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Dredging Drives Trade

APM Terminals' vice president of government and regulatory affairs and CEDA



DREDGING DAYS
keynote speaker
JOHN VERSCHELDEN
highlights the
importance of
dredging to the
evolution of

worldwide trade

The advent of globalization has led to new trading patterns and the need for substantial port developments to meet customer needs.

Increased water depths at ports and terminals is an important part of this expansion and while requirements vary for very large hub ports on the equatorial routes, or key import / export facilities near the major population centres, our customers tell us that we must prepare for 18m depths if we plan to service the largest vessels in the future.

Shipping lines are always looking for ways to limit transportation costs and as a rule of thumb every additional one metre draft will enable 1,000 TEU of extra cargo per vessel. There are also substantial environmental benefits to be gained from increased water depth – emissions from a fully laden post-Panamax container vessel, for example, are about 26% lower per container carried than for a Panamax vessel.

There's certainly business to be made for the dredging industry, but to ensure good returns it's vital that a good service is offered – propositions must be flexible, economical and have minimal impact on ongoing operations and the environment.

Headquartered in The Hague, the Netherlands, **APM Terminals** has operations in more than 35 ports worldwide and its development programme currently includes ten new container terminals. In 2004 the company handled about 20.6M TEU.

CEDA Dredging Days 2005, themed *Dredging: The Extremes* and held in conjunction with *Europort Maritime 2005*, takes place November 2-4 in Rotterdam's **Ahoy** exhibition centre.