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**ADDRESS BY
PRIME MINISTER
RT. HON. P.J. PATTERSON, Q.C., M.P.
FOR THE
OFFICIAL OPENING OF PHASE III OF THE
KINGSTON CONTAINER TRANSHIPMENT TERMINAL
NOVEMBER 14, 2001**

Your Excellency, the Governor General,
Honourable Ministers of Government,
Members of the Diplomatic Corps,
President, members of the Board and staff of the Port Authority,
Representatives of the Trade Unions,
Port Managers,
Workers,
Distinguished guests,
Ladies and gentlemen,

Let me join the Chairman of the Port Authority and my colleague
Minister of Transport & Works, in extending a warm welcome to
all and a special welcome to our visitors from overseas.

I would also like, on behalf of the Government and people of Jamaica, to extend special recognition to representatives of the shipping lines, which over the years have established an association with Jamaica.

Some have been clients of this Container Port from inception. Your patronage is highly appreciated. Our maritime sector, as well as our country, has benefited significantly from your confidence and goodwill over the years.

Your long association with us far exceeds the status of clients or customers. We regard you as genuine partners not only in the development of our maritime sector, but also in Jamaica's economic development.

THE EARLY YEARS

From the very beginning of our efforts to establish a modern port industry, we have embraced a policy of partnership with our local private sector and the international shipping community. We are satisfied that these partnerships have been to our mutual benefit.

When I arrived on the Port this afternoon, I was pleased at the tremendous transformation of the area. It is evident that a significant level of development has been undertaken (despite a number of visits and flyovers in the interim) since I had the honour to open the South Terminal in 1996.

Ladies and gentlemen, it has often been said that there are generally three categories of people who can be found in any company, organisation or even a country. There are those who “make things happen”, those who “watch things happen”, and those who ask “what happened?”

We recognised from the very outset that our strategic geographical location in close proximity to the major sea lanes passing through the region was a major asset, and the cardinal rule in business is that whenever you have an asset, you must endeavour to maximise its potential.

Sir Henry Morgan and the Buccaneers had recognised that many centuries before.

Jamaica's initiative has pioneered transshipment in the region.

Undoubtedly, the vision, which inspired and motivated the establishment of the Kingston Container Port in the early 1970s was the product of a passion and determination “to make things happen”.

We were all new in Government at that time. I actually started out with the responsibility for shipping. The late Eric Bell, Horace Clarke and I. (Alfred Rattray/Noel Hylton).

It is true that you cannot always measure the outcome of any venture by its beginning. None of us involved in this project initially, by any stretch of the imagination, could have anticipated that an initial investment of approximately J\$12 Million, would have produced a complex 26 years later, containing two large terminals, an average of 2,300 ship-calls annually over the past six years, and an asset value of J\$10.8 Billion.

We can conclude that it was not a vision of a transshipment terminal only, but also an early recognition of the value of strategic location.

KEEPING IN STEP WITH THE MARKET

Since the late 1980s into the 1990s, there has been significant construction of new container capacity in the Region, focusing primarily on the transshipment market, resulting from the growth of container service volumes. This has resulted in the creation of new port facilities, as well as the expansion and upgrading of existing structures.

But our own Port has not remained dormant.

Our policy from the beginning has been expansion and upgrading of facilities on an ongoing basis, in keeping with market demand and industry trends.

This phase, which will add approximately 30% of capacity, is the second major expansion programme since the mid-1990s, at an overall investment of approximately US\$250 Million.

We recognise that the significant creation of new container capacity in the Region, has provided more options to the carriers operating in the Region. Consequently, competition among the ports has become more intense, in addition to the fierce competition already existing in the market internationally.

In their response to competition, ports can take a leaf out of the book of the shipping lines, which although being traditional competitors, have found common ground for co-operation, when faced with unfavourable market conditions, resulting from reduction in cargo tariffs, and carrier over-capacity.

As a result, over the last decade, the international industry has seen the emergence of alliances, mergers, vessel sharing, and other similar arrangements among major shipping lines, designed specifically to achieve economics and viability.

REGIONAL CO-OPERATION

The various hemispheric and regional organisations, which have been facilitating dialogue, mainly on trade integration issues, must provide a forum for port co-operation in the Region and the hemisphere.

Such a dialogue will take into consideration matters such as the potential volatility of the market, and the need for a balanced and rational allocation of investment capital for port construction, to avoid the risk of over-capacity.

The expansion of Container Port capacity in our region and the entire hemisphere, must be viewed against the background of trade development, as well as trade integration initiatives in the region and the hemisphere.

FTAA

The Miami Summit of the Americas has established a timetable to attain a Free Trade Area of the Americas, embracing 34 countries of the hemisphere, by 2005. This will result in the largest Free Trade arrangement in the world providing a Free Market of close to three-quarters of a billion consumers.

Ninety per cent of hemispheric trade is transported by water, and so our ports will continue to play a pivotal role in trade development. Efficiency, productivity, and cost competitiveness will continue to be a major challenge for the Port Authorities, since transportation cost is now a very sensitive component of total cost of the goods traded.

Ladies and gentlemen, I wish to use this opportunity to assure the international shipping community of the Government of Jamaica's total commitment to the on-going development of our port sector, towards achieving the highest world-class standards.

We are aware of our obligations, that as a major regional hub port, we are required to be not only an efficient service provider, but must also serve as a strategic platform in the integration process.

This expansion phase demonstrates our ability to effect the transition and adjustments to accommodate the next generation of sophisticated ships with their varied configurations.

Although preparations are already in an advanced stage for a fourth phase expansion projected for about year 2005, our strategies in pursuit of world class status have not been confined to infrastructure and equipment alone.

THE INTERNATIONAL ENVIRONMENT

Even though our efforts have been reasonably rewarded so far, we cannot ignore the trends in the international marketplace. Modern infrastructure, state-of-the-art equipment, and advanced technological systems must be accompanied by the highest level of management and operational expertise. In fact, Terminal management in today's world is very specialised and scientific.

The world-class standards of efficiency and productivity to ensure our industry's survival and growth in the current competition, can only be achieved by continuing our policy of following the trends in the international market.

For us, world class standard is not an option. It is an imperative.

We are in a global competition, and our only direction now is forward.

We are fortunate, therefore, that our transshipment sector was not protected by any concessionary arrangements. Growth and maturity over the years have come about in an environment of "tough" competition.

SECURITY CONSIDERATIONS

We run the risk of destroying in a short time, all that we have achieved over many years, if we do not ensure absolute and uncompromised security at our ports.

Systems have been put in place at great cost to prevent the movement of contraband including drugs, illegal guns and ammunition through our ports, and this one in particular. We are constantly reviewing and upgrading those systems as criminals become more technologically advanced in their methods.

Our port workers, security staff and all in the security enforcement system -- including the Police and Customs-- must know that no amount of ill-gotten reward can justify turning a blind eye to the movement of these tools of death and destruction.

The tragic events of September 11 2001 have compelled us to focus on circumstances, which are outside the market competition, which threaten our survival.

In order to ensure our growth and the further development of our maritime sector, we have to initiate additional security measures to ensure maximum security at all our ports.

We cannot compromise the integrity of our transshipment and export cargo. We have to protect and secure our borders, coastline and airspace.

The fight against drugs, guns, illicit arms trafficking and terrorism has to be waged with equal vigour in all areas at the same time. But each nation must play its part.

Two days ago, the UN Security Council, with Jamaica in the Chair, resolved how best we advance the battle against terrorism at the national, regional and international levels. We will continue to play our part in this fight.

Since the terrorist attacks in the USA additional measures have been put in place at our ports. These measures include:

- Increased police presence and activities on the Port areas
- Increased profiling of cargo by Customs
- Establishing closer and more frequent liaison with the USA and British Foreign Missions and Agencies, relating to appropriate certification of our ports.
- Enforcement of zero tolerance on existing security measures
- Increased Harbour Patrols by the Coast Guard and Marine Police
- The utilisation of underwater cameras
- The Introduction of X-Ray machines

We will soon install:

- A comprehensive camera system for the inspection of cargo.
- Satellite and computer tracking systems for containers.

Our programme for maximum Security will be ongoing and the Jamaican Government will continue to co-operate with the International Community in the fight against terrorism and all other illegal practices affecting world trade.

MOVING BEYOND A CONTAINER PORT

Looking ahead, the reality is that our maritime sector revolves almost exclusively around the Container Port, and transshipment activities. We are now taking steps to broaden that base. Our National Industrial Policy and new Shipping Act, provide the policy, institutional, and legal framework on which to proceed towards that objective.

As in the case of the Container Terminal previously, we are ready to embrace partnerships with the international community in exploring the commercial development of the support services and sub sectors associated with the industry.

Areas on which we will be focusing, include expansion of the cruise shipping sector, international dry-docking, ship registry, yachting and marina development.

PORT WORKERS

I would like at this time to commend the port workers and their trade unions for their sterling contribution to the achievements so far in this industry. Port workers and Trade Unions in the Port of Kingston have secured a special place in the history of Jamaica's social and political development, leading to independence.

In respect of the maritime industry, they have participated in fundamental industrial relations reforms in the mid 1960s. This assisted in providing the platform on which the Government was able to begin building a modern port sector later on.

The loyalty and commitment of the workers and Trade unions have been manifested in the stable industrial relations climate, which has existed on the Port for a number of years.

This is a remarkable achievement, given the robust and energetic nature of our labour negotiations.

The tripartite Industrial Council mechanism has been used to treat with equity, issues as well as grievances. At the same time, matters relating to worker training and retraining are addressed to ensure that workers do not become casualties of technology.

The lesson to be learnt from this experience ladies and gentlemen, is that dialogue undertaken within a spirit of co-operation, trust, responsibility, and respect, no matter how emotional, always produces positive results from which all parties benefit.

I hope this model could be followed in all sectors of our country.

In closing, I join in commending The Port Authority, contractors, consultants, workers and all others who contributed to the successful completion of this project, for a job well done.

This is a port facility of which all Jamaica can be justly proud. This is a facility that is contributing in a major way to national growth and development.

Let us today recommit ourselves to that vision of a prosperous, productive Jamaica, which has driven the development of our port industry over the years.

Let us continue to provide world-class service so that Jamaica will be known to all for our efficiency, our service delivery and our seriousness about doing business in a fast changing global marketplace.

INSERT FOR SPEECH OPENING OF CONTAINER TERMINAL

It is not only recently that the workers in the Port of Kingston have provided a model, which helped to lead the way in Jamaica's progressive development. Sixty-odd years ago, portworkers in the Port of Kingston were major agitators in the struggle for social and political reforms led by the Right Excellent Sir Alexander Bustamante.

One of the prominent participants in the movement was Aggie Bernard, regarded as a woman of independent mind and spirit. This she showed during the 1938 dockworkers strike.

Her actions in providing food and moral support helped to extend the strike, as well as improve the morale of the men who prolonged the strike until Norman Manley obtained Bustamante's release.

Aggie Bernard ultimately became a prominent Trade Union and political activist.

During her lifetime, she was honoured with various Awards.

In 1979, she received an Award from the Inter-American Commission of Women for her work towards the development of women in Jamaica.

Today, portworkers, employees and managers can work together in building partnerships, appropriate to the age of globalization as a model to the rest of Jamaica. This partnership has facilitated a stable industrial relations environment on this Terminal, resulting in the absence of any major disruption for over 20 years.

In recognition of the contribution of the workers, I am pleased to announce the establishment of a post-graduate scholarship, tenable at the University of the West Indies in the Department of Government, in the name of “Aggie Bernard”. We believe this to be a suitable acknowledgement of the pioneering role of the workers of the Port of Kingston not only in the development of Jamaica’s maritime industry but also in the evolution of our political and social institutions.

Kingston container terminal Phase 3

KCT Phase 3 is the Port Authority of Jamaica's latest extension to the container terminal and the third phase in its long-term development at the Port of Kingston Gordon Cay. The first phase of the facility was officially opened in 1996.

Occupying 542 metres of berth space with 14 hectares of paved container storage area, KCT Phase 3 utilizes the latest in container handling and haulage equipment including 4 65LT container handling Super Post Panamax Gantry Cranes, 12 Straddle Carriers with full Differential Global Positioning System capability and 6 Multi-Trailers. The facility has been expanded to offer access to larger classes of vessels, and will have dual power supply to guarantee 99.99% reliability to the cranes and the Port in general.

KTC Phase 3 represents yet another important milestone in the Port Authority's expansion and modernization of the Port of Kingston.

THANK YOU

The third Phase of the Port Authority of Jamaica's major programme to expand the Kingston Container Terminal at Port Bustamante is now successfully completed.

KCT Phase 3 involved the construction of additional terminal facilities on the Gordon Cay lands and the provision of equipment and systems to meet the increasing needs for cargo handling and storage.

Success was possible only through the co-operation of a number of agencies and organizations who partnered with the PAJ to make this Phase a reality. Recognition must also go to the workers who, through dedication, and hard work, ensured that the project was completed on time and within budget.

These efforts have contributed significantly to Port Bustamante remaining the Region's foremost Trans-shipment Port.

The Chairman & Board of Directors of The Port Authority of Jamaica extend their heartfelt thanks to all who made the completion of KCT Phase 3 the success that it is.

Official Opening of the

Kingston Container Terminal Phase 3

at Port Bustamante

*November 14, 2001
at 4:00p.m.*

Guest Speaker:

The Rt. Hon. **P. J. Patterson**
Q.C., M.P., Prime Minister of Jamaica

The Port  Authority
of Jamaica

The Port  Authority
of Jamaica

Programme

Act of Dedication

- ☉ MUSICAL INTERLUDE UWI Steel Band
- ☉ CALL TO ORDER Master of Ceremonies,
Norma Brown Bell
- ☉ PRAYER Port Chaplin, **Reverend Sam Smellie**
- ☉ ITEM Portmore Vision Choir
- ☉ WELCOME Hon, **Noel Hylton** O.J., C.D., J.P.,
Port Authority of Jamaica President & C.E.O.
- ☉ GREETINGS Overseas Shipping Reps.
- ☉ ITEM Portmore Vision Choir
- ☉ KEY NOTE ADDRESS Dr. the Hon. **Peter Phillips**
Minister of Transport & Works
- ☉ MAIN ADDRESS Rt. Hon. Prime Minister, **P.J. Patterson**
- ☉ FORMAL DEDICATION OF FACILITY **Reverend Sam Smellie**
- ☉ UNVEILING OF PLAQUE
AND MONUMENT Rt. Hon. Prime Minister

REFRESHMENTS

By Reverend Sam Smellie

Pastor:

Let us express gratitude to Almighty God for the grace that allows us to be a part of the family of God.

Response: We give thanks, O God

Pastor:

For the privilege of erecting this complex, the vision and inspiration of those who obeyed you in starting this project, for all individuals who laboured to make this day of dedication a reality.

Response: We give thanks, O God

Pastor:

We dedicate this complex as a facility in and through which the varied sections can be executed for the benefit of our people.

Response: Grant your blessing, O God.

Pastor:

O God, our Father, we acknowledge your blessing on this complex and ask that you enable the Managers and Workers to renew this day their commitment to their statement of purpose. May your grace enable them to be zealous for the advancement of the shipping sector.

Response: Help your people, O God.

Together:

We, the people of God, conscious of our heritage, hereby pledge ourselves afresh to serve our country. We humbly dedicate ourselves to the honour and glory of God through Jesus Christ, our Lord, Amen.