫港均使用伊丽莎白港区捷运铁路系统。这一铁路拥有18个轨道，铁轨纵长45000英尺，年集装箱运载量达100万个，是纽约新泽西港口

▶ 纽约新泽西港口的年收入达到30亿美元，它始终是美国为国际贸易提供先进设备、高效运营和最受欢迎的港口。

3个码头联合运输铁路中最大的一个。现在，科滨街旁建起了新的联合运输铁路支持站点，提高了伊丽莎白航站和附近纽瓦克港的效率，使支持轨道的纵长增加了7万多英尺。

另外，港务局所属豪兰胡克纽约集装箱港口（NYCT）也进行了扩建。这个港口运营在斯塔顿岛的捷运铁路业务，将港口与主要铁路线路连接起来，一直横穿北美大陆。经过扩建之后，这个联合运输站点将进一步促进港口运力的增长。豪兰胡克纽约集装箱港口还打算兴建第四个泊位，从而将年运力提高到950000个集装箱。

2010年，港务局收购了巴约纳港半岛附近约130英亩的土地，这一举措将确保港口设施的扩建和该地区未来经济的增长。此次收购后，纽约新泽西港务局将永久获得半岛铁路的经营和紧急使用权，并将港务局在哈得逊河两岸的港口总面积扩大了4.5%。同时，这一战略举措还能确保这一块珍贵的岸边土地仍归公众监管并可用于港口贸易。此外，港务局还通过了一项计划，打算购买并重新修建哈得逊河畔泽西城的格林威尔铁路站场。这个站场就在巴约纳半岛的北边。

作为北美东海岸最繁忙的港口——纽约新泽西港的管理者，纽约新泽西港务局始终努力确保港口能够满足未来的货运需求。随着公共和私人投资者的一致努力，将他们的力量和共同利益实现最大化，纽约新泽西港地区的客户和居民将会看到越来越先进的港口设施，引领着这个地区走向经济繁荣。（纽约新泽西港务局供稿）■

CMA CGM and Geneva-based MSC on the Asia-North Europe, Asia-Southern Africa and South America routes to restructure the industry, not least by driving smaller, more vulnerable carriers out of business and forcing mid-sized players to chase copycat deals. Beyond that, nothing is certain because the alliance, which takes effect in March for an initial two years, may simply turn out to be a temporary marriage of convenience giving the two family-owned carriers breathing space to sit out slowing cargo growth that is undermining the economics of their cargo-hungry large vessels. The alliance will have the biggest impact on Asia-North Europe lanes, where it will operate four strings, deploying 44 ships of more than 11,000 20-foot equivalent container units. **P56**

Autumn DC meeting brings new contracts and clauses

At the Autumn meeting of the BIMCO Documentary Committee (DC) held in Copenhagen on 10 November, two contracts and four clauses were adopted. The newly revised edition of the SALEFORM agreement for the sale and purchase of second-hand ships was approved for publication. The new version will be called SALEFORM 2012 and will be published along with detailed explanatory notes this coming January. The revision of this widely used international agreement has been a year in the making. The final draft follows a series of industry consultations that took place in Oslo, London and Singapore in September and October which drew large numbers of participants and an equally large number of useful comments and suggestions. SALEFORM 2012 reflects what the industry has told BIMCO it wants in a new edition of the sale agreement. It is a modest revision, but one which incorporates many of the amendments commonly made to the form when used. As such it provides an up to date contract for the industry, bringing greater clarity to those provisions in the 1993 edition which occasionally led to uncertainty. The other contract adopted by the DC was a new Time Charter Guarantee Contract. The guarantee is intended to be provided by a parent company of a charterer to guarantee payments, such as hire, under a time charter agreement. BIMCO is aware of an increasing demand for such guarantees and is sure that it will be well-received by the industry. **P58**

Europe says 60% of fleet must reflag

Hundreds of German-owned vessels may soon be flying the colours of the EU member states to qualify for German tonnage tax. European ship registers appear set for a windfall of German-owned vessels. Hundreds of ships must swap from foreign registers such as Liberia, Antigua & Barbuda and the Marshall Islands to European colours if Germany's widely used tonnage tax is to be safeguarded. The European Commission (EC) requires that 60% of domestic fleets states, or prove that they are moving towards that target, to qualify for tonnage tax. The EC's plans to investigate the tax concession next

year have become a top priority at the German shipowners' association, Verband Deutscher Reeder (VDR). Currently, only around 27% of German-owned vessels are registered in Europe, which means the total must double or be seen to be moving rapidly in that direction. A transfer of around 1,200 ships, depending on size, may be needed to satisfy Brussels. VDR spokesman Max Johns claims the task is achievable possibly within a year or so. **P60**

An analysis of the foreign-oriented logistics enterprise situation and its strategy

Since the outbreak of the international financial crisis, the world economy began to turn favourably. But the recovery process is slow and there are many uncertainties, which no doubt form restriction badly to China's international trade. How to accurately judge, adjust the thought, practice skills and meet the challenges have become strategic problems for China's logistics enterprises especially export-oriented ones. Facing the new and severe complex situation, China's logistics enterprises should, through moderately readjusting operation strategy and strategy, improve profit model, adjust the structure of business, accelerate the transformation and upgrade of the enterprise; reduce logistics cost, accelerate the cultivation and train of the international logistics talent, to make full preparation for the development in the future. **P66**

New York/New Jersey: one of the best-connected and best-prepared trans-oceanic hubs

The Port Authority of New York and New Jersey features more inland and overseas destinations than any other port on the North American East Coast. Its six container terminals receive more first-in calls than any other East Coast port, and New York/New Jersey now offers more than two dozen services from Asia, including seven to the Indian sub-continent, as well as brand new express services to and from Hamburg, Antwerp, and Vietnam. Meanwhile, The Port Authority's Board of Commissioners committed the funds necessary to raise the Bayonne Bridge, and has announced a preferred option to raise the Bridge's roadway to an air draft of approximately 215 feet. However, being one of the best-connected and best-prepared trans-oceanic hubs is only part of this port's success. New York/New Jersey leverages rail, truck, and intermodal services to guarantee cargo unsurpassed speed to market. Goods can reach one-third of U.S. and half of all Canadian consumers within 24 hours of leaving the Port area. The Port Authority of New York and New Jersey has always worked to ensure that the Port of New York and New Jersey, the busiest port on the east coast of North America, has the capacity to meet future demand. With public and private investors teaming to maximize their strengths and common interests, clients and citizens of the region can look forward to continued, modern infrastructure leading the charge toward economic prosperity. **P79**