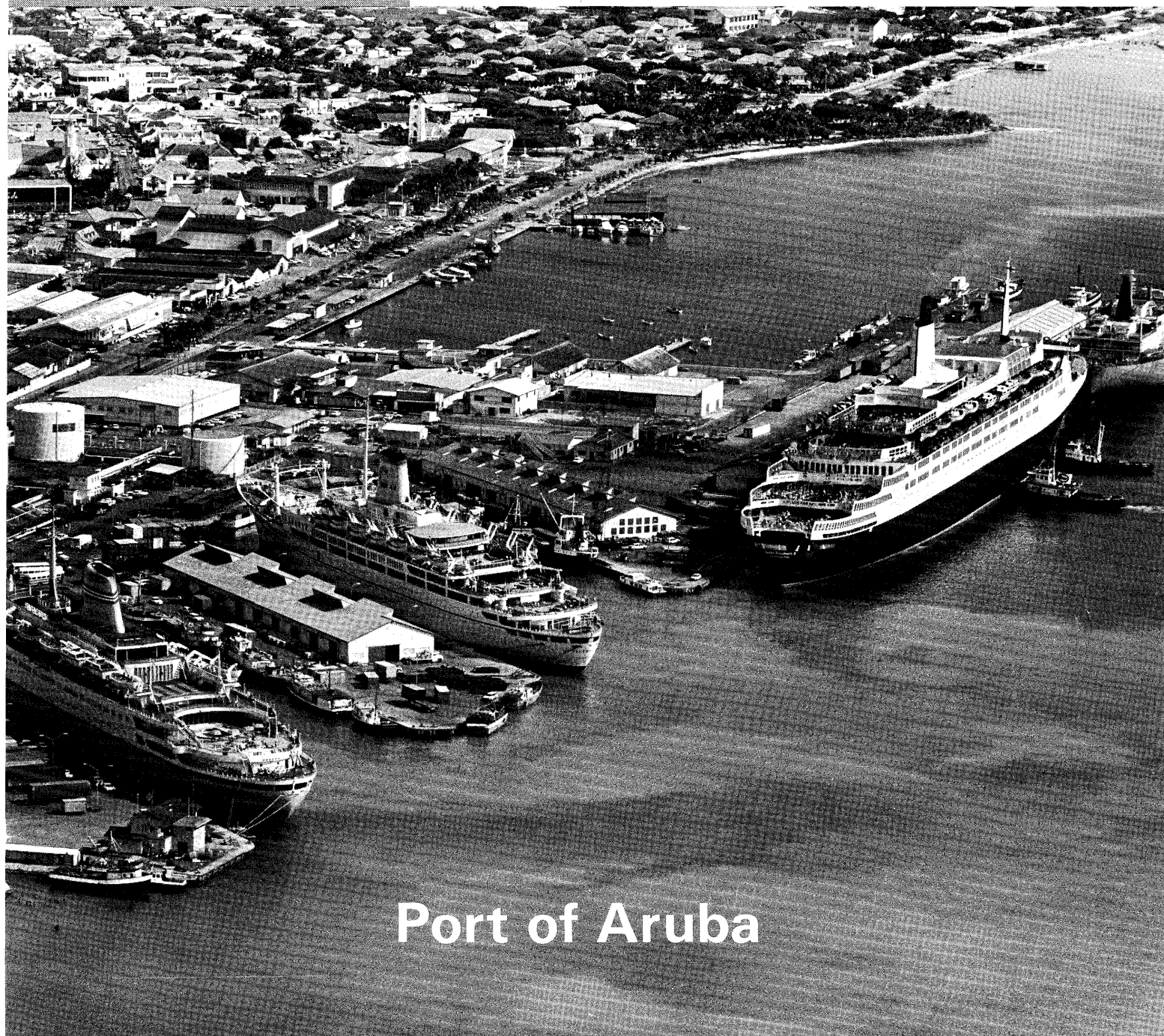


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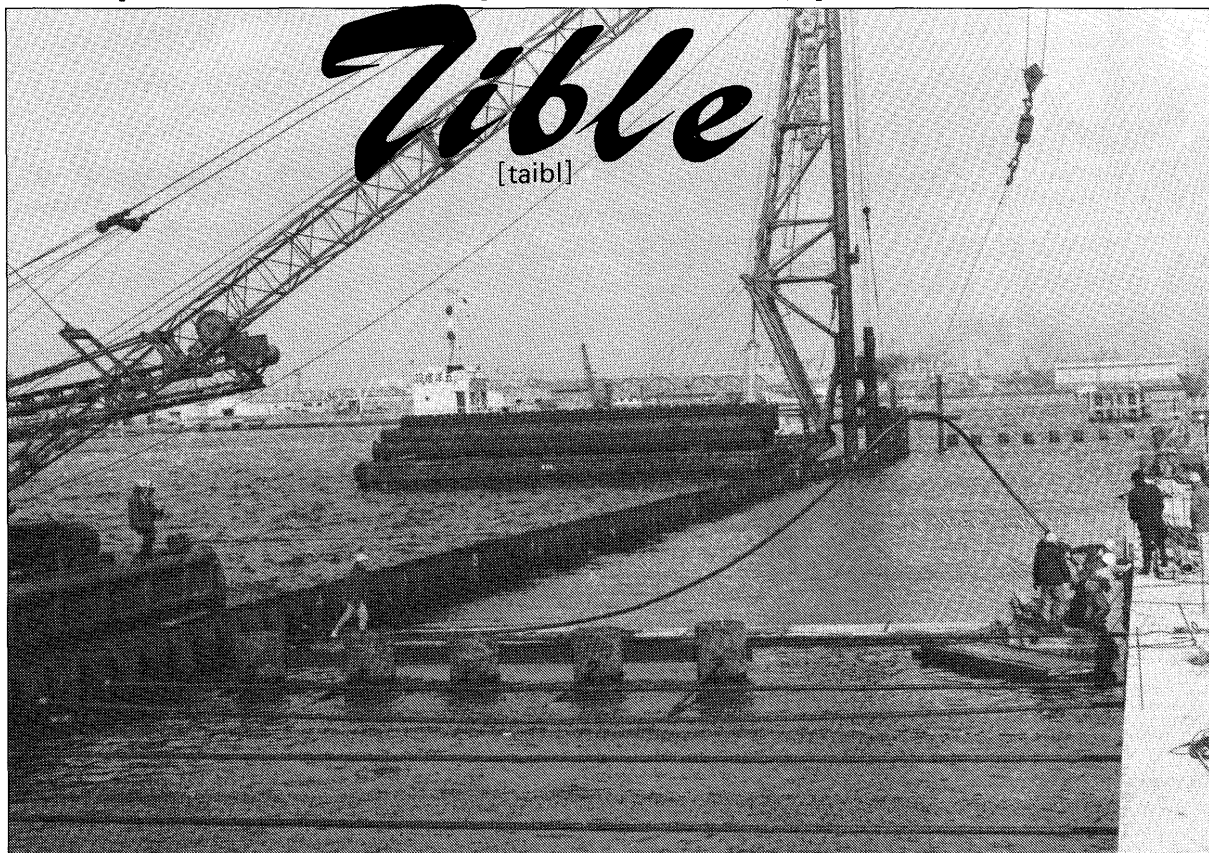


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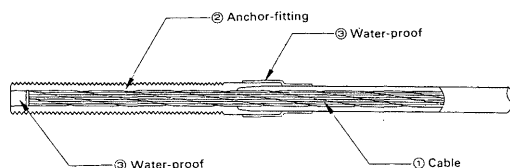
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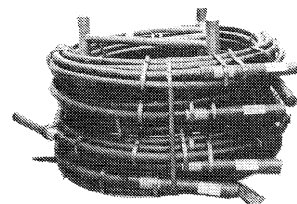
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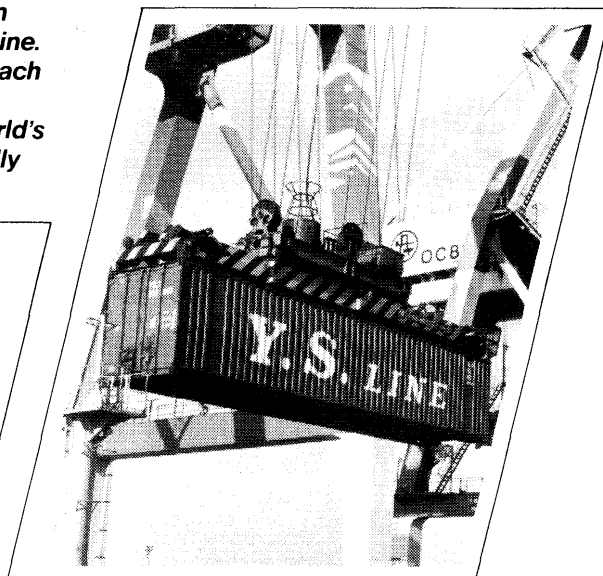
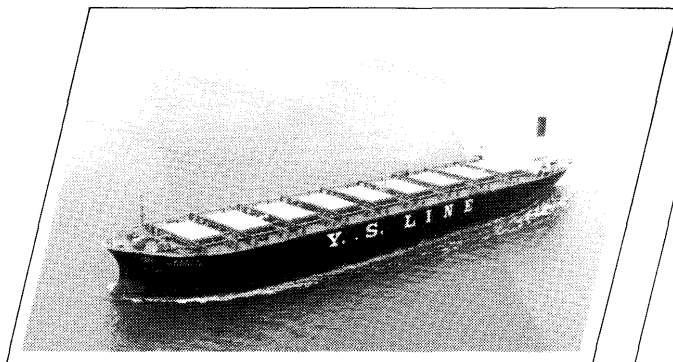


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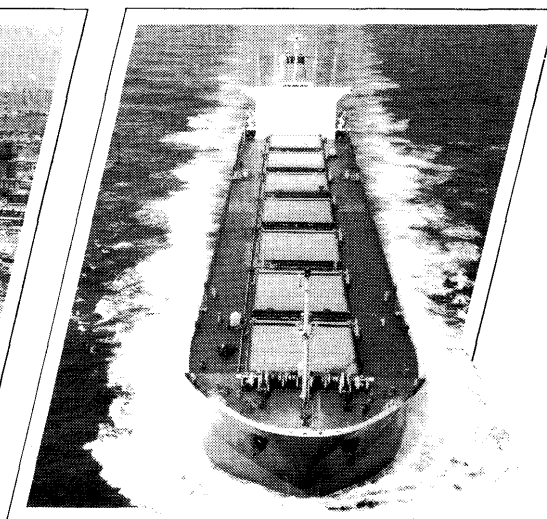
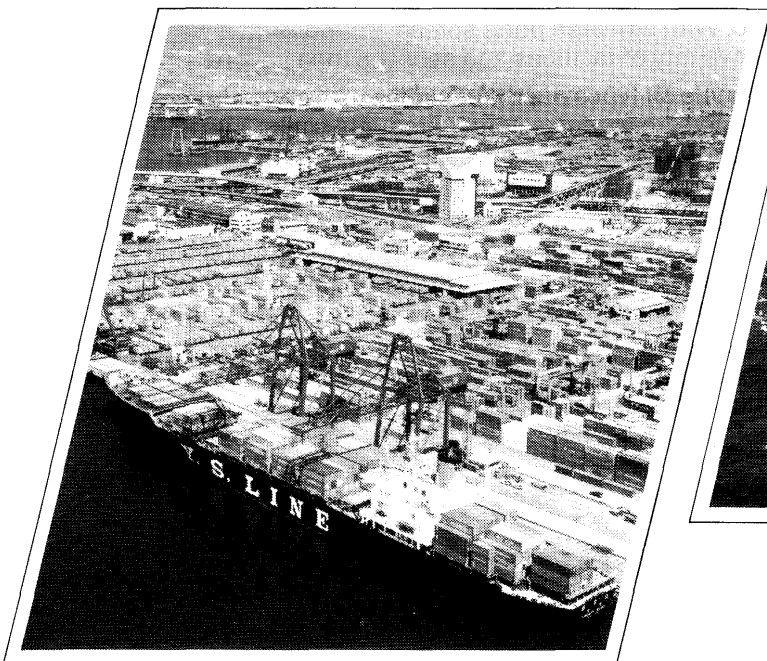


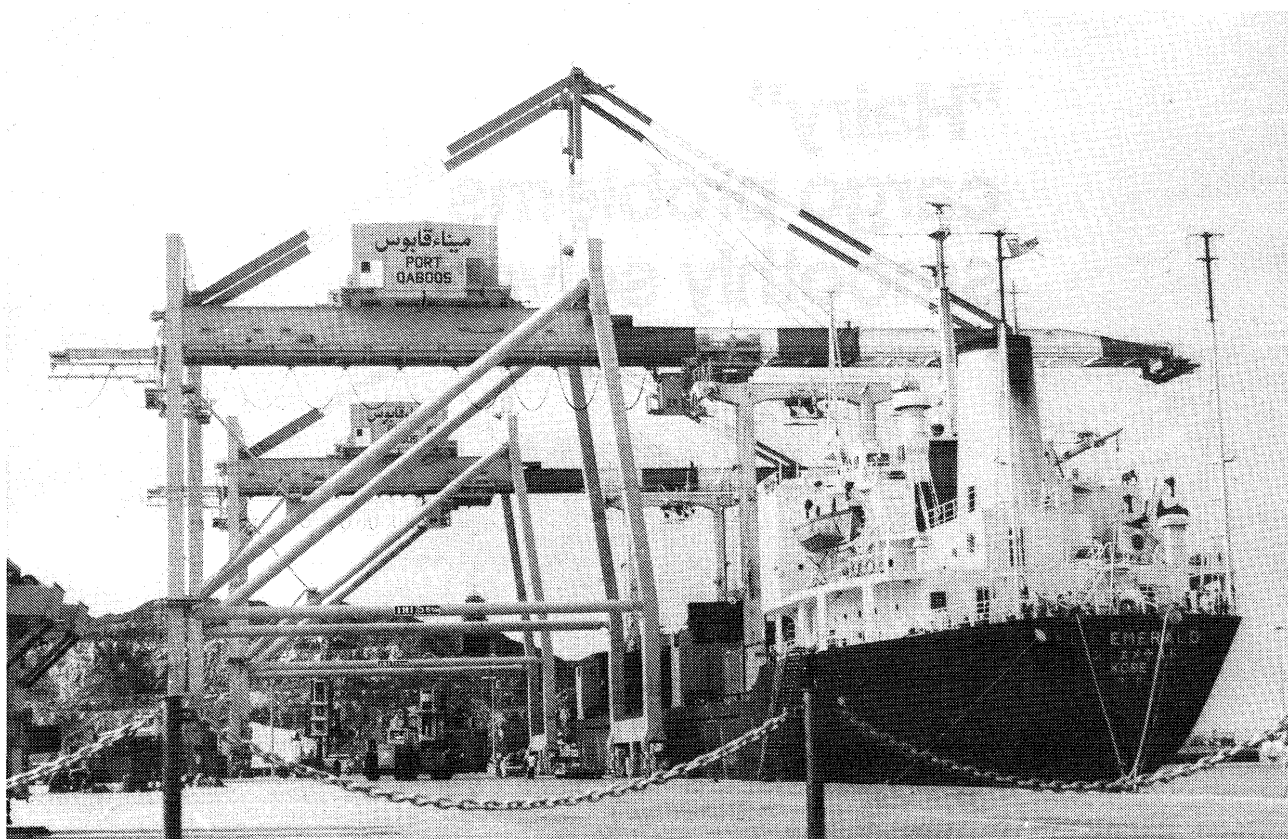
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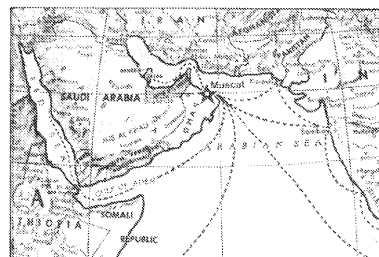
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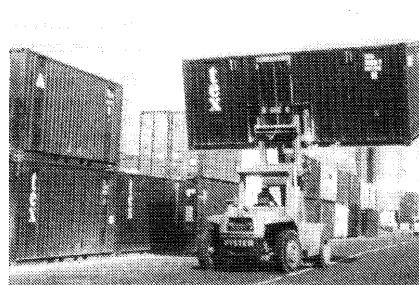
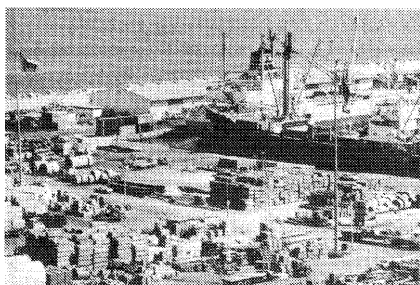
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Chairman, Port of Melbourne
Authority, Australia

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Director, Port Department
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July-August, 1982 Vol. 27, No. 7-8

CONTENTS

	Page
IAPH Announcements and news:	7~20
IAPH Meeting in Aruba: EXCO, Internal & Technical Committees—The Aruba Government welcomed IAPH delegates—Social events for IAPH delegates and accompanying wives—Speech delivered by Mr. Nelson Oduber, Deputy Commissioner for Port Affairs of the Islands of Aruba—Another bursary is awarded—Chairman Vleugels (Trade Facilitation Comm.) urges to know more about instruments and enhance ports' roles in trade facilitation—Good Ideas Wanted: Disposal of surface debris—CCC Secretary General welcomes Mr. Vleugels' appointment—Mr. D.R. George of BTDB to attend UNCTAD meeting—Harbour Master, Port of Quebec represents IAPH at the IMPA meeting—Dr. DeVos retires—Visitors—A New Logo for the Port of Yokohama	
Open forum:	
A Changing World (by G.D. Gotschlich, Director, Customs Technique Directorate, CCC)	22
The New French System of Port Dues levied on Ship (by Paul Bastard, Inspector for all non-autonomous French Ports, Ministere de la Mer)	29
International maritime information:	
World port news:	
IMCO resolution "Objectives of the Organization in the 1980's"	31
Two resolutions of documentary frauds and international ship burglars: IAASP Conference	32
Publications	32
Brazilian ports & waterways news in brief	33
New Canadian Ports Bills promises autonomy	33
Mexican container landbridge start-up scheduled	34
Introduction to port training: Port of Oakland	38
A look back over 1981: Port of Antwerp	41
British Ports Association in profile	42
Major investments to continue: Port of Hamburg.	45
Brotherson Dock completes: Ports of New South Wales	49
PSA celebrates 10th anniversary of its Tanjong Rager Container Terminal	50
VOICE—"I would like to know"	
Problem of Debris Disposal (North Fraser Harbour Commission)	52
The Cover: Port of Aruba, venue of the IAPH meetings in May, 1982	

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The Port of New York and New Jersey's newest container terminal— Red Hook, Brooklyn, New York

Through the combined efforts of the State of New York, the City of New York and The Port Authority of New York and New Jersey, construction is now nearing completion on the new 1,000,000-ton capacity Red Hook Container Terminal in Brooklyn, New York, which has been leased to Universal Maritime Service Corp. This new container terminal, capable of handling Ro/Ro, as well as container and breakbulk vessels, is being completed at a cost of \$20,000,000. It will have a 1,000-foot-long container berth supported by two cranes and

40 acres of upland area. Approximately 30,000 containers are expected to move via Red Hook each year and the facility will have the capability of handling trucks on a 100 percent appointment system. The site enjoys exceptional navigational advantages since it is located along Buttermilk Channel where the Corps of Engineers maintains a depth of 40 feet.

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IAPH announcements and news

IAPH Meeting in Aruba: Exco, Internal & Technical Committees

Eighty delegates, some accompanied by their wives, gathered at the Holiday Inn Hotel, Aruba, the Netherlands Antilles, as guests of the Aruba Ports Authority (Managing Director: Dr. Chris van Krimpen) and the Aruba Island Government, for five days from Monday through Friday, May 3-7, 1982.

Preceding the regular inter-conference year meeting of the Exco held for two days on May 6 and 7, the meetings of the internal and technical committees were held at the same venue as follows:—

- May 3 (Mon): Port Safety, Environment and Construction Committee
(Sub-Committee meetings)
Trade Facilitation Committee
- May 4 (Tue): Constitution & By-Laws Committee
Membership Committee
Legal Protection of Port Interests
Finance Committee
Dredging Task Force of PSEC
- May 5 (Wed): Constitution & By-Laws Committee
Cargo Handling & Operations Committee

Results of active discussions and deliberations made by the internal and technical committee have been duly reported to the Executive Committee meeting which was chaired by Mr. A.J. Tozzoli as Mr. Mayne could not attend the meeting.

Actively discussed by the Exco were items of importance for the Association carried by respective committees towards the next conference in Vancouver, Canada.

Reported hereunder is the minutes of the Executive Committee Meetings:

Executive Committee Meeting

Date : May 6, 1982 (1st Day)
Place : Aruba
Time : 9:00 am
Present : Chairman A.J. Tozzoli
J.P. Lannou
T. Hirota
J. den Toom
Fumio Kohmura
F.J.N. Spoke
F. Gingell
J.F. Stewart
W.A. Abernathy
K. Onso
Lee, Sung Kong
A.N. Vercoe
A.T. Young
A.L. Waldermarson
J.F. Savage

R. Kondoh
P. Bastard
Moon, Myung Rhin
H. Sato
B.M. Tukur
R.T. Lorimer
S.E.W. Ullman
P.J. Falvey
J.A.K. Ogun
H. Kusaka
Nah, Hong Ju
F.M. Wilson
A.J. Smith
R.L.M. Vleugels
Wong, Hung Khim
Ch. van Krimpen

1. **Address by the Acting President** and introduction of Mr. Moon of Korea Maritime and Port Administration.

2. **Secretary-General's address:**

Dr. Sato summarized the printed report of the Secretary-General that had been circulated to membership, including the report on the IAPH/BPA Agreement on Representation for the period June 1981 to April 1982.

3. **Report by Chairman of Public Affairs Committee**
(Mr. F.M. Wilson)

Original guidelines set down by Association earlier and confirmed at Nagoya have been followed and several meetings have been held. The Committee proposes that a consultant be hired to determine the attitudes of the community toward the port. The President concurred on the importance of the matter of community attitudes and congratulated the committee for its fine work. However, the recommendation of hiring a consultant is a major question of policy as to whether the Association should provide funds of such amounts to the committees. After some discussion, the EXCO resolved to approve in principle the concept of community attitude survey and suggested that Mr. Wilson's committee seek voluntary contributions from the members rather than Association funds as a means of financing the study. The Association would expect a report at the Vancouver Conference.

As to the overall policy issue, Mr. Tozzoli stated that Mr. Mayne and he were concerned as to the future activities of the Association. He therefore appointed a special committee to examine the future work of the Association and especially its committees. The members are Mr. Bastard, Mr. den Toom and Mr. Vleugels.

4. Report by Chairman of Finance Committee (Ir. J. den Toom)

Mr. den Toom reported that the transfer from the Foundation to the Association had worked well and the Association is in good financial position. There is in fact a small surplus in 1981 over the budgeted forecast. The committee foresees no need to increase the dues at this moment but the matter may have to be considered at the Vancouver Conference insofar as the dues for the later years are concerned. Mr. den Toom noted that the action at Deauville of dues payment in S.D.R.'s was very sound and beneficial to the Head Office.

Mr. Tozzoli thanked all concerned for the smooth transition of the responsibility and thanked the committee for its good work.

The report was accepted.

5. Report by the Chairman of Membership Committee (Mr. F.M. Wilson)

Mr. Wilson reported that the Secretary-General's reports gives the specifics of the growth of increase in membership which is most encouraging in that there are now 74 countries with 218 Regular Members which is an increase of 20% during the years since 1976. There are a total of 153 Associate Members which also represents an increase. Mr. Wilson said that the Temporary Membership incentive system has helped this growth and should be continued.

It was hoped that some members who had dropped their membership would be encouraged to return and that the President would write to them to urge their return, as should their colleagues do in their own countries.

6. Report by the Chairman of Constitution and By-Laws Committee (Mr. J.F. Stewart)

Mr. Stewart recounted the recent work of the Constitution and By-Laws Committee to modernize the Constitution and By-Laws and that work had in principal been finished. The Committee, nevertheless, at this meeting, dealt with two issues:

- 1) Whether the Board of Directors should be allowed to appoint additional members to the EXCO beyond the present three from each region and, if so, whether the President's power to appoint six members should be reduced. The Committee recommended that the Director's allocation be increased to four per region and that the President's allocation be reduced from six to three.
- 2) Mr. Stewart reported that, on the second issue of when and how the Board of Directors acts to elect its allocation, the committee could not come to agreement, primarily because of a concept of new and old Boards of Directors which is of importance especially to the representatives from the U.S.A.

It was noted that final resolution of the second issue could very well require a technical amendment to the By-Laws to be arranged through correspondence.

After much discussion on the need to make the Association as democratic as possible and the equally important need to provide flexibility of administration to ensure an active and effective EXCO, it was decided that both issues will be studied and reported on to Board of Directors at Vancouver.

7. A consideration of an IAPH sponsorship of Technoexpo

Mr. Kondoh reported the request of the promoters of Technoexpo for IAPH sponsorship of their exhibit in

France. After discussion of the nature of the enterprise, including comments from Mr. Bastard, it was agreed that if Technoexpo would become an Associate Member, it would be acceptable to permit them to use the IAPH logo at no cost or expense to IAPH to signify IAPH endorsements of the exhibit.

8. Report by the Chairmen of Technical Committees

(A) Trade Facilitation (Mr. R.L.M. Vleugels)

Mr. R. Vleugels reported on the conclusions of the Committee's meeting, held on May 3, 1982.

1. The Committee is not bringing forward a specific formula on simplification in trade and port-related activities. Several national and international organizations are working in that field, but IAPH will continue to publicize in "Ports and Harbors" adequate information which might be of use to the membership.

2. In this respect great support is given by SITPRO, (Mr. J.A. Raven, U.K.). Also, the Customs Co-operation Council (Brussels), the International Association of Customs Authorities, has granted its cooperation to the benefit of IAPH. For example: in a forthcoming edition of "Ports and Harbors" an extensive contribution by Mr. G.D. Gotschlich, Director at CCC will appear dealing with the practical application of the Kyoto Convention on customs procedures to cargo movement through ports.

3. President A.S. Mayne had already approved that the Chairman of Trade Facilitation Committee would act as Liaison Officer for IAPH to the CCC.

4. The Committee is prepared at any time to inform individual members, on their request, about specific sources of documentation in matters of facilitation/simplification.

5. The cargo movement is sometimes more rapid than the multiple data flow. Particular attention is to be paid to the problems related there to. Within that frame work he draw attention to the pilot projects undertaken by nine ports of the E.E.C. with considerable financial support from the Commission in the field of interrelated electronic data processing and communication systems concerning the movement of ships and hazardous goods. Once the practical application has been tested out, the system is open to all ports in and outside of the European Common Market. The European Ports Data Processing Association (presided by the Chairman) is commonly indicated by its Dutch abbreviation: E.V.H.A., Europese Vereniging voor Haveninformatica.

Mr. S. Ullman (Göteborg, Sweden) stressed the importance of the E.V.H.A. initiatives.

6. Mr. A. Smith (B.P.A.), Vice-Chairman of CLPPI, referred to the fact that the Council of IMCO meeting during the 12th Assembly agreed that the theme of World Maritime Day 1983 should relate to maritime communications.

7. The Chairman recommended on behalf of the members present at the Trade Facilitation Committee meeting that the program of the Vancouver Conference (1983) would include a meeting dealing with matters of communication between ports and connected branches of administration and trade; amongst others concerning the E.V.H.A. initiatives. The EXCO agreed to the proposal.

(B) International Port Development (Mr. E. Pollock)

Mr. Pollock mentioned that since the Nagoya Conference the CIPD had endeavoured to carry out the work program set during the valuable discussions at the 12th Conference. Progress had been achieved particularly in the preparation of the joint UNCTAD/IAPH monograph initiative while an unspectacular but useful consolidation of the main theme of the period 1979/81 — the Sister Port Scheme — has been forthcoming.

1. The Award Scheme

Immediately following the Nagoya Conference, attention was given to the preparation of suitable publicity in order to advertise to personnel in developing nations through the medium of "Ports and Harbors" that the Award Scheme Competition was continuing for a further period. As in the previous two competitions the theme is based on bringing forward ideas from entrants aimed at securing improvements in port efficiency.

It is too early to be able to tell whether the general standard of entries will be higher as it is several months until the closing date. Two entries have been received to date and it is encouraging that one of these is in Spanish (from Panama) which hopefully points to same success in the efforts to reach non English speaking personnel in developing ports.

Selection of an award panel was left to the committee by EXCO.

2. The Bursary Scheme

At the Nagoya Conference a decision was taken to increase the number of bursaries from 10 to 15 in the period May 1981 — May 1983. The maximum value of each bursary was also increased from US\$3,000 — US\$3,500. This represents a very significant increase in the Association's efforts to assist personnel in developing nations' ports to secure training both at developed ports and at specialist training courses.

The availability of the bursary funds has been advertised in "Ports and Harbors" and to date demand has been strong. Eight bursaries have been approved as detailed in the attached appendix. Although the funds available per bursary have been increased, there is also evidence of the escalation of costs, principally in course fees. In some cases this has resulted in proposals for training to be abandoned through the lack of means to bridge the gap in funds between the bursary sum and total cost. The EXCO agreed that the Association in such cases should not supplement the bursary on offer, as the limited funds available must continue to be used to assist as many applicants as possible.

The Bursary Scheme is a very valuable part of the Association's work and it is encouraging that there is evidence that awareness of the scheme is spreading. The committee hopes to be able to report to the Vancouver Conference that the number of bursaries available has been fully subscribed.

3. Sister Port Scheme

A great deal of work was undertaken in the period 1979/81 towards the objective of bringing together ports able to offer assistance in training and expertise with those ports requesting such facilities. It is perhaps inevitable that following such a strong initiative this would be followed by a period in which somewhat lesser results are immediately identifiable.

It is pleasing to record, however, that the IAPH initiative is being followed up by individual ports and that two Sister Port relationships have been announced on a formal basis since the Nagoya Conference, these being Rotterdam/Mombasa and Nigeria/Oakland. In addition to these the British Transport Docks Board has acted as host to personnel from Sarawak and I am sure that the relationships announced at the Nagoya Conference are being continued.

It has, of course, always been recognised that once contact had been established, the impetus would pass to the ports concerned. Furthermore, a formal arrangement is not altogether necessary and therefore it is difficult to monitor the overall progress of the scheme. Sister Port initiative by IAPH has led to various forms of increased co-operation between developing and developed ports and the Committee's meeting in Aruba will be of great use in bringing members up to date with the current situation. Consideration will also be given to methods by which the Sister Port Concept can be progressed further.

4. The UNCTAD/IAPH Monographs

The joint initiative by UNCTAD/IAPH in the preparation of a series of monographs or papers on aspects of port management is, in a similar fashion to the Sister Port Scheme, forming the major work of the Committee in the present two-year period. A fundamental difference, however, exists in that the success of this initiative can be readily judged in concrete terms by the progress achieved in the preparation, publication and the reaction of port managements to the series.

Since the Nagoya Conference a great deal of work has been undertaken in close liaison with Mr. Eric Williamson of UNCTAD. As a first step many valuable suggestions for papers, which were forthcoming from members of the Committee, were carefully considered and subjects identified for an initial publication of a limited number of monographs. The remaining subjects have for the time being been placed in reserve for future attention as it has been judged essential to concentrate resources on the preparation of the initial batch of monographs.

Several papers are now at an advanced stage of preparation with IAPH performing the role of providing authors expert in their subject matter. Drafts of papers are currently with Mr. Joseph Bayada and Mr. Jonathan Mturi who have kindly undertaken to examine them and on receipt of their comments, will be amended if necessary prior to preparation for publication in the next three months.

The expertise available within the port managements of member ports of IAPH will prove of immense value in the successful preparation of original material. While recognizing that individuals who volunteer their services in the writing of monographs are doing so as additional work over and above their already onerous duties of port management, further cooperation should be forthcoming so that we can report to the Vancouver Conference on the success of this important UNCTAD/IAPH initiative.

(C) Cargo Handling Operations (Mr. R.P. Leach)

In the absence of Mr. Leach, Mr. Lorimer conducted a review of container handling statistics and other points:

1. Review for year ended December 31, 1981

The usefulness of information was expressed but it was agreed that the form needed modification. A sub-committee was appointed to look into the matter and make recommendations. It was also agreed to consult with operators and seek their views.

2. Stacking of Containers

Results of a survey were tabulated — as requested by the Port of Singapore Authority. The information gained was helpful but research on similar subjects presently being undertaken by Japan Container Association would probably be of greater assistance. This information will be obtained and distributed.

3. Information sought on fatigue of container cranes

The matter has been fully discussed and experience of other ports obtained. It was agreed to accept an offer from Oakland to supply technical information gathered in conjunction with Paceco.

4. Standardization of Port Traffic Figures

This matter originally raised by Past President, Paul Bastard and results of similar study undertaken by E.E.C. ports on the subject are to be obtained through Mr. Pollock and matter will then be further considered.

5. University of Rhode Island has sought information on Container Handling Statistics

The committee is of the opinion that such information should not be distributed beyond IAPH members, but felt that perhaps EXCO should itself endorse such a policy. The EXCO agreed not to supply the information to the University as it may not be in suitable form for use by the University.

6. Port Operations and Management

Mr. Abernathy advised committee that Port of Oakland (California) was shortly to publish a new textbook on Port Operations & Management and that a brochure describing its contents was available to members.

7. Future Activities:

a) The committee would send a questionnaire to all member ports to determine how the committee can best serve the Association;

b) It would query the membership to develop a list of ports that would be willing

— to receive visitors and provide help in cargo handling and operational matters,

— to send advisors to member ports who sought help on sites with identical problems

c) It would develop a list of literature now available from member ports that could be made available to other member ports.

The report was accepted and the President commended the committee for its initiative in undertaking a resolution in the work of the committee. He also commented that it was wise for the committee to ask the membership what it expected of the committee in the future.

(D) Port Safety, Environment and Construction (COPSEC)
(Dr. Ch. van Krimpen)

The Acting Chairman handed to the EXCO a report in which the major items were stated which were discussed during the meetings of the committee and sub committees:

1. The COPSEC proposed to introduce a loose leaf binder system which will be introduced in the Vancouver Conference in 1983. The Chairman, Mr. Tozzoli, asked if any cost calculations had been made. Mr. van Krimpen replied that this had not yet been looked into

as it was just the first idea to be presented. Mr. Kondoh thought that the printing of the usual reports during the conference was quite expensive and suggested that the binder system be used. Mr. van Krimpen had the idea that the binder system could be sold by the ports and felt that the ports would not object to buying the binder. The EXCO accepted the idea to be worked out and requested the committee to come up with financial calculations.

2. Disseminating Information

COSPEC proposed another set up for material for the IAPH magazine. The committee proposed to nominate regional directors who would gather all information regarding major port policy matters in the region and send them in a publishable form to Japan. Mr. Kondoh agreed that it was quite difficult to get articles from the different IAPH regions but he felt that there was room for improvement of the quality of the IAPH Magazine. The EXCO agreed with the idea to try the new setup and asked COPSEC to work it out for their field of interest.

3. Policy on Vessel Traffic Services in Port Areas

Mr. Ullman referred to the excellent document produced for the Marine Safety Sub-Committee by Mr. Dubois. He stated that we should be paying attention to what is happening at our ports at the present time. Some ports have already introduced their own VTS systems; others are thinking about doing so. IAPH members have a right to expect guidance from us as to our thinking on this matter. The document we have been discussing, as it stands, clearly shows what we feel to be necessary in a port VTS at this time. The Executive Committee approved the committee's proposals:

- 1) that the Executive Committee decides to circulate the VTS report to all IAPH members as a statement of what IAPH believes at the moment to be necessary in port VTS. The document should only be altered for editorial purposes, as the principles are agreed upon. A document should be prepared for final decisions during the Vancouver Conference.
- 2) that the Executive Committee decides to advise IMCO, in a short Information Note, what the Association has done so far.
- 3) As, of course, nothing is perfect and improvements are always possible; IAPH should, therefore, be keeping close contacts with other organizations like IALA and cooperating with them in looking for improvements to Vessel Traffic Services.

Discussion took place on the proposal of Mr. Sven Ullman. Dr. van Krimpen agreed to the proposals but stressed that before sending the document out to members it would be necessary to do some editing. It was stated that the discussions in the committee were concentrated on major policy matters and he would like to have a close check of the details of the report before having sent it out. This can be done, e.g., within a month.

Mr. Alex Smith agreed to prepare a note for IMCO stating the present IAPH position on this matter. Mr. Bastard stressed that IAPH should follow its own policy and not be more or less overruled by IALA on this matter.

The Chairman was in agreement, but thought that as far as possible every effort should be made to co-operate with other international maritime organizations, including ICS, IALA, IMPA and so on. To prepare

with these organizations, if possible, a joint submission to IMCO as a positive contribution to IMCO's discussion of improving safety navigation and environmental protection, especially with regards to a Code of Practice.

4. Joint Proposal on Port Signals

After an explanation of the Chairman and several other members, the EXCO agreed to accept a joint proposal from IALA, PIANC and IAPH on port signals. Those proposals are going to be presented to IMCO for realization.

5. Affects of Marine Pollution Convention 1973 on the Ports

The Chairman stressed that this point could be a major point in the future and on which IAPH would have to take a stand. It also would be advised to discuss this topic during the Vancouver Conference. On the EXCO accepted proposals of the committees, the Chairman requested COPSEC to work them out further. On the request of Mr. Sven Ullman, Point 4 of the proposals was changed as follows: IAPH should ask CLPPI to establish a definite port viewpoint on ownership of slops and the final responsibility for the disposal of slops.

6. Rotterdam participation in IAPH

EXCO will send a letter to the Port of Rotterdam to request them to participate especially in technical committees of IAPH.

7. IALA Questionnaire

Mr. Bastard thought that before sending out the questionnaire it would be wise to discuss it again with IALA to see if IAPH would agree with the technical contents of the questionnaire. Dr. van Krimpen and Mr. Alex Smith told EXCO that it was in the final stage and that it was very difficult to change the contents. Dr. van Krimpen thought that having seen the proposal there was no problem in sending it out to IAPH members, besides many IAPH members are also members of IALA and would get the questionnaire anyway. Only those members who are not IALA members would be asked via the Head Office in Japan to participate in the questionnaire. IALA agrees to the analysis together with IAPH. After further discussion, EXCO agreed with the proposals.

Dr. van Krimpen's report was accepted and it was requested that Dr. van Krimpen's committee look into the final aspects of the binder system.

Dr. van Krimpen was instructed to work together with IALA and International Maritime Pilots Association on the Code of Practice and Port Signals. Also Mr. Mayne is to authorize Mr. Dubois to sign the joint proposal.

8. Sub-Committee on Dredging Task Force (Mr. R.T. Lorimer)

Mr. Lorimer reported on the work of the IAPH Dredging Task Force on behalf of Mr. Haar and said that the prior effort to raise voluntary funds to assist in the work, should be continued for another year. The EXCO concurred in Mr. Lorimer's recommendation. Mr. Tozzoli expressed view that through the work of the Task Force the IAPH had gained status with the international groups dealing with the dumping problem and had a very real opportunity to present our point that relief must be given to the ports.

(E) Legal Protection of Port Interests (Mr. A. Pages and Mr. A.J. Smith)

Mr. Pages submitted a report of the Committee on Legal

Protection of Port Interests. The report covered the following items:

1. Vessel Traffic Services (VTS) in Port Areas
 - a. Liability of Port Authorities
 - b. A V.T.S. Code of Practice for Port
 - c. Control of vessel entry to Ports
2. Compensation for Damage to Ports
 - a. Wreck removal-international funding
 - b. London 1976 Convention enforcement (compensation for maritime claims)
 - c. Updating of limitation amounts
 - d. Mandatory insurance of vessels
3. Revision of the 1969/1971 Oil Convention
4. Transport of Hazardous and Noxious Substances by Sea
5. Liability of Port Authorities in Maritime Traffic of Chemical Products

After discussion and explanation by Mr. Pages and Mr. Smith, the EXCO resolved to authorize Mr. Smith and Mr. Pages on behalf of the Association to pursue:

- Adoption of the procedure to be followed in developing a Code of Practice on the use of Port Vessel Traffic Services
- A recommendation for strong action by the membership, to encourage the ratification of the 1976 Convention
- Further study of other issues and of the proposals to be submitted to the Vancouver Conference in view of the next IMCO Diplomatic Conference.

Mr. Smith was also authorized to raise with IMCO the concern of the Association on the matter of explosions on board unladen tankers and explosion of light oil products. Referring to Point 5 of this report, the EXCO suggested that Mr. Pages' committee work with Mr. Wallace's committee.

Mr. Smith drew the EXCO's attention to sections 2.1.2 and 2.1.2.1 of his report on the IAPH/BPA Agreement on Representation for the period June 1981 to April 1982. The subject matter referred to IMCO's objectives in the 1980's as approved by Resolution A500 (XII) of the IMCO Assembly. The EXCO agreed that it would be both appropriate and timely for IAPH to indicate its support of IMCO's objectives and to affirm the willingness of IAPH to make a positive contribution to their objectives acting either on its own behalf or in concert with other non-governmental maritime organizations.

9. Resolution expressing regret at the absence of Mr. Mayne.

10. Legal Counselors

Mr. Falvey reported on the need to fill a vacancy on the Legal Counselors. He is in receipt of a recommendation, which after review, will be submitted to the Board of Directors.

11. Others

There was discussion on the size and duration of the inter-conference meetings and the burdens imposed on the members who attend and on the host port. The Head Office was asked to attempt to streamline the proceedings without, however, impairing the activities of the interaction of the EXCO and the other committees.

Meeting adjourned at 4:00 p.m.

Minutes of the EXCO Meeting (2nd Day)

09:15/11:30, May 07, 1982 (Friday), at Casibari Room
Holiday Inn Beach Hotel, Aruba, the Ned. Antilles

Attended by:

Mr. A.J. Tozzoli, 1st Vice-President, as Atg. Chairman
Mr. B.M. Tukur, 2nd Vice-President
Mr. F. Kohmura, 3rd Vice-President
Mr. F.J.N. Spoke, Conference Vice-President
Dr. Hajime Sato, Secretary-General
Mr. Paul Bastard, Immediate Past President
Mr. W.A. Abernathy, Member
Ir. J. den Toom, Member (Chairman, Finance Committee)
Mr. W. Don Welch, Member
Mr. J. Dubois, Member (Represented by Mr. J.P. Lannou on this session)
Mr. F. Gingell, Member
Mr. T. Hirota, Member
Mr. R.T. Lorimer, Member
Mr. J.H. McJunkin, Member
Mr. M.R. Moon, Member
Mr. Sven Ullman, Member
Mr. Wong, Hung-Khim, Member

Also attended by:

Mr. J.F. Stewart, Chairman of Constitution & By-Laws Committee
Mr. A. Pages, Chairman of Legal Protection of Port Interests
Mr. F.M. Wilson, Chairman of Public Affairs Committee and Atg. Chairman of Membership Committee
Mr. R.L.M. Vleugels, Chairman, Trade Facilitation Committee
Dr. Ch. van Krimpen, Vice Chairman, Port Safety, Environment and Construction Committee
Mr. P.J. Falvey, Chairman of Legal Counselors
Mr. A.J. Smith, IAPH Liaison Officer with IMCO & Vice-Chairman of Committee on Legal Protection of Port Interests
Mr. L.W. Wamba, Member, Finance Committee
Mr. J.D. Mturi, Member, International Port Development
Mr. J.A.C. Barrat, Member, Public Affairs Committee
Mr. A.T. Young, Port Safety, Environment & Const. Comm.
Mr. A.L. Waldemarson, Member, Cargo Handling & Oprs. Comm.

And observed by:

Mr. J. Savage, The Port Authority of NY & NJ
Mr. Cheng, Tong Seng, The Port of Singapore Authority
Mr. H.J. Nah, Korea Maritime & Port Administration
Mr. S.K. Lee, Korea Maritime & Port Administration
Mr. Kohnosuke Onso, Chief Comptroller, the IAPH Foundation

Head Office secretariat attending were

Mr. Hiroshi Kusaka, Dy. Secretary-General
Mr. Rinnosuke Kondoh, Under Secretary

I. Chairman, at 09:15, welcomed those present and called the meeting in order. He, then, invited Mr. Spoke to present about the 13th Conference. The Committee, after extensive deliberation and discussion, concluded as follows:—

1. Conference theme: "Ports and Their Communities"
2. Conference duration: June 4 (Sat) – June 11 (Sat), 1983

3. Venue: Hyatt Regency Hotel, Vancouver, B.C., Canada
4. Conference chairman: Mr. F.J.N. Spoke, General Manager, Port of Vancouver
5. Registration fees:

Regular Members	CAN \$ 550
Honorary Members (in retirement)	275
Honorary Members	550
Founder Honorary Members	350
Associate Members (Class A – D)	725
Associate Members (Class E)	550
Temporary Members	550
Life Supporting Members	550
Non-Members	900

6. Themes of working sessions:

- a: Trade Facilitation: Matters of communication between ports and connected branches of administration and trade; amongst others concerning the EVHA initiatives, as well as techniques in progress and under development in the field of automated data processing affecting carriers, cargoes and ports
- b: Handling of dangerous goods (It was decided that the wording of the substance to the effect should be finalized by the Host Port.)

7. Programs and other necessary items: (To be finalized by the Host Port as quickly as possible for early dissemination among members and others)

8. In order to streamline the business by the Host relative to the invitation with waived registration fee, the head office was instructed to prepare a list of inter-governmental/international organizations, for submission to the President for approval.

II. In response to Chairman's solicitation for any other business to be discussed, Mr. Bastard proposed that in order to express the Association's appreciation to Mr. Toru Akiyama, President of the IAPH Foundation for his long time contribution towards the smooth growth of the Association, with particular reference to the improvement of the financial capability of IAPH, there should be some kind of commendation at the 13th Conference. The proposal was unanimously supported. The Head Office was instructed to work out the matter in close coordination with the Host Port.

III. Chairman introduced that an invitation to the 1987 Conference was expressed through Mr. James B. Willie of Sabah Ports Authority, by Malaysian Ports, to be held in Kuala Lumpur.

Also, he introduced that the invitation for the 1987 Conference had been expressed by Korea Maritime and Port Administration.

Mr. A.J. Smith, in connection with the next inter-conference year meeting of the Executive Committee, indicated that the venue might be in Scotland, U.K. The Committee thanked the indication but ruled that the matter should have to be decided upon at the post-conference meeting of the Committee at the 13th Conference.

IV. Mr. Paul Bastard indicated that a proper coordinating consideration should be made regarding the timing of the conferences of ICHCA, IAPH and PIANC which were all to take place sometime in 1985. In view of the suggested centenary event of PIANC, he indicated a possibility of arranging the three conferences in a consecutive order, for example, ICHCA (in Holland), IAPH (Hamburg) and PIANC (Brussels) with a proper separation so that delegates attend-

ing one conference could also take part in other conference. He indicated that PIANC's 1985 conference might be held in June. Mr. Kondoh, as he was planning to proceed to Hamburg after the meeting, was instructed to speak on the matter with the Host organization of the 1985 Conference.

V. Mr. Lannou, on behalf of Mr. Dubois submitted a report on the progress of the proposed International Service of Documentation within IAPH. The Port of Le Havre is leading the study and has been helped by New York and British Ports Authority on streamlining documentation and processing. EXCO agreed that Le Havre should utilize the services of all 3 ports to benefit all IAPH members.

VI. Prior to the adjournment of the meeting, the Committee unanimously adopted a resolution expressing Association's thanks and appreciation to the Aruba Ports Authority N.V., Dr. Chris van Krimpen and his able staff member for their great contribution to the success of the IAPH meetings in Aruba. The text is as follows:—

Resolution of the Executive Committee of IAPH

WHEREAS, the Internal/Technical Committees and the Executive Committee of the IAPH convened its inter-conference regular meeting at Aruba, the Netherlands Antilles, during the period of May 3 to May 7, 1982,

WHEREAS, approximately 80 members from 22 countries attended the several committee meetings which were conducted during the period,

WHEREAS, these meetings were hosted and supported by the Aruba Ports Authority n.v., and,

WHEREAS, the courtesy and efficiency of the Aruba Ports Authority n.v. contributed greatly to the productivity of the IAPH deliberations and the enjoyment of its delegates;

Now, THEREFORE, BE IT RESOLVED that the Executive Committee expresses its grateful appreciation to the Aruba Ports Authority n.v., and its Managing Director, Dr. Chris van Krimpen, for their thoughtfulness in supporting the activities and these meetings of IAPH.

VI. Chairman, after confirming that there was no further business, thanked the members for their attendance and active deliberations, adjourned the meeting at 11:30.

Report on the IAPH/BPA Agreement on Representation for the period June 1981 to April 1982

1. Introduction

1.1 The interim report for the period June to October 1981, which was submitted to the Secretary-General, IAPH, Dr. Hajime Sato, on 15 October 1981 and subsequently published in the January/February 1982 edition of Ports and Harbors, provided an indicator to the work commitment and programme for the period reviewed in this Annual Report. It is sufficient therefore, on this occasion, to update the material included in the interim report and to refer to new items of interest which have arisen during the period.

2. Relationship with UN Agencies

2.1 IMCO

2.1.1 On 22 May 1982, IMCO becomes the International Maritime Organisation. This quite deliberate change of name more readily reflects the organisation's strength — there are 122 Member States at this time; and its effectiveness — the following paragraphs refer to those of IMCO's objectives which have more than passing interest to ports and the methods which necessarily have to be applied to achieve them.

2.1.2 The meeting of the 12th Assembly, from 9 to 20 November, attended by representatives from 106 Member States, observers from other States and associated organisations including IAPH, very clearly pointed to the way ahead. Resolution A500 (XII) "Objectives of the Organisation in the 1980s", adopted on 20 November 1981, has firmly stated that proposals for new conventions or amendments to existing conventions, will only be entertained "on the basis of clear and well-documented demonstration of compelling need". By this affirmation, IMCO has recognised that there are sufficient items on the work program to absorb fully the time and effort of the organisation's personnel and those of its Member States and associated organisations for the next decade. The emphasis is now on coordinated work effort and review and assignment of priorities.

2.1.2.1 It would be both appropriate and timely for IAPH to issue a declarative statement in support of IMCO's objectives. It is also necessary, in my view, for IAPH to provide an interpretation of those areas "of compelling need" to which, in the opinion of the international ports community, the IMCO effort should be directed. In that regard, it could and, indeed should be stressed that a positive contribution can be made to the achievement of IMCO's objectives by non-governmental maritime organisations acting, in concert, to achieve a desired goal.

2.1.2.2 Resolutions on many topics were adopted, and recommendations made by the 12th Assembly. Of those which are believed to be of particular interest to ports, headings only are provided below, at this time. Details of these are available and can be supplied on request.

Relating to Maritime Safety:

A.465 (XII)

Amendments to the Guidelines on mandatory annual surveys, unscheduled inspections of all cargo ships as well as intermediate surveys on tankers of ten years of age and over, under the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974

A.466 (XII)

Procedures for the control of ships

A.470 (XII)

International shore connexion (shore side)

A.473 (XII)

Interim regulation for inert gas systems on chemical tankers carrying petroleum products

A.474 (XII)

Proper use of VHF channels at sea

A.475 (XII)

Ships' routing

A.477 (XII)

A.478 (XII)

A.479 (XII)

Dealing with certain performance standards

A.481 (XII)

Principles of safe manning

A.482 (XII)

A.483 (XII)

A.484 (XII)

A.485 (XII)

Dealing with aspects of training

A.488 (XII)

Use of the Standard Marine Navigational Vocabulary

A.489 (XII)

Safe stowage and securing of cargo units and other entities in ships other than cellular container ships

A.490 (XII)

Revision of the Code for the construction and equipment of ships carrying dangerous chemicals in bulk

A.491 (XII)

Code of safety for nuclear merchant ships

A.492 (XII)

Application of the International Convention on Tonnage Measurement of Ships, 1969

A.493 (XII)

Use of the term "gross tonnage" in lieu of "tons gross tonnage"

A.492 (XII)

Revised interim scheme for tonnage measurement of certain ships

Relating to Marine Environment Protection:

Guidelines and Specifications for Oil Discharge Monitoring and control systems for Oil Tankers;

Amendments to the Revised Specifications for the Design, Operation and Control of Crude Oil Washing Systems.

Barratry and Unlawful Seizure of Ships and their Cargoes.

A possible single (unified) international instrument (i.e. a comprehensive convention concerning safety of life at sea and marine environment protection) incorporating and superseding all relevant conventions and instruments currently applicable, which might include:

1974 SOLAS Convention

1978 SOLAS Protocol

1966 Load Line Convention

Marpol 1973/78

Bulk Chemical Code

Gas Carrier Code.

2.1.3 The Council met during the 12th Assembly and, amongst other things, agreed that the theme of World Maritime Day 1983 should relate to maritime communications. The precise wording of the theme will be established at the June 1982 meeting of the Council. Even now, however, IAPH should be preparing for its contribution. A suggested approach could be the recognition and demonstration of the usefulness of a world-wide maritime data processing and communication network covering port operational, port user and ship-borne activities such as is currently, and effectively being demonstrated, albeit in pilot form, by European ports through their EVHA Association, as described in the January-February 1982 edition of Ports and Harbors.

2.1.4 The Maritime Safety Committee also met during the 12th Assembly and again from 29 March to 2 April 1982 under the Chairmanship of Mr. Per Eriksson (Sweden). Whilst its major task was to consider and, as

necessary, approve the work of its Sub-Committees to which reference is made below, it emphasised the need for ratification and early universal application of Conventions dealing with safety standards. The Committee considered and adopted a set of amendments to SOLAS 1974.

2.1.4.1 The Committee has expressed concern as to the seemingly increasing reluctance of certain port authorities and terminal operators — unnamed — to allow the opening of inerted tanks for dipping, measurement and sampling. Port authorities will, therefore, shortly be asked by their respective Governments not to prohibit operation of inert gas ships if these are operated in accordance with guidelines for inert gas installations (MSC/CIRC 282) and, in particular, Chapter 9 of the International Safety Guide for Oil Tankers and Terminals (ISGOTT). It is obviously important to IAPH to be satisfied that these documents fully reflect what ports consider to be adequate safety standards. It is therefore fortunate that the matter is currently under review by the Terminal Safety Sub-Committee of the IAPH Committee on Port Safety, Environment and Construction (COPSEC). That Sub-Committee should be delegated authority to make an early pronouncement on the port safety standards which might reasonably be applied at ports generally.

2.1.4.2 Reference must also be made to a commentary by the USSR delegation on the adoption of a Memorandum of Understanding on Port State Control by a Conference on Maritime Safety of 14 West European States on 26 January 1982 and which refers to a number of IMCO Conventions and to the ILO Convention 147. They have stated that the Memorandum goes beyond the framework of existing international Conventions which are regarded as providing the universally recognised norms of international law. So far as the Memorandum will take effect from 1 July 1982 therefore, the USSR maritime authorities will recommend masters of Soviet ships to protest against the above-mentioned control in any ports of the 14 Memorandum State-members reminding them that Soviet ships are subject to control in foreign ports only in accordance with the provisions of international conventions to which the USSR is party. Masters of Soviet ships will also be recommended to inform the officials that any other action taken, not covered by the above requirements, will be considered by Soviet maritime authorities as violating the provisions of the above mentioned conventions. The delegation of the USSR also reserved the right to submit a proposal to IMCO with a view to discussing whether the Paris Memorandum is compatible with the provisions of the conventions for which the Organisation is the depositary.

2.1.4.3 The Committee was unable to agree on a format for the collection of data dealing with the application of the International Convention on Tonnage Measurement of Ships 1969, which comes into force from 18 July 1982. This is a matter of particular importance to Port Authorities which base their port charging systems on certified tonnages in so far as it is generally accepted that there is inadequate data available to permit a precise calculation to be made of a formula for the conversion of current charging bases, say g.r.t. and n.r.t., to G.T. and N.T. respectively. It is therefore recommended that IAPH members should be encouraged to collect data at their ports from 18 July 1982 in a

format (a suggested format can be made available on request) which will allow, in due course, a conversion factor to be calculated with some precision.

2.1.4 The Committee has agreed to hold its next (47th) session in the week 13 to 17 September 1982. The 48th session will be of two weeks duration from 16 to 27 May 1983.

2.1.5 The Sub-Committee on Safety of Navigation met in 26th session from 15 to 19 February 1982. Although none of the topics dealt with related directly to a port situation, there was an indirect port interest in the following:

(a) Routing of Ships

A number of proposed Traffic Separation Schemes and Navigation routing measures submitted by various States were approved. In a number of instances, the proposals related to the immediate approaches to a port area and thus were intended to minimise the risk of untoward navigational incidents in or near to such approaches.

(b) Ship Reporting Systems

Various aspects of reporting systems, media and procedures were debated. With the exception of message format, all the items related solely to the maritime situation. It was agreed to prepare international principles for the next meeting on message format and procedures used for the systems including search and rescue, traffic management, weather forecasting and pollution prevention.

(c) Standard Marine Navigational Vocabulary

Provisional draft amendments to the Vocabulary were prepared for discussion at the 27th Session.

(d) Analyses of Collisions and Groundings

Norway and the International Association of Institutes of Navigation (IAIN) submitted reports on collision statistics and cause relationships. The Sub-Committee invited delegates to study these reports for further discussion at the next Session to be held between 13 and 17 September 1982.

2.1.5.1 It is recommended that the Marine Safety Sub-Committee of COPSEC should prepare material on behalf of IAPH for consideration at the next meeting of the Sub-Committee.

2.1.6 The Sub-Committee on Ship Design and Equipment met in 24th session from 12 to 16 October 1981. Whilst its agenda was exclusively ship-related in content at this time certain matters even now have some interest to ports. These included the safety requirements for special purpose ships; aspects of manoeuvrability; and the collection of further data on the failure of ship components. The Sub-Committee will next meet from 28 June to 2 July 1982.

2.1.7 The Sub-Committee on Fire Protection met from 25 to 29 January 1982. Port interest is related solely, at this time, to the IAPH commitment first drawn to your attention in paragraph 1.2.1 of the interim report of 15 October 1981. A further reference to that commitment appears below in paragraph 3.3.1.

2.1.8 The Sub-Committee on the Carriage of Dangerous Goods met in 33rd session from 7 to 11 December 1981.

2.1.9 The Sub-Committee on Bulk Chemicals held its 9th session from 14 to 18 September 1981.

2.1.10 The 16th session of the Marine Environment Protection Committee was held from 30 November to 4 December 1981, under the chairmanship of Mr. E. Jansen (Norway). The main topics of interest to ports, dealt with

by the Committee, were:

Provision of Reception Facilities

Finland submitted a paper which detailed a nationally agreed trial system effective in Finnish ports from 1st November 1981 until 31st December 1982. Under the system port authorities are providing facilities for the reception of oily wastes, sewage and garbage.

The costs of providing such facilities is recoverable by the port authority on the following basis:

Oily ballast water — a reception fee based on tonnage charged on those using the facility.

Other oily wastes, sewage and garbage — a separate fee, included in port dues charged on all vessels whether the facilities are used or not except vessels which are the subject of a formal agreement with the port authority to deal with their own wastes, etc.

The system and level of fees will be reviewed at the end of 1982. Some progress appears to have been made on a IMCO/UNDP Advisory Services project on the development of reception facilities in the Mediterranean area.

Port State Control of Ships under Marpol 1973/78

The Committee received a draft set of guidelines on procedures for the exercise of Port State Control under Article 5 of MARPOL 1973/78 drawn up by a Working Group during the initial part of the 16th Session.

During the discussion of the revised draft guidelines, some delegations stated that the draft could involve some important issues which would require careful consideration by their Governments before adoption, and proposed that a final decision on the content of the guidelines be deferred to the next session, to be held from 21 to 25 June 1982.

Note should also be taken, in this regard, of paragraph 2.1.4.2 above, as reported.

2.1.11 The 47th and 48th sessions of the Legal Committee were held, back to back, from 22 February to 5 March 1982, under the chairmanship of Mr. F.L. Wiswall Jr. (Liberia). The substantive business dealt with was the two items to which reference was made in the interim report of 15 October 1981 (paragraphs 1.2.2 on), namely, Draft Articles for a Convention on Liability and Compensation in connection with the Carriage of Noxious Substances by Sea (HNS Convention), and a possible Review of the Limits of Liability and Compensation provided in the 1969 Civil Liability Convention and the 1971 Fund Convention. Both subjects have a particular interest to ports.

2.1.11.1 So far as the HNS Convention is concerned, the Committee has concluded that it has completed its work for the time being, on the Draft Articles. It is just possible, however, that the 49th session, from 4 to 8 October 1982, might be disposed to consider further proposals before finalising its submission of Draft Articles to a Diplomatic Conference. In any event, it would seem to be essential for the Committee on Legal Protection of Port Interests (CLPPI) to examine these Draft Articles with a view to making recommendations on the position to be taken by IAPH at the Diplomatic Conference. Such a procedure is therefore proposed.

2.1.11.2 In dealing with the possible review of the limits

of liability provided in the 1969 CLC and 1971 Fund Conventions, the Committee based its consideration on the findings of the Informal Meeting held in Stockholm from 7 to 11 December 1981 at which IAPH representatives were present. Discussion covered most of the items detailed in the paper "Revision of the International Maritime Oil Pollution Liability and Compensation Arrangements" of October 1981 which was previously circulated to and considered by the CLPPI. The findings of the 48th session will be circulated to CLPPI which will, no doubt, recommend upon the position to be taken by IAPH representatives at future discussions.

2.1.11.3 It is disappointing to have to report that there would appear to be little hope that liability and compensation for damage from fire and explosion on board unladen tankers, which IAPH considers to be of prime importance, will be considered for inclusion in a Diplomatic Conference in the near future. The probable development would still seem to be that a Diplomatic Conference, held in 1984 (the timing will be decided at the 49th session) will deal only with the CLC Convention and 1971 Fund revisions.

2.1.12 The 14th session of the Facilitation Committee gave further consideration, amongst other things, to IMCO's policy on the Automatic Data Processing of Shipping Documents and Documents used for the Clearance of Ships. Whilst there will be no meeting of the Committee during the 1982/83 biennium, an inter-sessional Working Group will be seeking to:

- analyse data requirements in maritime traffic;
- undertake a maintenance function for a directory of data elements;
- consider the interchange of data elements through ADP techniques;
- review F.A.L. Model Forms in light of established data requirements;
- examine the suitability and adaptability in relation to the FAL Convention, of relevant conventions, codes and recommendations prepared by other organisations;
- assess future requirements which may arise as a result of technological developments.

2.1.12.1 Organisations participating in the Working Group include the Customs Cooperation Council, the International Chamber of Shipping (ICS), UNCTAD and the Economic Commission for Europe. I strongly recommend that IAPH be associated with the Group's activities.

2.2 UNCTAD/ECE

2.2.1 Contacts with representatives of UNCTAD and ECE during the period have reinforced my belief that IAPH would be well served by maintaining a close association with officials of the organisations and responding with reasoned comment to documentation issued by them from time to time.

3. Relationship with European-based International Maritime Transport Organisations

3.1 The development of close relationships with maritime-related European-based international organisations, with the possibility of facilitating joint effort in mutually-beneficial activities, in some respects provided the single most important reason for bringing the IAPH/BPA Agreement on Representation into existence. It is therefore with some pleasure that I can report a continuation of the trend towards greater reliance on joint activity to achieve set goals, with IAPH representation a significant factor in gain-

ing wide acceptance and adoption of the end product..

3.2 Ship-Shore safety Check List and Guidelines

3.2.1 The Check List and Guidelines, to which reference was made in the interim report at 2.1.1, have now been published and copies circulated to IAPH members for their information and, hopefully, adoption. The sponsoring organisations, including IAPH, have arranged for additional copies to be made available at minimal cost.

3.3 Inert Gas Systems on Chemical Tankers

3.3.1 After a series of meetings between port, shipping and chemical industry representatives, agreement was reached on 16 April 1982, on the format of a report for presentation to IMCO, on the validity of IMCO's proposed requirement for the use of inert gas on chemical tankers carrying flammables. The detail of the format will be conveyed to the Terminal Safety Sub-Committee of COPSEC which would be expected to have initial responsibility for the preparation of the IAPH input to the report. A work schedule has been drawn up with the aim of completing the inter-industry group's work and submitting the final report to IMCO, by October 1983.

3.4 Revision of the International Safety Guide for Oil Tankers and Terminals (ISGOTT)

3.4.1 As reported earlier in paragraph 2.1.4.1 above, it is most essential that IAPH should not only be a party to the revision process, but also be in full agreement with the end product. A number of meetings have been held in Rotterdam and London to coordinate a port view on the Chapter revisions, and effective representation of IAPH interests has taken place in a series of joint industry meetings. Work is continuing but at a faster pace in so far as it is hoped to complete the revisionary process and reprint the Guide towards the end of 1982. The Terminal Sub-Committee of COPSEC has been made fully aware of the implications and requirements of this work.

3.5 Automatic Shut-down Systems

3.5.1 It will be recalled that an inter-industry group, with IAPH participation — among the first of its kind — submitted its report to IMCO as BCHVIII/7 dated 26 October 1977. It has been necessary to carry out a preliminary examination of that document to determine whether it is still suitable to form the basic guidelines for development of a linked ship/shore system. Further examination of the document is necessary by the Terminal Safety Sub-Committee of COPSEC and I therefore recommend that this be done with some urgency.

3.6 Hazard Action Code

3.6.1 Preliminary contact has been made, in Europe, with the organisations mainly responsible for the development, and wide acceptance of a uniform hazard action code for use in the transport of dangerous goods. The detail of the contact will be conveyed to the Terminal Safety Sub-Committee of COPSEC with the recommendation that every effort be made to participate in this work, which must be seen as of basic importance to the port industry.

3.7 Tanker Casualty Investigations

3.7.1 Copies of a study carried out by a Group of Experts, essentially representative of shipping interests, to investigate the circumstances of tanker accidents, have been circulated to those IAPH Committees most directly involved in the preparation of related policy. It is recommended that consideration should now be given by COPSEC and CLPPI to the Group's identification of possible causes of accidents and their recommendations. The end-product should be the provision of guidance to

IAPH members on the subject.

3.8 Advisory Committee on Oil Pollution of the Sea (ACOPS)

3.8.1 Further to the reference at paragraph 2.1.8.1 of the interim report, I have proposed that a questionnaire for completion by IAPH be circulated and responses collated by the Marine Safety Sub-Committee of COPSEC in the first instance. Suggested material for inclusion in the questionnaire has also been provided to the Chairman of the Sub-Committee.

3.9 Europese Vereniging Voor Haveninformatica (EVHA)

3.9.1 Reference was made to EVHA in paragraph 1.3.5 of the interim report. A comprehensive survey of EVHA's background and intentions was compiled by Mr. Eigil Andersen, General Manager, Port of Copenhagen Authority, for inclusion in the January-February 1982 edition of Ports and Harbors. EVHA's pilot system was most successfully launched on 26 November 1981 in Antwerp, Belgium, and well-received by EEC Officials, international organisations and the international press. The occasion was, of course, unique in that it represented the first occasion, in Europe, on which major ports exchanged up-to-date real time information on ship arrivals and departures and dangerous goods data. It is believed that the success of the pilot system will be further enhanced by EVHA's next steps:

- (i) The study for a "final" data communication and processing system
- (ii) The proposal for offering the pilot system services to Port State Control Authorities
- (iii) The encouragement of an open dialogue with other organisations
- (iv) The widening of the membership to cover all the shores of Europe.

3.9.2 You are reminded of the recommendation included in paragraph 2.1.3 above, action on which would be strongly supported by EVHA.

3.10 International Maritime Bureau — A close relationship has been maintained with officials of the Bureau; not least because its Director is a member of CLPPI. The major thrust of the Bureau's work, at this time, is with regard to Fraud in the Transportation Industry.

3.11 F.I.A.T.A.

3.11.1 First contact has been made with the Director-General FIATA and his organisation, through Mr. R.N. Hayes, General Manager, Dublin Port and Docks Board, whose officials attended FIATA's 17th World Congress held in Dublin from 13 to 17 September 1981.

3.12 International Maritime Satellite Organisation (INMARSAT)

3.12.1 Contact has been established with the INMARSAT organisation which is based in London and it is hoped that it will be possible to report from time to time on activities which may have a bearing on port requirements and objectives.

4. **Recommended Action**

4.1 Section 4 of the interim report listed a number of areas for possible action by IAPH, either generally by members, or for initial consideration by IAPH Technical Committees. The following recommendations must be seen as complementary to those of the interim report and, where appropriate, as new additional items. As before, recommended action is set out, in summary form, and linked directly to those bodies which, in my view, should deal with them in the first instance.

4.2 Board of Directors/Executive Committee

4.2.1 It is recommended:

- that a declarative statement in support of IMCO's objectives be sent to IMCO (2.1.2.1),
- that a decision be taken on the lines suggested (2.1.3).

4.3 IAPH Members

4.3.1 It is recommended that data should be collected (2.1.4.3).

4.4 COPSEC

4.4.1 Terminal Safety Sub-Committee

4.4.1.1 It is recommended:

- that every effort be made to ensure that port safety standard requirements are included in the revised ISGOTT (2.1.4.1);
- that an IAPH input be prepared for inclusion in the report to IMCO (3.3.1);
- that the relevant part of BCH VII/7 be examined as proposed (3.5.1);
- that there be participation in the work jointly with other organisations (3.6.1).

4.4.2 Marine Safety Sub-Committee

4.4.2.1 It is recommended:

- that material be prepared on Collision and Groundings for consideration by IMCO's Sub-Committee on Safety of Navigation (2.1.5.1),
- that a questionnaire be issued (3.8.1).

4.5 CLPPI

4.5.1 It is recommended that an IAPH position paper be prepared (2.1.11.1).

4.6 COPSEC/CLPPI

4.6.1 It is recommended that the report be considered with a view to the issue of guidance to members (3.7.1).

4.7 Facilitation Committee

4.7.1 It is recommended that there should be direct participation in the Working Group activities (2.1.12.1).

The Aruba Government welcomed IAPH delegates

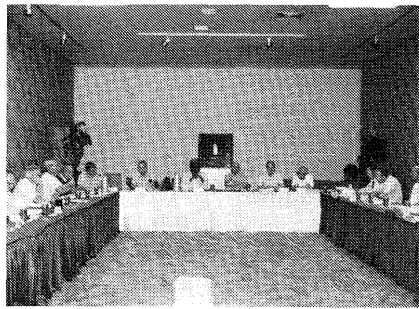
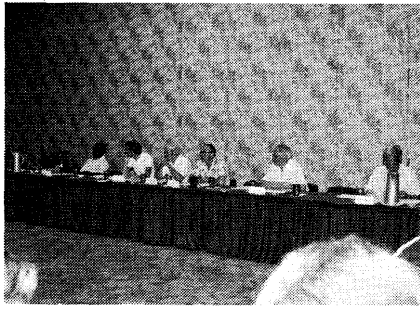
Mr. Nelson Oduber, Deputy Commissioner for Port Affairs of the Island Government of Aruba, on the welcoming reception for IAPH delegates held on the evening of May 3 welcomed IAPH delegates. His speech is on the next page.

Social events for IAPH delegates and accompanying wives

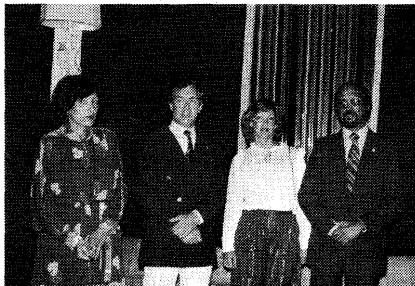
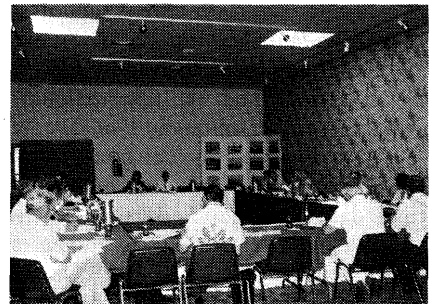
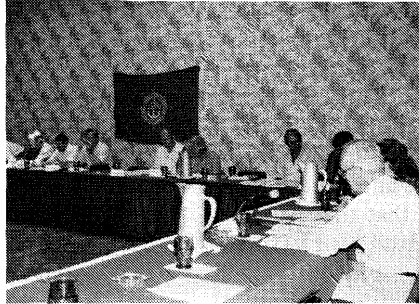
Outings for the wives who had accompanied the husbands to the Conference were organized daily by the Aruba Ports Authority, chaired by Mrs. van Krimpen and lady staff of the Authority throughout the week, including an Island Tour on May 3, Aruba Trading Fashion-show on May 4, Wine and Cheese party on May 5, Sailing Trip on May 6 and a beach fashion show on May 7.

In welcoming the IAPH delegates, organized were receptions hosted by Harnischfeger P & H (Mr. J. Schweers, Regional Manager of Harnischfeger International S.A.) and Damen Shipyards (Mr. J.W.M. Rietbergen, Executive Vice-President) respectively on the evening of May 5.

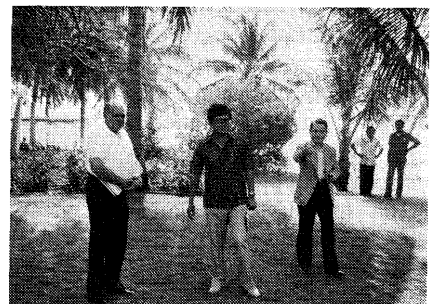
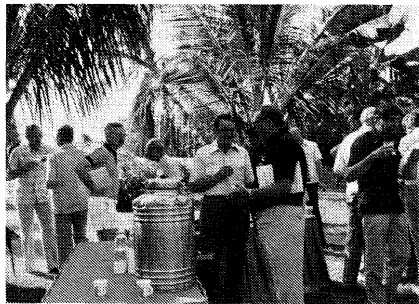
Executive Committee in Session



Technical Committee in Session



Delegates relaxing during a morning break



(From the right)

On May 3, 1982 at the welcoming reception, Mr. Nelson Oduber, Deputy Commissioner for Port Affairs of the Island Government of Aruba with Mrs. Oduber and Dr. and Mrs. Chris van Krimpen, General Manager of the Host Port.

Speech delivered by Mr. Nelson Oduber, Deputy Commissioner for Port Affairs of the Island Government of Aruba

President Tozzoli,
Mr. Secretary General, Dr. Sato,
Esteemed delegates of the International Association of Ports and Harbors,
Esteemed representatives of other maritime organizations,
Ladies and Gentlemen,

It is with great pleasure that I welcome you, also on behalf of our island government, to Aruba. Aruba is the perfect place to combine work and pleasure, and I highly recommend that you do this. The result will be that you, who came here as overworked port officials, will return home with renewed strength to cope with everyday problems.

On this occasion, I would like to give you a bird's eye

view of what is going on in Aruba. It is not, as yet, a complete success story; rather, it is a struggle to reorganize the port, to introduce modern working techniques, to build new facilities, and to make our port a transit center for the region. You will understand that this is not at all easy.

Aruba was occupied in 1636 by the Dutch West Indies Company, basically for the development of salt pans. Contrary to the Spanish, the Dutch were not looking for gold, but rather for salt for their fish industry at home.

Aruba's economic development came in the twentieth century. The first big boom was caused by the construction of a giant refinery which at one time employed the bulk of our population. Employment in the refinery decreased substantially due to automation, so that other activities had to be developed to create new jobs.

As a result of the adverse development in our oil industry, the tourist industry was developed. This resulted in a big success, especially after Cuba was closed for American tourism. In addition, trade also flourished. In fact, our economy at present stands on two pillars: oil refining and

tourism. As a result, our government is actively pursuing a policy of diversifying the economy. Port development plays an important part in the execution of this policy.

As mentioned earlier, Aruba has no port tradition. This means that after the war, no specific port organization was established. Several government and private organizations were involved in port affairs, resulting in a situation where the port infrastructure degenerated to a point where it became unacceptable for shipping.

With heavy new investments required, the government of Aruba, in conjunction with the Dutch government, decided to reorganize port management. A loan was granted for the new container terminal. This even included a large sum (about 4 million U.S. dollars) to start a pension fund for those workers who would become redundant.

The reorganization of the port of Aruba took the form of establishing a new company, fully owned by the government, which took charge of port affairs. This company was organized as a private company which is supposed to not only cover her own costs, but also to run at a profit. Stevedoring was also reorganized in a new private company, while port equipment was pooled in a third private company.

As mentioned previously, a new container terminal is being built. This will include 30 acres of container terminal area, to be operational by mid-1983. A new entrance channel is being dredged, with a depth of 38 feet. Construction is being started on a giant 50-ton container crane. Our buoy system will be powered by solar energy. A new vessel traffic system with radar is being introduced. All port lights are being renewed. A new harbor office is being constructed. In addition to this investment in physical facilities, we are also investing in our human capital. At the moment, we have an extensive training and retraining program under way to enable our people to cope with the new situation.

It is obvious that this new structure needs time to be able to function smoothly. After a year of reorganization, we have presently run into some problems. This may slow down our speed somewhat, but we are confident that these problems will be solved before the new container terminal is fully operational.

Looking back, I must conclude that reorganizing a port is much more difficult than building a new one. Still, we are happy to say, Aruba is on the way to taking its place among the community of ports of the world, and we are quite happy to receive the International Association of Ports and Harbors here on our island.

Your coming here is important. We are a small community, and we can only survive by staying in contact with our neighboring world. New contacts give us added stimulus to go ahead, to try new things. Because of our openness, we are able to progress.

We Arubans are a proud people; we want to determine our own destiny. We realize, though, that we cannot survive alone. We are dependent on other powers. We accept the limitations of being small, and, to be truthful, we are sometimes happy that we are small and do not have to carry the big burdens some larger countries have to carry.

Our port development will be a success; there is no doubt about that. This is not only due to the perfect geographical location near the major trading centers of Latin America; it is not only due to the massive economic aid we receive from the Netherlands; rather, it is due to the Arubans themselves; it is due to their skill and enthusiasm that this

project will be a complete success.

At this time I would like to say a special word of welcome to the ladies present. We have set up a special ladies' program for your enjoyment, and we trust that you will take full advantage of this program. If there is anything we can do to make your stay on our island more pleasant, please do not hesitate to contact us.

Ladies and gentlemen, I again extend a hearty welcome to all of you. We know that there are representatives of twenty-two countries present, many of whom have never before visited the Caribbean. Aruba itself has a multi-racial community, where people of many different races and nationalities live peacefully together. We invite you to join this community during your stay here. Please make yourselves at home. I am sure that sometime in the not too distant future, we will have the pleasure of welcoming many of you back to our island.

Thank you,

Another bursary is awarded

Mr. J.K. Stuart, Chairman of the B.T.D.B. and Chairman of the Committee on International Port Development of IAPH announced that Mr. Alli Tiarniyou, "Chef Service des Etudes d'Exploitation et des Statistiques, Port of Cotonou," Benin has been granted a bursary to attend the course on Port Terminals for General Cargoes at the Port Study Center of Le Havre for the period June 21-July 16, 1982.

As regards the course at Le Havre, after the announcement made in the June issue of this journal, the Head Office was advised by Chairman Stuart, that Mr. Tridi of Office National des Ports, Algeria had been replaced by Mr. Moumessila Abedelkader and that the bursary money was transferred to Mr. Moumessila who is Director.

Chairman Vleugels (Trade Facilitation Comm.) urges to know more about CCC instruments and enhance ports' roles in trade facilitation

Mr. Robert L.M. Vleugels, Director-General of Port of Antwerp and Chairman of IAPH Committee on Trade Facilitation, in his recent communication to the Head Office, advised to introduce to all port members a very significant paper entitled "A Changing World", prepared by Mr. G.D. Gotschlich, Director, Customs Technique Directorate of CCC, who was one of the expert speakers of Open Symposium on Trade Facilitation at Nagoya, 1981. (Please see page 22.)

Good ideas wanted: Disposal of surface debris

Solution of surface debris is one of problems that many ports have today. Varied types of cleaning craft have been introduced to accommodate varied requirements. Here is a port which wish to improve the present situation by exchanging experience and ideas with ports which have similar problems. Please see page 52: "Voice — I want to know".

CCC Secretary General welcomes Mr. Vleugels' appointment

Secretary General Sato recently received a letter from the Customs Co-operation Council (CCC) in which Sir Ronald expressed CCC's great appreciation to IAPH for the appointment of Mr. Robert L.M. Vleugels, Director-General of Port, City of Antwerp as IAPH Liaison Officer with the CCC.

Sir Ronald comments that Mr. Vleugels is well known to the Council, and he is a very welcome choice as IAPH's Liaison Officer and one with whom they shall certainly have a very good relationship.

At the same time the CCC Secretary General expressed his wish for continuing co-operation with IAPH to the advantage of all concerned within both organizations.

Mr. D.R. George of BTDB to attend UNCTAD meeting

According to recent telex communication from BTDB, Mr. D.R. George, Assistant to BTDB Chairman J.K. Stuart, would attend the 10th session of Committee on Shipping of UNCTAD in Geneva, representing IAPH, on June 14, 1982.

Matters relative to Port Problems and Technical Assistance & Training were major items now being carried by IAPH Committee on International Port Development. In particular, the implementation of UNCTAD's port studies and monographs on port management would be expected to be advanced furthermore, so that such monographs could be utilized more widely via IAPH channels, if need be.

Harbour Master, Port of Quebec represents IAPH at the IMPA meeting

Thanks to the kind arrangements on the part of the General Manager, it was decided that Captain Jean-Calude Michaud, Harbour Master at the Port of Quebec, would take part as an IAPH representative at the 6th Congress of the International Maritime Pilots Association (IMPA) to be held from 7th to 11th, September, 1982.

The invitation from Mr. Edgar Eden, Secretary-General of the IMPA to Secretary General Sato received earlier indicates that the program of the September meeting will include a seminar on Vessels Traffic Services (VTS) which will be chaired by Captain W.S. Morrison, IMCO.

Captain Jean-Claude Michaud, agreed that he would report on the meeting and submit a paper on their discussions to Secretary General Sato for later inclusion in "Ports and Harbors".

Dr. DeVos retires

Dr. F.K. DeVos, Chief, Planning and Development, National Harbors Board, Canada has announced that he will be retiring from Federal government service at the end of July 1982 after some 24 years with the Departments of Industry, Trade and Commerce and Transport.

According to his letter, Dr. DeVos, after retirement, is to remain "intellectually productive" while performing a few professionally challenging tasks which he says will hopefully benefit the national and international community.

Dr. DeVos has been active as a Canadian Alternate Director, serving as the Vice-Chairman of the Constitution and By-Laws Committee under the then Chairman Mr. Cavey and diligently worked to review the Constitution

and By-Laws as they, after two decades of growth the objectives and undertakings as well as the organizational structure of the Association, had required clarification.

The Secretary General sent a letter to him expressing appreciation for his long time contribution to the Association and for the advice and guidance given to the Secretariat, advice which helped to strengthen the backbone of IAPH. Dr. Sato further wished Dr. DeVos success with his new business.

Visitors

- On June 4, Rear Adm. A. Waliulla, Chairman of Port Qasim Authority, accompanied by Capt. W.M. Ansari, Director of Operations, Mr. Jamil Ahmed Siddiqui, Dy. General Manager, and Mr. M. Anwar Khan, Director of Ports and Administration, Ministry of Communications of Pakistan, visited the Head Office and received by Dr. Hajime Sato and his staff. The party was visiting Japan and Philippines and Singapore for the purpose of studying the port development projects in the region. In Tokyo, the party visited the Bureau of Ports & Harbors, MOT and other business contacts involved with the development of Port of Qasim.
- On June 14, Mr. Prakrit Prachuabmoh, Director-General of Harbor Department, MOC, Thailand and Board Member of Ports Authority of Thailand, visited the Head Office. He was visiting Japan to conduct business negotiations with the Japanese shipbuilders of working vessels. On June 18, he visited Port of Kobe and was met by Mr. Yukio Torii, Director General of Kobe Port.

Membership Notes

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(Dr. J.G. Th. Linssen)

A New Logo for the Port of Yokohama



The city of Yokohama marking the 122nd anniversary of the opening of the port to foreign shipping in 1859 and at the same time commemorating the 30th anniversary of the port's administration which was turned over from the central government to the Yokohama municipal government, held a competition in 1981, open to all people of the city, to submit a design for the new logo for the city's port. From among more than 300 entries, from people ranging from 9 to 82 years old, the entry from Mr. K. Imai, was officially chosen as symbol mark. The city of Yokohama plans to use the mark on various occasions thus inviting greater interest in the mark by the people of Yokohama and thereby becoming better acquainted with the port's various activities.

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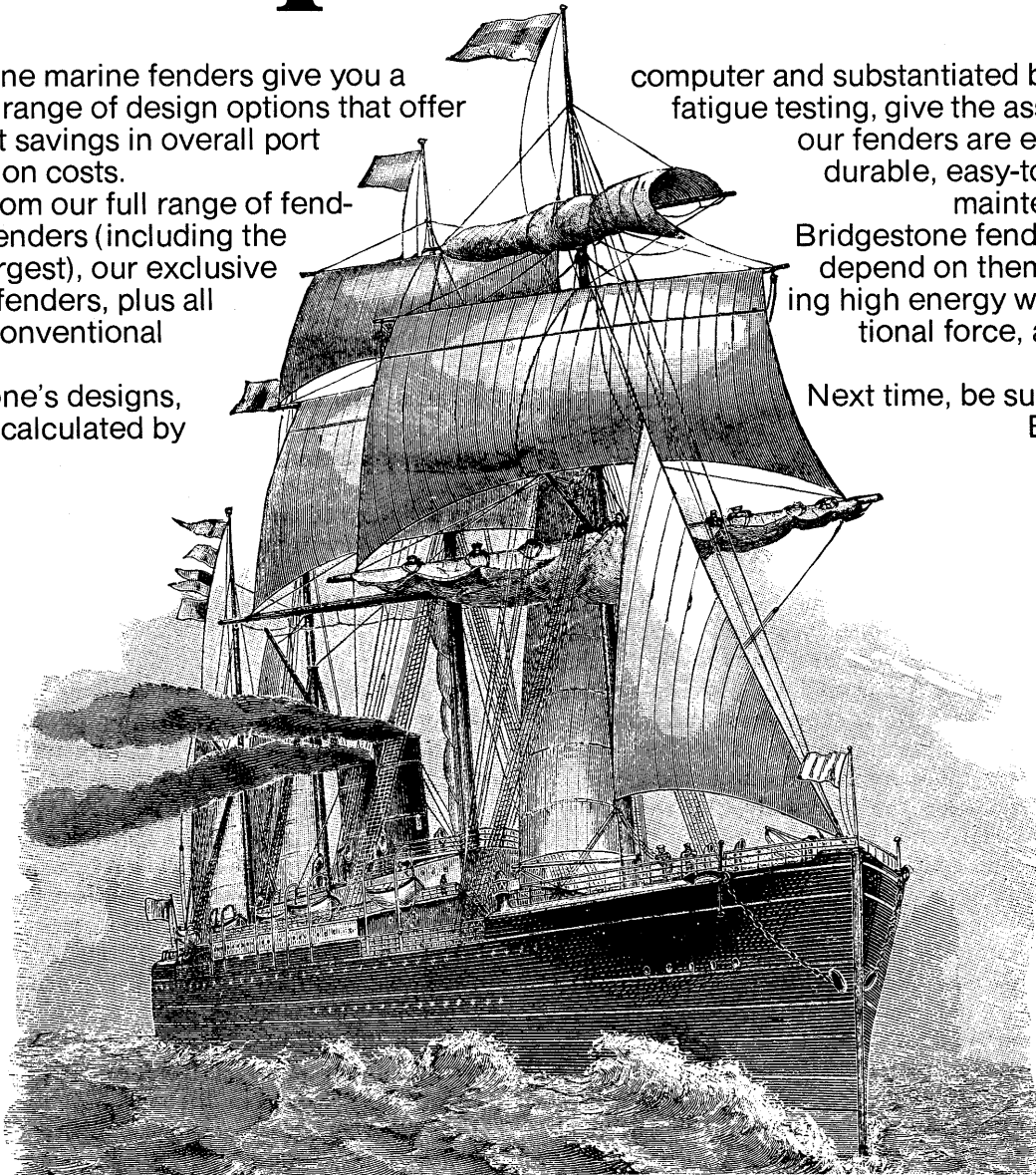
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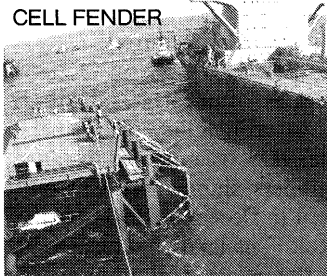
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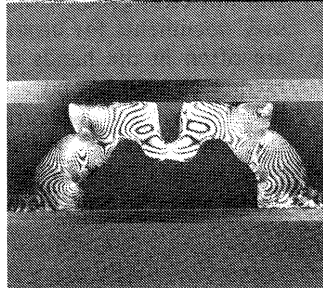
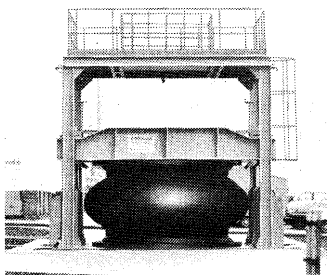
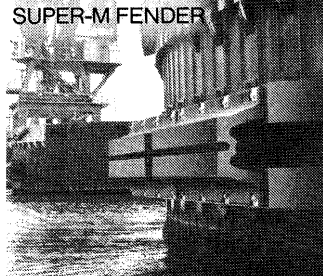
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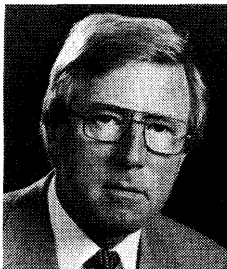
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BS BRIDGESTONE

Open forum: Port releases:

A Changing World

by **G.D. Gotschlich,**
Director,
Customs Technique
Directorate, Customs
Co-operation Council



I. A changing world

1. Life is complicated. In our daily life many rules, regulations, habits and customary obligations have to be obeyed.

The same is true in our professional life. We either do so many things or do not do them because it is customarily so. If one looks, for instance, at the way in which a ship and its merchandise are cleared by ports authorities, Customs, health officials or other State authorities, in many countries not much has changed in recent years even though the transport from the technical point of view has been speeded up immensely. Not weeks, but days or even hours count here.

The great changes which have taken place within the last twenty years because of containerization and utilization of cargo have meant that the pattern of working at ports has changed. Twenty years ago break bulk ships tended to work only during normal working hours, say 8.00 a.m. to 5.00 p.m. The hatches would then be closed and all work on the ships would cease.

However, nowadays many ships are working in port on a 24-hour basis, whether they be the large, fully cellular container ships or cross-channel ferries running day and night.

2. The question which needs to be asked is whether official bodies have changed their pattern or work in line with the changing pattern of trade, as was recently stated in a working paper prepared by the International Chamber of Shipping.

In transporting goods across the seas many bodies — official, such as government, state, communal agencies — and — non-official, such as ports, brokers, forwarders, banks, carriers — are involved, in both the exporting and importing countries.

3. I want here to deal with one participant in this game: Customs. Customs officials often have to take the blame if something goes wrong or if clearance takes a long time, even when the real reason for the delay is to be found elsewhere.

I would like to start by dealing with some areas of

criticism, where Customs is certainly not responsible, but nevertheless blamed, and then move on to some selected areas, particularly as far as the procedure in ports is concerned, where I compare the situation, the way it exists and how it could be dealt with if the generally accepted Customs Co-operation Council's international instruments were to be applied on the national level and in a particular port. I will continue this short study by giving some detailed background information about these instruments, so that competent officials in harbors and ports could know how the situation can be improved. In addition, I will give some advice on how from the Customs point of view, these officials could help in implementing these model rules.

II. No Customs responsibility: Availability of data and documents

1. One area of criticism where Customs is certainly not responsible concerns the collection of information, by which I mean the gathering of the necessary data for the preparation of the Goods declaration for Customs.

Section 6 of the IATA Report on computerization of airfreight for example shows that the consignment fed into an airfreight system spends on average only 8% of the time in flight. Allowing for associative ground movement some 82% of the total time is spent at rest waiting for the essential information. If this very considerable dwell-time is further examined it is found that Customs intervention accounts for only 3%. The situation seems to be similar for shippers, as was stated during the open symposium on trade facilitation of the 12th IAPH Conference in Nagoya. In former times all the essential papers containing the required data arrived by airmail well in time. Now they are often made available only when the container ship actually arrives.

Thus, the problem here is related to the speeding up of data collection and not the Customs procedure.

2. Another area where Customs is often attacked but is without blame concerns the availability of papers. The complaint is often made, very recently for instance during the Conference of shippers, shipowners, Customs and port authorities organized in December 1981 by the ESCAP Secretariat in Bangkok (Thailand), that Customs will not clear goods without the invoice and other necessary documents for instance, certificate of origin, which are often in the hands of the banks. Even though the invoice as such has no value, it is taken and kept by the banks as a form of security and will only be released by them if and when the credit for the merchandise has been repaid. The importer, however, can only repay the credit when he has sold the merchandise, which remains

under Customs control because it cannot be cleared for home use in the absence of the necessary documents, particularly the invoice. This seems to be an unbelievable situation, but it exists very much in reality.

Banks must be told by their customers that they are impairing their own credits and that the invoice or the certificate of origin does not give them any security. These papers do not represent the merchandise, as for instance the bill of lading.

The unavailability of such papers is certainly not a problem created by Customs because it needs and requests rightfully the originals of the documents in question.

3. In spite of the fact that the origins of these problems lie outside Customs, as demonstrated above, the Customs Co-operation Council has developed model procedures which could help to solve them.

a) Those model procedures are to be found in the International Convention on the simplification and harmonization of Customs procedures, the so called "Kyoto Convention", which was described in detail in "Ports and Harbors" March 1981.

b) The problem associated with the unavailability of all necessary data or documents for Customs clearance could be temporarily solved, insofar as Customs is concerned, if administrations would allow the declarant to lodge a provisional or incomplete declaration of goods for importation, provided that it contains the particulars deemed necessary by the Customs and that the declarant undertakes to complete it within a specified period. This provision is recommended in Annex B.1. of the Kyoto Convention (Recommended Practice 12). Release of the goods could also be granted without waiting for non-essential supporting data and documents (see also Recommended Practice 60).

The CCC Secretariat has studied the conditions of acceptances of provisional or incomplete Goods declarations by Customs and has come to the conclusion that this practice is already in widespread application.

Goods covered by provisional or incomplete declarations seem to be subject to the same Customs examination as goods accompanied by final declarations. Sometimes, however, the examination is more thorough on account of the lack of certain relevant information or certain documents. In the majority of cases Customs services carry out a physical examination before granting release. In some countries it is also necessary for the declarant to provide a security to cover any penalties which might be incurred by him should he fail to honour his undertakings, that means to supply in time the missing details.

At any event, in this way the declarant, after payment of the duties, has possession of the goods earlier than would be the case without such a system.

c) As far as the missing invoice is concerned, however, this procedure probably cannot be applied, because it seems that this document is an essential requirement even for preclearance. If, however, the appropriate value could be established by other means, for example:

— on the basis of comparison with identical or

similar importations or

— on the basis of a photocopy

then the goods declared for home use should be released (Standard 59 of Annex B.1). Such action could be achieved by fixing a security in the amount of the import duties and taxes potentially chargeable, which could be a higher amount than that calculated on the basis of the approximate value shown on the photocopy or the value used before. The declarant would then be able to sell the goods, obtain thereby the amount required to repay the credit to the bank, repossess the invoice from the bank and then forward it to the Customs for the release of the security.

d) I stress again that this is not a Customs problem. But since I have encountered it in many parts of the world, the importers, and not the banks which are very often in a stronger position, both economically and financially, must be given some assistance. The banks should be informed that their behaviour does not help them in any way but merely hurts their customers and the economy as a whole.

III. Kyoto Convention: Facilitation and harmonization of Customs procedures

1. Turning now to essentially Customs problems, in particular those associated with sometimes ancient and complicated procedures, the Council has sought to solve them by establishing, through the Kyoto Convention, model procedures which have to be adapted to national necessities and adopted by national legislation intended for worldwide application. They are in their composition a combination of both the very advanced or modern techniques which are employed by Customs in many developed countries today and the more traditional but still practical methods of control associated with, in particular the time-honoured function of revenue protection. If certain procedures have been applied for a long time it does not necessarily mean that they are good or appropriate for application in today's world, with its faster traffic and better technical knowledge.

2. To give an example of one kind of most modern procedure: where import control is carried out solely on the basis of the importers' bookkeeping and documents. If the same importer imports frequently he could be allowed to present a single Goods declaration for a certain period (Annex B.1. Recommended Practice 25). The only important condition is that he should keep proper commercial records and that the necessary control measures can be taken (note to Recommended Practice 25).

Conservative-oriented Customs officials are very reluctant to base their post-importation controls either partially or totally, on books. This reluctance is found particularly in developing countries where the tax and Customs rates are in general higher because they are the principal means of revenue for the budget. However, reliability of this method of control has nothing to do with tax rates but is dependent upon having a foolproof system of bookkeeping, operated by independent personnel.

Just as technological progress in the production of goods made it necessary to improve laboratory facilities in

order to ensure proper classification of goods under the Customs tariff, the introduction of the ad valorem system and the Brussels Nomenclature made it necessary to expand the Customs' external audit facilities in order to ensure that all the factors needed for proper valuation could be determined. No Customs officer, no matter how well trained, can tell by merely glancing at the goods concerned, for example chemicals, what they are composed of and then classify them properly, or by looking at a machine discover those of its inherent properties which may affect its dutiable value.

For this reason, the rule which made obligatory the examination of all goods at the frontier was in some countries replaced by a rule which made such examination optional and introduced complementary post-importation controls.

A few examples will illustrate how different controls are applied in various areas:

a) Check on inventory records

- A firm which engages in assembly work as well as operating as a distributor of spare parts, and which needs to import goods, cannot avoid keeping an internal inventory register if it hopes to be able to a) keep track of the goods within its own operations and b) place repeat orders in time. In other words, the firm must always know what quantities of goods it has in stock. The Customs can take advantage of this fact and verify the amount of goods imported by decking the firm's inventory register. In other words, they simply use the firm's books and records for their own purposes. At any given time the stock on hand, which the firm has to establish anyway at the end of each financial year for the purposes of drawing up its balance sheet, is taken as the starting point for a Customs check. The quantities imported over a given period of time are then added to, while the quantities of the parts used in assembly operations or sold in the spare parts market are subtracted from, the stock as inventoried; the comparison of the figures thus obtained with the stock on hand at the time of the check will reveal whether the quantities imported were properly declared.

The only problem is to confirm that these are the real records and not just fabricated for Customs.

These controls, based merely on a check of books and records kept by the company may, in specific cases, be complemented by physical inspections of the goods themselves.

This procedure can be facilitated where large assembly firms are involved if the Customs and the firm cooperate in establishing in assembly operations, thus simplifying the Customs declaration. The collection of import duties and taxes may then be based on a correspondingly simplified declaration: in other words, the goods can be shipped straight to the importer's assembly line under a simplified procedure, namely Customs transit. Individual consignments may be periodically subjected to physical inspections, but the accuracy of the different declarations can generally be verified by post importation checks

during external audits.

- The situation is similar in respect of trading firms which import goods for subsequent re-sale only. For these firms purchase and sales ledgers are needed for surveillance, in addition to customers' accounts. By establishing from the books what stocks should be on hand at a given point in time, adding the amount of goods imported and deducting the amounts sold, the stock actually found should correspond to the result of this calculation. It is particularly in cases where a firm employs staff which has no family-connections with the owners, that such ledgers are really most reliable and hardly ever give rise to doubts, since fraud is only possible if there is collusion between management and staff. The probability that manipulations will escape notice is very small and there is no reason why advantage should not be taken of this fact, provided that the ledger satisfies the requirements of the Customs. When first, changing over to the procedure outlined here, the need for the ledgers to satisfy the requirements of the Customs could well be made a condition for basing the amount of duties payable on the data such ledgers produce. If the ledgers do not meet those requirements, the Customs administration should be allowed to reject them and to establish the amount of Customs duties to the best of its knowledge and belief.

It is not sufficient for importers to maintain only purchase and sales ledgers, supplemented by personal accounts (customers' ledger). In addition, an inventory has to be taken and a balance sheet and profit and loss account drawn up every year. Double entry book-keeping is also mandatory for traders (i.e. individuals or corporate bodies engaged in almost any form of business) if control under this system is to be ensured. Quite a number of firms working in the international field have already introduced this book-keeping method on their own initiative, in order to gain more insight into the course taken by their business.

b) Ad valorem controls

- Further reasons why Customs administrations have to make use for their own purposes of the books and records kept by firms, are connected with the application of the ad valorem system. For example, under the Brussels Definition of Value, advertising expenses incurred by an importer on behalf of a foreign supplier form part of the dutiable value of the goods. The Customs administration must therefore determine whether the importer does any advertising for the benefit of the supplier of the goods. The only way this can be done is by checking the importer's books and records on his premises, to determine whether he has incurred advertising costs for the benefit of the foreign supplier. In other words, the advertising cost account has to be checked in the records. From this account, the expenditure is established which the importer incurred on

advertising in the course of a year (for example, TV ads, advertisements in magazines, advertisement in the form of leaflets, advertising by displays at fairs). The amount of expenditure thus determined for one year is then related to the turnover of imported goods for the same year; the resultant percentage figure is then applied to the invoice price when determining the dutiable value.

- Another example of the need for Customs to make use of the books and records of importers is when goods have to be valued which are manufactured under licence (such as patents, copyrights). No inspection of a product, for example a chemical product or a machine, will reveal whether or not it has been manufactured under licence. Accordingly, the importer has to state in the goods declaration whether any licence was involved in the manufacture of the goods and, if so, whether, in addition to the invoice price, any royalties had to be paid for the use of such goods. In such cases the facts necessary for determining the dutiable value can be ascertained only by a post importation check of the contracts under which the goods were bought or by reference to any royalty payments shown in the books and records. If a country has foreign exchange controls, an authorization to make royalty payments can be a valid indication of the necessity to add royalty payments to the invoice price when determining the dutiable value.
 - Equally indispensable is an examination of the books and records when the origin of the goods depends on whether the processing in a country has resulted in a value increment of 40 or 50 per cent, so that this can be established for the purpose of certifying the origin. In such a case the Customs administration is obliged to determine the value of the imported goods and establish the amount by which that value has increased while the goods were in the country prior to their re-exportation. For this purpose, the cost of the materials used in the processing of the imported goods must be ascertained (cost price). To this cost must be added general overheads, wages (plus the overheads attributable to them) as well as a reasonable profit for the work undertaken in the country of importation in processing the goods destined for re-exportation. There is no other way of obtaining this information than by examining the books and records kept by the firm. It is not until after this data has been ascertained that the Customs administration can establish whether or not the figure by which the value of the goods was enhanced in the processing country exceeds the minimum percentage which is required for certifying that the goods originate in the processing country.
- c) General importation control
- It can be clearly seen from these examples that these days a Customs administration, which has to cope with an increasing movement of goods cannot in fact do without a firm's books and records and

the facts ascertainable therein. This being so, there is no reason why the Customs administration should not also use these books and records for the general surveillance of imports by means of post-importation controls.

3. As far as Customs clearance in ports and harbors is concerned Annex B.1 to the Kyoto Convention is of particular importance since it contains many Standards (St) and Recommended Practices (R.P.) which, if applied, would facilitate the work of the participants in the importation or exportation of merchandise.

Looking at the result of recent studies on Customs procedures in three ports in different parts of the world the following proposals could be made:

- a) In many countries all the procedures concerning clearance for home use are done in the Customs house of that particular harbor. It has been realized that this is no longer practical or necessary. Therefore many countries are promoting inland Customs offices or the use of national transit systems or if they do not already exist introducing same (see note 1 to St. 3). Inland clearance decongests ports and harbors. It also allows Customs a better and more effective clearance: more time is available; more specialized knowledge about the imported merchandise (prices, classification, other circumstances) exists in the local Customs office closely situated to the importer, be it a trader or a manufacturer.
- b) Goods declarations should provide only such particulars as are deemed necessary for the assessment and collection of import duties and taxes, the compilation of statistics and the application of the other laws and regulations which the Customs are responsible for enforcing. The forms used should follow the UN Lay-out key and provide for the one-run method without too many copies (St. 11, RP 13 and 14). If one looks at some existing forms (size or format, the numbers of signatures required, useless questions and unimaginable number of copies with the high cost factor involved) one can imagine how long it takes to complete, to prepare or to control such a declaration.
- c) The declarant should be authorized to lodge a Goods declaration before the goods arrive (RP 24). A study by the Customs Co-operation Council has shown that many countries apply this measure with great success for more speedy clearance and without any risks.
- d) In many ports where large quantities of goods are imported frequently by the same person the Customs authorities should allow a single Goods declaration to cover all importations by that person in a given period (see above-mentioned under 2). This procedure can even be applied when an administration does not base its controls solely on books or accounts as described above.
- e) The checking of the Goods declaration should be effected as soon as possible after the declaration has been accepted (St. 30). Whilst this may seem self-evident, in many cases today additional procedures before the checking of the Goods declarations are required.

- f) If there is to be an examination of the goods this examination should take place as soon as possible after the Goods declaration has been accepted (St. 32).
- g) In many cases the importer himself may delay the clearance for home use if the law requires his attendance. He might do so because he has not yet sold the goods and does not want to finance the duties in the meantime. For the ports and harbors this means congestion. Such a problem can be solved however, by creating a system of bonded warehouses (Annex E.3) or by requiring the attendance of the importer not as a rule but in certain cases only (Annex B.1., St. 37).
- h) In every port there should be an agreement between all the government and municipal agencies, which exercise physical controls (for instance for the purposes of applying veterinary, health, phytopathological controls), to perform their examinations at the same time (RP 34).
- i,j) Another very important means to decongest the ports and to speed up clearance, is to allow goods declared for home use to be examined at a place other than the Customs office where the Goods declaration was lodged.

The expense of such an examination might be charged to the declarant. This examination could take place on the premises of the importer or on premises where there exists the appropriate equipment for the examination. This facilitation and decongestion procedure should be particularly applied in the two following cases (St. 36):

- Goods which cannot be examined until unloaded at destination (f.i.: wheat, oil or ores imported by ships or barge; bulk consignments of parts and containers; furniture and household effects imported on transfer of residence);
 - Goods which cannot be examined without appropriate equipment (such as a dark room or a cool chamber).
- k) As stated several times already, it is no longer possible to examine all the goods which arrive. This is why Customs authorities today are, in as many cases as possible, content with the summary examination of the declared goods (RP 39). Summary examination may be considered sufficient, for example, where goods of the same description are imported frequently by a person known by the Customs to be reliable, where the accuracy of the particulars given in the declaration can be checked against the supporting documents or against other evidence, or where the import duties and taxes involved are low.
- Customs however, has to be careful that nobody takes an unlawful advantage of this situation; this consideration is particularly important in many developing countries and in connexion with illicit traffic in drugs. It is for this reason that port officials should co-operate closely with Customs and inform them of any unusual or irregular events in connexion with an importation.

Many mental barriers still exist when adapting the

laws to the factual situation in connection with the inspection of merchandise. The former laws are the result of the time-honoured belief that Customs always had to deal with the physical passage of goods. Nowadays it should be decided immediately whether a physical examination of the goods is necessary (see above). Immediately after the examination or the decision not to examine, the goods should be released, provided that no offence has been detected and that any import duties and taxes chargeable have been paid, or that appropriate action has been taken to ensure their collection (St. 59). Even where an offence has been detected and further examination of only some of the merchandise is considered necessary, those goods which do not require further examination should be released (RP 61, 62). These are very important tips because many ports are congested with merchandise which no longer requires the surveillance of Customs. This is often the case because it has always been done that way in the past and nobody has taken the time to analyze the situation in detail.

- l) The same is true as far as sampling by the Customs is concerned. Samples should be taken only where deemed necessary to establish the description and/or the value of goods imported or to ensure the application of other provisions of national legislation. This means that sampling should not be the general rule but the exception and therefore the internal decision process in the Customs office should be arranged accordingly. Since the taking of samples is very often a complicated and heavily supervised process, its careful application reduces an important time-consuming factor in the clearance process. At the same time any sample drawn should be as small as possible (St. 41).
- m) One of the main reasons – apart from the examination problem – for congestion in ports is the period necessary for the payment of taxes and Customs duties. It is unbelievable that in many cases payment is still required in cash. This always takes a long time, which is why it is recommended to permit payment other than in cash, f.i. bank or postal cheques, payments or transfers (RP 49). Payment is normally required at the time when the Goods declaration is lodged or accepted, or just before the goods are released. When certain conditions are met there should be the possibility of deferred payment (Note 2 to St. 50). The introduction of, or even the change in, such a system of deferment is a political problem everywhere. If such a system is introduced or if the stipulated time of deferment is lengthened it means a loss of revenue to the State because everybody who could do so would use this means, thus the revenue would be delayed. This one-time loss (in time the revenue from Customs and taxes would flow in normally, as before), however, is offset by many advantages for the importer, the ports, and the economy as a whole.

Deferred payment means that the importer is able to organize his financing of the imported merchandise, which is sometimes only possible if and

when the merchandise is in his hands (see above). Further, under such a system the congestion problem associated with the sometimes lengthy process of organizing the necessary financial means and of making the payment itself is overcome because the merchandise does not remain in the ports. Finally, the economy profits from the fact that the imported merchandise becomes a part of the internal trading and production process.

In introducing a system of deferred payment certain basic conditions should be provided for:

- at least a period of 14 days (RP 55);
- when giving the benefit of deferred payment, it might be necessary for the declarant to furnish security;
- persons who regularly clear goods for home use should be authorized to defer payment of duties, etc. without interest charges (RP 59) and to provide a general security (RP 52);
- any form of security prescribed by national legislation should be allowed (RP 54);
- the amount of security should not exceed the amount of import duties and taxes potentially chargeable in respect of the goods imported during the period for which the payment is deferred (RP 53).

IV. Trade promotion by facilitation

The examples given above deal mainly with imports, in particular their clearance for home use. Facilitation in many other parts of Customs work would also help port authorities and decongest port areas. One important area is the facilitation of export procedures, where facilitation ideally should result in the abolition of almost all procedures.

Everybody realizes that the promotion of exports is necessary for the economic and financial survival of countries. That this is as true for the import side and that trade promotion and expansion is vital for the future many authorities have still to be convinced.

V. A model for every country

In order to promote trade facilitation in general the Customs Co-operation Council embarked long ago first by publishing studies, then by issuing recommendations and finally, by preparing the International Convention on the Simplification and Harmonization of Customs Procedures, from which many detailed examples have been cited.

These facilitation measures have been developed in a common effort by all the Member countries of the Customs Co-operation Council. Sometimes it is remarked that a particular measure might be good for this country but not for that one. This argument is sometimes heard in respect of the special needs or difficulties of some countries, for instance developing countries which cannot afford to introduce facilitation because of the fact that the budgets of their countries depend to a large extent on Customs revenue.

If this argument was completely true, the national representatives in Council meetings would have failed to reach agreement on any facilitation – oriented international instrument placed before them – and that was not the case. Almost all the annexes contain facilitation proposals which have been unanimously agreed upon in Coun-

cil meetings and take account of the various needs of particular countries.

It had been realized however that at a time when trade was becoming a more and more important factor in the economy of all countries of the world the traditional system of checking and controlling physically all merchandise was only possible in certain cases. Other means had to be found which have since proven on many occasions to be more reliable than the traditional ones, which, in any case, could no longer be applied due to the increased volume of international trade and the need to ensure the smooth flow of such trade.

VI. Management responsibility

Even though everybody is aware of this situation there has been considerable reluctance to do anything about it: the old rules still exist. Since they cannot be applied methodically it is left to the man at the front, the individual Customs officer or his immediate supervisor in the border Customs office.

If traffic rolls without the demanded controls and smuggling is detected at a later stage a scapegoat is easily found, even though in this situation the blame really lies with management. On the other hand, it is in just such circumstances of expediting clearance that there are undoubtedly from time to time cases of irregular payment. This is precisely one further reason for facilitation. If there are no unnecessary delays or difficulties then at least there is little or no reason to use irregular payments as a means of expediting clearance. In the past, and even today in many countries where unnecessary formalities are applied, governments have tried to solve this problem, not by abolishing unnecessary formalities but by introducing further controls with more paperwork, more formalities and more people involved, thereby creating more incentives for irregular payments.

VII. What can port authorities do?

The responsible officials of harbors and ports authorities could now be asking themselves why this story is being told to them, in their magazine "Ports and Harbors" and during their conferences and not to Customs themselves who are responsible for the implementation of changed regulations.

Undeniably the administrative entity of ports and harbors is affected by Customs work. Therefore, officials of ports and harbors should not leave it to Customs to abolish unnecessary procedures or to change necessary procedures for the better.

If ports and harbors officials encounter the problem of congestion or as it is sometimes called a "bottle-neck" which could be related to Customs procedures, Customs should be asked why they do not use the appropriate procedure which is described above under III. 2 or 3 or one which could be found in the other annexes of the Kyoto Convention. One only has to go into the question in more detail.

There are many facilitation organizations on the national level which could help in discovering the difficulties which exist. In some large ports and harbors it is even helpful to organize local facilitation committees, as was pointed out very recently in the above-mentioned meeting of shippers, shipowners, ports authorities and Customs, organized by ESCAP in Bangkok.

If port authorities or these facilitation committees have distinguished the difficulties then Customs should be approached with the question why they do not implement

well-experienced better procedures. Customs could then report to the national level if they could not implement the changes themselves because of national legislation. Customs at the national level would then be forced to react and to explain why they have not adapted or cannot adapt their system to internationally recommended procedures.

Certainly nations are not obliged, and cannot be forced, to adopt the recommendations, recommended practices and standards in those international instruments; there is, however, some moral pressure on them to adopt these systems particularly if the country is a member of the CCC and their own Head of Customs administrations has agreed to the model procedures contained in the international instrument.

In some cases Customs has to be reminded about this, even though nobody could expect every suggested procedure to be adopted immediately. If authorities of ports and harbors were to ask well-founded and intelligent questions and to make well-founded requests it would be more difficult to reject such demands.

On the other hand, in many cases Customs administrations need the support of the public and other authorities. Legislative changes would only be started if there was some demand. This is why I have explained here so many facilitation procedures in detail which might help certain ports and harbors in their endeavours.

VIII. Resistance by vested interests

Even if Customs, after the intervention of an interested authority, is prepared to change laws or procedures, other sectors must also be persuaded. Mr. Raven, Chief Executive, Simplification of International Trade Procedures Board (SITPRO, London) had said during the afore-mentioned facilitation symposium in Nagoya that his organization had encountered problems particularly at ports where port procedures, import brokers and forwarders arrangements had been adapted exactly to meet traditional Customs practices. There are associated problems of persuasion and co-operation.

Some professional quarters therefore resist efforts of facilitation. They are hiding, so to say, behind Customs. Very recently US Customs met this experience when a well organized lobby in the US Congress fought successfully against certain very modern government proposals.

IX. Conclusion

As the already quoted Mr. Raven has said in a recent Far East Pacific Trade Facilitation Conference on Trade Data Interchange in Hong Kong, it is necessary "to deal essentially with this question of how to get across to people that they can do certain things in their own interest, which they are either too lazy to look for or which they consider to be beneath their managerial dignity to bother about".

If nothing is done the costs are high. Facilitation, as I have said above in detail,

- brings revenue into the national budget more quickly,
- avoids incentives for corruption,
- helps traders to get their merchandise into or out of a country more quickly,
- reduces the time for financing the price and the Customs duty and therefore reduces the financial burden of the individual importer and of the government.

But: the Director General of IATA said as far back as 1950 "Everyone is of course in favour of facilitation as they are in favour of peace and equitable balance between

rain and sunshine. Human nature being what it is, hate seems to be a more effective everyday force than love — and I only wish that we could love the abstract ideal of facilitation a little bit less and hate red tape a little bit more".

I hope this presentation helps to identify some specific areas of red tape and, more importantly, shows the measures which can be taken to bring about their abolition.

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Activities of the Customs Co-operation Council

On technical assistance and international financing and aid in the field of multimodal transport and containerization

(Extract from the UNCTAD report TD/B/C.4/229)

The Customs Co-operation Council's technical co-operation relates essentially to Customs training and to Customs legislation based on the Council's instruments. The Council Secretariat provides material and lecturers for Customs-related seminars financed from sources other than the Council (for example, UNDP funds).

With regard to consultancy services, the Secretariat deals with any specific Customs questions raised by national Customs administrations and other organizations in its regular correspondence with them.

The Secretariat carries out small-scale studies and research, for example, on Customs fraud related to cargo containers, which may be used in training Customs enforcement officers.

The Customs Co-operation Council has established an extensive number of international instruments to adapt the various Customs procedures and formalities to the needs of trade and transport. Among these, the International Convention on the Simplification and Harmonization of Customs Procedures (Kyoto Convention, 1973) should be mentioned. One of the 30 annexes to that Convention is devoted to Customs transit, i.e. a Customs procedure closely related to multimodal transport.

The Council secretariat has also contributed, at the request of the UNCTAD secretariat, part of a Protocol for the Customs section of a Model Bilateral Transit Agreement which the UNCTAD secretariat is preparing in order to meet the request of developing land-locked countries in particular. The Council has undertaken the work relating to Customs facilities applicable to commercial means of transport and other aspects of the Kyoto Convention which have a direct or indirect bearing on multimodal transport. Besides that, it is responsible for the administrative services for the Customs Convention on Containers, 1972, in relation to the temporary admission of containers.

The New French System of Port Dues levied on Ship

by Paul Bastard
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All over the world the regulations on port dues levied on ships vary greatly from country to country, and sometimes within a country from port to port. The purpose of the present paper is to inform all IAPH members of the newly introduced French system now in force in all French ports.

A – General Rule

About fifteen years ago port dues levied on ships were still based in our country on the gross registered tonnage. Various drawbacks led to replace it in 1967 by the net registered tonnage. Since January 1st, 1981 port dues levied on ships are now based on the ships' geometrical characteristics. The use of the net registered tonnage had actually proved far from being perfect: The first reason is that the net registered tonnage cannot be easily checked. Thus, for several years now there has been a trend towards the use of certain expedients by some shipowners – especially concerning the differences that exist from country to country as to the definition of the net registered tonnage – the purpose being to reduce the reported nrt of their ships, without naturally the ships undergoing any physical transformations. This entailed a loss of income for port authorities and consequently increased port dues paid by all other ships instead of the "tricky" ships. It happened for instance that discrepancies of 20 p.c. be noted between the provisional nrt calculated at a first call and the actual nrt of the following stops. Likewise, containership or ro-ro ships show chargeable nrt that vary in-between the ratio 1 to 3, and sometimes even in-between 1 and 10 from call to call.

To compensate for this drawback, it had been considered to base the dues on the grt plus the ship's cargo capacity not included in the grt, the notion of "available cargo capacity" having been referred to in conventions signed between maritime countries. However, owing to the reasons stated below, and to meet the users' requirements, this alternative was eventually dropped. In the second place, though both the nrt and the grt are meant to be representative, the former representing the available cargo capacity and the latter the ship's capacity, they are not always directly connected with the ships' outer characteristics, that condition the dimensioning of port works. On the one hand indeed, some part of the ship's capacity is sometimes excluded from the nrt estimations and one will always find it difficult to reinsert it in order to determine the chargeable nrt. On the other hand even though the International London Convention (1969) that provides for another grt devoid of these shortcomings, would come into force, there would still be some troubles with ships from countries that have not ratified the Convention.

The new basis now in force in French ports since January 1st, 1981 is the product $V = L \times b \times d$, L = overall length, b = extreme breadth, d = maximum summer draught, i.e. all dimensions that can be easily checked. The new system has removed all the aforementioned difficulties and proved also to be more closely connected with the economic cost of reception of a ship in a harbour.

Furthermore, the introduction of the new system has enabled to contribute to a standardisation in the calculation of the various dues paid by ships in French ports. Thus, since 1976, the product $L \times b \times d$ had already been taken as a basis for pilotage dues. Towage and linehandling dues had also been based subsequently upon the geometrical outside dimensions of ships. Thus the adoption of the new system has gone towards an enlightenment of the dues levied on ships in French ports.

Concerning the draught, a bottom point has been settled. Below a given draught, the economic cost of reception of a ship in a harbour decreases no more parallel to the draught but it remains roughly steady. The same bottom point has been taken for pilotage charges. It is equal to $m = 0.14 \sqrt{L \times d}$. In other words the value taken for d when determining port dues is always higher or equal to m .

Each French port can freely set the level of its port dues levied on ships upon entering and leaving, provided that they be calculated with respect to the product $L \times b \times d$, with the bottom point above mentioned for d , and provided that the scale make the distinction between 13 categories of ships (liners, bulk carriers, oil tankers, methane carriers, containerships and so on).

As before, all French ports are bound to enforce reductions:

- connected, for passenger ships, with the ratio R of the number of passengers actually transshipped during the call to the ship's passenger capacity: the reduction ranges from 10 p.c. with $R = \frac{2}{3}$ to 95 p.c. with $R \leq \frac{1}{100}$
- connected, for cargo carriers, with the ratio C of the tonnage of cargo actually transshipped during the call and the above calculated volume V . The reduction ranges from 10 p.c. with $C = \frac{2}{15}$ to 95 p.c. with $C \leq \frac{1}{500}$

B – Special Cases

1. Ships that make bunkering and refuelling operations only pay port dues only when leaving: on entering, they are not liable to the payment of dues. On the other hand they are not amenable to the aforementioned reductions related to ratio R or C .
2. Concerning hovercrafts that do not have a significant draught, a basis similar to that of other ships was taken with a view to calculating the port dues levied on ships: the basis taken is the product $L \times b$, which amounts to saying that the draught is taken contractually equal to one metre. Moreover this basis is fully representative of the transport capacity of an hovercraft.
3. Among the port dues levied on ships, there are none of them applicable to fishing boats: the dues are charged on the fish, in proportion to its selling price at the port.

(Continued on page 31 bottom)

Marketing in Germany.

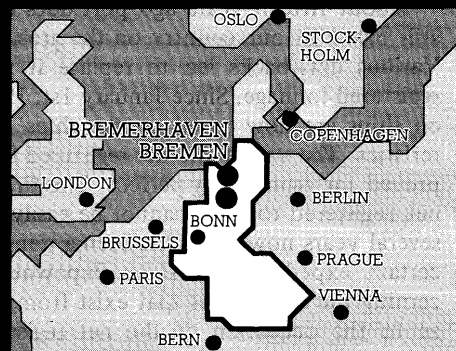
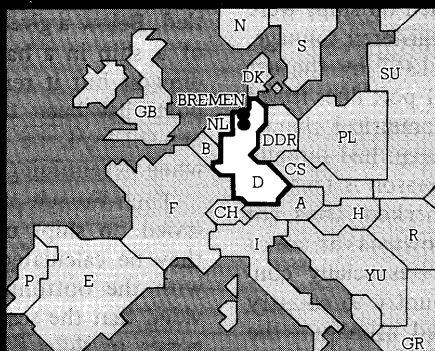
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International maritime information:

World port news:

IMCO resolution "Objectives of the Organization in the 1980s"

The IMCO twelfth Assembly adopted resolution A.500 (XII) concerning the objectives of the Organization in the 1980s, and thereby directed the Council to co-ordinate the work of Committees and their subsidiary bodies so as to meet Organization objectives as approved by the Assembly. The text of resolution A.500 (XII) is reproduced below.

Resolution A.500 (XII) adopted on 20 November 1981 on the Objectives of the Organization in the 1980's

THE ASSEMBLY,

RECALLING that, at its eleventh session, the Assembly assigned the highest priority to the promotion of the implementation of the international standards and regulations for the improvement of maritime safety and for the prevention and control of marine pollution from ships,

RECOGNIZING the ceaseless efforts by the Secretary-General in promoting the world-wide implementation of these standards and the results achieved thus far,

RECOGNIZING FURTHER that, during the 1980/81 biennium, the Organization received from its Member States over 300 ratifications and acceptances in respect of IMCO international conventions,

RECOGNIZING FURTHER that many subjects have been assigned high priority on the work programme of the Organization, either because they are part of the implementation process for IMCO instruments or because serious problems require early multilateral solutions, and that these subjects by themselves could be sufficient to absorb all available Committee time and efforts for the remainder of this decade,

CONSIDERING the report of the Secretary-General, supported by statements of delegations at the eleventh and twelfth sessions of the Assembly that, taking into account

(Continued from page 29)

4. Concerning yachts, the French regulations state only that the port dues to which yachts are subject depend on the duration of their stop in the harbour and on the ship's length and breadth: each port sets freely the relevant scale to be used.

C — Conclusion

The new system put into effect on January 1st, 1981 has laid down that the annual income of ports should reach the same level as beforehand, despite the change of basis. It has also provided for temporary measures enforceable till January 1st, 1983.

Experience has shown that the difficulties met when putting the new system in force have only been small and momentary and that the new system will have been successful.

the differences in available technical resources and in the processes of legislation among Member States, time is needed for maritime administrations to formulate national rules and regulations for effective implementation of IMCO conventions, and for the maritime industry to comply with them,

CONSIDERING FURTHER the deliberations of the Council concerning the need for the appropriate committees to take into account the usefulness of amending conventions only after such instruments have been operated for reasonable periods,

BEING DESIROUS of providing an institutional means to assure achievement of defined IMCO objectives while maintaining reasonable flexibility to meet contingencies,

TAKING INTO ACCOUNT the relative infrequency of Assembly sessions and the functions of Council as defined by Article 27 of the IMCO Convention,

1. DIRECTS the Council to co-ordinate the work of Committees and their subsidiary bodies through assignment of priorities among general subject areas, resolution of conflicts, promulgation of work programme goals, and establishing such procedures and requirements as may be necessary to meet Organization objectives consistent with this resolution and other pertinent resolutions and decisions of the Assembly;
2. DIRECTS FURTHER that the Council, in performing this co-ordinating function, takes into account the views of the Committees on priorities and their responsibilities for substantive technical and legal matters;
3. RECOMMENDS that the Council and the Committees entertain proposals for new conventions or amendments to existing conventions only on the basis of clear and well-documented demonstration of compelling need, taking into account the undesirability of modifying conventions not yet in force or of amending existing conventions unless such latter instruments have been in force for a reasonable period of time, and experience has been gained of their operation and having regard to the costs to the maritime industry and the burden on the legislative and administrative resources of Member States;
4. RECOMMENDS that the Committees carry out their functions on the basis of the principle that provisions of new conventions or of amendments to existing conventions relating to the structure of ships should apply only to ships built after the entry into force of the instrument or instruments in question and that other provisions should not apply to ships built before the entry into force of the instruments or instruments in question unless there is a compelling need and the costs and benefits of the measures have been fully considered;
5. INVITES Member Governments to bring this resolution to the attention of their representatives who attend meetings of the Organization.

Two resolutions of documentary frauds and international ship burglars: IAASP Conference

The Thirteenth Annual Conference of the International Association of Airport and Seaport Police was held in Bermuda recently and the theme of the Conference was "Fraud in the Transportation System".

Documentary Frauds

WHEREAS, the International Association of Airport and Seaport Police continues to recognize the severe financial losses generated by the fraudulent use of documentation in international trade and commerce, and

WHEREAS, such international documentary frauds import on the economy of the world and the credibility of the international trading community, and

WHEREAS, the investigation of such international documentary frauds is adversely compounded by the multiplicity of police jurisdictions and the absence of specific complainants.

BE IT RESOLVED, that the International Association of Airport and Seaport Police reiterate its serious concern with this international problem and direct that these concerns be communicated to governments, international agencies with responsibilities in their area and to the trading community.

International Ship Burglars

WHEREAS, the members of the International Association of Airport and Seaport Police have become increasingly aware of the problem of ship burglars operating internationally, and

WHEREAS, many ship owners and the masters of vessels provide little or no protection for the substantial amounts of money generally available in the captain's cabin, and

WHEREAS, some members of the International Association of Airport and Seaport Police have developed and exchanged information on the criminal operations of gangs of ship burglars operating internationally, and

WHEREAS, inspite of some arrests of ship burglars there have been cases where prosecutors refuse to entertain a prosecution because of the absence of a victim as the ship captain has left the port area.

BE IT RESOLVED, that the International Association of Airport and Seaport Police request and seek the assistance and co-operation of ship owners to ensure that the ship's captain is made available to the courts to enable prosecutors to identify the victims of ship burglars at the court appearance of accused burglars.

Publications

"Emergency Procedures for Ships Carrying Dangerous Goods" by IMCO

Sales No. 254.81.18E, Price £3.00 (English), (French available later)

IMO Secretariat, Publications Section, 101-104 Piccadilly, London W1V 0AE, U.K.

MARAD publications: **"Handbook for Stowage of Cargo in Marine Containers"** and **"A Shipper's Guide to Stowage of Cargo in Marine Containers"**

The two publications were prepared under the auspices of MARAD, the National Cargo Bureau, and the maritime industry. Many individuals contributed time and expertise in the development of these publications. Credit is given to these individuals on the page of acknowledgements in the 152-page Shipper's Guide.

Limited copies of the "Handbook for Stowage of Cargo in Marine Containers" are available from MARAD's Office of Public Affairs, Room 7215, 400 7th Street, S.W., Washington, D.C., 20590.

Copies of the "A Shipper's Guide to Stowage of Cargo in Marine Containers" are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. The stock number is 050-015-004-1; the price is \$4.75.

"Seaborne Trade Forecasts 1981 – A Synoptical Review" by B. Volk

22 pages, Price DM 15.00 plus postage

Institute of Shipping Economics, Werderstrasse 73, D-2800, Bremen 1, Federal Rep. of Germany

"Cargo Handlers – Liabilities and Insurance" by ICHCA
76 pages, Price £15.00 (ICHCA members £7.50), air mail postage £1.50 extra

"The Handling of ISO Containers in Low Throughput Situations" by the Technical Advisory Sub-Committee of ICHCA

46 pages, Price £25.00 (ICHCA members £15.00), air mail postage £1.80 extra

ICHCA, Abford House, 15 Wilton Road, London, SW1V 1LX, U.K.

"Container Port/Terminal Facilities and Trade Growth" – Cargo Systems Research Consultants' Survey

150 pages, Price £85.00 or \$225.00, inclusive of air mail postage and packing

Publication Sales Division, CS Publications Ltd, McMillan House, 54 Cheam Common Road, Worcester Park, Surrey KT4 8RJ, U.K.

Inland Waterway User Charge Study by U.S. Departments of Transportation and Commerce:

"Inland Waterways User Taxes and Charges", (Main Report), (NTIS. PB-82-212762. \$12.00).

"The Economic Impact of Inland Waterway User Charges – The Impact of Waterway User Fees on Barge Traffic and Water-Served Regions", (NTIS. PB-82-196007. \$22.50).

"Analysis of Issues Relating to the Economic Impact of Inland Waterway User Taxes and Charges", (NTIS. PB-82-196056. \$10.50).

"Impact of Inland Waterway User Charges on Fertilizer Flows", (NTIS. PB-82-196031. \$12.00).

"Impact of Inland Waterway User Charges on Corn, Wheat and Soybean Flows", (NTIS. PB-82-196023. \$13.50).

The National Technical Information Service, U.S. Department of Commerce, 5285 Port Royal Road, Springfield, VA 22161, U.S.A.

"Availability of Tugboats in the North Sea" by H.J. van Wijhe, Netherlands Maritime Institute

80 pages, Price Dfl. 95.00 including postage

Netherlands Maritime Institute, P.O. Box 1555, 3000 BN, Rotterdam, The Netherlands

Brazilian ports & waterways news in brief

- The calendar of Portobrás foresees for this year the completion of the following port works: Sepetiba Complex, second phase of the Wheat and Soja Terminal of Rio Grande, Pier for gas products in Aratu and the Port of Macapá.
- The Port of Santos came to the end of the year 81 with a total of 22.6 million tons of cargo handling, 3.6% below the figure reached in 80. Exportations increased by 11.3%.
- According to the Superintendent of the Port of Manaus, Mr. Luiz Eugênio Barros, competition of transportation of cargoes by road is jeopardizing the port's performance.
- Portobrás is going to invest this year 40.2 billion cruzeiros in the improvement of the national port system. This total includes external financing and resources from Finame/BNDE for the purchasing of new equipment.
- Companhia Docas da Bahia announced the contract of dredging work for the Malhado Port, where the constant silting process has reduced the draught in the access from 10 to 8.5 m.

Canadian Port and Harbour Association to hold its 24th Conference at Toronto

The 24th annual meeting of the Canadian Port and Harbour Association will be held September 12-15, 1982, at Toronto's Westin Hotel. Although the topics have yet to be finalized, the meeting is expected to address a number of thorny questions, among them:

- Conflicting priorities for waterfront lands;
- Environmental issues impacting on port operations; and
- Marketing, pricing and advertising.

Last year's meeting was in Nanaimo, B.C. In 1983, it will be in Montreal and in 1984 in Cornerbrook, Newfoundland. (AAPA ADVISORY)

Bright future for Nanaimo waterfront

Nanaimo Waterfront Proposal, the bold new concept for future development of the Harbour shoreline from Brechin Point to Nanaimo Indian Reserve on Nanaimo River estuary, is meeting with keen interest since it was recently put before the public.

It has, evidently, stirred the imagination of people who recognize the potential inherent in this section of waterfront. The Proposal is the result of several months of study and designing by Nanaimo planner Robert Boyle working with Nanaimo Harbour Commission and staff. When presented to local government, civil leaders and general public, late last month it evoked considerable interest and discussion.

As explained by Commission Chairman Don Rawlins at that time, "the plan is intended to assist in the evolution of a better waterfront for this city. We felt that it was the responsibility of Nanaimo Harbour Commission to take the initiative." Mr. Rawlins stressed that "It is a concept only.

It is not a take it or leave it plan."

"City waterfront has big future—Harbour plan a timely one," was the headline for Nanaimo Times' report of the announcement regarding the Proposal.

"A very exciting vision; economically viable," was Mayor Frank Ney's comment, according to the press report.

"Very imaginative—a long-range project which city council should accept as a general concept," was City Planner Bill McKay's reaction, said the press story.

After the presentation at a public meeting, the maps, photographs and design sketches were set up as a display in the Nanaimo Harbour Commission office for the balance of the week, to enable the public to become acquainted with it. Many interested individuals took advantage of the opportunity and general reaction was favourable.

New Canadian Ports Bill promises autonomy

A new Canadian Ports Bill, C-92, has been introduced in Parliament. It is designed to recognize regional, social and economic differences in Canada and provide more local autonomy for major ports than has been the case in the past.

At present there are three categories of ports within the federal jurisdiction. The first, to which the Port of Vancouver belongs, consists of 15 ports administered by the National Harbours Board, a crown corporation. These ports move 50% of all the tonnage handled in Canada.

The second category is for commission ports, of which there are nine, although two of them, Toronto and Hamilton, operate under their own statutes. This category handles 20% of the traffic.

Finally there are some 500 public harbours and wharves operating under the Government Harbours and Piers Act and the Canada Shipping Act. This category accounts for 20% of all traffic. The remaining 10% is handled by private dock facilities.

The bill, if approved, will amend the NHB Act to permit local corporate management of current NHB ports. The NHB will become the Canada Ports Corporation with a board responsible to the Minister of Transport for all NHB ports. It will provide national policy direction to local port corporations that may be set up, as well as approving annual plans and recommending—for Governor-in-Council approval (Cabinet)—the by-laws of a local port corporation. It will manage non-corporate ports on a divisional concept. Local port corporations, such as one that could be set up in Vancouver, would be given a high degree of autonomy, it was stated in the introduction to the bill. Considerations in setting up a local corporation will be national and regional significance, the level of financial viability of the port and the ability to generate operating revenues and to pay the principal elements of any debt.

Directors of a local port corporation would be appointed on a part-time basis by order-in-council, upon the recommendation of the Minister of Transport after consultation with the Board of the Canada Ports Corporation. The local Board would appoint a port manager, who would be chief executive officer.

A local corporation will be responsible for operation and management of the port, with the authority to handle property management, contracting and tendering, setting of

rates, personnel matters and administrative decisions. It will originate its own by-laws for approval by Order-in-Council and will have the power to authorize expenditures up to a limit set out in the approved regulations.

Ports sets record despite obstacles: Port of Vancouver

The Port of Vancouver achieved another record year in tonnage handled during 1981, despite a lack-lustre world economy and what the Port's General Manager F.J.N. Spoke described as a difficult labour climate on the waterfront.

Total tonnage through the Port in 1981 was 49,495,000 metric tonnes, 0.5% higher than the 49,204,000 tonnes in 1980. The modest increase is attributable mainly to record exports of grain and coal.

Mr. Spoke said that while there were no direct waterfront strikes during 1981, Port traffic has suffered through the non-availability of sufficient skilled longshoremen for all shifts. He said the problem worsened in the second half of the year.

Mr. Spoke expressed concerns for labour stability in 1982. The ILWU contract expired December 31st and he hopes that the negotiations currently underway between the BCMEA and the ILWU will result in a new contract that will ensure that the Port will enjoy the kind of positive labour climate which is so crucial if the Port is to develop its full potential. Negotiations with railway unions are also underway. A successful settlement is, of course, of great importance to the Port.

The Port community is certainly vitally concerned about labour stability, availability and productivity during 1982, Mr. Spoke continued.

The target of 50 million metric tonnes could be achieved in 1982 despite the prospects of continued economic doldrums worldwide, he said, but it would require a favourable labour climate, and some improvement in world economic conditions.

Expansion project to create up to 3,800 new jobs : Port of Québec

At a time when employment is a critical issue, the Port of Québec's proposed expansion project at Beauport has raised many questions concerning job creation. According to research carried out by the Port's department of planning and development, the project will create up to 3 800 new and permanent jobs.

While the total economic impact of the project includes the creation of jobs during the period of construction and in support and service industries, the projection of the number of new and permanent jobs that will directly result from the expansion can be made based on the total number of existing jobs at the Port, in relation to the surface area now in use for port activities. By establishing the number of jobs created per hectare of space available, it is possible to project job creation at additional sites for port activity.

An economic impact study carried out by Laval University's «Bureau de consultation en gestion» and based on statistics for 1979, shows that 1 803 jobs are maintained directly by the principal businesses operating at the port, or 9.6 jobs per hectare of space now available.

A principal business is defined as one whose economic activities are directly related to the presence of the Port of Québec.

It may be assumed that port activities at the Beauport expansion site will develop in the same way and in the same proportions as those now found elsewhere in the port. However, it is necessary to establish the perimeters of job creation resulting from the expansion project at Beauport, by evaluating job creation in relation to the type of port activity.

Research and development at the Port of Québec shows that the number of employees per hectare varies from 3 for the handling of liquid bulk to 22.7 for the handling of scrap metal. Since the handling of liquid bulk is the port activity that creates the least number of jobs, it can be affirmed that an additional surface area of 168 hectares (which excludes 20% of the planned surface area of the expansion project for transportation and servicing facilities) will create at least 504 new jobs. In the most optimistic evaluation, based on the port activity that now creates the most jobs per hectare of activity, the expansion project will create 3 800 new and permanent jobs.

U.S. port traffic 1980

Seagoing waterborne commerce at U.S. ports (including Great Lakes traffic) totaled 1,366,465,539 tons in 1980, according to Corps of Engineers estimates. That is down 5.2 percent from the 1,441,674,129 tons recorded for 1979. Much of the decline was in imports (from 632,995,657 tons to 517,521,121 tons), that undoubtedly reflecting the drastic fall in crude oil imports. Exports on the other hand rose by about 40 million tons, due in great part, probably, to the substantial growth in U.S. overseas coal shipments. Domestic seagoing tonnage declined slightly (by less than one percent), with the loss being entirely attributable to traffic moving between U.S. Great Lakes ports (down by 19.8 percent). (*AAPA ADVISORY*)

Foreign-trade zone activity in the U.S. increases significantly

According to the 42nd Annual Report of the Foreign-Trade Board of the U.S., the value of merchandise shipments into these zones amounted to \$2.6 billion in FY 1980 (compared to \$1.5 billion the previous year), of which \$1 billion was attributable to general-purpose zones and \$1.6 billion to special purpose sub-zones. Of the \$2.5 billion in goods shipped from the zones in FY 1980, \$700 million was re-exported to foreign markets (versus \$348 million in FY 1979). Significantly, the ratio of exports to total outgoing shipments increased from 24 to 30 percent. The top five zones in export volume were McAllen, TX (No. 12), New York (No. 1), Wilkes-Barre/Scranton (No. 24), Miami (No. 32) and San Francisco (No. 3). As for sub-zones, shipments totaled \$1.5 billion, of which \$306 million left as exports. Altogether, the zones accounted for 11,700 jobs (not including secondary employment impacts), and were used by 1,370 firms (405 being permanent users, and the remaining 970 part-time users). The report indicates that as of the end of FY 1980, there were 33 operational zones (compared to 26 in FY 1979). Nine new zones were authorized, giving a grand total of 55 zones in 31 states. Significantly, of the 30 general-purpose zones

in operation in FY 1980, only 11 had been in business before 1975. (*ADVISORY AAPA*)

Alabama State Docks report shows high earnings

The Alabama State Docks recorded net earnings of more than \$12.7 million during the first six months of the fiscal year—well ahead of the docks' previous record for an entire fiscal year.

The new \$12.7 million record in net earnings recorded during the six-month period ending March 31 surpasses the previous record of \$11.04 million in earnings netted by the docks this past full fiscal year.

Mainly responsible for the new record showing was the State Docks' McDuffie Coal Terminal. The terminal's earnings soared from \$2.078 million to \$8.262 million, while the Three Mile Creek Bulk Plant's earnings jumped from \$1.277 million to \$2.080 million during the comparative six-month periods.

The Wharves and Warehouses Division's net earnings advanced from \$610,552 to \$1.442 million, and earnings by the docks' grain elevator rose from \$1.049 million to \$1.514 million. The docks' Terminal Railway's earnings fell from \$183,982 to a deficit of more than \$230,000.

The report also showed that the docks' net earnings bounded from the \$393,331 recorded during March 1981 to \$1.552 million this past March.

Port impact \$225 million : Seaway Port Authority of Duluth

Waterborne commerce through the Port of Duluth-Superior in 1981 resulted in an economic impact on the Twin Ports area totaling \$225 million, according to figures from the Seaway Port Authority.

The value of cargo moved across the docks in 1981 totaled \$2.7 billion. More than 36 million metric tons of cargo moved through the Twin Ports last year.

The dollar value is the actual cost of a particular commodity, while the economic impact reflects monetary benefits realized by the maritime and related transportation industries. The economic impact figures are exclusive of the dollar value of the cargo.

The movement of grain through the Twin Ports created the greatest dollar impact in terms of employment with a total of 6.6 million metric tons generating \$115,398,884 in real benefits.

The movement of dry bulk cargoes such as iron ore, taconite, cement and coal generated \$96,896,322 on a movement totaling 29,362,522 metric tons.

General cargo movements, most of which were shipped through the Duluth Public Marine Terminal, provided \$5,778,108 in economic impact.

Economic impact figures are based on a 1976 economic impact study by J.F.P. & Associates, with yearly revisions at the rate of inflation. The 1981 rate of change according to the all-urban CPI was 10 percent, according to Glenn Gronseth of the Minnesota Department of Employment Security-Duluth.

ROBERTS BANK

In 1970 the Roberts Bank Outer Port was created south of Vancouver, British Columbia, to help Western Canada's coal producers meet world demand. And that it has.

By 1980 it had handled more than 69 million tonnes of coal and related products. It had unloaded nearly 9,000 unit trains of over 100 cars each. And loaded 1,160 ships.

Roberts Bank now has a workforce of close to 100. It can stockpile one million tonnes of coal, load ships up to 170,000 deadweight tonnes, and handle over ten million tonnes per annum.

The rapidly increasing coal trade has inspired a vast expansion

WESTERN CANADA'S WORLD CLASS COAL EXPORTING FACILITY

program for this sprawling superport. The first stage, already completed, increased capacity to 12½ million tonnes.

The overall expansion program will result in approximately 60 hectares of terminal infrastructure being developed allowing for a fourfold increase in shipping capacity. Coal unloading and shiploading facilities will eventually employ a workforce of 200 and have the capacity to handle vessels of up to 250,000 deadweight tonnes.

Roberts Bank. A very important thing in the world of coal. And getting more important.



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Direct Impact of Commercial Shipping in Duluth-Superior 1981

CARGO CATEGORY	1981 PER TON IMPACT	1981 TONNAGE (Metric)	1981 TOTAL IMPACT
GENERAL CARGO (Including Lumber and Steel Products)	\$75.60	76,430 MT	\$ 5,778,108.00
BULK LIQUIDS (Petroleum Products and Miscellaneous Liquids)	\$27.95	68,701 MT	\$ 1,920,192.95
GRAINS, SEEDS, AND BY-PRODUCTS			
DOMESTIC	\$10.13	1,315,981 MT	\$ 13,330,887.75
CANADIAN	\$10.13	1,718,051 MT	\$ 17,403,856.63
OVERSEAS GRAIN	\$22.41	2,244,479 MT	\$ 50,298,774.39
OVERSEAS SEEDS & BY-PRODUCTS	\$25.01	1,374,065 MT	\$ 34,365,365.65
Total all Grain, Seeds, and By-Products:		6,652,576 MT	\$115,398,884.20
MISCELLANEOUS			
BULK (Includes Scrap, Woodpulp, Newsprint, Fertilizer)	\$22.08	246,591 MT	\$ 5,444,729.28
DRY BULK (Includes Iron Ore & Concentrates, Coal, Limestone, Salt, Coke, Potash)	\$ 3.30	29,362,522 MT	\$ 96,896,322.60
TOTALS:			
1981:		36,406,820 MT	\$225,438,237.03
1980:		37,853,163 MT	\$224,120,813.00

Mexican container landbridge start-up scheduled

Mexico was scheduled to open a 198-mile cross country container landbridge this month, a move that could affect Barbours Cut Terminal.

Linking Mexico's Gulf port of Coatzacoalcas with the Pacific port of Salina Cruz, the new route should bolster the growing cargo traffic at Barbours Cut because of "the chances of savings in cost and time on Oriental trade," Fernando Bueno Alvarez, the bridge's director, said.

Port of Houston Authority International Sales Manager Armando Waterland agreed that Houston could benefit from the bridge across the Isthmus of Tehuantepec.

He said cargoes bound for the Far East and originating in the Midwestern U.S. could be shipped through Houston and across Mexico, thus avoiding the long landbridge across the western U.S. Also, Oriental cargo bound for America could go to Salina Cruz for transportation to Coatzacoalcas to Houston for shipment to American markets.

Ten percent of the total trade volume between the Far East and Europe could go through Salina Cruz and Coatzacoalcas via the landbridge. Studies show by the year 2000 the 10 percent figure could grow to 50.

Mexican officials believe the landbridge could also save approximately 3½-days transit time for eastbound cargoes that would normally take the all-water route through the Panama Canal. A 2½-day savings could be accrued for westbound cargoes.

U.S. Gulf port officials have been negotiating with Japanese carmakers and Mexico's landbridge officials to use the bridge for moving Japanese cars, thereby reducing

the cargo's movement through the costlier and time-consuming Panama Canal. Preliminary rates are \$450 for each 20-foot container and \$650 for each 40-foot container.

The Mexican government agency that will operate the landbridge, Servicio Multimodal Transistmico, has estimated that 70,000 to 90,000 containers should cross the isthmus during the first year of operation. Within five years, an annual volume of 500,000 containers is anticipated.

Construction on the landbridge began in January, 1980, and according to preliminary reports, the facility will be operating with the most modern equipment. Four Marathon LeTourneau SHU-100 straddle hoists for moving cargo to rail and truck carriers have been ordered. Each hoist has a 99,792-pound load capacity and can straddle a truck lane, a rail spur or six rows of containers. In addition to the straddle hoists, two container-type cranes have been ordered from the Longview, Texas, firm.

A single-track rail line linking the two ports has been double-tracked in certain areas to allow trains to pass. Three new bridges have been built. One hundred forty-foot flatcars fitted for containers have been purchased along with ten 2,250 horsepower diesel electric locomotives. Each port will also have 50 trucks. The trip across the isthmus should take six hours by rail and 12 by truck.

With the isthmus running north and south, Fernando Bueno Alvarez said the ports provide the shortest point for trade to and from Houston. (*PORT OF HOUSTON MAGAZINE*)

Turning Basin docks to continue on first-come, first-served basis : Port of Houston

The Port of Houston Authority's public docks will continue to be operated as they have in the past, with no preferential berthing or leasing arrangements.

That was the recent decision of the Port Commission.

Inquiries from port users and firms involved in the maritime industry, seeking to lease certain break-bulk facilities, led the Port Authority Commission to consider a study of the port's operating style. The Commission solicited comments and recommendation concerning the proposed study. Specifically, the Commission sought comments on the impact of leasing facilities to private operators, and whether any other operating changes might be warranted.

After reviewing recommendations from staff and maritime industry representatives, the Commission decided that the study wouldn't be necessary, and that no changes should be made in the operation of the port's facilities.

The Port of Houston Authority is somewhat unusual that it is not a landlord port. Many major U.S. ports function as landlords, leasing their docks to private maritime concerns. Ships calling at such ports must have a berth reservation, or wait in line until one becomes available for hire from one of the private operators.

Port of Houston Authority facilities are operated for hire on a first-come, first-served basis, except for two of the liquid bulk cargo wharves, which are subject to preferential berthing arrangements and Container Terminal 3 at Barbours Cut which is leased to Sea-Land Service, Inc.

Berth utilization at most Turning Basin docks has been approximately 80 per cent. The average utilization rate at U.S. ports is 40 to 50 per cent. The consensus of the majority of local members of the maritime industry was: Why tamper with success?

The Commission was told by representatives of the West Gulf Maritime Association at its March 8, 1982 meeting, that it would be virtually impossible for the Port Authority to operate its docks at current volume with the constraints inherent in leasing or preferential berthing.

Compared to most major U.S. ports, "Houston is a busier, more successful, and less expensive port," said Ted Thorjussen, West Gulf Maritime Association vice president. "This is because of, rather than in spite of, its type of operations," said Thorjussen. Members of the West Gulf Maritime Association, who account for approximately 97 per cent of the cargo moving through Port Authority facilities, unanimously agreed that the Port Authority should retain its current operating procedures and forego further consideration of the proposed study. (*PORT OF HOUSTON MAGAZINE*)

Dundalk Marine Terminal Cargo Tonnage Increases : Maryland Port Administration

Cargo handled at the Dundalk Marine Terminal totalled 962,455 tons for the first quarter of 1982, an increase of 7.93 percent over the same period in 1981.

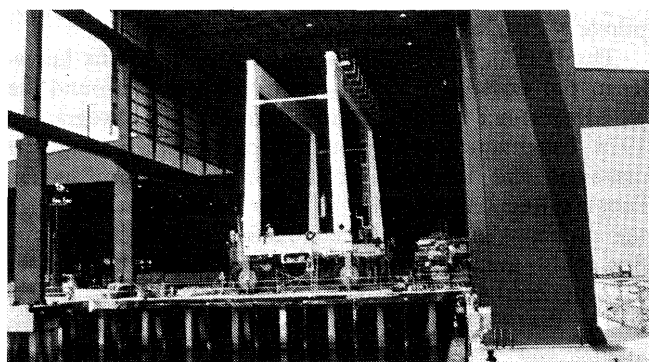
Net cargo discharged increased 9.6 percent to 450,950 tons while net cargo loaded jumped 6.5 percent to 511,505 tons for the quarter.

The statistics were released by the Maryland Port Administration in a berth utilization/commodity breakdown report of the terminal. A total of 348 vessels and 39 barges called Dundalk in the first quarter of 1982, according to the report.

The Dundalk Marine Terminal, a 550-acre site, is the port of Baltimore's largest general cargo handling facility.

World's largest rubber tired Transtainer* cranes

The first of four of the World's largest TRANSTAINER* Cranes is taking shape at PACECO's newly expanded World Headquarters facility located near Gulfport, Mississippi. The four giant cranes are being built for Maher Terminals, Inc. and are to be shipped fully erected directly to Port Elizabeth, New Jersey.



It's our 75th year!: Port of Los Angeles

San Pedro—at the Port of Los Angeles, one of the busiest harbor in the United States—very nearly slipped into second-rate obscurity at the turn of the century when railroad baron Collis Huntington waged a bitter, no-holds-barred battle to establish Los Angeles' deep-water port in Santa Monica, where his Southern Pacific line controlled or owned all of the coastal property.

Huntington's intimidating tactics were flagrantly illegal and probably would have had him jailed for conspiracy and collusion if today's conflict-of-interest laws had been in effect then. However, San Pedro finally won out, thanks to an aroused citizenry and the implacable opposition of such disparate Huntington foes as Senator Stephen M. White and William Randolph Hearst, and the rest is history.

The Los Angeles Board of Harbor Commissioners was created by City Ordinance No. 19128 on December 9, 1907, and the first Commission was appointed on March 10, 1908. Its members were: George Hadley Stewart, President; Alexander Patterson Fleming, Secretary; Thomas E. Gibbon and Frederick William Braun. The Commission grew to five members, including Clarence H. Matson as Traffic Manager, in 1917, and in 1925 the Commission increased to six, in addition to Charles H. Spear as the Port's first General Manager.

This year—1982—marks the 75th anniversary of the official beginning of the Port of Los Angeles. The history of its growth and development into one of the nation's most successful ports in terms of volume of cargo handled and net revenue is a most colorful and interesting one.

Activity on the San Pedro waterfront actually dates back well beyond those 75 years. In fact, it was only a desolate stretch of swampy marshland when Portuguese navigator Juan Rodriguez Cabrillo first discovered it in 1542, and little more than that when Richard Henry Dana described it in withering terms as "the hell of California" three hundred years later in "Two Years Before the Mast."

Nevertheless, the presence of two vast California ranchos—Rancho San Pedro and Rancho Palos Verdes—with several of Father Junipero Serra's Spanish missions nearby which dealt with the first sailing ships from Boston, made tiny San Pedro the leading West Coast trading center for hides and tallow, both highly prized products in those early days.

Years later, it would become the world's largest lumber importing port, as millions of tons of wood poured in from the Pacific Northwest on any vessel that would float to help build the small, arid pueblo of Los Angeles into what is now the second largest concentration of population, employment, business, industry and finance in the United States.

Easily the most dynamic figure on the San Pedro scene in the mid-1800s was Phineas Banning, just 21 and penniless when he arrived in 1851. A man of remarkable energy, vision and ambition, Banning owned stagecoach lines, freight lines, a shipping fleet and a railroad, and founded the city of Wilmington. He was responsible for bringing the first telegraph, first post office and first newspaper to the harbor area, and convinced a reluctant U.S. Congress to authorize the first breakwater in San Pedro, without which deepdraft vessels could not enter. When he died at 55

in 1885 from injuries suffered in a fall from a cable car in San Francisco, his place as the "Father of Los Angeles Harbor" was secure.

Today, the Port of Los Angeles is one of the largest man-made harbors in existence, with more than 7,000 acres of land and sheltered water, and over 28 miles of waterfront. Its \$490 million Capital Development Plan, which provides for dozens of major harbor projects and improvements, will insure its continued expansion and reaffirm its established stature as one of the world's most important ports-of-call.

Port of Oakland introducing a new textbook on port management and operations

The Port of Oakland has achieved international recognition as a pioneer in general cargo and container terminal development. As a result of regular, frequent contacts with water carriers throughout the world, the Port has kept abreast of both the current practices and future plans of water carriers to ensure that the Port's long range planning is consistent with industry goals. This on-going dialogue with water carriers is an integral part of the Port's research and planning efforts, in which innovation and flexibility are key factors.

The cooperative relationship between the Port of Oakland and its private steamship lines and terminal operators has made it possible for the Port to offer state-of-the-art services in:

- Trade Research
- Marketing Support
- Operational Support
- Technical Assistance
- Port Management Training

The Port's Management Training programs, for example, originated in 1978 with a request from a major trading partner to provide general training in port management. Today, four separate programs are offered: Port Management, Operations Management, Port Finance and Electronic Data Processing Applications in Port Operations. In addition, access to the different container and combination terminal facilities within the Port area enables us to offer a variety of specialized hands-on training upon request. To date, more than sixty-five port management personnel from Japan, Korea, Mexico, Micronesia, Panama, the People's Republic of China and the Philippines have participated in these programs.

Recently the Port was asked by the government of Mexico to develop a long term master plan for training of the Mexican personnel who will administer and operate eight major industrial ports presently being developed in that nation. As part of this four-year contract, the Port is also responsible for conducting on-the-job training at selected Mexican ports. Training at the first of these ports is now in progress.

The Port of Oakland's continuing involvement in training and assistance programs has led to the development of *Modern Marine Terminal Operations and Management* to serve both as the standard text in the Port's training curriculum and an up-to-date reference work for the international maritime and port community.

PORT OF OAKLAND's Modern Marine Terminal Operations and Management

A comprehensive text covering modern Conventional, Container and Specialized cargo handling techniques and Terminal Operations.

by: Captain Warren H. Atkins in cooperation with the Maritime Division of the Port of Oakland

Available: Fall, 1982 Estimated Cost: U.S. \$60

Outline

1. An introduction to the various types of terminals and responsibilities of terminal management.
2. A discussion of the planning factors typically affecting the physical layout of a terminal and use of handling equipment, as well as considerations in equipment procurement. A comparative analysis of the major container handling systems is also included.
3. An analysis of the entire container cargo operation, including the receiving and delivery activities in the terminal. CFS operations, conventional cargo operations, container stowage guidelines and the necessary interface between the steamship line and the terminal operator are also discussed.
4. A discussion of terminal planning for vessel operation, including stowage planning, stevedore operations and documentation requirements.
5. A summary of terminal management and supervision procedures; cargo support facilities and operations; cargo security; cargo equipment and personnel safety procedures and operations.
6. A discussion of special cargo handling operations, including bulk cargoes, heavy-lift general cargo and containers, refrigerated cargo and containers, and other special or hazardous cargo operations.
7. Lesson plans for instructors, management and supervisors, including plans for clerks and stevedore personnel.
8. A detailed glossary of terms.
9. An extensive bibliography and index.

Introduction to port training : Port of Oakland

At the request of a number of port administrations around the world to provide port training for their personnel, the Port of Oakland has developed a series of management-oriented programs providing training in General Port Management, Operations Management, Port Finance Management and EDP Applications in Port Operations.

In addition, the Port has available a number of one to three-week specialized training programs in particular facets of port and terminal operations. These programs provide primarily "hands-on" training in specific disciplines.

The Port of Oakland is committed to sharing its knowledge and experience with its trading partners around the world and since establishing this formal training program in 1978, has conducted a number of programs for visiting port managers and specialists from Korea, Mexico, Panama, People's Republic of China and the Philippines. Although the programs are normally conducted in English, instruction is also available in Spanish and translation capabilities for other languages are available upon request.

The Port of Oakland's Training Programs enable junior, middle and upper level managers and management or

operations specialists to meet continuing education and professional development needs caused by the increasing complexity of business enterprises and technological advances within the port industry. Enrollment is restricted to men and women who are sponsored in each program by their employing organization, and normally is limited to 10-12 personnel in each program in order to maximize group participation.

Content, staffing and format of each program is designed especially to meet the needs of successful management practitioners or operations specialists who wish to prepare themselves for broader management responsibilities and/or compare alternative methods of management and operations within the port industry. Each management program is modified to fit the "unique" requirements and interests of the program participants. The specialized programs are also designed to provide the detailed, in-depth training needed to develop or improve operational skills.

Through past experience in training, worldwide reputation and the knowledge gained in the development of these programs, the Port of Oakland is well equipped to provide such training for port agencies from around the world.

PROGRAM HIGHLIGHTS

- Four separate major training programs dealing with various aspects of Port Management.
- Specialized "Hands-on" training programs with concentrated study in specific aspects of Port Operations.
- Each program participant receives comprehensive reference material which will serve as a valuable source in the future.
- Each major program is generally organized in a three-part format:
 1. A detailed and extensive curriculum of lectures on a variety of program-related matters.
 2. Working session with Port of Oakland staff members qualified in a variety of areas.
 3. In-the-field training at marine terminal facilities.
- Steamship lines and marine terminal operators and railroads serving the Port of Oakland participate in this program and provide supplemental training in their offices and at their terminal facilities as part of the total program.
- The four major types of container handling systems—straddle carrier, transtainer, top-loader and all chassis—are all available for inspection at the Port of Oakland.

TRAINING PROGRAMS AVAILABLE

- General Port Management
- Port Operations Management
- Port Finance
- EDP Application in Port Operations
- Specialized "hands-on" programs

A typical day-by-day training schedule, including a general course description of each seminar offered is contained in the enclosed outlines. A cost for each program is developed based upon the number of participants and is available upon request.

Please address your inquiries concerning cost information or additional details to:

Mr. Walter A. Abernathy

Executive Director
Port of Oakland
66 Jack London Square
Oakland, California 94607 U.S.A.
Telephone: (415) 444-3188
Cable: PORTOFOAK
Telex: 336-334

Marine department reorganizes : Port of Portland

Major reorganization of the Port of Portland's marine marketing department has been completed to meet the needs of customers doing business in a new world economic climate.

For the past two years, international trade has been buffeted by a recession, fluctuating petroleum prices and intense competition among ocean carriers. Domestically, the U.S. has taken a turn toward deregulation of overland transportation modes.

These conditions have created new priorities and a greater need for a new team approach to moving cargo. The Port of Portland's answer has been development of three new business units and a marketing servicing administrative unit—a total reorganization of the department.

The three business units include the Charter Cargo Division, the Far East Trade Unit and the Europe, Latin America, Australia Trade Division.

Flexibility to address quick-changing market conditions is key to the approach. The entire sequence of a cargo move will be placed under the responsibility of one unit. Both steamship and cargo matters, from the cargo's point of origin to its destination, will be monitored by each division.

The organization of the units is important because it allows the Port to place emphasis on two equally important roles. In addition to serving as a support business to the marine industry, the Port also fulfills an important public function as a "job-generator" for the community.

Each of the business units covers a carefully defined area of responsibility.

Says Marine Director Capt. Peter Norwood, "The process we've gone through in determining this new structure allowed us to grasp the true nature of our competitive position on the West Coast and in the entire world as we move toward the end of the century.

"We drew upon the knowledge of not only local experts—but also some of the best minds up and down the West Coast. The unique nature of our probes caught the interest of industry leaders in Europe and the Far East who were able to give us valuable perspectives of the future of the maritime industry.

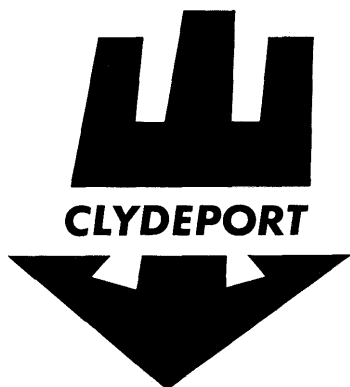
"This organization is designed to most efficiently implement the recommendations outlined in the 20-year Marine Terminals Master Plan. It falls in line with the corporate management objective of the Port as a whole. We are beginning an exciting move to the future."

"Name the Crane" contest winners : South Carolina State Ports Authority

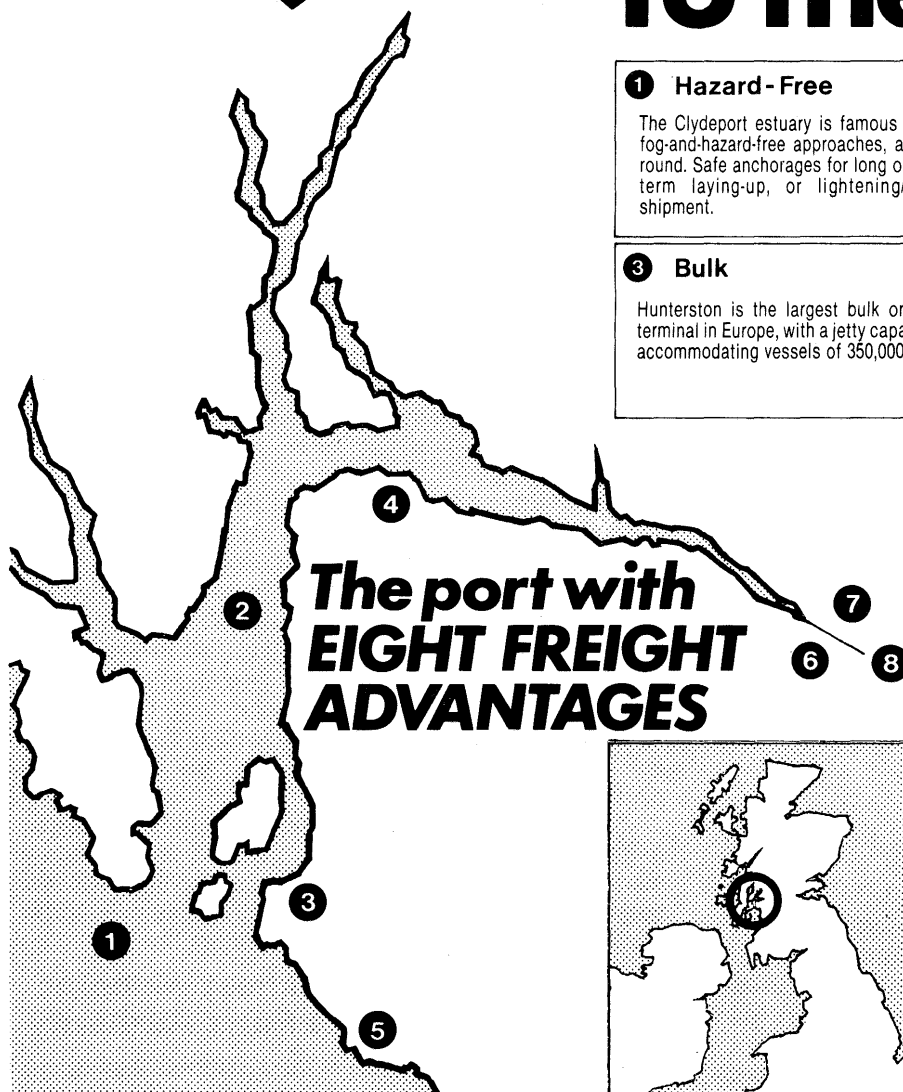
The four shiny new cranes at the State Ports Authority's recently dedicated Wando Terminal now have names compliments of the school children of South Carolina.

The SPA invited school children in grades 1-7 to enter

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3 Bulk

Hunterston is the largest bulk ore/coal terminal in Europe, with a jetty capable of accommodating vessels of 350,000 dwt.

4 Containers

The Container Terminal at Greenock has a deep water quay (42 ft at low water), 24 hour loading/unloading, an extensive back-up container park, Freightliner Railhead and adjacent Motorway network.

5 Coastal

Ardrossan is the centre for the important traffic to Ireland and Arran. Ro/Ro ferry berths for vehicles, containers, general cargo and passengers.

6 Break-Bulk

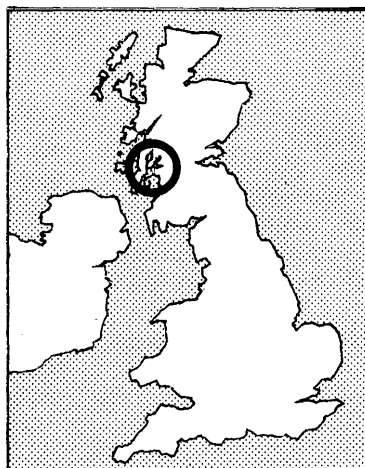
General cargo is efficiently handled at King George V Dock in Glasgow with its modern craneage and mechanised handling facilities.

7 Grain

Meadowside Granary is one of the largest grain stores in Britain. Six elevators each discharge 200 tonnes per hour.

8 Services Ashore

Clydeport's back-up services include warehousing, road transport, container stuffing, and data processing.



Marketing Department
CLYDE PORT AUTHORITY
16 Robertson Street, Glasgow G2 8DS, Scotland
Telephone 041-221 8733 Telex 778446

its "Name the Crane" contest. Over 9,000 entries were received and a committee of crane operators had the challenge of choosing four names. The selections are: Wando Workhorse, The Gentle Giant, Daddy Long Legs, and Big Mama Blue.

Tracy Nell Roach, age seven, of Cooley Springs-Fingerville Elementary in Chesnee suggested **Wando Workhorse**. Robin Nettles, age eight, of Wallace-Gregg School in Florence sent in **The Gentle Giant**. **Big Mama Blue** came from Tina Joyce Johnson, age 12, of Startex Elementary School in Startex. **Daddy Long Legs** was sent by Beth Hunter, age seven of Mount Pleasant Academy in Mount Pleasant.

Each winner receives \$15 and her school receives a \$100 donation to its library. Each winner's name and the name she suggested will be placed on one of the four container cranes at the Wando Terminal.

A look back over 1981 : Port of Antwerp

Looking back over last year and considering the results against the sombre background of the continuing stagnation of the world economy we can say with a certain satisfaction that all in all for the port of Antwerp 1981 was a satisfactory year with regard to traffic and a remarkable one with regard to the improvement of the port's infrastructure and installations.

From the statistical point of view new port records were set with regard both to average and total tonnage and to general cargo and containers.

The cargo figures hide several striking successes with regard to new types of traffic (including fruit and ore) which were "won" from neighbouring ports thanks to excellent service and attractive conditions resulting from the use of advanced technology for cargo-handling and an improvement in the accessibility of the port to large vessels.

In the general cargo sector the continued growth of the port's function as a distribution centre had a favourable influence on the final figures.

As far as the infrastructure and installations are concerned, both the public authorities (with the Delwaide Dock, the improved maritime access, the Brabo 800 floating derrick and the new road infrastructure) and the private sector (with a number of remarkable new cargo-handling installations) made considerable improvements in the port.

If the quality of service is maintained, the cost-price spiral kept under control (at national level) and public and private investment continued, then the port may view the future with confidence.

Ships: greater average tonnage

New records were set with an average tonnage of 6,000 GRT per vessel calling at the port and a total tonnage of 104.6 million GRT.

This is due, among other things, to the improvement in the navigability of the river Scheldt. In 1981 on average 2 to 3 vessels of over 100,000 t entered the port each week, at least one of them over 120,000 t. The year also saw a new record with regard to the largest cargo ever brought into the port by one seagoing vessel: 102,622 tons of coal.

Cargo: slight overall decrease but an absolute record with regard to general cargo

Overall cargo traffic declined by 2.7%, which is reasonable in comparison with the other large North Sea ports. However, general cargo rose by 9.4% and in 1981 passed the 30 million ton mark, an absolute record in the history of the port.

There was above all a great increase in outgoing general cargo traffic (+16.9%). The rise in container traffic continued: about 750,000 TEUs were handled with a total cargo tonnage of 6.8 million tons. Conventional general cargo increased by almost 2 million tons but bulk cargo declined by 9% (on account of a decrease in the imports of crude oil, ores and fertilizers. However, grain and coal did well).

According to the calculations of the Harbour Master's Office the total maritime cargo traffic amounted to almost 80 million tons (79.6 million tons to be exact).

Of this about 40% is transit traffic, 20% local traffic, 20% is made up of cargo bound for firms in Flanders, Brussels and the Grand Duchy of Luxemburg and the remaining 20% is traffic from or to the French-speaking Walloon part of Belgium. As far as the port's role in the Belgian economy is concerned, the figures reveal that over 70% of the maritime cargo traffic which makes use of a Belgian seaport goes via Antwerp. In this respect it should be noted that the port accounts for 95% of the total added value in the transport sector in the district of Antwerp, which is estimated to be at least 80,000 million Belgian francs per annum. This amounts to 3.5% of the Flemish regional product and 2% of the Belgian gross national product.

Investments amount (calculated in 1975 prices) to 100,000 BF per worker per year. This is an exceptionally high amount for a service sector. Every ton of maritime freight which was handled in Antwerp produced an average added value of 1,400 BF in 1980 alone with regard to the transport firms in and around the port.

When it is borne in mind that the port of Antwerp provides employment for about 75,000 people, it is clear that it must be considered to be one of the principal centres of growth of the Belgian national economy.

Infrastructure: several improvements

In 1981 the port on more than one occasion was entitled to hang out (symbolically) the flags with regard to the completion or beginning of infrastructure work which is guaranteed to have a favourable effect on the port's competitiveness.

A great improvement was made to the navigability of the river Scheldt and the Scheur channel. Within little more than a year the maximum draught advised by the Pilotage Authority when sailing upriver was increased by three feet or about one metre.

In late 1981 the maximum draught advised was 47'6" and this draught now applies to vessels of up to 270 m (formerly 260 m). Antwerp has thus become Belgium's largest deepsea port. As a result the port in 1981 was able to welcome a vessel with a draught of 47'3".

A second improvement was the unofficial opening of the Delwaide Dock when part of the 4.7 km of berthing quay which will be available at the new dock with a quay depth

ranging from 500 to 725 metres came into use.

A start was also made last year on preparations for the Berendrecht Lock which will be the largest of its kind in the world. Finally a new link between two docks on the right bank of the Scheldt (the Fifth and America Docks) was inaugurated, which will facilitate ship and barge traffic in the port itself, and the ramp for heavy loads for ro/ro traffic was completed, which opens up new prospects for the development of the traffic of heavy, indivisible unit loads.

On the left bank of the Scheldt the Kallo Lock, a part of the adjoining dock and two side-docks were completed. Work on the Fourth Dock (reserved for handling dry bulk cargoes) was continued.

The road network in and around Antwerp was extended, amongst other things by the inauguration of the final part of the E 10 motorway, the Craeybeckx Tunnel and the junction with the Inner Ring. The Craeybeckx Tunnel is in fact the longest in Belgium.

Computer techniques and teleprocessing: port applications

In 1981 the municipal authorities took a decisive step with regard to the introduction of computer technology and teleprocessing in the port. One initial aim is to improve the flow of traffic and the turnround time of seagoing vessels. Further programmes will follow, including one for dealing with the traffic of dangerous products. These programmes are closely connected with the projects which are being worked out by the European Association for Port Data-Processing. Antwerp is playing an important role in this European initiative. The General Manager of the Port, Mr. R. Vleugels, is the chairman of the association.

British Ports Association in profile

The forerunner of the British Ports Association was the Dock and Harbour Authorities' Association, founded in 1919. Its objectives then, as now, were the same as those of most trade associations, i.e.: to foster and promote the interests of its members, to provide a forum for discussing matters affecting the industry, to formulate industry policies, and generally to perform an effective lobby function.

As a matter of interest, the 1970 annual report of DHAA contained over 30 policy-making subjects. That figure had risen to some 60 by 1980, with the major share of the increase involving technological/operational issues.

The British Ports Association is alive and well. Its membership comprises 103 port authorities. A simple numerical listing is misleading in that the authorities in membership control a large number of ports and harbours in this country and in Ireland. In fact, the Association's membership comprises all commercial ports of any significance and a large number of amenity ports as well.

The advent of the National Ports Council (NPC), established by the Harbours Act of 1964 (which was itself the legislative outcome of the Rochdale Report), to some extent overshadowed the Association as the representative body of the ports industry. Even so it was not a matter of "sour grapes" which caused members of BPA, for some years, to press Government to abolish, or at least to modify, NPC. Their justification lay in their assessment of NPC in cost/benefit terms. NPC was almost entirely financed by a statutory levy on the ports, which in 1980

amounted to £1.25 million. In August 1979 the Association's "Statement on Ports Policy" recommended that in view of the changes which had taken place in the industry and the duplication between NPC and BPA activities, a change in the structure was highly desirable. With regard to NPC's advisory functions, for example, it was felt that responsibility for advising the Minister should be carried out by officials of the Department of Transport. As to the "port orientated" activities, the ports considered that they could carry out these functions more effectively for the industry through BPA. The logic, from a port's viewpoint, pointed up the need to abolish NPC, and BPA therefore advised HMG accordingly.

In December 1979 The Rt. Hon. Norman Fowler, then Minister of Transport, announced in the House of Commons that the National Ports Council would be wound up, on the basis of the recommendations referred to above and undertakings given to HMG.

A working party under the chairmanship of Mr. J.P. Davidson, CBE, then Deputy Chairman of BPA, had already been established, and a detailed report was made to Mr. Fowler in February 1980 specifying proposals for restructuring BPA to undertake the new responsibilities and activities which were expected of the Association. The report was accepted by the Department and its proposals are now being implemented.

The main new and additional responsibilities assumed by BPA are in three key areas:—

(1) Economics & Statistics (F.N. Reece M.A.)

BPA is working with the Department of Transport to establish what statistical information should be collected and published, and by whom, and a body of information is being built up to provide input for members' marketing and planning functions.

Trade and resource forecasting in general are important, and a number of projects are under way. Examples: the difficulties besetting fishing ports, pilotage charges and light dues, the preparation of a "market brief" for the Economic Development Committee for Civil Engineering, and the operational performances of container terminals.

BPA intends to carry on previous NPC work in the field of medium term (5 and 10 years) trade forecasting comparative tables of financial results of ports, and periodical economic commentaries on the state of the ports industry.

(2) Legal (R.P.A. Douglas, OBE)

Nearly all members of the Association are bodies created, and manage their harbours under powers conferred by, Acts of Parliament or statutory orders, and the ports industry is almost certainly more affected by legislation of all kinds, both general and local (not only specifically harbour legislation), than any other industry. Therefore harbour authorities frequently need advice in the specialised fields of the interpretation of statutes and legislative procedures, and BPA are now able to provide members with advice in these specialised areas of the law (only the larger harbour authorities have lawyers on their staff).

It is also of great importance that the Association should be advised about Bills in Parliament or proposals for subordinate legislation which may affect their members so that, if necessary, appropriate representations can be made in due time.

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Also the statutes relating to harbours—mostly local legislation but following common patterns—must be kept under review and the Association must be able to take part in this. Liaison with the Department of Transport is good, and BPA would confidently expect the Department to consult them closely about any future proposals for general ports legislation.

(3) Operations and Research (R.A. Gibbons, MIN, FRICS)

The new BPA Research Committee, which includes representation from the Department of Transport, will mount relevant and cost effective research projects across the full range of port activities.

An immediate task is the assessment of the most rewarding areas for future BPA research work and the selection of new projects for investigation. Safety and micro-processor applications, for example, are important areas for further study.

Emphasis is also being placed on helping British manufacturers of freight handling equipment to improve their share of home and export ports markets.

Relationship with the National Association of Port Employers

The National Association of Port Employers (NAPE) is an independent employers' organisation which provides the employers' side of the National Joint Council for the ports transport industry and negotiates with trade unions concerning the terms and conditions of service of registered dock workers. NAPE shares offices and certain clerical and administrative staff with BPA, and there is close liaison on day-to-day affairs.

BPA's members are port authorities. NAPE's members are in the main local associations of employers of dock workers, which normally include the port authority in their number. The two associations have many members in common, but some of the smaller port authorities are not members of NAPE, and companies in the private cargo handling sector, which includes general stevedoring and wharfing companies together with specialist operators, are not members of BPA. The work of the two Associations is separate and distinct; there have however been discussions which could bring about a closer formal relationship in the future. (British Ports Association: 3 Queen Square, London WC1N 3AR Telephone: 01-278 6995/8).

New joint venture in the Port of Southampton : BTDB

The C.Y. Tung Group and the British Transport Docks Board have agreed to develop a joint business venture to operate and market a newly-equipped container terminal at the port of Southampton.

The Tung Group will be majority shareholder in a new operating company and will invest several £ millions in additional container handling equipment. The Docks Board will take a substantial holding in the new company, and will continue to own the berths (currently designated 201/202 berths) and to be the employer of labour.

Both sides see the new partnership as offering exciting opportunities for new business, while stressing that the interests of the BTDB's existing customers on 201/202 berths will be protected. The port of Southampton, they

point out, is acknowledged by the shipping industry to have outstanding natural and geographical advantages. It offers virtually unrestricted direct access to deep-water berths capable of taking the world's largest container ships.

For its part, the BTDB believes that by becoming involved in a partnership with a major international transport group, the port of Southampton will obtain considerable advantages, to the benefit of customers, employees and the Docks Board's business as a whole.

Discussions with representatives of the port workforce are now under way to reach agreement on working systems and procedures under the new arrangement. Once agreement has been reached the joint venture company will be set up and the required new equipment will be ordered.

BTDB Research Station cuts costs

The Annual Report on Research projects undertaken during 1981 by the British Transport Docks Board was published recently.

The report highlights the contribution made by the Board's London based Research Station to improved efficiency in maintaining the Board's 19 ports, and gives details of specific investigations made for new projects undertaken by the Board.

The main areas of research last year covered a wide field, including dredging and hydrographic surveying, wave data collection, wave prediction, and stress measurements in dock structures.

Many of the Research Station's studies are aimed at finding ways to reduce maintenance dredging at the Board's ports, thereby reducing costs. Much progress has been made in this field, especially at the South Wales ports, which are now completely covered by a Trisponder position fixing network. At Immingham, special equipment has been developed to record lock operations and the silt intake into the enclosed dock.

The Research Station gained several commissions during 1981 from outside organisations. The most important of these is a project undertaken for Hull Corporation to construct a tidal model of part of the Hull waterfront in order to estimate the dredging requirement of the proposed Hull Marina.

The Director of Research, Mr. Bill Jackson, feels the year has been one of solid achievement: "The savings the Board makes by implementing the results of our research show the value of the BTDB research effort" he says.

Bertlin & Partners appointed as designer for construction of ro-ro and tug berth in Port of Assab

Bertlin and Partners (an Associate Member of IAPH) have been appointed by the Government of Ethiopia, Marine Transport Authority to prepare designs for and supervise construction of a Roll-on/Roll-off Berth and Tug Berth to be built in the Port of Assab by an Ethiopian contractor. Bertlin and Partners have been working for the Marine Transport Authority since April 1981 when they commenced a Master Plan study for Ethiopian Ports and Preliminary Design Study for a Ship Repair Yard in Massawa.

Port of Dunkerque news in brief

The French Customs have released the results of a statistical survey of import and export consignments for foreign trade. The figures show that Dunkerque ranks first for rail traffic as 75% of the goods transiting through the port are carried by rail, of which 79% (6.9 MT) for incoming traffic and 66% (2.6 MT) for outgoing traffic. The figures do not include the traffic related to port industries.

Hamburg — Container port number one; Over 900,000 TEU handled in 1981

In the Port of Hamburg, Germany's biggest container port, 906,874 containers (TEU) were loaded and discharged in the past year. This indicates that the trend towards containerisation continued, although with a slight decline compared to 1980. In the 1979/80 period the growth rate still amounted to 23.6 per cent, while in 1981 the rise compared to the preceding year was 14.5 per cent. With this remarkable result Hamburg belongs to the world's ten biggest container handling centres.

"The port is approaching the one million mark as regards the number of handled containers. Given a positive economic development, this is a goal which could be reached by the end of this year and would be a growth rate of a good ten per cent over 1981, which is well within the bounds of the possible," according to a forecast by Halmut F.H. Hansen, Executive Director of Port Commerce, Port of Hamburg, The Representative.

The weight of loaded containers rose from 6.9 million tons in 1980 to 8.1 million tons in the period under review, which corresponds to an increase of 17.5 per cent (the preceding year being 19.7 per cent). The proportion of containerised cargo in overall general and bagged cargo volume (containerisation degree) climbed in 1981 from 38.1 to 41.1 per cent.

The leading role of the port in container handling is due not least of all to the initiative and determination of the Hamburg port economy. Despite slack business trends and high interest rates, the handling firms have invested large sums in modernisation and restructuring of the terminals. They have thus, as frequently demanded by the political side, taken an anticyclic attitude. This is why Hamburg now has not only special facilities for container handling, but also numerous multi-purpose terminals, which likewise possess the necessary know-how for dealing with containers.

At the present time the port has 21 container gantry cranes. In addition there are numerous heavy duty cranes with special equipment, which are equal to the gantries in every respect. The terminals provide large open air surfaces for handling and storing the boxes—a total of over two million square metres.

The Port of Hamburg's service range naturally also covers the packing and unpacking of containers, container repair and maintenance, container leasing etc. Besides the modern facilities and excellent service, the Elbe port can offer shippers a tight network of liner services with high sailing frequency. By way of 320 liner services—over 100 of these being container services—Hamburg is connected with all the world's major ports. A well built-up rail and road

network ensures prompt arrival at and departure from the seaport. Via the Elbe Lateral Canal Hamburg has links with the West German inland waterways network.

More than ever before, modern transport and handling technology now calls for utilisation of data processing. Almost without exception the enterprises of the Hamburg port economy have their own systems, by means of which operating processes can be controlled in order to enhance speed, reliability and safety during handling and transport. The "youngest child" of the port economy is the data communications system "DAKOSY", a combined data system covering all firms, aimed at accelerating the flow of information within the port. "DAKOSY" will become operational in the third quarter of this year. Hamburg thus also provides communications techniques as a port service.

Major investments to continue : Port of Hamburg

"We must continue to show our readiness to make major investments—also, and especially during the recession!" Hamburg's First Mayor Dr. Klaus von Dohnanyi made this point in a statement on the future of the port. Similar sentiments were recently expressed by the Senator for the Economy Jürgen Steinert and the Association of Hamburg Port Enterprises, the overall organisation of the port economy.

In the mayor's words, the most essential matter was to avoid any kind of standstill and to continue to adapt the port installations to the demands of future-oriented transport systems. "Hamburg is still just as dependent upon the flexibility and readiness of the port enterprises to take risks as it is upon the wide-ranging activities of the state!"

As Senator Steinert explained to journalists, this also meant that the port

- is reliably protected against storm floods,
- can cope with all changes in seagoing traffic and handling techniques,
- has fast and efficient connections into its hinterland,
- can expand as soon as the necessity for this arises,
- can enable further port-related firms to settle.

Consequently, about 750 million DM have been spent since 1978 to create new berths, on restructuring existing facilities into modern terminals, on improving traffic connections and on maintaining the substance of the facilities. In addition, the necessary expansion of the port area was introduced.

As Senator Steinert announced, improvement of the port infrastructure would be purposefully carried on in the coming years. In Hamburg's state budget for 1982 alone 141 million DM will be earmarked for investments in the port. Medium-term finance planning provides for a total of 650 million DM to be invested in the port sector till 1985.

The Enterprises Association also explained the necessity for further considerable investments with the persisting structural changes in the shipping and transport business and the lively competition among individual firms and seaports. Thanks to comprehensive modernisation of its facilities and the consistent preoccupation with new types of transport and handling techniques, the port had over the past years been able not only to consolidate its position in competition with others, but also to expand it. In addition, during the same period the port had noticeably extended and diversified its range of services.

Accordingly, as the Enterprises Association pointed out, the present investments—unlike those of previous years—are governed not so very much by quantitative growth as by the necessity for structural adaptation and specialisation, as well as acceleration of the handling processes.

A further important argument was added by the President of the Enterprises Association Senator Helmuth Kern: "The growth in container handling has shown us how important future-oriented planning was and is. Despite utilisation of all capacity possibilities in the port, we shall in the next ten years definitely have to provide further terrain for container handling if we are to remain competitive. An integral part of all considerations regarding port development must therefore continue to be the long-term securing of expansion possibilities for the port by the provision of surfaces." (*Port of Hamburg Topics*)

Flood protection proves its worth : Port of Hamburg

On 24th November, 1981 a severe storm flood sent the water in the port up to 5.81 metres above the normal level. Despite this extremely high water level there was practically no damage to goods in the terminals—the first acid test for the safety measures against storm floods, carried out according to plan in the years from 1976 to 1979.

The city and the port economy together invested over 1,000 million DM to ensure the greatest possible protection against natural forces of this kind. With these funds over a hundred kilometres of high water protection walls, polders and dikes were built to protect cargo and facilities in the port up to a water level of 7.50 metres above normal.

Thanks to the fast and reliably working storm flood warning system, and the well-coordinated organisation of the port operators and authorities, the planned protective measures were implemented with precision. Already several hours before the highest water level was reached, safeguarding of the cargo and terminals was completed, and shortly after the flood subsided, work had resumed in the port.

Port of Le Havre's trading links in 1980

The port's Economic Studies department has produced a breakdown of Le Havre's trading links with other French and foreign ports during 1980.

During the year we traded with 508 different ports in every corner of the globe, as compared with 509 in 1979. They included 17 French ports involved in coastal trade with us, 159 ports in other European countries, 86 in Asia, 80 in Africa, 61 in North America, 87 in Central and South America, and 18 Australasia and the South Seas.

The 13 ports with which total traffic exceeded a million tonnes were: Ras Tanura (Saudi Arabia, 18.4MT), Al Bakr (Iraq, 6.1MT), Khor Al Amaya (Iraq, 3.3MT), Jebel Dhanna (Abu Dhabi, 3.4MT), Mena Al Ahmadi (Kuwait, 1MT), Forcados (Nigeria, 1.6MT), Port Harcourt (Nigeria, 1.6MT), Ras Shukeir (Egypt, 1.6MT), Middlesbrough (U.K., 1.6MT), Nantes (France, 1.7MT), Richard's Bay (South Africa, 4.7MT), Rotterdam (Netherlands, 1.6MT), Southampton (U.K., 1.3MT).

The first nine on the list are oil loading ports. Nantes is a port supplied with crude oil from Le Havre, where incoming bulk cargoes are split up. Richard's Bay is the port

where most of our coal imports come from.

Roughly a million tonnes of our traffic with Rotterdam was made up of petroleum products (crude and refined), with containers accounting for the rest.

Only the traffic with Southampton was composed mainly of general cargo.

Of the countries we exported to, 22 were in Europe (22 in 1979), 32 in Asia (33 in 1979), 36 in Africa (34 in 1979), 38 in America (38 in 1979) and 8 in Australasia (6 in 1979), making a total of 136, against 133 in 1979.

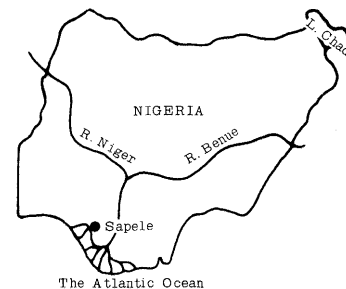
Leopard's 4,000 Channel crossings : Port of Le Havre

Cross-Channel traffic is flourishing in Le Havre, with three companies in operation: Town-send-Thoresen, P & O Normandy Ferries and Irish Continental Line. Lying within 125 miles of the Paris area and enjoying excellent communications with the capital, and on from there to the whole of the French motorway network, Le Havre is ideally situated for sea traffic between France and the British Isles. It is in fact on the shortest route between southern England and south and south-west France.

The night crossings are the most popular, especially with British tourists, always keen to save precious holiday time, and lorry drivers, who also gain both time and a good night's rest. A further attraction is the high number of sailings 4 or 5 a day to England and 3 to 5 a week to Ireland, according to the time of year.

In 1980, the three companies between them carried 975,649 passengers, 184,286 cars and 71,723 lorries, figures which were well beaten in 1981, when the number of passengers passed the million mark.

Sapele, Nigeria's newest port, commissioned



With the commissioning of Sapele Port by the President of the Federal Republic of Nigeria, Alhaji Shehu Shagari, on Saturday, May 1, 1982, the Nigerian Ports Authority has added yet another feather to its cap.

The construction of the 48 million-port was commenced on September 15, 1980 and was completed on March 15, 1982.

Situated 96 kilometres upstream of River Benue which empties its water into the Atlantic Ocean, the port has five fully equipped general cargo berths and one Ro/Ro berth over a quay length of 1,150 metres.

The berths have been dredged to 10.50 metres, thus, having capacity for vessels of up to 10 metre draught. Two transit sheds and a warehouse are provided behind the quay.

Other facilities available in the new port include water

supply, a power station to supply electricity, fire service, police force, Customs, clinic, canteen, administration building, and, of course, engineering workshop.



Photograph shows the President, Alhaji Shehu Shagari (third from right) on his way to the Port's gate where he cut the tape to declare the port open. Mr. President is flanked on his right hand side by the Deputy Governor of Bendel State of Nigeria, Chief Demas Akpore while on his left is the General Manager of the Nigerian Ports Authority, Alhaji Bamanga Tukur. To the far right is Chief Tayo Akpata, Chairman of the Board of the Nigerian Ports Authority.

AESC confirms permanent service following strong shipper support : Port of Adelaide

The Australia to Europe Shipping Conference has confirmed that its year-long trial run via the Port of Adelaide is now a permanent schedule because of strong support by SA exporters and importers.

The service began in March, 1981, and was reviewed in Adelaide on April 2 at a meeting of executives from the conference, the SA Shipping User Group and State Government.

In a generous tribute to the SA response, AESC chairman Neil Mercer said:

"While we had both 'done our sums' carefully, I think it is true to say that, from our side, we did not share the extreme confidence of your Premier and your minister of the day, Allan Rodda. However, time has revealed that their confidence was certainly most justified. The support we have secured from South Australian exporters and importers was such that it was not a difficult decision for us, this week, to decide that we would continue to berth conference container vessels in Adelaide on a regular monthly basis, provided the present level of support continues and there is no major change to the economic

criteria".

Mr. Mercer said the break-even point for a viable call was now slightly higher due to cost increases, but this did not frighten the conference, which believed there was still further opportunities to increase the level of support for import cargo from Europe.

Speaking to the March meeting, which included the SA Minister for Transport and Marine, Michael Wilson, and the chairman of the SA Shipping User Group, Arnold Schrape, the AESC chairman said the conference had been particularly pleased with the co-operation received at Adelaide.

"During the past 12 months this involved the waterfront unions and others, the container terminal operators and your Department of Marine and Harbors. The virtual absence of delays to our vessels due to industrial disputes is a credit to your State. We realise there was an element of luck in this, as we avoided the recent Public Service Board and Public Service Association dispute, which cost the shipping industry some \$9M to \$15M.

"As you are aware, we have experienced a very bad time on the Australian waterfront these past few months. Between November 1 last year and the end of January this year, 19 vessels lost 186 days, delaying around 35 500 tonnes of cargo at an irrecoverable cost to our lines of \$4M.

"ANZECS, in 1981, lost in total 259 days on 45 voyages. Of these, 235 days were lost in Australia, 14 in ZN and 10 in Europe. The Australian figures were—Fremantle 66 days, Melbourne 54 days, Sydney 115 days.

"Adelaide fails to appear in our statistics for that period—a great credit".

Mr. Mercer said Adelaide had also helped in minimising delays elsewhere and the throughput for the Adelaide terminal had been 260pc over budget at 13 121 teu from 43 vessels instead of the planned 32 for 1981.

He also made the point that the support by SA importers and exporters had been strong despite the need to remove centralisation cut-off dates associated with the service during the latter part of 1981. This had obviously opened the way for reduced backing for the direct calls, but no significant reduction had occurred.

Another problem had been the inability of terminal operators to further increase staffing and handling machinery levels until the viability of the service—or other-wise—had been clearly established. This was understandable and had caused vessels to be alongside for longer than expected, with an average of 1.34 days. While other external factors had contributed to that figure, Mr. Mercer said there had been recent close consultation with Terminal Properties of Australia, the lessees, in regard to additional staff and equipment. He was confident these would come about as a result of the conference decision to operate a permanent service.

In expressing optimism for the future growth of the service, Mr. Mercer cautioned the SA Government on what he considered the disturbing trend of rising port charges. He said port costs has increased "alarmingly" and it would be difficult to secure equivalent freight rate rises.



The majority of the port's containerised cargo is handled through the six berth, six crane overseas container complex "Swanson Dock".

Port of Melbourne - gateway to Australia's trade

The Port of Melbourne is Australia's leading general cargo port and the largest container port in the Southern Hemisphere. It is centrally located on the Victorian coast and also serves Tasmania and areas of New South Wales and South Australia.

Historically it is one of the significant ports in the world. Part of its tradition is having the most modern facilities available. This includes a six-berth overseas container complex, Ro-Ro facilities, dual and general berths.

The Port Authority administration is financially self-supporting. All revenue generated is used to expand port facilities.

The Port of Melbourne serves 38% of Australia's population. Nearly 25% of Australia's trade passes across its docks. In the past 20 years general cargo has increased by 80%. It is estimated this trade will increase by a further 80% by the year 2000.

Statistics 1980/81

Revenue (AU dollars)	45 million
Total Trade (tonnes)	18,690,000
Container Trade (tonnes)	9,233,000
Container Trade (TEU's)	508,425
Ship Calls	2,330
Gross Tonnage of Ships	25,143,197
Assets (AU dollars)	326 million

World Trade Centre

One of the major projects being developed by the Port of Melbourne is the World Trade Centre. It is situated on the fringe of Melbourne's Central Business



Melbourne's World Trade Centre silhouetted against the skyline and clearly illustrating its close proximity to the Central Business District.

District. The complex will be completed in 1983 and will house specialists in every aspect of international trade.

Trading with Australia will be far more efficient and profitable. The Centre will provide every service necessary for successful business and will become Australia's

international trade headquarters.

For information:

**The Secretary,
Port of Melbourne
Authority,
G.P.O. Box 2239T,
Melbourne, Victoria, 3001,
Australia.**

“Tradenet” system will match world network : Port of Melbourne

The Port of Melbourne Authority's proposed “Tradenet” computerised trade information system, currently under initial development, will be compatible with the internationally used Trade Data Interchange system which has been recommended by the National Trade Facilitation Committee as being the best to meet Australia's needs at present.

The Committee's recommendation was made after examining systems developed overseas and assessing them against Australia's requirements for a standard method for the exchange of computerised trade transaction information between independent organisations.

The National Trade Facilitation Committee was established in August 1978, to co-ordinate and promote the simplification and standardisation of trade transaction procedures and associated documentation.

Committee members are drawn from a wide field of interests involved in trade and transport. The Australian Association of Port and Marine Authorities are represented by the PMA's Chief Planner (Mr. C. Jordan) and the Director-General of Marine and Harbors, South Australia.

The Trade Data Interchange system recommended by the Committee has been developed and promoted internationally by the United Nations Working Party on Facilitation of International Trade Procedures. The system has

already been tested in various countries.

Several large transport organisations and terminal operators have already installed the Trade Data Interchange system.

The “Tradenet” system to be introduced by the PMA will collect, process and transmit information relevant to Port trade and will also provide a communications network which will efficiently and reliably co-ordinate information dissemination. The system will be based in the World Trade Centre at the hub of Melbourne's international trading community.

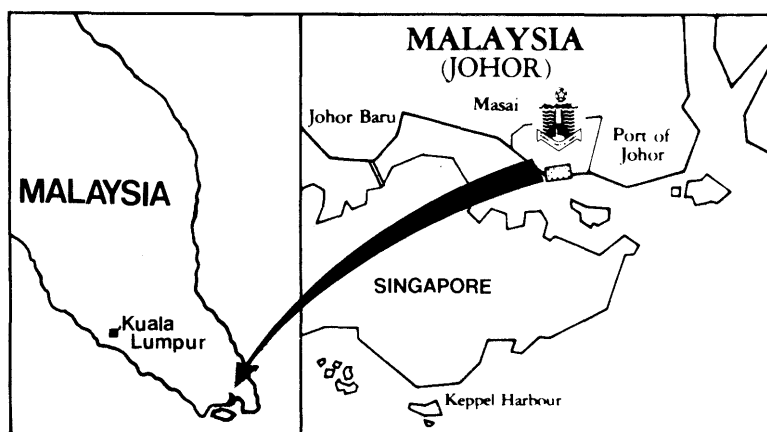
By linking commercial organisations and government agencies into a central system, “Tradenet” will be able to capture information at its source and subsequently process, store or transmit it. A high level security system will only allow information to go to users nominated by the originator of the data.

Brotherson Dock completes : Ports of New South Wales

The huge second stage of the Board's Brotherson Dock container terminal complex in Botany Bay is ready to begin operations.

Container Terminals Australia Limited, a company formed by eight international container shipping companies, built the shore installations along the 936-metre, three-berth wharf which forms the southern side of the Dock.

JOHOR PORT AUTHORITY



In four short years, our facilities are fully utilized. To cope with increasing demand, we have sought to urgently and drastically increase the capacity.

In the process of implementation are specialised bulk terminals for grain and fertilizer, multi-purpose berths, a container terminal and a dangerous cargo jetty.

When completed we would be able to cope with varying requirements in modes of handling.

Our utmost concern is efficiency and economy of service. We expand to ensure you these.

Johor Port ... continuing to give trust and confidence to all.



Johor Port Authority

P O Box 66, Pasir Gudang,
Johor Bahru, Johore, MALAYSIA
Tel: 073-66601/5 (5 lines)
Telex: JOPORT MA 60717
Cable: JOHAN MALAYSIA

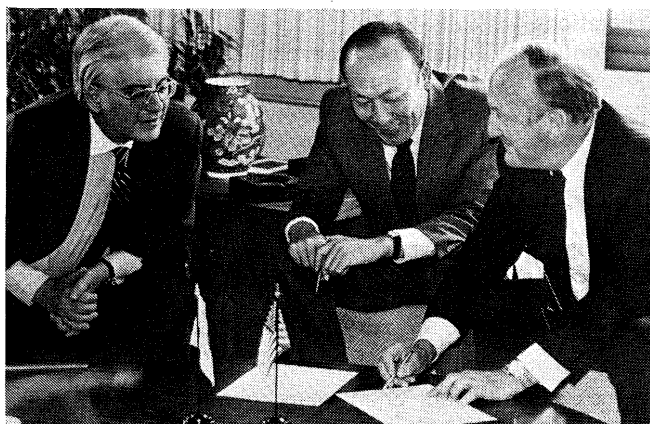
At the present time, CTAL's 38.5-hectare site provides 2,600 ground slots for storage of 7,800 TEUs (stacked three high: when transtainer operations are introduced later, slots could be stacked five high).

There is a two-storey administration building housing the computer room and terminal control centre as well as offices for management, administration staff, Customs, Maritime Services Board, shipping lines and all port and office worker amenities.

Planning and design of the entire CTAL terminal was undertaken in consultation with shipping lines to ensure meeting their requirement. The design of plant, equipment, facilities and amenities was carried out in consultation with labour unions whose members are engaged in waterfront work.

There is little doubt that the CTAL terminal will rank among the most efficient of modern container terminals around the world as the demand grows for faster container movements to and from larger and more automated vessels.

Busan-Seattle sisterhood ties ceremony



Picture shows from left to right: Mr. Richard D. Ford, Executive Director, Mr. M.R. Moon, Mr. T. Simonson.

On 27th April, 1982, Mr. M.R. Moon, the Administrator of Korea Maritime and Port Administration visited the port of Seattle and signed the Busan-Seattle sisterhood ties Agreement together with Mr. T. Simonson, the chairman of the Seattle port committee at the Seattle Port Administration.

The cargoes movement between R.O.K- Seattle is 1.2 Million tons in 1980 and 0.82 Million tons in 1981, equivalent to US\$1.4 Villion and US\$1.6 Villion respectively.

The Busan-Seattle sisterhood ties will contribute to the active exchange of informations and the promotion of co-operation which will give impetus to the developments for both of Busan-Seattle Ports.

"Good news" on port trade : Port of Auckland

A 60.2 per cent increase in trade through the Port of Auckland for January over the same month last year and a 19.3 per cent increase for the four months to 31 January 1982 were hailed as 'tremendously good news' by the Chairman, Mr. M.A. Shanahan, at the 23 March meeting of the Auckland Harbour Board.

Mr. Shanahan also referred to the gross container

handling rate at Fergusson Container Terminal for January of 28.67 containers an hour as a heartening performance by the people concerned.

The port had a busy December with 152 ship calls—44 more than in December 1980 and mostly in foreign trade. January saw a drop in coastal and Australia/South Pacific shipping, but a further increase of four in calls by foreign trading ships.

At the 23 March Board meeting the General Manager, Mr. R.T. Lorimer, said the shipping forecast for the coming eight-week period, with 117 vessels due at Auckland, indicated a continuing satisfactory trading position.

"Ports' aim must be efficiency — Gair"

Efficiency should be the main objective of all ports, the Minister of Transport told delegates at the 49th annual conference of the Harbours Association of New Zealand held in Invercargill recently.

The Honourable Mr. G.F. Gair commented on the importance of the conference theme—"Ports' contribution to economic prosperity"—and said, "Our ports policy must be based on the overriding principle of efficiency".

"New Zealand's first cities and towns were built on the roads leading to their ports, and our national well-being rests on their continuing contribution to our trading life-lines."

He said measured by value, 94 percent of our exports move through our ports to overseas markets, and primary producers had much to thank the harbour boards for in the way that the port system has adapted to diversification in trading.

Mr. Gair said he was pleased to see that the response of several boards to the downturn in trade had been a conscious effort to become involved in port promotion and trade delegations.

Praise

He single out the port of Wellington for praise, describing the container handling figure of 60 boxes per hour achieved recently as "indeed impressive".

He went on to say that New Zealand handling rates and the improved industrial situation on the waterfront were the envy of Australian ports.

Mr. Gair spoke about the "healthy degree of competition between ports" but warned that this should not extend to an unnecessary duplication of facilities and "cannot preclude co-operation between ports".

He expressed concern about this lack of co-operation and urged the ports to explore the potential for joint utilisation of facilities—something he considers could be of mutual benefit to the parties involved.

"Perhaps most significantly, it is essential we should also ensure the effective utilisation of existing port facilities."

Mr. Gair said despite the Government's intention to work closely with the NZ Ports Authority on policy matters, they would not interfere with individual harbour boards' decision making powers.

He said because they were local, board members were best able to serve the interest of the groups they represented. (*Wellington Harbour BEACON*)

PSA celebrates 10th anniversary of its Tanjong Pagar Container Terminal

The Port of Singapore Authority celebrated the 10th Anniversary of its Tanjong Pagar Container Terminal on 23 June 82, marked with the commissioning of the newly constructed Berth 55, the 7th Container berth at Tanjong Pagar.

In 1972, when the first container berth was inaugurated, the Container Terminal handled a modest 185,000 tonnes of cargo in 14,000 containers. Since then the volume of containerised cargo and the number of containers handled have been increasing steadily at a compound rate of about 30% per annum to reach 13 million tonnes and nearly one million containers (TEUs) respectively in 1981.

Today, Singapore's Tanjong Pagar Container Terminal serving more than 60 container shipping lines is an important link in the global chain of container ports around the world.

By 1986 two million TEUs are expected to move through the Terminal with about 26 million tonnes of containerised cargo or about three-quarters of the total Singapore trade. To cope with this increase in container traffic and containerised cargo, PSA has already started work to expand the Tanjong Pagar Terminal. Two existing conventional berths will be converted to two container berths. They are expected to be ready by 1983 and 1984 respectively. Two drydocks and the adjacent area will be developed into a 24 hectare open yard for the storage of containers.

Port Khalid's Freezone in profile

In 1978 Port Khalid, Sharjah created its Freezone facility. The function is to provide a duty free in-bond environment in which Companies from the private sector can establish manufacturing, transshipment or distribution operations. It is unique in the U.A.E. in that its integration with Sharjah International Airports Freezone facility provides users with a system of in-bond intermodal distribution.

The Benefits

An in-bond facility in Sharjah offers Companies many logistical and financial benefits including—

- The elimination of trucking costs to and from an off-dock factory or warehouse. In Sharjah the point of entry is the point of storage.
- Large areas of open or covered storage available at low costs for use as factories, assembly areas, distribution centres.
- Contract rates for in-port handling and equipment hire.
- Availability of in-port professional handling for all kinds of cargo including Containers, Ro-Ro, Breakbulk and Refrigerated.
- Extended free-storage periods.
- No customs charges.
- An ideal easy access location from which to service the thriving local markets of the Gulf and the broader developing markets of East Africa, India and the Middle East.
- Excellent local and international communications.

- Positive commercial environment free of international financial constraints.

Who Can Use It?

Free Trade Zone facilities are available to all major local and international Companies wishing to develop their businesses in the Middle East. It is generally expected to be primarily a distribution and transshipment centre for such commodities as bulk food, chemicals, manufactured consumer goods, motor vehicles etc., but Companies wishing to establish light industrial manufacturing or processing operations are also encouraged.

Companies from the private sector can also invest in their developing their own facilities in the Free Zone Area with long lease protection.

How Does It Work?

The operation is very simple and works generally in one of two ways:—

1. For Companies having dedicated areas within existing in-port facilities.

Companies using existing Port facilities can negotiate a special rates/service package for transshipment and storage costs for their own specially dedicated areas. Cargoes transhipped in Port Khalid do not attract customs duty. Cargoes imported into the U.A.E. are subject to the usual low customs tariff. Dedicated storage areas mean that goods imported into the Free Zone can be re-exported either in total or in part according to the needs of the individual trucking costs.

2. For Companies having their own in-port operation—

Companies having their own in-port operation also have the benefit of contract port handling charges but can operate their facility according to their specific needs. It is possible to erect buildings for offices, factories or warehouses on long lease sites subject to sufficient cargo potential. Materials imported for trade, manufacture, assembly or processing which are subsequently transhipped or re-exported do not attract customs duty.

Documentation at Port Khalid has been administratively stream-lined to ensure maximum flexibility with the minimum of inconvenience.

Other Assistance

Port Khalid's Management is also prepared to assist customers in any area which will stimulate the development of their businesses. Such assistance may be in the area of:—

- International transshipment shipping.
- Intermodal transshipment assistance with Sharjah International Airport.
- Financing contacts for Private Sector Investment.
- International Business Contacts.

Why Sharjah Makes Sense

Port Khalid's Free Zone facility offers companies the opportunity to work on a cost effective basis, in a positive mercantile climate with a Port Authority Management which understands the commercial demands of business development in the Gulf. A policy of completely co-operative flexibility will enable give your Company a free hand in the free zone.

VOICE — "I would like to know"

Problem of Debris Disposal

Dear Sirs:

The North Fraser Harbour has the problems of surface debris, particularly wood debris generated from the many forest products industries located within the Harbour.

The Commission has had a successful debris disposal operation in place for many years, however, we are always searching out new methods of disposal, as today's practices may well prove ineffective or unpopular in the future.

To this end, the Commission instructed that we write you, to ascertain as to whether or not any other members of the Association have similar problems with debris control and disposal, and if so, what methods they employ.

We would be most pleased to hear from all Port Authorities involved in Inland Waters debris control and disposal, and any direction you could give in seeking out these authorities would be most helpful.

George W. Colquhoun
Secretary
North Fraser Harbour Commission
Foot of Oak Street South,
Vancouver, B.C. V6P 4B9,
Canada

Present situation

The Commissioners debris disposal program was instituted by them in 1968 for the purpose of providing the



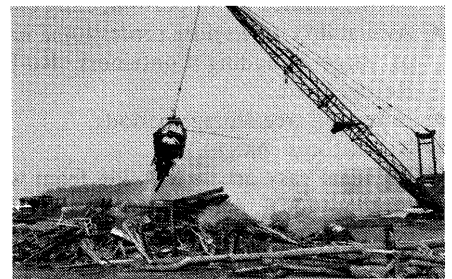
Type of debris



Beach clearing operations



Debris storage area



Burning site

numerous sawmills in our Harbour with an acceptable method of debris disposal not only of the debris created by their operations but also of the considerable amount of debris that comes into our Harbour on the flow of the tide which is subsequently trapped in log booms and mill pockets. The Commissioners are most pleased with the continued co-operation displayed by our Harbour mills in containing and delivering this material to the debris site for disposal and thereby negating its continued journey in the Harbour which could create a menace and hazard for navigation.

Most of the debris is contained in bag booms at Harbour sawmill operations with some beach clearing by bulldozers into bag booms and channel debris sweeps using boomsticks joined together and towed by tugs.

The debris bag booms are then towed to the debris site emptied into a contained storage area and subsequently removed from the water by a land based crane into open pit incineration.

The volume of debris estimated at nearly 2,700 cu. metres per year is comprised of sawlogs, broken, split or worn logs, log butts, roots, stumps, large branches and old construction materials which contain numerous amounts of metal. Not all the material is burned. Approximately 20% is salvaged and recycled through sawmills.

The methods employed in collection and disposal have been very effective to date. However, with the ever changing technology in the energy field and forecasted energy cost escalations we are searching out new methods that may be available for utilization of wood debris other than open pit incineration.



Mill debris contained in bag booms ready for delivery to burning site



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カナダ太平洋航空



MITSUI Automated Container Terminal System

The Mitsui System can speed up and rationalize container handling to give increased benefits from container transportation. Developed in 1972, this system has proved its efficiency at the busy Ohi Pier, Port of Tokyo, and it could be working for you in solving your container terminal problems, particularly those in the fields of cargo information and operations systems.

1. Yard Plan Computer System
2. Yard Operation Computer System
3. Data Transmission and Oral Communication System
4. Transtainer® Automatic Steering System
5. Transtainer® Operation Supervising System
6. Portainer® Operation Supervising System

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| ① Computer Room | ④ Portainer® |
| ② Gate Office | ⑤ Rail-Mounted Transtainer® |
| ③ Operation Room | ⑥ Rubber-Tired Transtainer® |



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