

# PORTS *and* HARBORS

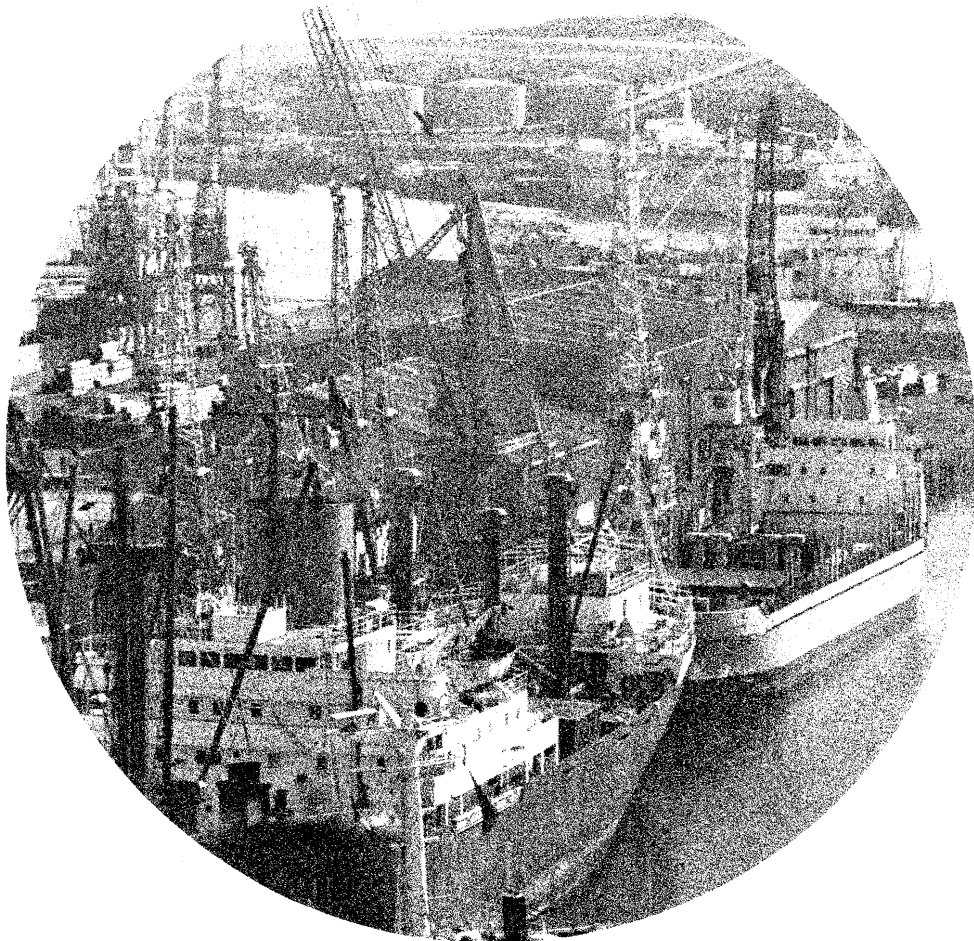
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The 13th Conference of IAPH  
Official Opening Ceremony

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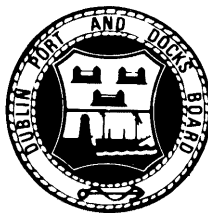


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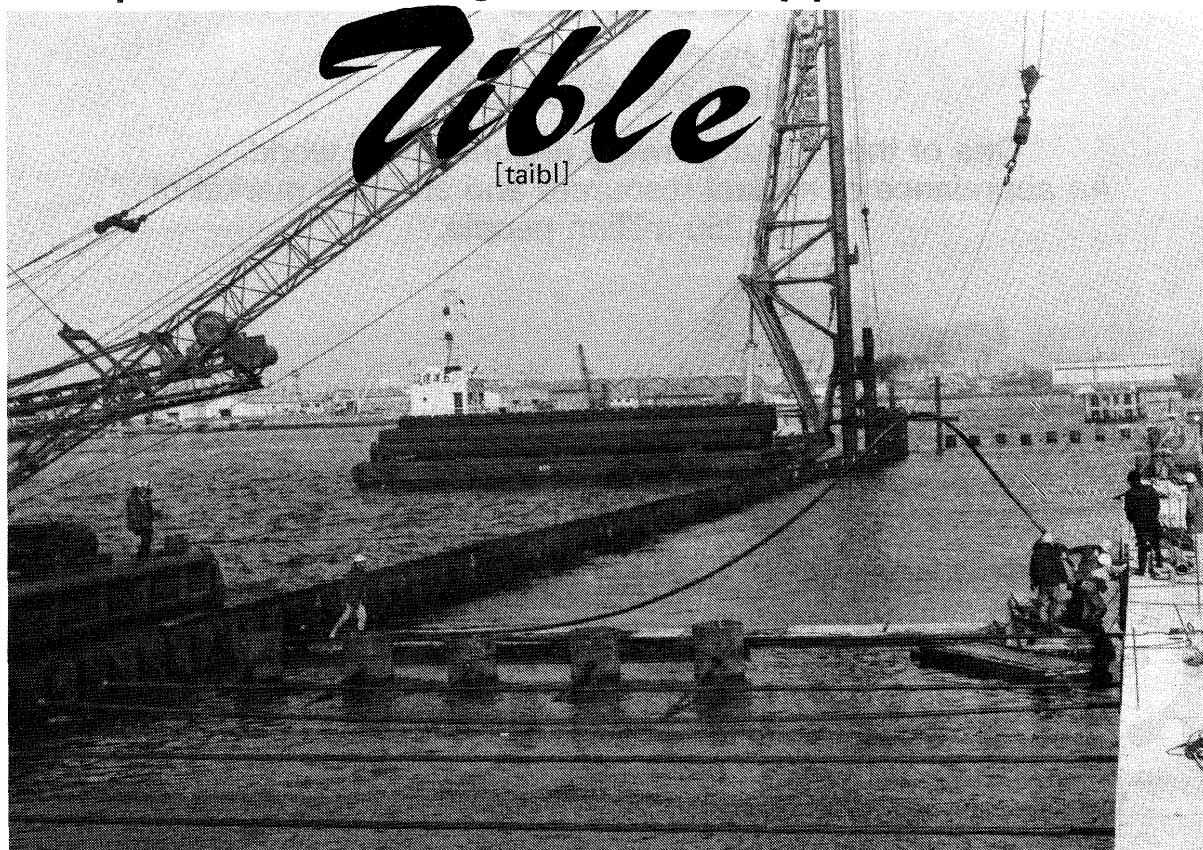
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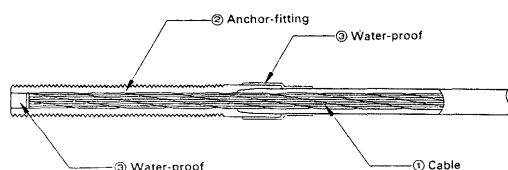
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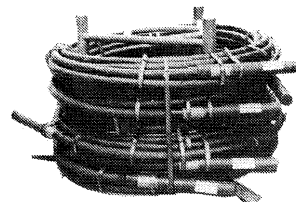
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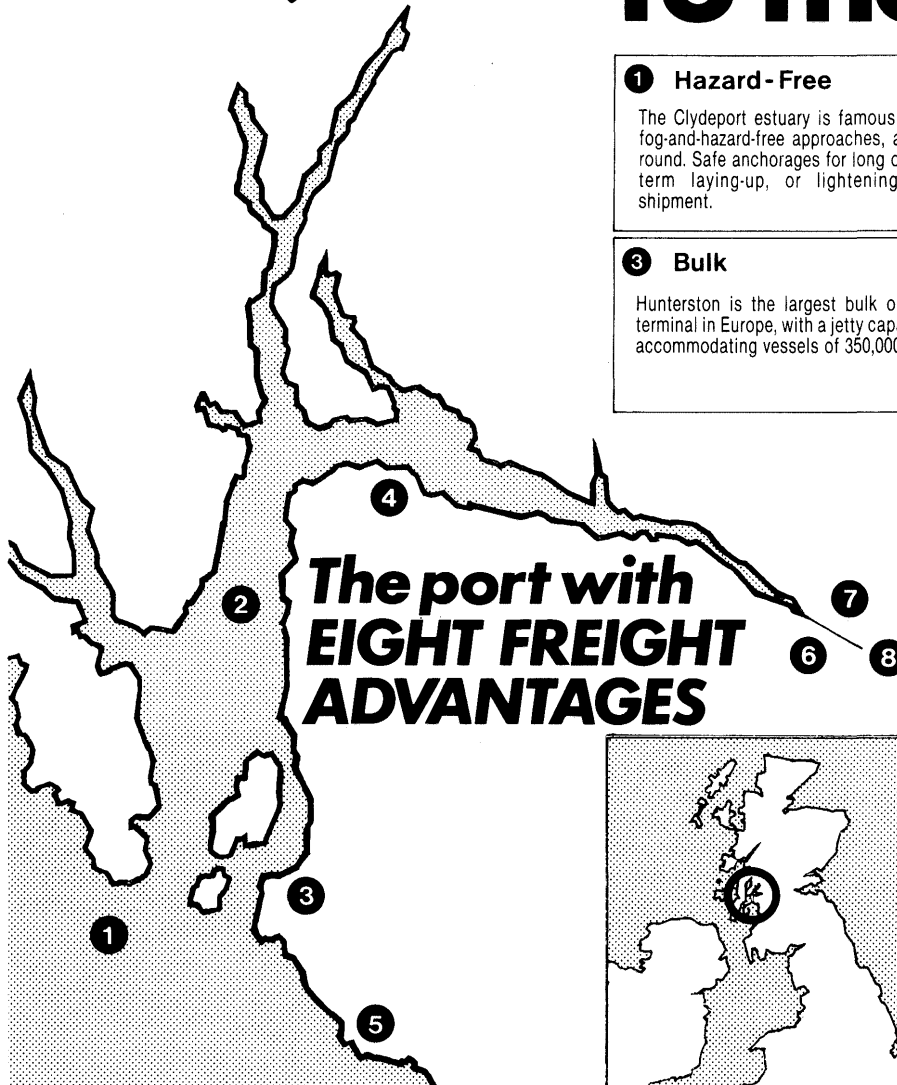
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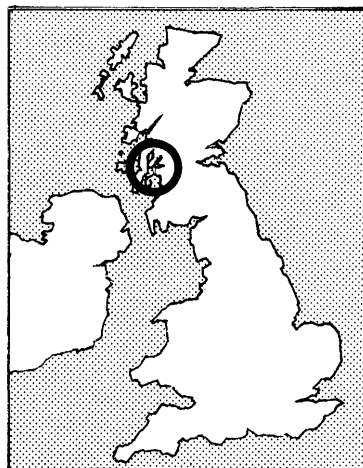
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# IAPH announcements and news

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## The 13th Conference at Vancouver

IAPH focuses on the role of ports in their communities



Official Guests and IAPH Officers assembled for the Opening Ceremony

*The biennial conference of IAPH has become widely accepted among people engaged in port and related businesses as a welcome opportunity to get together. Both those who have attended previous conferences and those who are to participate in one for the first time, look forward eagerly to the opportunity to engage in a free and frank exchange of views to keep up with developments in port management and operational techniques, and to discuss and analyse problems of common interest. The 13th Conference of our Association, held at two hotels in Vancouver, Canada from June 4 to 11, was no exception. Some 500 delegates from 54 countries gathered in Vancouver. Most of them were top officers of busy port authorities or executives of important enterprises and obviously regarded it as a "must" to be in Vancouver to take part in the IAPH conference, even giving it priority over their respective duties at home.*

*On opposite sides of the busy street on the hill which leads to the ocean are two impressive-looking hotels, the Hyatt Regency and the Hotel Vancouver, which together acted as the site for the 13th Conference. Anyone happening to look out of one of the neighboring offices at*

*almost any time of day during the week of the Conference must have beheld a curious group of people crossing the street. They would have consisted mostly of men, and anyone able to catch a few snatches of conversation would have been in no doubt that they comprised many different nationalities. All, no doubt, displayed distinctive-looking name cards pinned to their suits. As the host port had arranged for two hotels to accommodate the meetings and luncheon receptions, with the precise location depending on the scale of the event in question, the delegates had to mingle with the pedestrians as they moved from one hotel to the other. Thus many "locals" must have witnessed the colorful scene described above.*

*Our host, the Port of Vancouver, lived up to the achievements of their predecessors in the arrangements they made for the conference participants. In addition to finding two hotels with facilities admirably suited to our purposes, they fulfilled the traditional role of IAPH conference hosts in organizing a thoroughly rewarding and enjoyable week for the delegates. They even succeeded in laying on perfect weather, though they were careful enough to prepare 400 umbrellas just in case !*

*The underlying theme for this Conference was "Ports and Their Communities", reflecting the increasing need for ports to forge closer relationships with the communities they serve. Just as no one can play a useful role in international society without being a good citizen of his own town or community, our international association will not be able to function as a truly efficient body which can contribute to the development of world ports if it fails to seek out ways in which ports can play an effective part in the changing pattern of regional economic development.*

*Thanks to the sterling contribution of the host port's team headed by Mr. Bo A. Ekstrom, Conference Chairman, and under the inspiring leadership of President Mayne and the Vice-Presidents, the 13th Conference of IAPH recorded another big success, as you will see from the following reports on the various meetings and accounts of the addresses delivered at the respective sessions.*

*— By Kimiko Takeda*

## Opening Ceremony

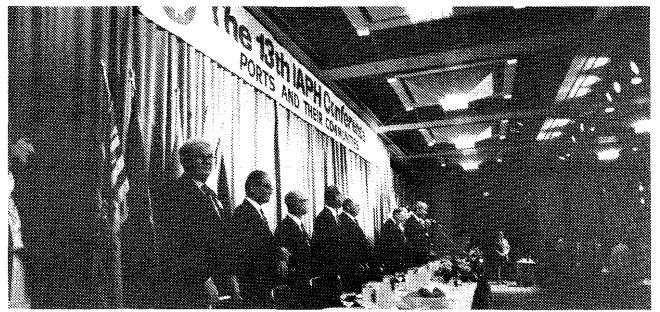
Just before 9 o'clock on Monday, June 6, 1983, the 13th Conference of the International Association of Ports and Harbors was about to be officially opened. The delegates and their wives were already seated in the "Regency Ballroom" of Vancouver's Hyatt Regency Hotel, the site for the conference. Also in position were the 15 members of the Naden Band, lined up in front of the stage. Just as Mr. D.B. Steel, Master of Ceremonies, was announcing the imminent appearance of the official guests and the IAPH officers, the officials came onto the stage in single file and, one after another, stood behind their allotted places. Presently the intriguing strains of bagpipes were heard from the other end of the foyer, heralding the entrance of the Honourable Henry P. Bell-Irving, Lieutenant Governor of British Columbia, attended by his Military Aide and Mr. B. Ekstrom, Conference Chairman.



The Naden Band.



Bagpiper ushers in Conference Dignitaries.

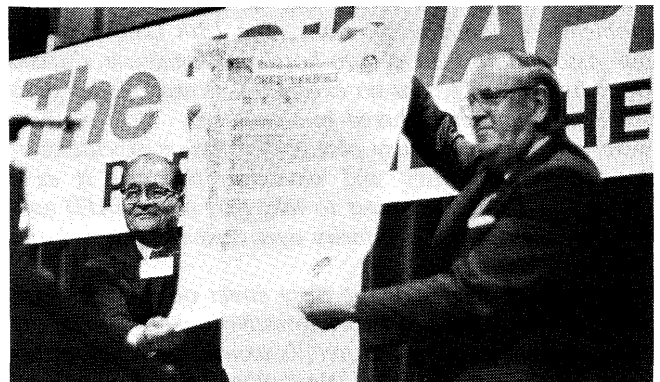


Conf. Chairman Ekstrom delivers his address of welcome.

Following the playing of the Vice Regal Salute, the band struck up the National Anthem, ably assisted by a local vocalist, Mr. Richard Loney. The M.C. then introduced Father Joncas, who gave the Invocation. After everyone was seated, Mr. Bo Ekstrom, Conference Chairman, walked to the podium and delivered his address of welcome to the participants, introducing the officials on the platform as well as the representatives from the various friendly organizations. The official opening address of the conference was delivered by The Honourable Henry P. Bell-Irving. Then followed an address by Alderman W. Kennedy, Deputy-Mayor of Vancouver, and one from Mr. A.S. Mayne, President of IAPH.

The next item on the program was the commendation of Mr. Toru Akiyama. Mr. Akiyama is one of the founders of the Association and is better known as IAPH Secretary General Emeritus and the President of the IAPH Foundation, the body which saved IAPH from financial crisis with its extraordinary support until IAPH could become financially independent in 1982. As President Mayne began to speak of the commendation, he emphasized how much the Association members owe Mr. Akiyama for the achievements the Association has made and for the high recognition it enjoys today. President Mayne read out the message written on a beautiful scroll of honor and announced that the Board of Directors at its meeting the previous afternoon had decided that the First Prize in the IAPH Award Scheme should be named the "Akiyama Prize".

Before he handed the scroll to Mr. Akiyama, President Mayne approached a small table on the right-hand corner of the stage, covered with a white cloth under which an object seemed to be concealed. He caused a stir in the audience by raising the cloth to reveal a bronze relief of Mr. Akiyama. Mr. Akiyama seemed to share the audience's surprise, and went to inspect the unveiled relief himself. He then delivered an address thanking the Association for the honor conferred on him.



Presentation of scroll to Mr. Akiyama (left).



At the end of his address, he astounded the audience by pledging a personal donation in the sum of three million yen and handed an envelope containing a promissory note to President Mayne. The latter thanked him for his generosity and promised that the donated money would be deposited in a special bank account and that all necessary legal steps would be taken to ensure the donation was used in accordance with his wishes.

President Mayne then announced the names of the chairmen and members of the Conference Committees. After that the M.C. called for everyone to stand while the Vice Regal Party left the platform. After his Honour had left, the Honourable Paul Cosgrove, Minister of State (Finance), Government of Canada, delivered the Conference keynote speech.

Finally Mr. Ekstrom announced the closing of the session.

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## **Address by Mr. Bo A. Ekstrom, Conference Chairman**

Your Honour, Mr. Minister, Alderman, distinguished guests, ladies and gentlemen:

On behalf of the Port of Vancouver, the host port for this 13th Conference of the International Association of Ports and Harbors, I extend a very warm welcome to you all. I am most grateful to see among our guests so many distinguished members of the consulate core of Vancouver, and a special welcome is also extended to the official representatives of the following friendly regional and international organizations with whom IAPH frequently interphases. Present here today are the Asian Development Bank, Commission of the European Communities, Economic Commission for Western Asia, and the Economic and Social Commission for Asia and the Pacific; the International Association of Lighthouse Authorities are here, as are the International Maritime Pilots Association, and the International Association of Airport and Seaport Police. I am also very pleased to have a number of representatives of the Canadian Port and Harbour Association joining us for this conference. And finally, we are very honoured this morning to have with us Mr. M. Motoyama, the mayor of Nagoya and President of the Nagoya Port Authority. Mr. Motoyama, as you recall, represented the City of Nagoya during our 12th Conference two years ago.

I would like to begin the Opening Ceremony by introducing the dignitaries who are gracing this conference by their presence, emphasizing the importance of this international gathering. Could you please withhold your applause until everybody has been introduced, thank you. To my very far right, we have Brigadier-General Dandy, Military Aide to His Honour the Lieutenant-Governor of British Columbia. Next is Mr. Fred Gingell, Canadian Director of IAPH. Mr. Toru Akiyama from Tokyo, Secretary-General Emeritus of IAPH. Dr. H. Sato, Secretary General of IAPH, also from Tokyo. Next to Dr. Sato is Mr. F. Kohmura from Nagoya, third Vice-President of the IAPH. Next is Mr. Anthony Tozzoli, our first Vice-President from New York and New Jersey.

And to my right, the Lieutenant-Governor of British Columbia, the Honourable Henry P. Bell-Irving. To my

far left, we have Father R. Joncas, Port Chaplain of Diomission Seamen of Vancouver. Next, Mr. Robert Innes, Canadian Director of IAPH from St. John's, Newfoundland. Mr. Jacques Auger, President and Chief Executive Officer of Ports Canada. On Mr. Auger's right is Mr. Glen McPherson, Chairman, Ports Canada. Next to Mr. McPherson is Mr. Alistair Allan, Marine Administrator, Transport Canada. Following is Alderman Kennedy, Deputy Mayor of the City of Vancouver. Next to Alderman Kennedy, the Honourable Paul Cosgrove, Minister of State for Finance, Government of Canada. And to my immediate left is our president, Mr. Stanley Mayne from Melbourne, Australia.

Ladies and gentlemen, in spite of the severe economic conditions in the world, approximately 600 delegates from various countries are attending this conference, illustrating most vividly its significance. By far the greatest volume of all trade is carried out on an international basis and is handled by sea ports, represented by us here. The future importance of this trade was again emphasized during the recent summit meeting at Williamsburg in the United States between the leaders of seven of the West's major industrial nations. Our association, through deliberations at this conference and indeed through the medium of our ongoing bilateral and multilateral contacts, plays a very important role in this trade by striving to improve the efficient handling of cargoes and faster turn-around of ships, always with a strong emphasis on safety and environmental protection. The members of our association are close friends. Individually and collectively, we have continued to promote understanding and friendship between our nations and to foster world peace.

For us in Canada it is a distinguished honour to host this conference. It is, we feel, a recognition of the important role played by the Canadian port system in international trade. It is the second time the conference has been hosted by a Canadian port, Montreal having had that privilege in 1971. Your host-port has developed what I trust you will find is a very interesting program, consisting of work interspersed with relaxation. The IAPH committees will work hard on matters of internal interest, and on a number of subjects related to operational, legal, environmental, and other functional areas of common interests to ports. The results of their deliberations will have a profound impact on our ports in the years to come.

There will be no less than 5 major sessions centered on the conference theme "Ports and Their Communities," specifically devoted to hazardous materials, automated data processing, port security, our recently completed Roberts Bank's project and elements of port management.

We are greatly honoured that so many ladies are joining us this week, and I hope that the very special attention given to the Ladies' Program will in some small way indicate our appreciation of your charming presence.

I would like to close this welcome address by expressing my sincere hope that at the end of this week you would be able to say that not only has this 13th conference been worthwhile from a functional point of view, but that you also have found Canada a most pleasant place to visit. Thank you.

I now have the very great honour to call on the Lieutenant-Governor, the official representative in British Columbia of her Majesty the Queen of Canada, to officially open the 13th Conference of the IAPH. Ladies and gentlemen, the Honourable Henry P. Bell-Irving.

## Address by the Honourable Henry P. Bell-Irving, Lieutenant Governor of British Columbia



Mr. Chairman, Honourable Minister, Ladies and Gentlemen.

As the representative in British Columbia of Her Majesty the Queen, I again bid you most warmly: "Welcome to British Columbia". As we are not unaccustomed these days to hearing bad news, difficult times, how wonderful it is to find good things, to hear of good things.

To me it is a wonderful thing that you, distinguished guests, ladies and gentlemen, from many countries of the world should be cooperating as you are in this most important work of the harbours and ports in the trade of the world. Well done, all of you, for your involvement and what you are doing, it is so important.

As the Lieutenant-Governor of British Columbia, it is my great honour to declare the 13th Conference of the International Association of Ports and Harbors officially opened. Now opened, thank you very much.

## Address of Welcome by Alderman W. Kennedy, Deputy-Mayor of Vancouver

Mr. Chairman, Ladies and Gentlemen.

First of all, I would like to say a few words about Vancouver. Vancouver is a giant village that has just become a great city. It is 97 years old. We have 3 years to go before we have our 100th birthday. On that occasion, we are going to become a great world city. We have a world fair in Vancouver in 1986. I invite you all to come to it. We will probably have more than 15 million visitors. You will have a great party if you decide on this visit to fall in love with Vancouver and come back.

Now, what gives me so much pleasure this morning to stand in for the Mayor and to address you is the fact that I went to one of your conferences. I was sent by Glen McPherson, I was accompanied by the port manager, Fred Spoke, who is here today. I had a wonderful time, I enjoyed that convention. I am a connoisseur of conventions. Some I don't enjoy, this one I did. And I was very glad to have the position. When I got to that convention, there was a great contest on: "Will you come in 1983?",

and I took part in that contest. The contest was really with the Ports of New York, and they were very gracious about the outcome. I called all the wives of the delegates together on that occasion and I told them the simple facts of life that when you can travel a great distance to a convention you must be sure of the sight trip, and we have the high Rockies, we have the cruises to Alaska, we have sailing over to Hawaii and Tahiti and you can really ride all the way down to Seattle, San Francisco, San Diego. The sight trips are fabulous, and it was the sight trips that gave us a 3 to 1 vote, and that's why I have great pleasure in seeing you all here today. I remember at the time I formed quite a few friendships, particularly as I recall with the New Zealand delegation, and I am hoping that they are here today. I explained to them of course that New Zealand was great, except that there were too many Scotsmen, too many sheep, but otherwise it was a great place and we had wonderful conversations at that time.

Now, Vancouver is of course the place I am representing today and I am in love with it. Almost everyone who stays in Vancouver has had a love affair with it, one way or another, and I am no different. The definition of Vancouver ... Let me tell you about that one. It was an architect in Venice in the year 1500 before we existed who laid down the definition of a city like Vancouver. He said that the definition of a city was for the safety and convenience of its citizens and the surprise and delight of strangers. And that's the kind of city we are trying to put together — the surprise and delight of strangers.

So my job today is to bring you the greetings of this wonderful city, and I do so knowing that everyone in Vancouver is behind me and saying: "Have a good time, have a wonderful convention. Welcome to British Columbia!".

## Address by IAPH President, Mr. A.S. Mayne



Dignitaries, distinguished guests, fellow delegates, ladies and gentlemen.

Many thanks for the kind welcome given to the Association and its Members.

I have the honour to lead the Association on this memorable occasion — the 13th Conference and our first year of independence, which is a very important milestone for the Association.

Please bear in mind we have been blessed with wonderful supporters over the past years, particularly the Japanese Foundation. As a result of their generosity, we have been able to stabilize our financial position successfully.

I must emphasize to you that this Association is very important to all ports around the world. We are their voice but it is also of equal importance, if not more, to the economies of the countries we represent. Every great city in the world today owes some part of its economic success to the port and probably Vancouver is no exception. The theme of this Conference "PORTS AND THEIR COMMUNITIES" gives an indication of what we are all about.

Reverting to our financial independence, let me say that this is the best thing that has happened to the Association. Ever since the Amsterdam Conference in 1973 we have strived to achieve this situation. Although our financial position is particularly sound, we do not intend to rest on our laurels and keep the money in the bank but to support extra services to the Association Members without risking our security. The most important ingredient we have is our Membership and an increase in that area is our main protection against inflation and increasing costs. At the present time there are 74 nations and over 220 ports organizations represented in the Association, but we should continually aim to keep increasing our Membership.

Certain decisions have been taken over the past two years, two important ones being the appointment of the British Ports Association as our representative in Europe and the selection of a special committee from our senior members to have a critical look at the Association and its future direction. A report from our "Three Wise Men" will be discussed at this Conference.

We must remember the Association has the best array of port experts possible for advice and they are there for the asking.

All port people present at this Conference understand the brotherhood between ports and the welcome that awaits them whenever they visit other ports.

Although most of us have similar problems, particularly in finance, we never ignore our colleagues or our competitors and we are proud to show our ports.

It is a great pleasure for the participants to have the presence of some of our retired Honorary Members in the persons of Stanley Johnson, George Altvater and Ben Nutter.

From what I have seen at first hand with visits to Vancouver during this two year period of preparation and realisation, the team under Fred Spoke, and now Bo Ekstrom, has done a tremendous job to present this Conference in a manner worthy of past conferences, and that is saying something when we remember Nagoya in 1981. We must also remember the sadness of our old friend, Jack Barratt, who passed away suddenly last December, and undoubtedly the success of this event is partly due to his efforts.

Of course there is another committee for this Vancouver Conference — the Ladies Committee — and having had a look at the programme, one can see that a lot of hard work has gone into its preparation and some of us are in for a week of enjoyment. I am also pleased to see the ladies present at this Opening Ceremony, as life would be a bit dull without them. I would ask the ladies present to enter into their programme with the same spirit and zest as the people who prepared it.

As most of you know, I had a long ten year involvement through all ranks of the Association, including eight years as an officer, and this experience has shown me the value of Dr. Sato and his Head Office staff. They are unstinting in their loyalty to the Members and in the efficient service they give to their Members, and I want them to know how much we appreciate what they do for us.

This is my fifth visit to Canada, the fourth to Vancouver, and my wife, Betty and I, have found the country and the people so like our own.

As you have been told, many people have worked very hard for our benefit.

We are not here for any junket, we are here to make this conference a worthwhile exercise, and I plead to you, the delegates, to participate fully in all discussions.

At the end of the week, I feel sure we will all have very fond memories of Vancouver and our Canadian friends. Thank you.

## **Goodwill Message from ESCAP**

On behalf of the Executive Secretary of ESCAP it gives me great pleasure to congratulate you on the auspicious occasion of the opening of the 13th Biennial Conference of the International Association of Ports and Harbors. Your theme this year of "Ports and Their Communities" is a truly fascinating one. The broader impact of port development and its potential to increase hinterland prosperity and present job opportunities while enhancing the environment and providing social amenities are today of crucial concern in this new era of the ports.

We look forward to continued close cooperation with IAPH, and wish you every success at this Conference and for the future.

**Danko Koludrovic**  
Chief  
Division for Shipping, Ports  
and Inland Waterways  
United Nations Economic and  
Social Commission for  
Asia and the Pacific

## **Goodwill message from the Canadian Port and Harbour Association**

On behalf of the Canadian Port and Harbour Association, please accept our best wishes for a successful 13th Biennial Conference.

Nous Canadiens, sommes persuadés que la valeur des communications qui seront cimentées lors de ce 13ième congrès de l'association internationale des ports et havres, conduira sans équivoque a une meilleure compréhension des problèmes et des objectifs communs de tous les membres de cette association.

The fruitful discussions which will take place will no doubt heighten recognition of our responsibilities as port administrators in providing a vital service to the commerce and industry of our respective nations.

**Dominic J. Taddeo**  
President  
Canadian Port and Harbour Association



# President's Introductory Speech for Commendation of Mr. Toru Akiyama

Your Excellencies, Distinguished Guests, Fellow Colleagues, Ladies and Gentlemen:

As the President of this Association, I feel extremely fortunate to be in a position to express on behalf of all of you our profound gratitude to Mr. Toru Akiyama, our eminent Secretary General Emeritus and the President of the IAPH Foundation, for his numerous contributions to our Association.

As many of you recall, at our conference two years ago in Nagoya, where we celebrated the silver jubilee of IAPH, 13 people were commended for their meritorious service to the Association. At that time it was the considered opinion of the officers that nobody was better qualified for such an honor than Mr. Akiyama. However, as the sponsor of the event, Mr. Akiyama insisted that he was not in a position to receive such a commendation at that time.

Well, Mr. Akiyama has no such excuse today! So it is with the greatest of pleasure that I award him a specially commissioned bronze relief of himself and this scroll of honor. Moreover, it is equally gratifying for me to be able to announce the decision made by the Board of Directors at yesterday's meeting that the first prize in the IAPH Award Scheme should be named the "Akiyama Prize" so that his name will be long remembered by the Association.

May I now have the honor of unveiling the bronze relief which the Association has commissioned for today's occasion. And now, for the benefit of everyone here today, I would like to read to you the message inscribed on the scroll.

## Mr. Toru Akiyama,

From the days when the establishment of an international association of port authorities was first conceived, with great foresight and effort, you played an indispensable role in the task of bringing the Association into being and took part in the drafting of the original Constitution.

Furthermore, from the inaugural conference of IAPH held in Los Angeles in 1955, prior to and throughout your tenure as Secretary-General of the Association from 1967 to 1973, and following your appointment as Secretary-General Emeritus in 1973, you devoted yourself to the stabilization of the Association's financial status and improvement of the efficiency and capabilities of the Head Office of the Association in Tokyo, and thus contributed immeasurably to the growth and development of the Association.

In preparation for the Fifth Conference held in Tokyo, Japan, in 1967, as the chairman of the conference organizing committee, you diligently worked and contributed to the success of the conference which turned out to be a keystone in the Association's development.

When the Association faced the most difficult financial crisis stemming from the international monetary turmoil in the early 1970s, with extraordinary leadership and zeal, you succeeded in establishing the IAPH Head Office Maintenance Foundation in 1973 to assist the Association, and during the ensuing ten years until the Association achieved

its financial self-sufficiency in 1982, you faithfully continued to give financial support to the Association.

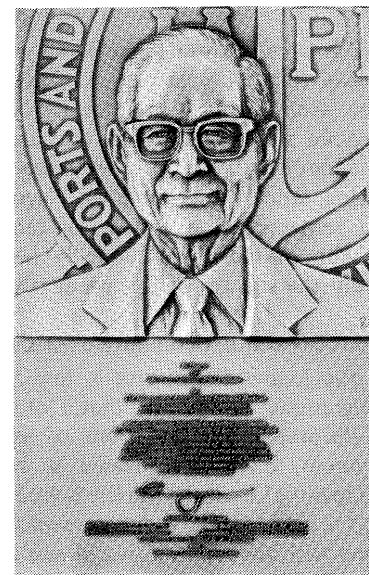
On the occasion of the 12th Conference of the Association marking the 25th anniversary, as the President of the IAPH Foundation, you sponsored memorial services for the two founding fathers of IAPH and erected memorial monuments on their graves, sponsored the publication of the book on the history of IAPH and the commendation of the 13 individuals of meritorious service to the development of the Association, and at the same conference, you donated US\$100,000 to the IAPH Special Port Development Technical Assistance Fund and a further US\$300,000 to the Association as its operational fund in commemoration of the Association's initiative in 1982 to become financially self-sufficient.

For this great effort and meritorious service, the members of the Association are uniformly and most deeply appreciative.

To symbolize its profound gratitude and respect, and by the unanimous resolution of its members, the Association has commissioned the bronze relief of you to place it on the wall of the Head Office of the Association as a lasting recognition of your contribution and as a reminder to future generations of your outstanding character and ability. On the occasion of the 13th Conference of IAPH held in Vancouver, in June, 1983, we hereby present you with a replica of the bronze relief and this scroll of honor in recognition of your numerous achievements, dedication and self-sacrificing service on behalf of the Association.

June 6, 1983

Finally, I would like to present Mr. Akiyama with this certificate representing the replica of the bronze relief which he is to receive when he returns to Tokyo. Mr. Akiyama, please accept our commendation with our sincere wishes for a long life and continued good health.



Bronze Relief of Mr. Akiyama.

## Address of Thanks by Mr. T. Akiyama

Your Excellencies, Distinguished Guests, Fellow Members, Ladies and Gentlemen:

Allow me first of all to express my sincere thanks to you, Mr. President, to the Executive Committee and to the members of the Association, for the honor you have conferred on me today. I am struck by the generosity and kindness of the words you have spoken, and written on this beautiful scroll. I thank you also for the replica of the bronze relief of myself which you presented to me. I never knew that I was so handsome!

I am deeply moved by your decision to christen the first prize of the IAPH Award Scheme the "Akiyama Prize".

When I find myself in the limelight on this stage before the audience of this most important conference, I feel a little uneasy at the tremendous and rather extravagant honor bestowed on me. I am well aware of the awesome responsibility entailed in having my name linked so closely with the successful growth of the Association. Indeed, I ask myself whether I am worthy of it.

May I say that whatever I may have done during the past 30 years, the main impetus behind our Association's rise to the prominent position it occupies today has been the wisdom and foresight of the founders of our Association, the late Mr. Gaku Matsumoto and Dr. Chujiro Haraguchi, whose achievements are comprehensively recorded in the book "IAPH — The First Twenty-Five Years".

What has been doubly significant for the successful growth of our Association, ladies and gentlemen, has been the fact that the ideals of our founders have won strong support among an ever increasing number of people throughout the world. The founders' efforts were at first supported by a small group of people in Japan, but their efforts steadily attracted the support of more and more people, leading to the international membership we enjoy today.

People were quick in understanding the purpose of the Association and offered to share the responsibilities involved in this important mission of pursuing the development of the ports and harbors of the world. They, I am convinced, were well aware that, despite the rapid increase in other means of transportation such as aviation, waterborne transportation would continue to play an important role in international trade.

You will probably agree with me that the evolution of IAPH has coincided with a period of unprecedented growth in the world's economies. The mode of shipping and transportation has been affected by global economic growth. The techniques of port operation have had to change accordingly. Those who quickly adapted to the change are prospering; others are suffering. There can be little doubt that this process will continue in the years to come, and might even be accelerated. Here lies the necessity for a frank exchange of information on what is actually happening in the ports of the world and of views among the experts facing the problems.

In this spirit, let us continue to strive for closer cooperation among the ports of the world. We in IAPH will thus have to redouble our efforts to exchange views and experiences with one another, for it is only by appreciating one another's problems that we can really strengthen our activities. I feel that the bondage that the Association's members have forged among themselves are solid and en-

during, and are capable of serving as a basis upon which we will achieve further growth and will become even more effective in our activities.

One thing I have been able to learn during my career has been the importance of international friendship and understanding. In fact my ties of friendship with people in all corners of the globe have given me the strength to persevere in times of difficulties, and whatever small achievements I may have accomplished have been due in no small part to the support and encouragement of others. In conclusion, I would like to reiterate my heartfelt, sincere thanks to all of you and to extend the same to my younger colleagues in the Association for their sustained, enduring collaboration and those friends outside, such as friends in the Ministry of Transport circle in Japan and Mr. Sasakawa, the president of the Japan Shipbuilding Industry Foundation and Mr. Wakasa, the former president of the Japan Maritime Foundation, who gave me strong support and assistance in the course of my professional duties.

May I take this opportunity to wish all the best to those who will carry on the good work of the Association. I have every confidence that, with the continued solidarity of the Association's membership, the goals we have set ourselves will surely be achieved.

Mr. President, ladies and gentlemen, I am, at this moment, simply overwhelmed by this high honor of which I have never had any notion and, therefore, lost for appropriate words to express my gratitude. As a token of my sincere appreciation for your kind decision, I would like you to accept my humble, small personal donation to the IAPH in the sum of three million Japanese yen as funds for the "Akiyama Prize". It is my hope and desire that these funds be deposited in an appropriate bank account and that interest accruing on them be used to pay for the Prize, because I feel it my responsibility to ensure that a Prize bearing my name be perpetuated by proper funding.

Thank you!

## A congratulatory telegram received from Mr. Gengo Tsuboi

Dear Mr. Akiyama:

I hear that you have been highly commended by IAPH and that a very beautiful bronze relief will be presented to you by the Association for your distinguished services. May I herewith express my heartfelt congratulations on this memorable occasion. I am very glad to know that IAPH has awarded you recognition of the highest order for the notable contribution you have made to the Association over so many long years.

Best regards

Gengo Tsuboi  
(Tokyo, June 3, 1983)

Note: Mr. Gengo Tsuboi, a founder member of IAPH, served as an Executive Committee member, a Legal Counselor, and as a member of the Committee on Large Ships and of the Constitution and By-Laws Committee. He attended the 1st through 12th conferences of IAPH and was one of the 13 recipients of the Silver Jubilee commendations for his meritorious service to the Association. He is now an Adviser to Tokyo Tanker Co., Ltd.

# The Conference Keynote Speech

**By the Honourable Paul Cosgrove  
Minister of State for Finance  
Government of Canada**

On behalf of my colleague, the Honourable Jean-Luc Pepin, Minister of Transport, I bring greetings from the Government of Canada to this the 13th Conference of the International Association of Ports and Harbors.

I understand that this is only the second time the Association has met in Canada and for those of you who attended the Montreal Conference, I trust you will find this country even more dynamic and bustling with economic vigour than you did 12 years ago.

We Canadians pride ourselves on being sensitive and sensible people in the way we handle our domestic affairs and we hope that these characteristics are apparent in our dealings with you in other parts of the world.

Canada, as is the case with every country represented here today, has been buffeted by recessionary storms over the past few years, but we have finally reached calm waters. There is a difficult voyage still ahead of us, but we are confident that hard work and a determination to succeed will see us through.

It is with this spirit of optimism that I welcome you here today.

Le Canada, comme c'est le cas pour tous les pays représentés ici aujourd'hui, a été fortement frappé par les dures secousses de la récession des deux dernières années, mais nous avons finalement réussi à nous éloigner de la tempête. La route est encore longue et difficile, mais nous demeurons confiant qu'avec labeur et détermination nous allons passer au travers.

C'est dans cet esprit d'optimisme que Je vous souhaite la bienvenue aujourd'hui.

In keeping with the theme of your Conference, I would point out that we in Canada --- and I believe others here must have the same observation -- have come to realize that in order to have a successful port operation, we're increasingly dependent upon our interdependence.

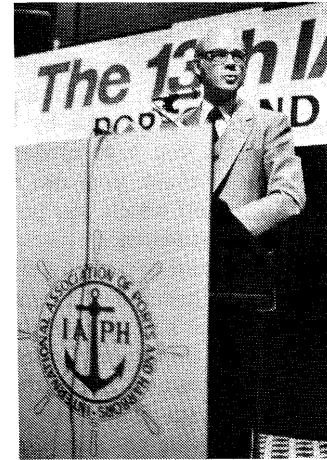
And by that I mean that there is an increased need for successful working relationships between levels of government, the private sector and the public within the communities in which the ports operate.

Secondly, the task is made all the more challenging because of a fast-changing world -- for example, new technology and new lifestyles which have meant that the role of ports has changed and is changing rapidly.

Therefore your theme of "ports and their communities" is an excellent way to focus on the ways in which ports and their managers are meeting these dual challenges by their responsiveness to the circumstances of their host communities.

While my political portfolio is that of Minister of State for Finance, I must confess that I feel very much akin to the people whose mandate is to operate Canada's system of ports and harbours.

This kinship is, first of all, ingrained in me as a Canadian. As most of you are aware, our nation's foundation, in both senses of the word, has a maritime tradition.



In fact, next year is the 450th anniversary of the arrival of the French explorer Jacques Cartier on our shores, and since that time ours has been a history closely linked with the sea.

We have been blessed with three long coastlines and such assets as the world-renowned St. Lawrence-Great Lakes Seaway System, with our economy, understandably, dependent to a great extent on our access to international markets.

Canada, as many of you know, is one of the world's great exporting nations. We export a greater percentage of our gross national product than many other leading industrialized nations.

Our exports total about \$100 -- billion annually, representing 32 per cent of our GNP, higher than that of the United States, Japan, Great Britain and France.

Another reason that I feel close to the Canadian Members of your Association is that our ports and harbours have had a great influence on my personal life.

As a youngster, I watched Great Lakes cargo vessels plying the harbour in my home town of Thunder Bay, the largest grain-handling port in the world. A fellow could get all the geography lessons he needed -- or thought he did -- by watching the various cargoes being on and off-loaded.

During my university days, I supplemented my educational budget by working as a stevedore on the docks at Marathon, Ontario, loading skids of raw pulp and hoping I would finish the shift alive and without losing my hands.

I can remember working as a skimmer on coal and salt boats, staying until the ship was fully unloaded. On frequent occasions, I would work 30 hours at a stretch and then collapse in my bed to sleep away the next 18.

More recently, as Mayor of the industrially-thriving community of Scarborough, I was well aware of the importance to our economic well-being of the busy ports of Toronto and Oshawa, a few miles to the west and to the east of us.

There is a third connection that I have with some of your colleagues here today. My current cabinet portfolio gives me final approval of the capital budgets and borrowing requests of the new Canada Ports Corporation -- which should assure me of a good round of applause from at least one segment of this audience at the end of my remarks!



I find it particularly appropriate that you chose Canada for this particular Conference since, as you are no doubt aware, the Federal Government last year brought down Legislation creating a New National Ports Policy.

The fundamental aim of the Legislation is to create a balance between the need for Canada's ports to operate within a national framework and the need to ensure responsiveness to local conditions.

I understand that Jacques Auger, President and Chief Executive Officer of Ports Canada will be addressing you in-depth on the New Legislation so I shall try not to duplicate his remarks.

I would merely say that the thrust of the New Act is part of a long-range effort by the Government of Canada to see that the administration of our various Federal Departments and Agencies becomes more local, more autonomous and more closely attuned to the needs of the communities they serve.

The New Act is designed to maintain and enhance the solid relationship which exists between the Ports and the Federal Government, but at the same time, we welcome the close and growing co-operation between our ports and their municipal and local business leaders.

We have recently been giving thought to another dimension of partnership, by taking a fresh look at the business of operating terminals in our ports.

We have come to realize the advantages to all concerned to enter into partnership with private enterprise in this area and a prime example is the new 12 million — tonne — a — year coal terminal at the Port of Prince Rupert here in British Columbia.

It has been described as a state-of-the-art, world — class facility, equal in technological innovation to any coal terminal in the world.

Designed by the Canadian engineering firm of Swan-Wooster, known around the world for their expertise in designing coal terminals, this new facility will begin operations at the end of this year and ship Western Canadian coal mainly to Japan and other Pacific Rim Countries.

It represents an investment of \$250 million and is a joint venture of Ports Canada and a private sector shipping company, federal commerce and navigation.

I mentioned earlier that the Government of Canada is encouraging more participation in the federal system by Canadians at the regional and local levels and that the new Canada Ports Corporation Act reflects this thrust.

Federal Agencies in many areas have developed regional administrations with a high degree of autonomy, often in turn supported by a tier of local administration.

Our Government desires to see decision-making decentralized to be closest — or as close as possible — to the citizens being served.

That's our objective in many of our Departments and Agencies, such as the Department of Employment and Immigration, the Canada Mortgage and Housing Corporation and the newly-redesigned Department of Regional Industrial Expansion.

Speaking from a more personal perspective, in my former capacity as Minister of Public Works, with the added responsibility for federal housing programs, I encouraged as much decision-making and liaison at the community level as possible.

A number of these initiatives across the country are directly related to the redevelopment of land adjacent to the ports in some of our major centres.

For instance, one undertaking that has received world-wide publicity and, in fact, will serve as the prototype for similar developments in major cities outside our borders is the project known as Harbourfront, contiguous with the Port of Toronto.

The Federal Government purchased the land for the project for \$100 — million and has earmarked another \$50 million as its share in the rejuvenation of the 92-acre site.

This commitment is intended to attract more than \$300 million in private sector investment and institutional support for a mixed commercial, residential and recreational development.

Federal funds are being used for infrastructure improvements to the land, including new services, streets, demolition and construction of the water's edge promenade, the parks system and some recreational facilities.

Private developers will build all of the commercial facilities and both private and non-profit developers will construct the residential component.

In line with our commitment to work closely with all levels of Government, Harbourfront Corporation successfully sought formal planning approvals from the City of Toronto and from the Municipality of Metropolitan Toronto, comprising the city and surrounding communities.

The Corporation has also entered into a development agreement with the local municipalities.

The Ontario Municipal Board, a provincial agency, held a hearing on the city's official plan and zoning bylaw for Harbourfront in November, 1981 and as a result of considerable negotiations with several corporate objectors, there was minimal opposition at the hearing, so that the Board gave the project its overwhelming support.

After a two-year process, approval was recently received from the Toronto Harbour Commissioners for the development of a 200-boat public marina at the site, a project deemed necessary by a private developer of condominiums as a strong selling point to potential buyers.

When completed, Harbourfront will contain, in addition to theatres and art galleries, office and retail units, several hundred condominiums and 500 units of assisted housing, primarily for families, all of which demonstrate our determination to work in close co-operation with governments at all levels.

This spirit of co-operation is also evident in our involvement with Le Vieux Port de Montreal, where we entered into an agreement with port officials on land-use changes for a 10-year public and private investment program in residential, commercial and office projects as well as public facilities such as a cultural centre, a museum, waterfront promenades, park facilities and basic infrastructure to service the new neighbourhood unit.

Our Agency for this undertaking is the Canada Lands Company, whose chairman and directors are local public officials and representatives from the private sector.

Under our special recovery capital projects program, announced as a component of the April federal budget and about which I shall have more to say in a moment, the Government of Canada has earmarked \$40-million in funds for the project over the next three years.

Eventually, this facility should attract private sector investment in the order of \$250-million and this will be a major boost to the revitalization of the Old Montreal District, in close co-operation with the City of Montreal.

Lest it seem as though we have neglected our east

coast constituents, I should mention that similar arrangements have been made for the Market Square Development in St. John, New Brunswick.

The Market Square site and additional land for development have been placed in a separate legal entity, the Market Square Corporation, which is city-owned.

The facility will consist of an integrated mix of publicly and privately funded components, including a trade and industry centre, hotel, library, new and renovated retail and commercial space and enclosed atrium, as well as market housing and two off-site office buildings.

Public Works agreed to contribute the cost of a containment structure which permits the optimum utilization of the site. In addition, the Federal Agency agreed to improve the safety and utility of the waterfront and reduce the site development costs to the private sector.

The total cost for this portion of the undertaking is close to five and a half million dollars.

In addition, Public Works is contributing another five and a half million dollars to the cost of the trade and industry centre and 20 per cent of the cost of the hotel, to a maximum of two and a quarter million dollars.

Canada Mortgage and Housing Corporation, a federal crown corporation, will be contributing more than \$4 million to city centre improvements as well as funding 75 per cent of the \$3 million estimated to be the cost of an 85-unit senior citizens project. CMHC will also provide loan insurance and financial assistance to non-profit rental housing.

Closer to home, right here in Vancouver, the Federal Government is deeply involved with the Government of British Columbia and the City of Vancouver in preparations for EXPO '86, the world's fair which will take place here in three years' time.

Under an agreement with the Province, the Federal Government agreed to underwrite the cost of the Canadian pavilion and a cruise ship terminal on Pier BC at the foot of Burrard Street.

To make our contribution a lasting one, the pavilion will be converted to a trade and convention centre following the fair and will contain 240,000 square feet of office space as well as a 514-room hotel.

The Canada Place Corporation, whose mandate it is to bring this complex into being, announced two weeks ago that agreement had been reached in principle for the operation of the trade and convention centre with the Vancouver Board of Trade, which has secured the franchise for a world trade centre.

In addition, Canada Place has sold a 99-year prepaid air rights lease to the Tokyu Corporation of Tokyo, Japan to run the hotel under the auspices of its Pan Pacific Hotels Chain.

Since EXPO '86 is the first world's fair to be split onto two sites, with the provincial government component on the north shore of False Creek, several miles from the Pier, a very important aspect of the enterprise is a transit line linking the two sites.

This is particularly significant since the theme of EXPO '86 is transportation.

Once again, the Federal Government has become financially involved with the provision of \$100-million towards the construction of Vancouver's Advanced Light Rapid Transit System which will provide direct access between the False Creek site and the Canada Pavilion.

During EXPO '86, the cruise ship terminal will be

made available to smaller craft ferrying people between the two fair sites. At the conclusion of the fair, the terminal will begin servicing the passenger ships which make Vancouver their port of call.

And just as cargo is off-loaded onto railway cars, the people coming off those ships will make use of the transit system, just as they will at Toronto's Harbourfront.

I might add that the ALRT is a Canadian project designed by the Urban Development Transportation Commission and is adaptable to a variety of uses, many of which will no doubt be of interest to your home ports.

For those of you who might be interested in purchasing some of this hardware, the line will form to my right following my remarks!

I mentioned earlier in my remarks that the Federal Government's recent budget contained as a major component a special recovery capital projects initiative. This is one-half of a \$4.8 billion special recovery program we have undertaken to lay the groundwork for a strong and durable domestic recovery.

The other half of this program consists of special recovery incentives for private investment.

The budget provides more direct support for employment, more buying power for lower-income Canadians and more stimulus for housing. It proposed actions to improve our growth prospects by strengthening the financial position of our businesses and by supporting the technological advances necessary for Canadians to complete successfully in the world.

As an indication of the importance the Federal Government places on our maritime industries, a sizeable portion of the special recovery capital projects initiative will go towards the refitting and procurement of ships and the upgrading of port facilities.

I would like to mention just a few examples.

On May 20, it was announced that four Mackenzie Class Destroyers would be refitted by the Burrard Yards Corporation in Victoria at a cost of \$47 million. At the same time, it was announced that several other shipbuilding and refitting projects are planned for the next few years, with some \$230 million in contracts to be awarded.

In the longer term, some 20 new vessels will be built for the Navy, the first of these being six frigates with a price tag of approximately \$3 billion.

The Government will also accelerate the modernization program of the Canadian Coast Guard fleet at a total estimated cost of \$780 million, of which \$680 million will be spent in the next four years.

Another project announced recently provides \$8.5 million in federal funding to accelerate the upgrading and repair of facilities at the Esquimalt Drydock.

This project will make available a publicly-owned outfitting wharf to any contractor who wants to use it.

A further \$2.7 million will be provided to construct a repair vessel to provide improved services on the Pacific Coast. The impact of this will be felt by all sectors of the local economy since the improved service capability will help us maintain small harbours, floats and wharves at peak efficiency.

The remainder of the \$2.4 billion in our special recovery capital projects program will go towards major investments in airports and highways, research and development capability, assets needed for resource development, land and tourism development and the procurement of high-tech communications equipment.

My colleagues and I, and, in fact a large vocal segment of Canadian society, are confident that we are on the road to economic recovery with this budget. There are a number of challenges ahead, but they are challenges that will be met and conquered.

I hope my comments of the last few minutes have underlined our recognition of the interdependence of the entities involved not only with our ports but in all facets of our fast-changing society.

Never has there been a greater need for communications than now and in the years that lie ahead.

Your Conference is right on target with its attempt to come to grips with this reality.

You have a lot of hard work ahead of you during this Conference and, according to your program, some beautiful trips laid on once your deliberations have been concluded.

*Vous avez beaucoup de travail devant vous et, selon votre programme, quelques beaux voyages alignés une fois vos discussions terminés.*

I wish you well in your endeavours and I trust that you will find the time spent here on our West Coast both productive and memorable.

Thank you and bonne chance.

## First Plenary Session

The session was held on Monday, June 6 from 14:30 to 17:00 in the "Regency Ballroom" of the Hyatt Regency Hotel, presided over by President Mayne.

First Mr. J. Mather, Managing Director, Clyde Port Authority, U.K., in his capacity as the Chairman of the Credentials Committee, reported that the number of Regular Members present in person or by proxy constituted a quorum for the business transactions of the Plenary Session as required in the By-Laws. Then the Secretary General, Dr. Hajime Sato, delivered his address, outlining in his report to the 13th Conference the activities of the Association during the past two years since the 12th Conference in Nagoya, 1981.

Based on the discussions and recommendations of the Board of Directors which had met jointly with the Executive Committee the previous afternoon, all items on the scheduled agenda were dealt with in an orderly manner, and the intensive deliberations of the delegates resulted in the Bills and Resolutions as reproduced on the page 36.

Following the report and recommendations by the Budget Committee Chairman, Ir. J. den Toom, the settlement of accounts for the years 1981 and 1982 was duly approved. As far as the budgets for 1983 and 1984 were concerned, due to the need for minor revision arising from the Board meeting the previous day, the actual approval by the members was postponed until the Second Plenary Session. Among other things mentioned in the report on our financial situation, it was noteworthy that at the first conference following the financial independence of IAPH, the Association was able to decide that no increase in dues would be imposed during the new term.

Then the reports by the respective chairmen of both the internal and technical committees and those by the Liaison Officers followed.

In the manner of the two previous conferences, the First Prize winner in the IAPH Award Scheme 1981/1982, Dr. Josip Kirincic, Port of Rijeka, Yugoslavia received the silver medal from the President following the report by

Mr. J.K. Stuart, Chairman of the Committee on International Port Development.

## Secretary General's Address at the First Plenary Session



Mr. President, Fellow Members, Ladies and Gentlemen:

It is a pleasant duty for me to report on the activities of our Association for the period following the 12th Conference in Nagoya, which marked our 25th anniversary.

Since the last conference, all committees have been very active under the new setup. Through collaborative arrangements with the British Ports Association, the Association continues to maintain close contact with the IMO and other international maritime organizations, providing for mutual access to expertise and resources in our respective sectors. All of these achievements are, of course, mentioned in detail in my Report to the Conference.

Today, our Association has 220 Regular and 150 Associate members in 74 countries, not counting the 18 temporary members who will no doubt join us as Regular Members. Reflecting the world's grim economic climate, the increase in members during the past two years has been rather modest. Thus the continued support of all concerned in our campaign efforts is all the more necessary so that we may remain faithful to the aims of the Association and provide maximum benefits to the ports of the world.

Two years ago in Nagoya, our long and painstaking preparations culminated in our decision to become financially independent. As this is the first conference since that momentous step, I am particularly gratified to be able to report that our financial status under the new setup has improved considerably. This could not have been achieved without your cooperation towards the consecutive dues increases of recent years and your wise decision to adopt the SDR system. In connection with the healthy status we enjoy today, it would be remiss of me not to mention the value of the generous donations made to the Association by the IAPH Foundation when the legal separation took place.

I believe that our session today and the following ones scheduled for the duration of this Conference can provide the opportunities for marshalling yet greater support for the members and committees in their various roles, so that they may successfully complete their projects.

I, together with all the staff members of the Head Office, assure you that we shall do our best to further the Association's objectives. I look to your continued cooperation in the future. Thank you!

## Reports to First Plenary Session

The Chairmen of the Conference, Internal and Technical Committees (some of them pictured below) delivered reports to the Session.



**Mr. J. Mather**  
Credentials Committee



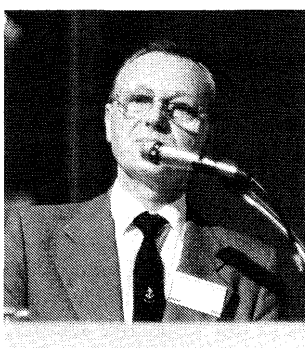
**Mr. J.K. Stuart**  
Int'l Port Development



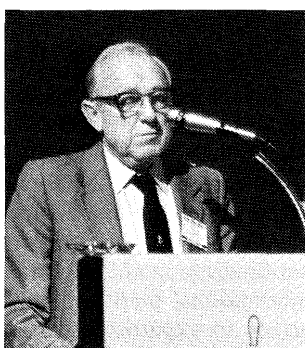
**Mr. J.M. Wallace**  
Port Safety, Environment  
and Construction



**Mr. R.P. Leach**  
Cargo Handling Operations



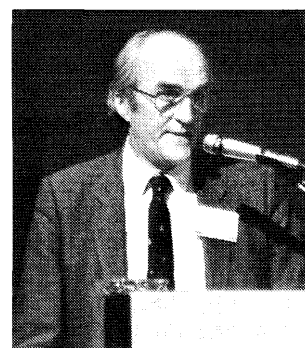
**Mr. R.L.M. Vleugels**  
Trade Facilitation



**Mr. F.M. Wilson**  
Public Affairs



**Mr. Andre Pages**  
Legal Protection of  
Port Interests



**Mr. A.J. Smith**  
Liaison Officer with IMO

Meetings of the Conference, Internal and Technical Committees were held as indicated below:

### Conference Committees

Nominating Committee (June 4)  
Chairman: Mr. A.S. Mayne  
Resolutions & Bills Committee  
(June 5, 6 & 10)  
Chairman: Mr. P.J. Falvey  
Budget Committee—Jointly with Finance  
Committee (June 4 & 7)  
Chairman: Mr. J. den Toom  
Credentials Committee (June 5)  
Chairman: Mr. J. Mather  
Honorary Membership Committee (June 9)  
Chairman: Mr. Chris Brown

### Internal Committees

Membership Committee (June 5)  
Chairman: Mr. J.P. Davidson  
Finance Committee—Jointly with Budget  
Committee (June 4 & 7)  
Chairman: Mr. J. den Toom  
Constitution & By-Laws Committee  
(June 4)  
Chairman: Mr. J.F. Stewart

### Technical Committees

Cargo Handling Operations (June 4)  
Chairman Mr. R.P. Leach  
Port Safety, Environment and Construction

(June 4, 5 & 9)

Chairman: Mr. J.M. Wallace  
Trade Facilitation (June 4)  
Chairman: Mr. R. Vleugels  
Int'l Port Development (June 5 & 7)  
Chairman: Mr. J.K. Stuart  
Legal Protection of Port Interests (June 5)  
Chairman: Mr. A. Pages  
Public Affairs (June 5)  
Chairman: Mr. F.M. Wilson

### Legal Counselors

(June 4 & 10)  
Chairman: Mr. P.J. Falvey



**Joint Meeting of Finance/Budget Committees**



**International Port Development Committee**



# Working Session NO. 1

(9:00/12:00 June 7)

## “ Safe Handling and Transportation of Hazardous Materials ”

The Session was composed of an “Introductory Speech” of 30 minutes, a “Group Discussion” of 60 minutes in 5 groups A to E, each group with a leader, and “Report on the Results of the Discussion” for 45 minutes. Further a Synthesis Session was held at 10:30 on Friday, June 10th at which a summary of the Working Session No.1 was presented by Mr. J.M. Wallace, Session Chairman.

### Session Chairman:

Mr. J.M. Wallace, President, Maritime Services Board of New South Wales, Australia

### Introductory Speaker:

Mr. R.A. Quail, Deputy Commissioner, Transport Canada, Canada

### Group Leaders:

Group A: “Training”  
Mr. Wong Hung Khim  
General Manager  
Port of Singapore Authority  
Singapore

### Group B: “Terminal Safety”

Mr. R.P. Leach  
Executive Director  
Port of Houston Authority  
U.S.A.

### Group C: “Establishment of Areas for Handling and Storage for Hazardous Materials”

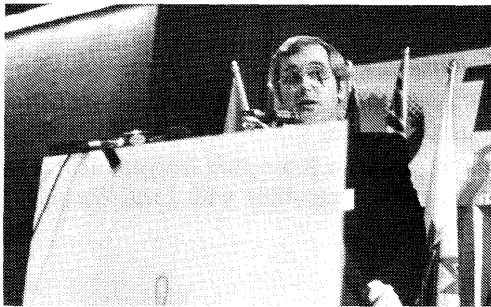
Mr. H. Allard, General Manager  
Port of Quebec, Canada Ports Corporation,  
Canada

### Group D: “Contingency Planning and Emergency Response”

Mr. J.H. McJunkin, Executive Director  
Port of Long Beach, U.S.A.

### Group E: “Shipping/Harbor Safety”

Mr. W.K. Scholten  
Deputy Managing Director (Nautical)  
Port of Rotterdam, The Netherlands



Mr. Quail delivers his introductory speech.



Mr. Scholten leads Group E.

## Synthesis

### Remarks by Mr.J.M. Wallace, Session Chairman

Port safety is a subject of prime importance to all port authorities and the community at large which depends on the port complex for the import and export of a large range of materials. When it is realised that somewhere in the order of 50% of goods carried by sea are classed as hazardous the magnitude of the problem of keeping port areas incident free becomes apparent.

It is interesting to note in Mr. Quail's paper that in the four port disasters mentioned, only three causes were apparent: --

- (a) ignorance due to lack of training,
- (b) human error, or
- (c) deliberate avoidance of basic safety precautions.

These three causes probably constitute the main reasons behind all port disasters that have occurred throughout the world.

It is also interesting to note the comparison of the safety records of specialised cargo carrying vessels such as LPG, LNG and bulk chemical tankers with the safety record of oil tankers and general cargo vessels. Why is the safety record so much better for the specialised cargo carrying vessels?

Mr. Quail recognises that the causes of port disasters mentioned in his paper have been largely removed by a concerted effort by both government and ship owners. The introduction of IMO Conventions dealing with the construction of such vessels and the training of crews to operate such vessels safely, coupled with safety checks and regulations introduced by individual countries, has produced a two pronged attack on the basic accidents, with this attack being very successful in eliminating the problem.

If this type of action has been successful in overcoming accidents involving the specialised cargo vessels then why hasn't it been applied to general cargo vessels also? Is it due to a lack of awareness on the part of ships' crews, port authorities, etc. on the dangers involved in handling hazardous goods in packaged form?

This would appear to be the case in many instances in spite of publications such as the IMO Dangerous Goods Code and the IMO Recommendations on the Safe Transport, Handling and Storage of Dangerous Goods in Port Areas.

Basic to the handling of dangerous goods should be, as Mr. Quail states, the "Dangerous Goods Control Plan" with "one person" within a port authority having the responsibility for the "development and implementation of the plan".

If I may now turn to some of the more important issues raised in the syndicate groups to crystallise the results of Session one.

The Session on 'Training' came to a series of conclusions and recommendations which can be summarised as follows:—

There are sufficient courses for the training of supervisory and management personnel on safety matters. In any case, they are not directly involved in the physical handling of dangerous goods. The Group therefore recommended that we should focus our attention on the Basic Training of those workers who are directly in touch daily with dangerous goods.

a) Some of the problems encountered in the training of port workers are: —

- (a) low educational level;
- (b) The technical nature of the subject which makes it difficult for many workers to grasp and understand;
- (c) Language difficulties — especially in multi-racial societies or where a large pool of immigrant workers are employed.

Some possible solutions suggested:

- (a) Introduction of greater "Visual Impact" teaching methods. Use of pictures, video tapes, films and colour codes should be made more liberal. The Group recommended that all ports should comply with the colour code introduced by IMO.
- (b) Training should be on the "need-to-know" basis for the different levels and categories of workers because of their low educational level and language difficulties.
- (c) On-the-job training is most effective. However, there must be proper supervision and guidance by qualified trainers.

Various international agencies like IMO and ILO have their own training courses. The Group recommended that in view of the importance of the Basic Training for port workers, the IAPH should co-ordinate the efforts of these bodies including those of ICHCA, World Bank, Asian

Development Bank, ESCAP, etc. to produce a "Standardised and Simplified Basic Training Programme" which could be used by all ports.

There should be some form of testing (oral and practical rather than written) to ensure that the workers have fully understood the course content. Some forms of incentives should be considered to encourage them to pass the test.

There is a need to conduct re-training of port workers once every few years to refresh their memories and to enable them to keep up with new methods of handling required for new items of dangerous goods. Where a worker has been transferred to a new job or a new terminal, re-training should be made mandatory to ensure that he is competent to handle all the dangerous goods — the new job and environment.

The Group also emphasized the importance of training of Trainers, particularly in the developing ports. These trainers must be kept on the same job after their training for them to pass on their knowledge. This will ensure the multiplier-effects of training.

Turning now to Terminal Safety there are a number of key issues which should be observed as follows:—

1. An overall safety policy needs to be developed for each terminal.
2. Regular inspections need to be undertaken to ensure policy is being met.
3. Regular training of operators needs to be undertaken so that all are aware of safety requirements.
4. Contingency planning needs to be undertaken for all possible events. Checklists for vessel and terminal need to be developed.
5. Prevention of incidents is the prime concern of all involved in terminal operations.
6. The port authority needs to know in advance the type and nature of cargo to be handled at a terminal.
7. Adoption of procedures which will verify the location of hazardous material.
8. Do not lower safety standards as a means of competing with other ports.
9. Do not assure that only materials classified as dangerous can be the source of trouble.
10. Ensure that fire protection devices such as hydrant jettings are compatible with local fire department hoses, etc.

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#### Open Forum on International Port Development Committee (June 7)



# Working Session NO.2

(14:30/17:00 June 9)

## “Automated Data Processing and Communications between Ports and Their Users”

### Session Chairman:

Mr. R.L.M. Vleugels  
Director General  
Port of Antwerp  
Belgium

### “Final Network Study”

Dr. W. Sobotta  
Leader  
MBB-ERNO, Raumfahrttechnik GmbH, Bremen  
Fed. Rep. of Germany

### Speakers:

#### “Mutual Interest between Ports in Europe”

Mr. H. Alberts  
Head, Nautical Affairs Department  
Port of Rotterdam  
The Netherlands

#### “A Worldwide Integrated Shipping Information System”

Mr. J. P. Cashman  
Deputy Secretary  
Lloyd's Register of Shipping  
U.K.  
(Paper presented by Mr. C.J.J. Beart)

#### “The Needs for an Exchange of Data between Ports”

Capt. E. Noelke  
Harbour Master  
Port of Bremerhaven  
Fed. Rep. of Germany

### Paper Presentation:

#### “U.S. Development of an Automated Vessel”

Dr. G.R. McIntyre  
Manager  
Office of Port and Intermodal Development  
Maritime Administration  
U.S. Department of Transportation  
U.S.A.

#### “The Maritime Telematics Strategy in the European Communities”

Mr. A. Sarich  
Project Manager  
Commission of the European Communities

#### “Port of Yokohama Computer System”

Mr. K. Shinjo  
Chief  
Port Computer Division  
Port of Yokohama  
Japan

#### “European Data Processing Association (EVHA)”

Mr. L. Saleemse  
Secretary General  
Consorzio Autonomo del Porto de Genova  
Italy  
(Paper presented by Dott. Pietro Puppo)

#### “A Pilot Network Study”

Mr. R.J.L. Russel  
Director & General Manager  
Clydeport Data Management Ltd.  
U.K.

#### “A Dangerous Substances Study”

Capt. E.S. Stender  
Harbour Master  
Port of Bremen  
Fed. Rep. of Germany

#### “Final Network Study”

Mr. A.C. Feehely  
Secretary  
Cork Pilotage Authority  
Ireland

## Synthesis

### European ports aim at integrated data exchange network.

EVHA (European association for data processing in ports) delegates attending the 13th International Association of Ports and Harbors Conference in Vancouver, Canada, are due to put the case for coordinated exchange of information between ports on ship- and dangerous substances movements. EVHA currently counts 24 member ports in eight countries in continental Europe and the British Ports Association on behalf of the U.K. ports. Based in Antwerp, the organization was established in 1979 under European community auspices. Prompted by concern over costly delays in port traffic management and control, the European ports believe that a communication system based on automated data processing will result in greater efficiency, cost effectiveness and safety. The EVHA



Mr. Vleugels chairs Working Session No. 2.



Mr. Shinjo speaks on "Port of Yokohama Computer System".

proposal to be presented on 9th June is based on the findings of thorough and extensive studies and a recently completed one year exercise with a pilot network between nine major ports operating in seven countries.

Although in each of the countries different languages are spoken, the communication via the pilot network was straightforward and unambiguous.

The pilot network demonstrated that a widespread network designed to accommodate communication equipment ranging from mainframes to telex terminals is feasible.

Despite differences in language, regulations and established patterns, it can contribute to more efficient port operations, maritime safety and improved environmental protection.

#### **European ports project automated information linkage through communication network.**

At today's session of the 13th International Association of Ports and Harbors (IAPH) Conference in Vancouver, Canada, European delegates from 24 member ports in eight countries in continental Europe and the British Ports Association on behalf of U.K. ports organised in the association for data processing in ports (EVHA) presented proposals for a network to monitor ship- and dangerous substances movements. They stressed the disadvantages of the current situation of non-standardized communication between ports.

Furthermore, they stressed the lack of reliable and timely information. Such a network, providing topical information on ships and dangerous goods, would cut down on costs and ship delays. As regards dangerous substances, control and monitoring standards are inadequate when compared with the technique possible nowadays to ensure safe international flow, as demonstrated by accidents in the past. Ports and harbour authorities and other sectors involved bear a responsibility for the environment and the safe and expeditious flow of commodities. If they are to fulfill their task, the interchange of specific data must be improved in future.

The eight EVHA spokesmen backed their case with results and recommendations issuing from thorough studies and a one-year exercise with a test project conducted by the ports of Antwerp (Belgium), Copenhagen (Denmark), Le

Havre (France), Rotterdam, (Holland), Bremen, Bremerhaven and Hamburg (F.R.G.), Genoa (Italy), Glasgow (Britain). Phased in three stages, integrating the results of an experiment with a pilot data communications system and a dangerous substances study, a plan for a final network system is now being developed. When the comprehensive network is initiated, it is anticipated that even the smallest ports will have access by simple means to data-banks linked to the main computer.

"Cargo information flows almost certainly lags behind physical cargo movements with ship delays in ports as a consequence", stated Mr. Vleugels, chairman of the working session on port data and information systems, general manager of the port of Antwerp and president of "The Europese Vereniging voor Haveninformatica" (EVHA) in his keynote. Millions and millions of dollars are lost worldwide because of unnecessary ship delays in ports. Europe invites all ports of the world to do something about this. The chip has to provide the answers to this worldwide trade problem.

Speaking of the need for information exchange at relatively low cost, Capt. Hank C.G. Alberts, head of the port of Rotterdam's Nautical Department and one of EVHA's architects, pointed out that the envisioned system has to cut across language barriers, organizational differences and different business codes. Direct international cooperation between port administrations, ships and shipowners, nautical agencies, the cargo industry and the commercial world is needed for effective and efficient designation and allocation of costly resources. Technically, ports have similar structures and services but information methods now vary widely. Notwithstanding predictable initial difficulties, a common port policy on information exchange needs to be grasped.

Captain Eberhard Noelke, port of Bremerhaven (F.R.G.) accentuates port managements daily needs for reliable information that has to be available at exactly the moment in time that port management needs it. In particular, the management of the flow of dangerous commodities through port areas and between one port area and the other requires the availability of timely and reliable information. Port users expect port managers to act in the right way at the right time.

Mr. Juliano Puppo from Genoa, Italy, described the easy accesability of the EVHA organisation for the ports that want to become a member of this international body. He accentuated EVHA policy aiming at the implementation of a computerbased interport data exchange network. All ports whether big or small ought to be able to interface with the network. Full benefits will be gained if interport data exchange takes place on a global scale.

Mr. R.J.L. Russel of Clydeport, Britain, detailed the course of the pilot network study to evaluate the usefulness of electronic data interchange and reveal any practical problems which might occur in the collection and distribution of information within ports. A simple application was selected, namely information on vessel departures and basic dangerous substances data supplemented with descriptive data supplied by Lloyds shipping information services. Using a European software and system bureau I/S data-centralen a/f 1959 of Copenhagen a star network connected with the switched international telephone and telex network was designed. Over a period of twelve months more than eleven thousand vessel movements were handled and forty thousand messages were exchanged between ports.



However, the benefits of a shared network hinge on extensive, accurate and timely data integrated with individual port procedures. The developing policy is set aiming at interconnecting ports on a worldwide scale.

Reporting on the dangerous substances study, Captain Ernst Stender, port of Bremen, said that the study has investigated and analysed the extent to which complexities of handling these substances affected the efficiency and safety of ports, and inland and sea operators. Existing and potential computerbased solutions linking different systems in different environments had also been assessed although at present there are no commonly used methods that uniquely identify dangerous substances nor is there a universal method of stowage identification.

Reporting on the final network study, Dr. Werner Sobotta, from Erno Raumfahrt Technik Bremen, outlined technical implications and aspects of implementation, operation and management.

The system would synchronize information between port operators, customs and immigration, emergency services, shipping agents and freight forwarders, chambers of commerce, environmental organizations, vessel traffic services, governmental organizations, stevedoring/warehousing and terminal operators port security and shipping intelligence. The requirements of the highest degree of security and confidentiality would be reconciled with the needs of the ever-increasing number of endusers operating in different environments over the widest possible geographical area.

A questionnaire, circulated among 21 major European ports met with a 90 per cent response. An evaluation of findings established that the ultimate system would have to be based on the iso seven layer reference model for open system interconnections to ensure access through all means of communication in use at present and in the future. Data exchange between telex- and processor interfaces proved to be relatively simple to install. Direct computer-to-computer communication would require unified application protocols.

Mr. Alex Feehely from Cork, Ireland stressed the need for system flexibility in order to adapt to any other system or network in operation now and in future. The benefits identified thus far back the suggestion that the cumulative plus factors have consequential benefits to all trading nations and their communities.

"Communication leads to improved performance and increased efficiency" states Mr. Alfredo Sarich speaking as representative of the Commission of European Communities.

These communities, 10 member countries with a population approaching 270 million, form the largest trading bloc in the world. Today's high technology revolution provides the platform for large scale integrative effort in communication.

Euro-actions such as those pursued by EVHA's member ports therefore get full support from the Commission. The information of the EVHA thus was encouraged and a grant equivalent to 1.2 million U.S. dollars was given to finance its telematic study actions. The EVHA member ports themselves supplied 1.5 million dollars in the form of manpower and expertise. On the heels of EVHA, 12 of the major European shipping companies together accounting for well over 13 million tons of dead weight and approximately 8 per cent of world container traffic, formed the European Association of Shipping

Informatics (EASI) with support of the commission. EASI is presently carrying out major research and development projects that span from economic voyage control to fully computerized optimal vessel operations. EVHA and EASI are looked at as center for high technology development and large scale application of informatics in the nautical field.

## Other Sessions

Besides the two working sessions, the following sessions were programmed during the conference.

### 1. Expansion of Roberts Bank Coal Port

(14:15–16:30, June 7)

Moderator: Mr. F.C. Leighton

- a) Historical Review & Audio/Visual Show  
Mr. F.C. Leighton
- b) Engineering Paper  
Mr. B.A. Ekstrom
- c) Environment  
Dr. J. Wiebe
- d) Institutional Arrangements & Community Relations  
Mr. J. Sector
- e) Panel Discussion

### 2. Joint Working Session with IAASP

(09:00–12:00, June 9)

"Contingency Planning to Combat International Threats and Disorder"

Moderator: Mr. D.N. Cassidy

- a) Introduction: Mr. F.C. Bean
- b) International Terrorism, Current Emphasis as it Applies to Ports  
Mr. B. Jenkins
- c) Contingency Planning and Response Exercise to an Act of Maritime Terrorism  
Mr. J.A.L. Cloutier
- d) Panel Discussion

### 3. Port Management Session

(08:30–10:45, June 10)

Introduction

Mr. H. Mann, Session Chairman

Presenters:

- a. Finance & Human Resources  
Mr. F.J.N. Spoke
  - b. Planning & Development  
Mr. J. Bayada
  - c. Lease & Operating Ports  
Mr. M.I. Arshad
- Commentators:
- a. Finance & Human Resources  
Mr. G.J. Parker
  - b. Planning & Development  
Mr. W.B. Hubbard
  - c. Lease & Operating Ports  
Mr. W.G. Halpin

Questions from the floor

## Luncheon Speeches

# "Port Autonomy: Ports Canada's Cornerstone"

**Speech by  
Mr. J. Auger  
President and Chief  
Executive Officer  
Canada Ports  
Corporation**



Mr. Chairman, Honourable Paul Cosgrove, Distinguished Guests, Ladies and Gentlemen:

I have a number of reasons for feeling privileged and honoured to be here today to address this important International Association.

First, I would like to welcome all of you on behalf of the Canada Ports Corporation, represented here today by its full board of directors, headed by Chairman Glenn Mac Pherson of Vancouver and Vice-chairman Ted Huxtable of Halifax and also represented by a number of port managers.

Second, you are meeting for the first time here in Vancouver, one of the world's great ports and certainly one of the most important facilities in our Ports Canada network. This Port has grown tremendously over the last decade, under the leadership of Mr. Fred Spoke, a very good friend of IAPH, and is now led by Mr. Bo Ekstrom, another good friend of IAPH and our foremost Conference Chairman.

Finally, 1983 is a very important year for Ports Canada, as we are now engaged in implementing the new Canadian Ports Legislation, passed by our Parliament last year. This legislation provides a new direction for Canada's port system by focusing on the tried and true principle that more port autonomy and more local participation in port affairs can result in a more efficient port system for all concerned, especially ports users and shippers.

I would like to sketch briefly for you the intent of this new Ports Legislation, and also underline some of its positive impacts on our ports system. However, before doing this, I must compliment the Secretary General of our Association, Dr. Sato, for the very comprehensive and accurate account of the legislation in the April 1983 issue of our Association's magazine. I can therefore be relatively brief.

Let me first give you some of the background to this legislation.

Canada's port system is composed of hundreds of public and private ports and harbours dotting all of Canada's coastline and waterway. These facilities range in function and sophistication from the very modest to the latest in port and cargo handling technology.

The different public and private organizational and administrative structures used over the years reflect the vastness and diversity of this port system. Amongst these

organizations, Ports Canada stands out as vital to the system, as witnessed by the strategic trade locations of its 15 ports across Canada, and by the diversity and volume of traffic these ports handle. They account, in fact, for half of Canada's waterborne trade.

As can be expected there have been a number of pieces of legislation proposed and implemented through the years. They were dictated by the times and were part of the continuing debate on the question of centralization versus decentralization of port management.

In 1936, the forces of centralization won as a result of the financial straits many of Canada's ports found themselves in. This situation was brought about by the Great Depression and also, as many have claimed, by the financial burden of carrying the excess capacity which had been put in place by the fiercely competitive and autonomous ports.

The result was the formation of the National Harbours Board, a centralized state-owned corporation which managed and developed 15 of Canada's major ports until 1982.

But, at that time, as now, many recognized the importance, as well as the difficulty, of securing a system of administration that will give the ports full opportunity to develop on individual lines in accordance with local requirements, and at the same time play their part in the national transportation system.

Now let's skip quickly over the intervening half-century, to the Canada Ports Corporation Act of 1982, where we found the same central theme being debated.

So we have this new legislative framework if you like, with the twin themes of local autonomy but with a direction matching the national interest and overlaying on it a requirement for sound business discipline.

But even here, our Parliament has not been rigid in insisting on **immediate** financial self-sufficiency. The 1982 legislation certainly does not cut ports adrift from federal financial support, to let them paddle their own fiscal canoes. Rather, it recognizes that flexibility will allow each port to evolve in a way that best suits its own developmental needs, without — at the outset — having to be independent of government financial contributions.

In other words, the national interest may well dictate port developments which are not necessarily, immediately or strictly viable from a commercial point of view. But the interesting fact, I think, is that the discipline of the bottom line is applied to **all** of our developments and it is the starting point from which the federal government decides if the national interest should be paramount to a purely commercial assessment.

In effect, then, Parliament has confirmed the commercially oriented vocation of the Ports Canada network and placed it in a context of general profitability — with the objective of being able to generate its own funds, from working capital or borrowings, with government help

only coming into play, judiciously, where non-commercial considerations are required to assert the public interest.

One of the features of this new legislation, which will apply to all federally controlled commercial ports is a statement indicating the objectives of the National Ports Policy for Canada.

These objectives call for a Canadian port system which is efficient, is an effective instrument of support for the achievement of Canadian trade, is accessible to all users on a fair and equitable basis and is well coordinated with other modes of transportation.

But, more important it also enshrines in the legislation the concept of a high degree of autonomy for ports that are to be financially viable. Of course, this autonomy concept has to be considered within the responsibility of the Minister of Transport to ensure the integrity and efficiency of the National Port System.

In order to implement the concept of this new National Ports Policy, the Act provides for the creation of a proper corporate framework.

It firstly created a new Crown Corporation called the Canada Ports Corporation with the broad responsibility to implement within its own port system the objectives of the new Ports Policy. It is also incumbent upon this National Corporation to coordinate the planned and overall activities of all ports under its jurisdiction.

Secondly, the Act provides for the creation of highly autonomous local port corporations at individual ports that can demonstrate existing or imminent financial viability. These local port corporations will be given powers and controls over their activities as well as over their resources including revenues and expenses. Unless otherwise directed, they will be expected to undertake port investment which will be determined as financially viable. They will be required in the discharge of their responsibilities to generate the surpluses needed for their expansion and to successfully face the ups and downs of the business cycle.

The Canada Ports Corporation has already entertained a number of submissions from ports wanting to become local port corporations. These submissions are to different stages of review but it is fair to say that in the case of the Port of Montreal and Vancouver the Minister of Transport should soon be in a position to announce their respective Board of Directors.

Thirdly, those ports which will not become Local Port Corporations, will be organized along divisional lines within the structure of the National Corporation. However, they will also operate with highly decentralized management which should enhance their ability to meet the objectives of our new Ports Policy.

Finally, a number of advisory bodies made up of essentially local or regional interests will be established to advise the Minister or the Corporation, as the case may be, on the full range of problems or opportunities facing the ports in both the short and long terms.

The net benefits of the National Ports System I have just described to you are many.

Efficiency being the password of the new organization, you can expect higher productivity and consequently improved services at reduced costs. A cost effective port is certainly a good way to encourage more users to transfer more cargo through it. That in turn should help to stimulate industries and businesses, therefore make a contribution to our economy.

The ports of Ports Canada, due to their decentralized operation and their soon to be acquired local autonomy in many cases, will be in a better position to respond quickly to the day-to-day needs of the trade. The presence of local interests on their Boards of Directors should also contribute to the Ports' alert attitudes and responsiveness to users.

At the same time, these ports, as partners in the National Corporation, will participate closely in the overall planning and co-ordination of the port network. This should result not only in a better port system, but a port system that complements and contributes to the smooth running of the transportation system of which it is part. It should also help to avoid duplication of resources, at least within our own Ports Canada system.

Some of the National objectives I referred to earlier, particularly the fact that the ports must be accessible on a fair and equitable basis to all users, should offer the required protection against what some could perceive as the possible excesses of fully-autonomous ports.

Other national objectives, such as the promotion of Canadian trade, will guarantee that the planning process will consider the global picture as well as the regional and local needs. This will ensure that the requirements of Canadian trade, as they relate to our ports, will be well anticipated and better met.

These are thus some of the key benefits that I foresee coming from the newly-introduced port system in Canada.

But I would be fooling myself, although certainly not you, I'm sure, if my conviction about the benefits of this system for Canada, prevented me from being aware of the real challenge in realizing the full objectives of the new legislation. In Canada, as in your own countries, no doubt, the successful attainment of both national and local objectives is indeed a real challenge.

However, my fellow Canadians will all agree that it is not the first time in Canada's history that we have had to face such a challenge of reconciling the needs of individuals with those of the collectivity. I am sure, Ladies and Gentlemen, that our port system and the people running it are sufficiently serious and mature to reconcile their own local objectives with the broader objectives of the National interest.

In conclusion, I would express the hope that my colleagues from around the world will not think that I am trying to give them advice about running **their** ports. The views I have expressed apply largely to Canada, and if they meet the case of other countries, all well and good.

Our port legislation was designed to meet the specific needs of Canadian ports. Personally, I welcome its insistence on a national ports policy, coupled with the direction of much greater local autonomy in management for our ports. I also welcome the insistence in the legislation of financial self-sufficiency as a discipline. Without any complacency I can indicate to you that Ports Canada ports are largely self-sufficient financially, both individually and certainly collectively.

If anything in Canada's experience is useful to other countries, these few remarks may have been worthwhile. We in Canada certainly recognize the great contribution that IAPH makes to our individual decision-making around the world, and we consider it a remarkable and profitable professional forum of exchange.

Ladies and Gentlemen, thank you very much for your kind attention.

# "The Importance of Canadian West Coast Ports to Alberta"

**Speech by  
The Honourable Hugh Planche,  
Minister of Economic Development,  
Government of  
Alberta, Canada**

Thank you for inviting me to speak to the 13th Biennial International Association of Ports and Harbors Conference.

It is encouraging to see so many attend a conference to improve international trade and goodwill through ports and harbors auspices.

For a prairie boy, it is always exciting to be at tide-water to smell the smells and see the ports and ships — to feel the pulse of international commerce.

Although I live some 1300 kilometers and three mountain ranges east of here, I still feel part of the port community. My job as Minister of Economic Development, is to concern myself with diversification of opportunity, improvement of market access, and maximize return for risk.

Alberta is a magnificent province, rich in resources, breathtaking in beauty and almost pristine in its environment.

It is, however, dependent on commodity production, consumes very little of what it produces, and is at the mercy of world competition. This, of course, means that we have little to do with market price or demand and have the capacity to influence only the difference between the market and the cost of production — mainly the total transportation segment of cost.

It is little wonder then that we are so vitally interested in this conference and the ports that serve commerce.

Alberta and Saskatchewan are the only totally land locked provinces in Canada. From Alberta's point of view, we are without participation in the priorities or problems that affect our ports except as observers and, from time to time, whatever access we can get to decision making seems to vary with how loudly we protest or how aggressive our political posture is.

The realities are that we live in a country that is about 4000 miles long and 200 miles wide and three of our four accesses to market by water routes are closed because of ice for at least part of the year.

The Saint Lawrence Seaway through Thunder Bay is extremely important for our grain trade but the Welland Canal limits vessel size. In addition, we must compete with the United States for some grain elevating capacity at Quebec ports. For the Western Canadian export demands, this waterway represents 36% of our shipments.

Port Churchill is at 54° of latitude and for insurance reasons, it represents only about 90 days of open shipping. It affords an alternate route to Europe and indeed, when rail rates for grain increase, will become an attractive alternative to Thunder Bay.

Churchill has lacked Federal Government attention in terms of rail access and permafrost problems. Grain companies might well become attracted to the port if the



elevating and loading facilities were upgraded and privatized. It presently handles about 1% of Western Canadian tonnage.

The MacKenzie River system is our inland artery that allows the Western Provinces access to oil and gas activity in the Beaufort Sea and has long been the main channel of commerce by barge to the North West settlements of Canada.

More attention will have to be paid to this system as regulated waterflow from hydro development has a profound effect on this river's commerce — not only because high flows are needed in the summer for maximum barge loads, but because the even flow will require more dredging. I think about 17 points require some 100 million dollars of work right now. This waterway represents only a small fraction of tonnage and carries almost no commodity traffic.

So you can see that the remainder flows west to Vancouver and Prince Rupert — the ratio being 30:1 in favour of Vancouver.

Let me give you some numbers — not that they mean very much in isolation but to give you some idea of the volume of traffic Pacific bound from Alberta:

- 5.1 million tons of coal
- 9.0 million tons of grain
- 2.0 million tons of petrochemicals  
including methanol and fertilizer
- 5.0 million tons of sulphur

In fact, about 40% by weight of all commodities exported through Vancouver originate in Alberta.

Vancouver handles about 50 million tons per year and is an excellent port facility, being the largest on the West Coast and larger than the total of Los Angeles and Seattle in tonnage throughput.

It is well situated for trade to Asia, being about the same distance to Tokyo as Sydney, Australia.

Alberta products, mainly grain through Prince Rupert and methanol through Kitimat, make up the majority of throughput for these smaller ports.

Well, what is Alberta's involvement now and what is it likely to be?

1. Alberta was interested in the development of a major grain terminal at Prince Rupert. This terminal now is under construction and will be ready to ship up to 3.5 million tons per year by late 1984 and, with some additions up to 7 million tons per year in the future. It is managed by a consortium of grain companies, but 80% of the financing comes from the Alberta Government through the Heritage Savings Trust Fund. The railroads have co-operated by equalizing rates and this excellent facility should underscore Canada as a secure and



reliable source of food.

2. We are encouraged at the activity in Prince Rupert with the construction of a 12 million ton per year coal facility.
3. Alberta also provided a loan guarantee for a new shipper consortium to purchase and upgrade a facility in the Port of Vancouver to serve Alberta coal users in a cost effective and efficient manner.
4. We are also encouraged by the dredging for pads 3 & 4 at Roberts Bank and will watch with interest what products will be handled through this new facility. I understand — you will take a tour today through Roberts Bank — you will be impressed.
5. In addition, we donated 1000 hopper cars to the CNCP grain fleet and we have been active in the resolution of the so called "Crow" question.

All this to help get Alberta products to market.

As we look at the future, the Alberta Government will be active in three major areas:

1. We are presently co-funding an economic study for a pipeline that would bring a slurry of methanol and thermal coal to tidewater by pipeline. It is our hope that this slurry could be trans-shipped to burner tip in the same condition as it enters the pipeline and that its BTU economics will compete favourably with all fossil fuels. It will ease the load on the railways, it will be environmentally more acceptable, it will afford the importing country an excellent fuel and at some later date, an opportunity to separate some of the methanol for other use.
2. We have been in the planning stage of a major petrochemical facility for Prince Rupert so that when our ethylene based petrochemical seizes the coming opportunity to compete in the market, they will have access to market through a modern, environmentally acceptable and private sector run storage and loading capability, holding until petrochemical markets worldwide are stabilized.
3. The Alberta Government has conceptualized an inland container port facility. This will mean that a container bound for Alberta would enter the system in Vancouver and be replaced with a container in Alberta bound for Eastern Canada. This will not only include a stuffing and de-stuffing capacity, but will afford Alberta shippers competitive conference water-land container rates.

In closing, Alberta congratulates the initiative to proclaim the New Canada Ports Corporation. Mr. Jack Morrish, President of Fording Coal, is appointed the Alberta Director on the board. It is our hope that this will move Canada's West Coast ports to a more active and responsive posture. Further, we know that with people of Mr. Morrish's stature, the planning will be world competitive in thought and will encourage participation by other producing and shipping jurisdictions in priorities and implementations of capital expenditure and maintenance.

We applaud the collective efforts of the railroads, the commodity shippers and the port management and business community for their work and effort so far.

Alberta will remain active anywhere we can assist the Alberta exporter in getting his product to tidewater.

Thank you.

**Speech by Dominic Taddeo,  
President, Canadian Port &  
Harbour Association**

## **at the "International Night Dinner", June 6, 1983**

**(Presentation of Original of Kwakiutl Loon to Dr. H. Sato,  
Secretary General, IAPH)**

Distinguished guests, Dr. Sato, mesdames et messieurs.

We, in Canada, are a mosaic because we have a tradition of melding many races and cultures into our society.

Ce soir, nous désirons attirer plus spécifiquement votre attention sur la culture autochtone qui a su contribuer à faire du Canada — ce qu'il est.

Cet héritage est allé puiser son art au sein même de notre nature généreuse.

We have with us this evening Harold Alfred, a member of the Nimpkish tribe who is an artist of renown. He studies native design and carving at Malaspina College. For the past five years Harold has been involved in a number of native arts shows and exhibitions throughout British Columbia and has designed logos for a variety of organizations.

Some months ago, the Canadian Port and Harbour Association commissioned Harold to create a traditional native Indian design the "Kwakiutl Loon".

We did this mainly for two reasons

Firstly — That the original shall be a gift of the CPHA to the IAPH. A gift that will hang in your offices in Tokyo as a continuous reminder of the friendly relationship between our respective associations.

Secondly — That a limited number of prints would be made and that each registered delegate will receive one as his or her personal copy.

The Kwakiutl Loon was chosen because the loon is a communicator; carrying messages from his master "Komokwa", King of the Undersea World.

Nous Canadiens, sommes persuadés que la valeur des communications qui seront cimentées lors de ce 13 ième congrès de l'association internationale des ports et havres conduira sans équivoque à une meilleure compréhension des problèmes et des objectifs communs de tous les membres de cette association.

Of even greater significance is the fact that this conference will bring recognition of our responsibilities as port administrators in providing a vital service to the commerce and industry of our nations.

Throughout the history of civilization, man has depended on ports and harbours and has been primarily concerned with their efficient functioning as key components of an evolving global cargo system.

Just like "Komokwa", whose name means "wealthy one" and who used the Kwakiutl Loon to carry messages, it is incumbent therefore upon us to ensure that our wealth, our exchange of goods and services continues to contribute to understanding and goodwill between our respective nations.

Without any further ado, then, I would ask Dr. Sato to please come forward.

Dr. Sato —

Kanada Kohwan Kyokai narabini Kanada-no shusseki-sha o daihyo-shi Kwakiutl Loon-no original o sashiage masu. Dozo o'uketori kudasai.

Which in English means "On behalf of the Canadian Port and Harbour Association and Canadians present here this evening it gives me great pleasure to present you with the original of the Kwakiutl Loon."

# Further Vancouver



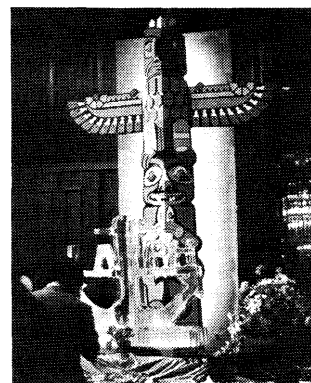
Registration Counter.



President Mayne officially opens the Exhibition.



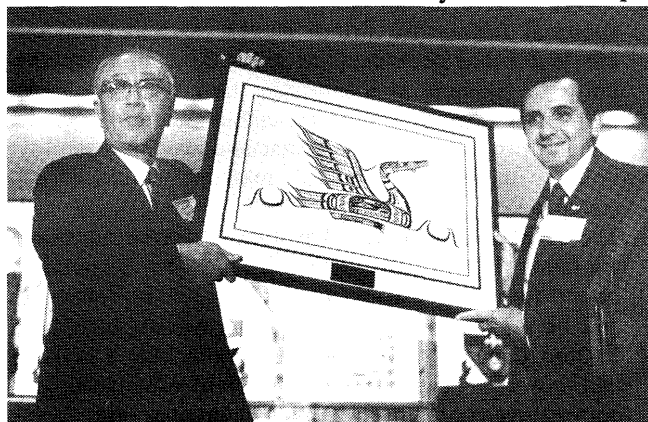
Exhibition visitors sample "sake" donated by the Port of Yokohama.



An "IAPH" Ice Carving adorns the table at the Secretary General's Reception.



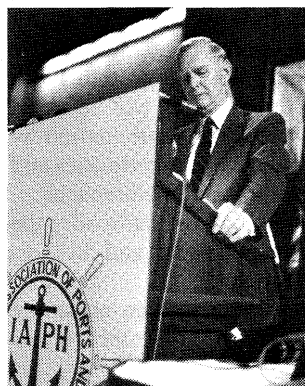
Luncheon on June 6.



Mr. D. Taddeo presents an Indian print to Dr. Sato at the International Night.



Mr. den Toom, Finance Committee Chairman, reports to the Board on June 5.



Mr. P.C. Leighton addresses Roberts Bank Session.

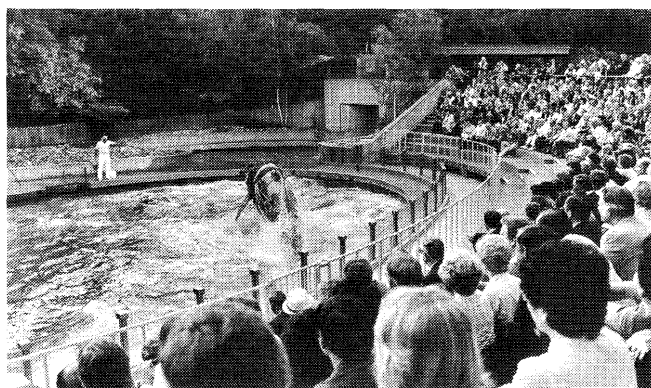


Mr. M.I. Arshad (Port of Karachi) addresses the Port Management Session.

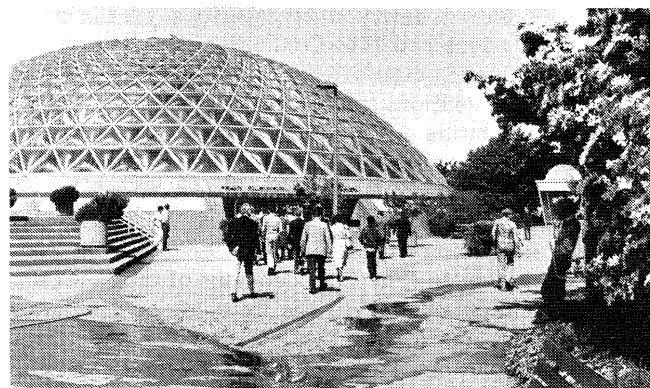
# Scenes of Conference



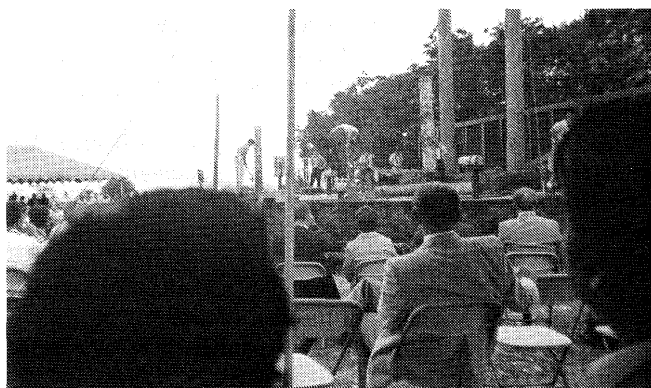
**Port Safety, Environment and Construction Committee Meeting.**



**A whale entertains the Conference participants at the Vancouver Aquarium Reception.**



**Delegates visit Elizabeth Park during their City Tour.**



**Conference Participants enjoy Loggers' Show and Barbecue.**



**Beafeaters' Band performs as "Baked Alasaka" dessert is displayed to the guests at the Farewell Dinner.**



**Delegates enjoy themselves at the Farewell Dance.**

## Second Plenary Session (Closing Ceremony)

The session was held on Friday, June 10, at 14:30 in the "Regency Ballroom" of the Hyatt Regency Hotel. President Mayne opened the session. Before the start of the business, he reported on those who had passed away during the two years since the Nagoya Conference and asked that the session be adjourned for a moment of silent prayer in memory of our deceased colleagues, who included Mr. Jack Barratt of the Port of Vancouver and Mr. Charles R. Clark of the Panama Canal Company.

Next, Mr. Patrick Falvey, in his capacity as the Chairman of the Resolutions and Bills Committee, reported on the outcome of his committee's deliberations by recommending the following resolutions, which were duly passed.

- No.1 Resolution of Condolence upon passing of Colleagues since the 12th Conference of IAPH
- No.2 Resolution relating to application of Vessel Traffic Services System to ports
- No.3 Resolution on the Review 1969/1971 Oil Convention and the Considerations of the New Convention relating to the transport of the Hazardous and Noxious Substances
- No.4 Resolution Expressing Appreciation (to the hosts and others directly involved in the Conference)
- No.5 Resolution on Conference Vice-President

In connection with the Resolution No.4, the Association expressed its deep appreciation to the hosts for their contribution to the success of the conference, and a gift from the Association was presented to Mr. Ekstrom.

Mr. Chris Brown, Chairman, Fraser River Harbour Commission, Canada, in his capacity as the Chairman of the Honorary Membership Committee, reported and recommended the election of the following members as Honorary Members:

Mr. Sven Ullman, former General Manager, Port of Gothenburg, Sweden, who served as Executive Committee member, Chairman of the Committee on International Port Development, the Liaison Officer with UNCTAD as well as the Vice-Chairman of the Constitution and By-Laws Committee:

Mr. J.P. Davidson, former Chairman of the Clyde Port Authority, UK, who served as an Executive Committee member, Chairman of the Membership Committee;

Mr. A.S. Mayne, Chairman of the Port of Melbourne Authority and the 14th President of IAPH.

Their election was duly approved and certificates of honorary membership designed on specially-made parchment were presented to the newly-elected Honorary Members. Mr. Ullman and Mr. Davidson then delivered their respective addresses of thanks.

Mr. Mayne, in his capacity as Chairman of the Nominating Committee, reported on the nominations of President and Vice-Presidents for the new term and his nominations were duly supported and agreed. As a result, the following members were elected to serve as President and Vice-Presidents.

President: Mr. A.J. Tozzoli, Director, Port Department, Port Authority of New York and New Jersey, USA

First Vice-President: Ir. J. den Toom, Managing Director, Port Management of Amsterdam, The Netherlands

Second Vice-President: Mr. J.M. Wallace, President, Maritime Services Board of New South Wales, Australia

Third Vice-President: Mr. J. Auger, President and Chief Executive Officer, Ports Canada, Canada

Furthermore, in accordance with the Resolution No.5, Mr. J. Rommerskirchen, Head, Office for Port, Shipping & Transport, Dept. of Economic, Transport & Agriculture, Free and Hanseatic City of Hamburg, Fed. Republic of Germany, was elected as Conference Vice-President.



President Mayne expresses the Association's thanks to the host port.

Mr. Mayne then delivered his retiring address to complete his duties as President following the presentation of a gold badge and a gift from the Association by the new President, Mr. Tozzoli.

Mr. Tozzoli, the new President, then delivered his inaugural address, and announced the following "Appointive Members" of the executive Committee for the new term.

### Africa/Europe Region:

Mr. Paul Bastard, Inspector for all non-autonomous French ports, Ministry for the Sea, France

Mr. J.D. Mturi, Managing Director, Kenya Ports Authority, Kenya

### America Region:

Mr. E.R. Perry, Executive Director, Port of Los Angeles, USA

Mr. W.D. Welch, Executive Director, South Carolina State Ports Authority, USA

### Asia Region:

Mr. Hirota, Director-General, 2nd District Port Construction Bureau, Ministry of Transport, Japan

Mr. Moon, Mying-Rhin, Administrator, Korea Maritime and Port Administration, Korea

Also the new President announced the names of Chairmen and Vice-Chairmen of the internal and technical committees as listed on page 34.

Mr. Rommerskirchen was called on to deliver an invitation address to the 14th Conference which his City of Hamburg is hosting in May, 1985, and the delegates enjoyed his speech and a film presentation that followed.

Mr. Bo. Ekstrom, the Conference Chairman, announced the closure of the 13th Conference at 16:30.



## **Address by Mr. Sven Ullman (at the Closing Session)**

Mr. President, Ladies and Gentlemen.

During this conference it has already been spoken a lot about the aims of the IAPH, one of which — which is not always very well recognized is to improve international understanding, a purpose that in a certain sense should be regarded as the most important one of them all.

International understanding can be improved by meeting people, by making acquaintances between faraway countries, etc. However, the only really successful way of creating international understanding is to provide acceptable and fairly comparable living conditions for people irrespective of where on earth they live. And, of course, improvement of international trade — and particularly of trade between developing and developed countries — is the most important instrument for this purpose.

And, as we all know, shipping and port industries are the necessary basis for international trade.

Since the middle of the 1960s we have observed an extremely rapid technological change in the maritime field. And here we will find another purpose of the Association, namely to stimulate the technological development within the ports, to supply experience and knowledge, to co-ordinate between ports the technical, financial and administrative changes and to keep ahead of the development in order to see to it that the ports of the world are not being squeezed between the interests of other groups.

We have witnessed during the last, say, 20 years, how the Association has expanded its membership, and how its international importance and reputation has grown thanks to ever increasing activities of the Secretariat and the membership. However, certainly for the last time addressing this distinguished audience, I would like to point out two matters, which I feel to be of particular importance for the future of the Association and for its capacity to serve the purpose of international co-operation, matters which the Association obviously will have to deal with in the near future. The first one is the fact that no ports of one of the largest nations — not to say the largest nation — of the world are yet members of the Association. The other one deals with our relationship with the developing ports. It has been mentioned to me that some developing ports, who are not members of the Association, are of the opinion that the IAPH is an association of developed ports, for developed ports, dealing only with the problems of the developed ports. If this is true, if this is the opinion of certain ports, then we have failed either to meet the needs of the developing ports or to provide the correct information — or both. In this connection, we might also remember that the position of the IAPH in Latin America still is somewhat weak.

And now, Mr. President, Ladies and Gentlemen, to me, being one of the initiators, six years ago, of the IAPH Award Scheme, it was a great experience last Monday to witness the very great generosity of Mr. Toru Akiyama raising a special fund for that very purpose. Ladies and Gentlemen, might the long career of Mr. Akiyama be an example to all of us working in the province of international co-operation and understanding!

Having said all this, Mr. President, I would like to state that it has been a privilege to work with the Association, a privilege, which has given me a lot of stimulating and valuable experiences — and a great deal of joy — and now it is my very great pleasure first to thank all my good friends of the Secretariat for all their skilful and never-failing support, and then, Mr. President, Ladies and Gentlemen, to express to you all my most humble and warm thankfulness for the great honour you have granted me — and let me conclude by adding that one of the reasons why we all should continue to work for the IAPH is that international understanding is a very good pavement of the road towards PEACE!

## **Address by Mr. J.P. Davidson (at the Closing Session)**

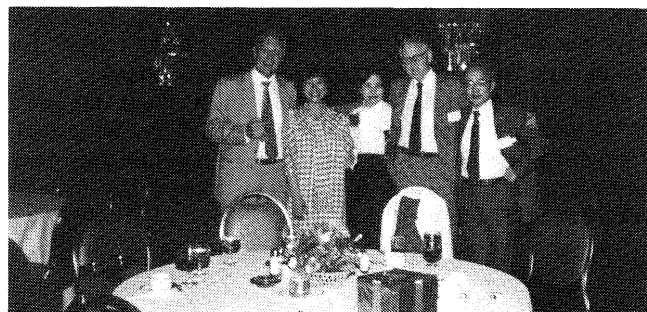
Mr. Chairman, fellow members.

Albeit, that I was once destined in my life, as Sir Walter Scott said, to wake my power, I promise you I shall keep my speech as short as possible.

It has indeed, Mr. Chairman and members, been to me great pleasure and it has afforded me great pleasure to have been a member and to work in this Association over the past fourteen years — both through my Association with the Clyde Port Authority and through my association with the British Ports Association — but also to have been privileged, Mr. President, to be part of the growth of this Association and to see it grow to the prestigious international body it is today.

I don't think it would be appropriate for me to reiterate what Sven has so ably and so well said about the association, but I will say that I think one of the great strengths of our Association is the fact that we break the international barriers, we cross the boundaries, we cross the international lines. And that indeed is our great strength, and that is indeed our very cornerstone.

Mr. President and friends, I thank you most sincerely for the honour which you have bestowed on me today. Indeed, I hope that from another place I may still be able to watch the Association grow from strength to further strength in the years ahead, and I hope also that I may still be privileged in some small way to assist in that future growth. Thank you so much.



**Newly elected Honorary Members, Mr. Davidson (left) and Mr. Ullman (second from the right) with Secretariat staff at the farewell dinner and dance night.**

## **Mr. A.S. Mayne's Retiring Address**

Well, ladies and gentlemen, first of all I have to thank the Association for the honorary membership, the scroll, and the gift. And I would like to thank you. Tony, for presenting those.



Well, it has been a great honour to have led this association for the past two years, and I have enjoyed the challenge. My only regret is that I was unable to attend the meeting in Aruba, but I did get to New York for a few hours. Thank you, Tony, for carrying on.

I wish to thank my fellow officers for the support they have given me during this period. They have given me plenty of advice and we have worked as a team. Unfortunately, only Tony Tozzoli will be going on, and a new team of three officers will be supporting Tony. They have been specially selected, and I have no doubt Tony will receive the support he needs.

At this stage it is appropriate that I make a couple of points before I depart the scene. Remember, we are a service to the community, and we have to work and we have to live with our respective communities. I repeat that membership is the key to our success, and must be kept alive. Government liaison is essential and therefore it is important that our PR image is maintained at a high level.

Now for my thanks. The Vancouver staff — Bo Ekstrom, Andy Shaw, Alison and the Ladies' Committee — have done a tremendous job. I have not heard one complaint over the arrangements. They have been courteous and polite. They have been understanding, and the hospitality has been overwhelming. Thank you one and all.

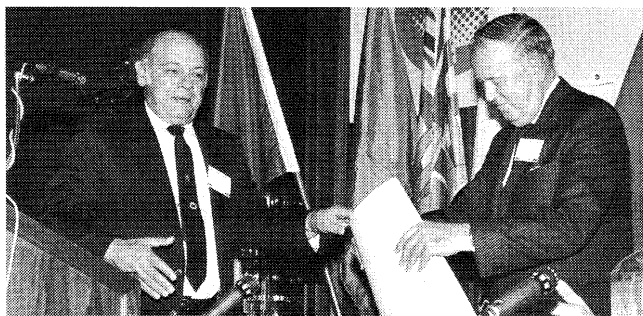
Now, the Head Office staff under Dr. Sato. What can I say to them that I have not said before? They have excelled themselves and their liaison with the Vancouver team has been first class. With Toru Akiyama they have led me by the hand and fed me with a spoon. What about Toru Akiyama? To me he is a remarkable man, understanding and surprisingly gentle, and the Association owes a debt to Toru that it can never repay.

I must thank the Chairman of the Technical and Internal and Conference Committees and their members for getting through the heavy work load. The respective Committees are the backbone of the Association, and they make it possible to hold interesting and constructive discussions.

The agreement with the British Ports Association has been keeping the name of IAPH to the fore. And I must thank James Davidson and Alex Smith for their hard slaving on difficult subjects.

To all you good people, it has been reported to me that your participation in the discussions, the field visits and the entertainment has broken all records. Some men who have played hooky will be noted down on the records for the next conference. And they know whom I mean.

Last but certainly not least, I must thank my wife Betty who has helped me greatly over that past years and, I hope, will continue to do so. I hope I have not forgotten anyone, and with Tony at the helm I leave the chair in good hands. Thank you.



**Mr. Mayne receives a gold badge and an Honorary Membership Certificate from the new President Tozzoli (left).**

## Inaugural Address by Mr. A.J. Tozzoli, New President

Thank you, Stan.

It is listed as Item number 10. Address by the incoming President. I spent a good four hours last night preparing a very eloquent thirty minute speech. Stan ripped it up. He said we didn't have the time. So I will be very brief.

It is indeed an honour and a privilege to serve the Association as the President for the next two years. I am very fortunate, I am probably more fortunate than any incoming president the Association has ever had because I am coming in with the Association and probably the best financial position it has ever had, I just hope that when I leave will be in a similar situation in that respect. I have been involved with the Association a long time and the committees have become more and more active as we have gone on.

I think the Association is maturing, I think it means more to each of the members, and myself along with the Vice-Presidents and the Board and the Executive Committee will certainly do everything in its power to maintain the standards that the Association has had particularly on the standards of the last two years. Thank you.

## Invitation Address for the 14th IAPH Conference by Mr. Joerg Rommerskirchen, Head, Office for Port, Shipping & Transport, Department of Economic, Transport & Agriculture, City of Hamburg, W.Germany



Mr. President, fellow delegates, ladies and gentlemen:

This 13th IAPH Conference is drawing to a close now, and it is my privilege to invite you to the 14th World Port Conference of the International Association of Ports and Harbors from May 4th to May 11th, 1985 in the Free City of Hamburg. Spring is a most pleasant season in our city, with everything turning green and the flowers beginning to blossom and you will notice this friendly atmosphere even during a short conference break because the venue of the convention, though right in the heart of the city, is just a few steps from the beautiful lodge at the park. There are some more specific, more related reasons to choose the time of May. Portex 85, the International Port

Fair will take place at the same time and the 796th birthday of our port is also being celebrated in the week of the IAPH Conference.

Hamburg is not only a pleasant large city; it is first of all the site of Germany's biggest seaport. The port not only serves as a place where world commerce is handled efficiently but it also imposes a great obligation on the citizens of Hamburg. That obligation is clearly stated in the preamble of Hamburg's constitution which says that history and geography have allocated a special responsibility to this world port city to serve as a mediator between all peoples and continents.

That obligation — to serve all — has always been honoured by us. For instance — as some of you know, when a number of sisterport-schemes were put forward to us we regretfully declined, as we did not feel entitled to concentrate our attention on just one or a few ports, but felt that any assistance we were able to give should be provided to everybody in need of it. This, I think, is not very far off from the goals of IAPH.

It cannot be very far off from those goals when I remember some of the keynotes of former IAPH-Conferences: "Port Contribution to Human Prosperity", "World Ports' Role in Economic Development", "Towards Greater International Port Co-operation". Thinking about co-operation, the topic of communications comes to mind. As we say at home: "Hamburg is communication". Communications, therefore, could be one of the topics to discuss. We could report on the progress our port has been able to achieve in the "organisation and information" sector as regards cargo and ship. We could talk about the new and complementary services in the communications sector, services geared to supplement the "transport chains" by appropriate "communications chains".

The basic philosophy in founding the IAPH is expressed in the statement "World Peace through World Trade, World Trade through World Ports". What we can do — together with the other large international organisations like ICHCA, IMO, etc. — is to promote world trade by, for example, better communications, and by the dissemination of knowledge in order to foster the growth of emerging world ports.

But coming back to Hamburg with its busy port and its many industries, it's not just a grey city at the seaboard, and it's not only a green city with many pleasant parks, it's really an all colourful place with a famous opera house, with international concerts and theatres, with many museums, old places and, last but not least, with a modern urban traffic system with trains, busses and harbour ferries which attracts experts from all over the world.

So, there is much to see on long days, but the long nights are also being taken care of. On the "Reeperbahn", the former rope walk, you may walk along the "naughtiest mile on earth" between nightclubs, shows, beer counters and closed houses with "openhearted" tenants.

But much more colour than I am able to convey to you by talking will be portrayed by the following movie. Some of you may remember this film from Nagoya. There is no better way of giving you a vivid impression of Hamburg in sound and picture without being squeezed — as a poet once put it — into a cage of words which not all of us might understand.

Thank you, Mr. Chairman, and to all of you let me say Auf Wiedersehen.

## Courtesy calls by the IAPH Officers

On the afternoon of Friday, June 3, 1983, prior to the start of the Conference week, President Mayne, First Vice-President Tozzoli, Third Vice-President Kohmura, Conference Vice-President and Chairman of the 13th Conference Ekstrom, Secretary General Sato and Secretary General Emeritus Akiyama called at the City of Vancouver and were received by Alderman Warnett Kennedy, Deputy Mayor.

The officers then visited the Cabinet Offices of the Province of British Columbia and were received by Mrs. Grace McCarthy, Minister of Human Resources.

The party rounded off the afternoon by paying a courtesy call to Senator C. van Roggen, Government of Canada.

## The Dates and Place of the 14th Biennial Conference

It was decided that the 14th Biennial Conference of this Association will be held at Hamburg, during the period May 4–11, 1985, hosted by the Free and Hanseatic City of Hamburg.

## 15th Conference of IAPH

At the post-conference meeting of the Board of Directors held on June 11th, 1983 in Vancouver, the city of Seoul, Korea was selected as the site for the 15th Conference of IAPH to be held in 1987, hosted by the Korea Maritime and Port Administration (KMPA). Seoul was selected from among three enthusiastic candidates. The two other candidates were the Port of Brisbane Authority, Australia, and the Ministry of Shipping and Transport of India (the proposed site was Bombay). The meeting had to go through three rounds of voting before a final choice was made.



Mr. Moon, KMPA Administrator, promotes Seoul as the venue for the 15th Conference

## Executive Committee Meeting in 1984

At the post-conference meeting of the Executive Committee held on June 11, 1983, it was decided that the next regular meeting of the Executive Committee would be held in Glasgow, Scotland, U.K., hosted by the Clyde Port Authority, for three days from 23 to 25 May, 1984.

## Members elected to the Executive Committee for the new term

In accordance with the revision in Section 15 of Article III of the By-Laws as a result of Bill No. 1 passed at the Second Plenary Session of the 13th Conference on June 10th, 1983, the following members were elected to the Executive Committee, which comprises the 21 members of the Committee together with the President, 1st, 2nd and 3rd Vice-Presidents, Conference Vice-President, Immediate Past-President and the five "Appointive Members" whose appointment was made at the 2nd Plenary Session the previous day.

<u>Afr/Eur Region</u>	<u>America Region</u>	<u>Asia Region</u>
K.L. Mönkemeier Director of the Port, City of Hamburg W. Germany	F. Gingell Vice-Chairman, Fraser River Harbour Com- mission, Canada	F. Kohmura President, Nagoya Container Berth Co., Ltd., Japan
E. Schäfer General Manager Port of Copenhagen Denmark	R.P. Leach Executive Director Port of Houston U.S.A.	R.T. Lorimer General Manager Auckland Harbour Board, New Zealand
J.K. Stuart Chairman, Asso- ciated British Ports U.K.	J.H. McJunkin Executive Director Port of Long Beach U.S.A.	Wong Hung-Khim General Manager Port of Singapore Authority, Singa- pore

## Legal Counselors newly appointed

by the Board of Directors, at its Post-Conference meeting, on June 11, 1983

L. Bergfelt, Legal Advisor, Port of Gothenburg, Sweden  
P.C. Bakilana, General Manager, Tanzania Harbours Authority, Tanzania

## Internal & Technical Committees

Chairmen and Vice-Chairmen of the respective committees are as follows. The final membership lists are to be announced in due course.

### 1) Internal Committees

#### (1) Finance Committee

Chairman: A.G. Field, Chairman, Townsville Harbour Board, Australia  
Vice-Chairman: Wong Hung Khim, General Manager, Port of Singapore Authority, Singapore

#### (2) Membership Committee

Chairman: P. Bastard, Inspector for all non-autonomous French ports, Ministry for the Sea, France  
Vice-Chairman: J. Mather, Managing Director, Clyde Port Authority, U.K.

#### (3) Constitution and By-Laws Committee

Chairman: J.F. Stewart, General Manager, Wellington Harbour Board, New Zealand  
Vice-Chairman: J.H. McJunkin, Executive Director, Port of Long Beach, U.S.A.

### 2) Technical Committees

#### (1) International Port Development

Chairman: J.K. Stuart, Chairman, Associated British Ports, U.K.  
Vice-Chairman: J. Bayada, General Manager, Cyprus Ports Authority, Cyprus

#### (2) Cargo Handling Operations

Chairman: B.A. Ekstrom, Atg. General Manager, Port of Vancouver, Canada  
Vice-Chairman: R.T. Lorimer, General Manager, Auckland Harbour Board, New Zealand

#### (3) Port Safety, Environment and Construction

Chairman: J. Dubois, General Manager, Port of Le Havre, France  
Vice-Chairman: C. van Krimpen, Managing Director, Aruba Ports Authority, the Ned. Antilles

#### i: Marine Safety Sub-Committee

Chairman: G.T. Monks, Harbour Master, Port Hedland Port Authority, Australia  
Vice Chairman: W.K. Scholten, Dy. Managing Director, Port of Rotterdam, the Netherlands

#### ii: Terminal Safety Sub-Committee

Chairman: P.H. Olson, Port Operations Analyst, Port of Gothenburg, Sweden  
Vice-Chairman: J. Oosterbaan, Head of Safety and Nautical Support, Port of Rotterdam, The Netherlands

#### iii: Engineering Sub-Committee

Chairman: A. Alam, General Manager, Planning & Development, Karachi Port Trust, Pakistan

#### iv: Ship Sub-Committee

Chairman: A.J. Smith, Secretary, British Ports Association, U.K.

#### v: Dredging Task Force

Chairman: H.R. Haar, Jr., Assistant Executive Director, Port of New Orleans, U.S.A.

#### (4) Trade Facilitation

Chairman: R.L.M. Vleugels, Director-General, Port of Antwerp, Belgium  
Vice-Chairman: W.D. Welch, Executive Director, South Carolina State Ports Authority, U.S.A.

#### (5) Legal Protection of Port Interests

Chairman: A. Pages, Ingenieur General des Ponts et Chaussees, France  
Vice-Chairman: A.J. Smith, Secretary, British Ports Association, U.K.

#### (6) Public Affairs

Chairman: F.M. Wilson, General Manager, Port of Brisbane Authority, Australia  
Vice-Chairman: G. Kaplan, President, Port of Los Angeles, U.S.A.

# Executive Committee (1983-1985)



President  
Mr. A.J. Tozzoli  
Director, Port Department  
Port Authority of New York &  
New Jersey, U.S.A.



1st Vice-President  
Mr. J. den Toom  
Managing Director  
Port Management of Amsterdam  
The Netherlands



2nd Vice-President  
Mr. J.M. Wallace  
President, Maritime Services Board  
of New South Wales  
Australia



3rd Vice-President  
Mr. Jacques Auger  
President & Chief Executive Officer  
Ports Canada  
Canada



Conference Vice-President  
Mr. J. Rommerskirchen  
Head, Office for Port, Shipping &  
Transport, Dept. of Economics,  
Transport & Agriculture  
City of Hamburg, W. Germany



Immediate Past President  
Mr. A.S. Mayne  
Chairman  
Port of Melbourne Authority,  
Australia



Mr. Paul Bastard  
Inspector for all Non-Autonomous  
French Ports, Ministry for the Sea,  
France



Mr. Fred Gingell  
Vice-Chairman  
Fraser River Harbour Commission,  
Canada



Mr. T. Hirota  
Director-General  
2nd District Port Construction  
Bureau Ministry of Transport,  
Japan



Mr. Fumio Kohmura  
President  
Nagoya Container Berth Co. Ltd.,  
Japan



Mr. R.P. Leach  
Executive Director  
Port of Houston Authority, U.S.A.



Mr. R.T. Lorimer  
General Manager  
Auckland Harbour Board,  
New Zealand



Mr. J.H. McKunkin  
Executive Director  
Port of Long Beach, U.S.A.



Mr. K.L. Mönkemeier  
Director of the Port  
Hanseatic City of Hamburg,  
W. Germany



Mr. Moon, Myung-Rhin  
Administrator  
Korea Maritime  
and Port  
Administration, Korea



Mr. J.D. Muri  
Managing Director  
Kenya Ports Authority, Kenya



Mr. E.R. Perry  
Executive Director  
Port of Los Angeles, U.S.A.



Mr. E. Schäfer  
General Manager  
Port of Copenhagen, Denmark



Mr. J.K. Stuart  
Chairman  
Associated British Ports, U.K.



Mr. W.D. Welch  
Executive Director, South Carolina  
State Ports Authority, U.S.A.



Mr. Wong, Hung-Khim  
General Manager  
Port of Singapore Authority, Singapore

# Bills and Resolutions

The following bills and resolutions were passed at the Conference, either at a Plenary Session or meeting of the Board of Directors.

## **BILL (No. 1)**

### **To amend the By-Laws with respect to the Executive Committee**

The International Association of Ports and Harbors in Plenary Session assembled at Vancouver, Canada on the 10th day of June, 1983 does hereby act as follows:—

Section 1. Section 15 of Article III of the By-Laws is hereby amended by adding the following after the second paragraph thereof:—

“The President after such consultation with the Vice Presidents and other officers of the Association as may be practicable shall nominate the three members to be elected from among the Directors and Alternate Directors from each of the three aforesaid regions. After the nominations are announced and prior to the election, any elective member of the Board of Directors may also nominate another Director or Alternate Director for one of the three positions allotted to the member's region; and in that event a ballot shall be cast for any such region where there are more than three nominees and the three nominees securing the three highest numbers of votes shall be deemed elected.”

Section 2. Section 15 of Article III of the By-Laws is hereby amended by striking the first sentence of the former third paragraph thereof and by substituting the following:—

“Each elective and each appointive member of the Executive Committee shall hold office until the closing of the Conference following the member's election or appointment and until a successor has taken office.”

Section 3. This bill shall be effective when acted upon favorably by the Association.

## **BILL (No. 2)**

### **To amend the By-Laws with respect to the election of the Board of Directors**

The International Association of Ports and Harbors in Plenary Session assembled at Vancouver, Canada on the 10th day of June, 1983 does hereby act as follows:—

Section 1. Section 10 of Article II of the By-Laws is hereby amended by substituting the following for the present second sentence thereof:—

“Each Director and Alternate Director elected, as aforesaid, shall hold office for such part of all of the period ending with the closing of the Conference next succeeding that which followed the member's election, as shall be specified by the terms of the member's election by each group of members as provided for in this Section. Said group may also set forth other conditions and limitations with respect to the elected position provided that the same are not inconsistent with the Constitution and By-Laws. The term of each elective and Alternate Director shall continue until a successor is elected and takes office. The

precise term of each office if less than all of the period permissible shall be communicated to the Secretary General.

Section 2. This bill shall be effective when acted upon favorably.

## **BILL (No. 3)**

### **To amend the By-Laws in regard to the Panama Canal Zone**

The International Association of Ports and Harbors assembled at Vancouver, Canada on the 10th day of June, 1983 does hereby act as follows:—

Section 1. Section 2 of Article I of the By-Laws is amended to delete therefrom the following,

“Panama Canal Zone”.

Section 2. This bill shall take effect upon favorably acted by the Association.

## **RESOLUTION No. 1**

### **Resolution of Condolence upon Passing of Colleagues since the 12th Conference of IAPH**

WHEREAS, the 13th Conference of the International Association of Ports and Harbors notes with sadness the passing of certain colleagues during the past two years, included among whom are Jack A. Barratt, Manager, Corporate Communications, Port of Vancouver, Canada and the Chairman of the Co-ordinating Committee for the 13th Conference of the Association and Colonel Charles R. Clark, former Executive Director, Panama Canal Company,

WHEREAS, the said persons were sincere friends and staunch supporters of the Association, and

WHEREAS, the members of this Association desire to record and cherish the memories of the deceased colleagues and pay tribute to their dedication to the common cause of the Association.

NOW THEREFORE BE IT RESOLVED that the International Association of Ports and Harbors hereby testifies to its deep sorrow upon their untimely deaths and expresses its profound sense of loss, and that this Thirteenth Conference of the International Association of Ports and Harbors be adjourned for a moment of silence prayer in memory of the friendship and affection its members bore for them.

## **RESOLUTION No. 2**

### **Resolution relating to Application of Vessel Traffic Services System to Ports**

BE IT RESOLVED by the International Association of Ports and Harbors at a Plenary Session of its 13th Conference assembled at Vancouver, Canada on the 10th day of June, 1983 that

The cognizant international organizations are urged to act favorably upon a Vessel Traffic Services System for



the management of maritime traffic in and through and in access areas to ports and harbors; and be it further Resolved that

The System should provide for the safety of ports, the environment and navigation through such means as regulation of movements, coordination of actions within a port or harbor, communication of data relating to ship movements, coordination of all operations within a port or harbor in the event of emergencies or accidents and that the respective legal implications of each element of said System on Vessel Traffic Services Authorities be taken into account; and be it further Resolved that

The Committee on Port Safety, Environment and Construction is authorized, after consultation with and concurrence by the Committee on Legal Protection of Port Interests, to present a position to appropriate and cognizant international bodies which shall detail the means, procedures and regulations by which its objectives and purposes described above would be achieved in the best interests of ports and Harbors.

### **RESOLUTION No. 3**

#### **Resolution on the Review 1969/1971 Oil Convention and the Considerations of New Convention relating to the Transport of the Hazardous and Noxious Substances**

WHEREAS the International Maritime Organization is to convene a diplomatic conference in 1984, the agenda of which will be the review of the 1969/1971 oil conventions and the considerations of a new convention on the transport of hazardous and noxious substances.

WHEREAS the Legal Committee of IMO is still to deal with aspects of these draft conventions at its next meeting, in October 1983.

WHEREAS the broad lines of the positions to be defended by the IAPH representatives at the diplomatic conference have already been defined in Resolutions of past Conferences, these must be worked out in a more precise way after the IMO Legal Committee meetings.

Then,

The general assembly of the IAPH confirms the main lines of the position to be defended on its behalf as the diplomatic conference, i.e.;

- Determination of adequate ways and amounts for the fair compensation of the victims of damage.
- Clear definitions of the persons liable, and backing of their liability by compulsory insurance on the basis of the regime of strict liability.
- Calculation of limits of liability in relation to extensive damage; noting that instances exist of extensive damage being caused by both small vessels and unladen tankers.
- Appropriate procedures for revision the limitation amounts, quickly and frequently as may be required by the monetary erosion.

### **RESOLUTION No. 4**

#### **Resolution Expressing Appreciation**

RESOLVED that the International Association of Ports and Harbors does hereby express its deep appreciation to Mr. G. W. McPherson, Chairman, Ports Canada, Mr. B. A.

Ekstrom, Conference Chairman, Mr. F. J. N. Spoke, Mr. A. A. Shaw, Chairman, Speakers and Program Committee, Ms. A.W. Flett, Conference Coordinator, Ladies Committee.

Our thanks also go to the Keynote Speakers, Chairmen of Working Sessions, Panelists, Luncheon Speakers and others who took part in the Sessions, to the Sponsors, Exhibitors and to the media for their respective contribution to the success and enjoyment of the conference.

Last but not least, our gratitude goes to Ms. Betty Fata, President of Venue West Conference Management Services and those other people who in various capacities gave their support to the Thirteenth Conference, without their help, the Conference would not have been a success.

### **RESOLUTION No. 5**

#### **Resolution on Conference Vice-President**

BE IT RESOLVED by the International Association of Ports and Harbors at a plenary meeting of its 13th Conference assembled at Vancouver, Canada on the 10th day of June, 1983 that

Mr. Joerg Rommerskirchen is hereby accorded the title of Conference Vice-President of the International Association of Ports and Harbors, who is an ex-officio member of the Executive Committee and of the Board of Directors, during the term commencing on the closing day of the Thirteenth Conference and ending on the closing day of the Fourteenth Conference, to do the work specially assigned by the President, consistent with the Constitution and By-Laws, including arranging for the conduct of the forthcoming Conference.

### **Board Resolution No. 1**

#### **Resolution to Name the First Prize of the IAPH Award Scheme as the "AKIYAMA PRIZE"**

WHEREAS, Toru Akiyama, Secretary General Emeritus of the International Association of Ports and Harbors, has rendered outstanding services to the Association, especially in the field of international port cooperation, thereby fostering the progress of the developing ports.

WHEREAS, at a regular meeting held during the Thirteenth Conference of IAPH, the Committee on International Port Development, a Technical Committee of the Association, resolved to recommend to the Board of Directors and the Executive Committee to name the First Prize of the IAPH Award Scheme as the "Akiyama Prize",

WHEREAS, said Board of Directors and Executive Committee at their joint meeting held on the Fifth day of June 1983 in Vancouver, British Columbia, Canada, concurred with the Committee on International Port Development;

NOW THEREFORE, it is resolved that the First Prize of the IAPH Award Scheme be, and is hereby, called the "Akiyama Prize".

### **Board Resolution No. 2**

#### **Resolution to Revise the Conditions for the IAPH Temporary Membership**

WHEREAS, at a regular meeting held during the Thirteenth Conference of IAPH, the Membership Committee,

an Internal Committee of the Association, resolved to recommend to the Board of Directors and the Executive Committee to continue the Temporary Membership Scheme which has been in effect since 1980,

WHEREAS, said Board of Directors and Executive Committee at their joint meeting held on the Fifth day of June 1983 in Vancouver, Canada concurred with the Membership Committee.

WHEREAS, the Budget Committee, a Conference Committee at its meeting held on the Seventh day of June 1983 in Vancouver, recommended a change in the temporary membership dues from US\$350 to SDR 500,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that there shall be the following conditions for temporary membership:—

- (a) The temporary membership may be granted to non-member ports.
- (b) Temporary Members shall be admitted to the Association for twelve (12) months from the date of their application or until the end of the Biennial Conference following the date of their application, whichever is longer.
- (c) After expiration of one of the above mentioned periods, the temporary member shall either join the Association as a Regular Member and fully comply with the Constitution and By-Laws of the Association, or if not, the temporary membership will lapse.
- (d) Temporary Members shall pay membership dues of SDR 500 at the time of submission of the application.

(e) Temporary Members shall be privileged to receive publications of the Association as all Regular Members.

(f) Temporary Members shall be privileged to attend the 14th Biennial Conference to be held at Hamburg, Federal Republic of Germany, with the full privileges of a Regular Member except the right to vote during the conference.

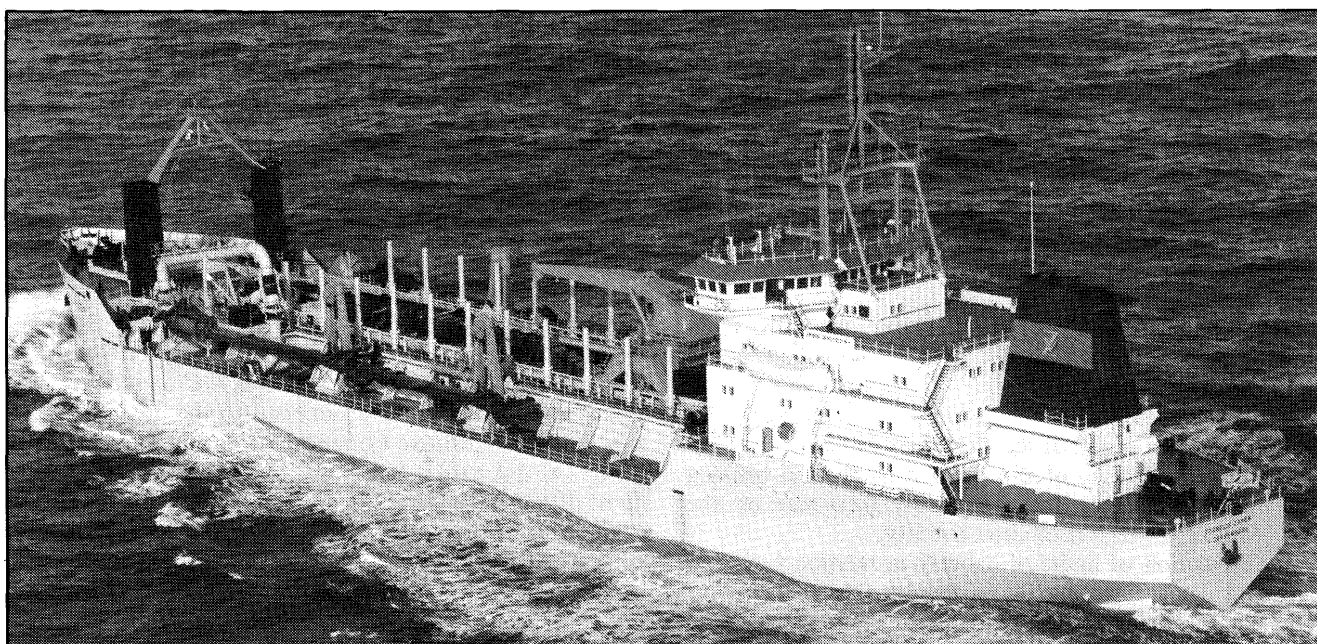
### Membership campaign and temporary membership system

It was confirmed by the plenary session that the Association would continue its membership campaign in order to ever more expand its worldwide activities.

In this connection, it was agreed that the temporary membership scheme should be continued. However, it was decided that the dues will be increased from US\$350 to SDR 500, with the conditions remaining as they are.

### Mr. Akiyama's personal donation to IAPH

In accordance with the pledge he had made to give a personal donation in the sum of three million Japanese yen (3,000,000) to the Association as funds for the "Akiyama Prize" at the opening ceremony of the Vancouver Conference of IAPH, Mr. Akiyama completed the payment of the pledged money to the Secretary General on July 7, 1983.



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## Ladies' Program

by Sadako Fujino

(Wife of Dr. Yoshio Fujino, Associate Member of IAPH)

Two years having passed since the 12th Conference held in Nagoya, we gathered once again for the 13th Conference held in Vancouver from June 6th to June 10th. We renewed old acquaintances and made new friends.

About 200 ladies accompanied the delegates to the Conference, and participated in the ladies program and various social functions.

Vancouver is Canada's gateway to the Pacific. With a mild pleasant climate, a beautiful natural setting, and a reputation for friendliness and hospitality, Vancouver is a favorable site for an international conference.

The IAPH biennial Conferences offer the ladies opportunities to visit foreign lands, and learn about the lifestyle and activities of people in different countries.

A special program was prepared to give the ladies an opportunity to see the places of interest, and enjoy the spectacular mountain and sea scenery.

On June 6th, following the Opening Ceremony and luncheon, the ladies gathered in the Hyatt Regency Hotel lobby for a city tour.

The tour included visits to the Stanley Park, the Queen Elizabeth Park, and a drive around the city.

Stanley Park is a 1,000 acre natural park, partly covered with forests. It has various recreational facilities, as well as a zoo and an aquarium. The aquarium displays various species of sea life of the ocean and fresh water. On the following evening, the delegates and the ladies enjoyed the performance of the killer whales featured at the aquarium.

The Queen Elizabeth Park is at the highest elevation in the city, commanding a fine view of the surrounding area. In the Bloedel Conservatory, tropical plants and flowers are displayed under a triodetic dome.

An international night dinner featured lively music and entertainment of various countries of the east and west.

On July 2nd, we gathered at 9 o'clock for a tour to the North Shore and the Grouse Mountain, crossing the famous Lion's Gate Bridge, a long suspension bridge across the inlet.

In the Capilano Valley, a 450-foot suspension bridge spans the river and the valley. With the bridge swaying slightly, it was a breathtaking experience to walk on the bridge.

A cable car ride takes us to the summit of Grouse Mountain. In the refreshing mountain air, the panoramic view extended as far as the mountains of the State of Washington. The mountain is a favorite spot for skiing in winter.



Mrs. Fujino (extreme right) plus some other conference participants pose by a dogwood tree in Stanley Park.

Driving through the British Properties with beautiful homes on the mountainside, we arrived at the exclusive Capilano Golf Club for a delightful lunch at the club house.

Wednesday, June 8th, was a tour day for the delegates and the ladies. The tours included a city tour, a port tour and a visit to the Roberts Bank. The evening attraction was a logger's show and a salmon barbecue.

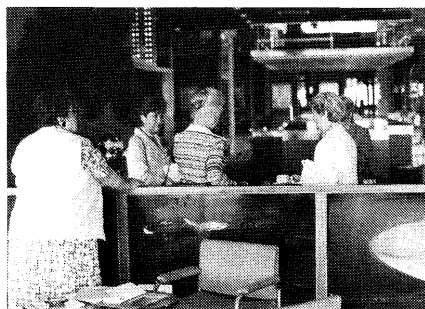
Canada is famous for salmon and seafood of the lakes and ocean water. We also enjoyed the quality beef, potatoes and plentiful vegetables, and a variety of fruits produced in Canada.

The highlight of the ladies' program was a full day's outing aboard the Royal Hudson, a train hauled by a steam locomotive resembling the engines of the Canadian Pacific Railway in the 1930's. We travelled along the shores of Howe Sound to Squamish, and cruised back through the beautiful scenery on board the Malibu Princess.

On the final day, the ladies were free to explore the shopping areas in the morning. In the afternoon, the ladies either visited the Museum of Anthropology on the University of British Columbia Campus, or attended the Closing Ceremonies with the delegates.

The declaration of the closing of the conference ended the five-day program. At the farewell dinner, appreciation was expressed to the organizers of the Conference, the secretariat and all those who were responsible for making the conference a great success. Music and dancing was the climax of the evening.

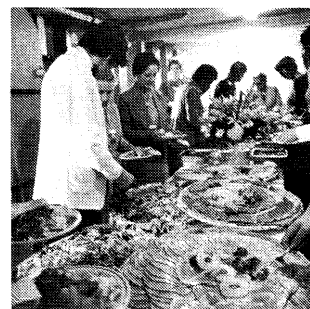
We will always look back on the Vancouver Conference with fond memories of the friendly people, the beautiful natural setting and the colorful events we enjoyed together. We will also be looking forward to the 14th Conference to be held in Hamburg in 1985.



Ladies' Hospitality Suite at the Hyatt Regency Hotel



Ladies' Program on June 9-M/V Malibu Princesses Tour



Lunch on Malibu Princess



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## International maritime information: World port news:

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### Data bank provides information to potential exporters: Dept. of External Affairs, Canada

Both Canadian and foreign firms can take advantage of trade information provided by the Department of External Affairs in preparing their export strategies.

For companies to be able to compete effectively in world markets, they need all the information they can get to assess the export potential of their products.

The International Trade Data Bank (ITDB) maintained by the Department of External Affairs is one tool available to potential exporters. The information in the bank is based on data received on computer tapes from the Statistical Office of the United Nations. It includes export and import flow data for 66 trading nations as well as for groupings such as the European Economic Community or the Organization for Economic Cooperation and Development. The reporting countries provide the destinations of their exports and the origins of their imports. At present, the ITDB has information for some 2,600 individual commodities in files running from 1962 to 1981 (the current year) for which statistics are available.

The statistics of exports and imports broken down by type of commodity and country of origin or destination are natural starting points for research into foreign markets. The bank can be a valuable tool to help identify product and market areas for Canadian exports, as well as imports. A manufacturer can assess the relative attractiveness of trade in particular markets with reference to past performances measured by trade statistics.

#### Statistics on competitors

The individual marketing executive requires statistics on the performance of foreign competitors in the same product line as well as statistics on whether the market as a whole is expanding or contracting.

The data bank is most useful to smaller businesses lacking the means of obtaining their own export data. People who do not know the export business but who are curious about the possibility of getting into foreign markets can be supplied with some good basic data on what the import situation is in the reporting countries and who the present suppliers are in terms of other countries.

Trade statistics by no means pre-empt other sources of export intelligence. However, they do provide a firm basis for any detailed study of export conditions and prospects.

#### Market trends

The information in the data bank is meant to indicate market trends and trade performance comparisons rather than provide hard figures on sales opportunities. The UN statistics cannot be taken as absolute since discrepancies occur among the different countries' trade data for various reasons. Also, in some cases, the method of classification used is too broad to be useful in certain product areas.

However, the use of the International Trade Data Bank can provide the first step in making export plans. It then can be followed by the detailed research demanded by the major step of entering world markets successfully.

Until recently, the data bank has been used mainly by government agencies and departments and academic organizations for a variety of purposes. Now it is available to anyone wishing to make use of it, at minimal cost, on request.

(Canada Weekly)

### MARAD study predicts; Continued rise in bulk exports seen

Rising dry bulk commodity exports, particularly food and crude materials, will lead the recovery of U.S. trade, according to Howard Watters, deputy administrator of the Maritime Administration (MARAD) for inland waterways and the Great Lakes. He added that developing countries will account for most of the increased traffic. Watters was a featured speaker at the Ports '83 Specialty Conference on Port Modernization, Upgrading, and Repairs held in New Orleans and sponsored by the American Society for Civil Engineers.

Watters based his prediction on a study of the dry bulk trade completed last year for MARAD by Data Resources, Inc. (DRI) based on econometric models. DRI projected that U.S. trade in the long run is expected to move away from industrialized countries and toward developing nations. Watters noted that the recent decline in oil prices will stem the foreign exchange on many less developed countries and should allow them to expand their trade.

On the whole, however, DRI indicated that while the current worldwide economic recession will pass, the long-term performance of U.S. trade is not expected to match that of the last two decades. The pattern of the late 1970's will continue, with the U.S. becoming to a greater extent a net dry bulk commodity exporter and a net manufactured commodity importer.

Among dry bulk exports wheat and soybeans should continue to grow strong, benefiting barge and ocean carriers the most. On the other hand, DRI indicated that the slow recovery of corn exports will keep rail grain traffic weak through 1985.

In regard to coal exports DRI's long-term outlook sees as increase from 110 million tons in 1981 to 121 million tons in 1985 to 161 million tons by 1990. Watters admitted that there are risks in such projections centering around the fact that the U.S. is a high-cost spot market supplier. This makes this country vulnerable to price cutting by foreign competitors in the coal trade.

DRI also indicated that the domestic steel industry should recover significantly in 1983, spurred by increases in capital spending and voluntary limits on imports from Europe. Ore imports may rise to 25 million tons this year, but that would only bring this commodity back to the 1980 level. A return to 1979 levels is not expected for



the rest of the decade.

Watters advocated that ports should make greater use of computer technology in planning future projects. He suggested that MARAD's Computer-Aided Operations Research Facility (CAORF) located at the U.S. Merchant Academy, Kings Point, N.Y. could be a particularly valuable tool available to ports considering or planning improvements such as deeper channels, the siting of new terminals, or other projects affecting navigation.

(Port Record: New Orleans)

## U.S. Port Traffic 1982

Foreign commerce movements through U.S. ports reached a three-year low this past December. The 60.1 million tons handled in December 1982 was down sharply from the 70.8 million tons reported in December 1981 and the 79.4 million tons of December 1980. Moreover, calendar year returns paint an equally dismal picture: 1982—787.1 million tons; 1981—886.3 million tons; 1980—890.9 million tons. Each of the U.S. port ranges shows calendar year declines. The one heartening note is that December volumes for the South Atlantic not only were up from November 1982, but ahead, too, of December 1981. The key data are summarized below.

### U.S. Waterborne Foreign Commerce (Short Tons)

	December 1982	December 1981	FY 1982	FY 1981
U.S. Totals	60,010,000	70,748,500	787,138,500	886,314,500
North Atlantic	17,406,000	20,518,000	231,318,000	254,782,000
South Atlantic	4,978,000	3,525,500	59,855,500	61,237,000
Gulf	23,356,000	30,227,000	335,238,000	385,761,500
South Pacific	3,924,000	4,832,000	53,922,500	61,476,500
North Pacific	4,648,000	5,355,000	57,701,000	64,851,000
Great Lakes	3,698,500	6,290,000	50,154,000	63,110,000

Source: U.S. Bureau of the Census, U.S. Waterborne Exports and General Imports, December 1982 and December 1981 issues and 1981 Annual.

## Georgia Foreign Trade Conference

October 11-13, 1983 have been selected as the dates for the XVII Annual Georgia Foreign Trade Conference. This internationally recognized transportation symposium attracts a wide cross section of shippers, carriers, and service industry representatives for discussions of timely issues effecting the industry.

The conference will again be held amid the splendid surroundings of the Sheraton Savannah Inn and Country Club on Wilmington Island near Savannah, Georgia. Full particulars may be obtained by writing: Georgia Foreign Trade Conference, P.O. Box 1925, Savannah, Georgia 31402.

Herbert N. Baker, Jr. of Southeastern Maritime Company, General Chairman for this year's event, has announced the conference theme and panel topics. In recognition of a significant anniversary of the state of Georgia and its involvement in world commerce, the conference has been titled, "Georgia — 250 Years of International Trade."

The first panel, "Labor/Management — The New Harmony," will examine the conditions on the labor front as the world emerges from the economic slump. The second panel is titled "The Mega-Carriers — Size Versus

Service" and will deal with the quality of steamship service and growth management among the giant carriers. "Point to Point — What's the Point?" will cover landbridges, house to house rates, and the issue of intermodalism in general. The problems of expediting cargo turnaround in the face of federal austerity programs will be addressed during the panel dubbed "U.S. Customs — Service Versus Size."

## Port of Houston again tops in wheat, steel

The Port of Houston continued to be the U.S. leader in exports of wheat and imports of iron and steel products during 1982 and Japan was again the port's top trading partner, according to international trade statistics announced by the Port of Houston Authority.

The figures showed 8.8 million tons of wheat valued at \$1.4 billion were exported through the Port for the year and 4.4 million tons of iron and steel products worth \$3.1 billion were imported.

Other leading import commodities, by volume, included crude petroleum, natural gas liquids, crude materials and organic chemicals. By value, the leading imports were iron and steel, crude oil, automobiles, industrial machinery and equipment, and chemicals.

In addition to grain, other leading export commodities, by volume, were organic chemicals, fertilizers, thermoplastic resins, and industrial machinery and equipment. By value, the leading exports were, in order, industrial machinery and equipment, grain and grain products, organic chemicals, thermoplastic resins, and iron and steel products.

Total foreign trade at the Port amounted to 48,153,777 tons worth approximately \$24 billion. Of the total, exports accounted for 25,897,231 tons worth \$25,897,408, while imports totaled 22,256,546 tons worth approximately \$10.6 billion. Exports increased in both volume and value over 1981, which was unusual during 1982 because the strength of the U.S. dollar tended to depress exports nationally.

## Port of Los Angeles reports third quarter increase

Total revenue tonnage for the first three quarters of fiscal year 1982/83 at the Port of Los Angeles showed a 3.9 million metric revenue ton increase over the same period last year, according to a recently released third quarter financial report.

Total revenue tonnage reached 30.3 million tons for the July-March period, as compared to 26.4 for last year. The 1982/83 figure included 11.9 million tons for general cargo and 18.4 million for petroleum. This total revenue figure represents 14.6 million tons inbound, 15.7 outbound.

Vessel arrivals, however, for the three-quarters decreased from 2,815 in 1981/82 to 2,514 in 1982/83.

For the nine-month period this year, gross operating revenue of \$53.5 million was recorded, an increase of approximately \$1.5 million.

Over \$52.6 million was spent through the end of March for capital projects in the Port's five-year capital development program. The major projects included \$15.4 million for the new American President Lines Terminal at Berths

121-126, \$10.6 million for the new container facility at Berths 216-217, \$10.2 million for the recently completed Main Channel Deepening Project, \$7.8 million for the West Channel/Cabrillo Beach Recreational Complex, \$1.2 million for the Ports O' Call Village parking lot improvements and \$1 million for the backland improvements at the Seaside Container Terminal Complex.

## Port Authority of NY & NJ urges waterfront development legislation

"... We have lived under the pall of deteriorated and underutilized waterfront for two long, and the time to act is now."

The above statement is part of the testimony given by Peter C. Goldmark, Jr., Executive Director of The Port Authority of New York and New Jersey, at a recent hearing of the New York State Assembly Standing Committee on Corporations, Authorities and Commissions.

The Bi-state agency is requesting the State of New York to approve legislation that would permit it to move forward with an estimated \$1 billion in public and private waterfront development projects in New York City and New Jersey. The legislation being considered is the culmination of years of studies and discussions among state and local officials working in close cooperation with the Port Authority, New York City and the City of Hoboken for development of waterfront sites in Hoboken and the Hunters Point section of Long Island City. Approval of the request could mean the creation of an estimated 10,000 construction jobs and as many as 4,000 permanent jobs at each site.

Key elements of the development concepts are new commercial and residential opportunities and public access to the waterfront. The Hoboken development concept calls for a balanced mix of office facilities, housing retail services, a hotel with a conference center, and a marina on land that is substantially underutilized. Associated public improvements would include an upgraded transportation center in Hoboken and improved roads and infrastructure. For Hunters Point, the agency is studying the appropriate mix of uses best suited to that site and identifying a program which could implement such development.

Port Authority officials feel that the waterfront development projects of other cities in the nation owe their success in part to the public sector involvement and, as a public agency, the Port Authority has the staff, financial resources and the experience to promote such major economic development in the port region.

## Ethiopian port officials studying in Port of Oakland

Seven port officials from Ethiopia are currently undergoing three weeks of training in port management at the Port of Oakland. This is the third group of Ethiopian port officials to study in Oakland. Their visit in Oakland was organized by the Ethiopian Marine Transport Authority in Addis Ababa. The visitors are pictured at a training session with a Port of Oakland instructor, Ray Boyle (4th from left). The Ethiopians are from left, Demlie Retta, Makonnen Teakleab, Bisrat Hailemichael, Tefera Abebe, Gebrenegus Tekesta, Tesfa Berhane and Tedla Bekele.

Using a model of a modern containership, Boyle is ex-

plaining the placement of cargo below decks to the Ethiopian officials.

Since its inception in 1978, the Port of Oakland's management training program has served more than 100 port managers and specialists from Korea, Mexico, Panama, the People's Republic of China, the Philippines and Japan, in addition to Ethiopia.

The training includes general port management, operations management, port finance management and electronic data processing applications in deepwater seaport operations.



## Port of Oakland makes \$3.2 billion contribution to economy

The Port of Oakland area makes a massive \$3.2-billion annual contribution to the economy of the Bay Area, according to a just completed economic impact study of the Port's business operations.

The Port area, as defined in the study, and as designated by City Charter and the State Lands Commission, embraces some 20,000 acres of land along the waterfront between the Emeryville line, just North of the Bay Bridge, and the San Leandro line, some 19 miles to the South. The businesses include the Port's three prime operational and revenue-producing divisions—the Airport, the Port, and commercial properties.

The study indicates that by far the largest provider of jobs is the Properties division, which enjoyed a net increase of 38% over a 10-year period and generated 5,034 new jobs.

Overall Port area employment increased during the past decade, despite the recession, from 23,059 to 28,982. Although there were relatively minor increases in the number of jobs at the airport, and the Port, most of the new jobs are accounted for by Properties Department developments—office buildings, restaurants, hotels and motels, and the many new businesses that have located in the Port's Business Park, Embarcadero Cove, Jack London Square, and the Tidewater/Tidal Canal Area.

Employment at the airport increased slightly, from 5,462 to 5,646, over the 10-year span, and at the Port from 4,448 to 5,368. This latter figure includes some 727 positions with shipping lines located outside Port property, but within the City of Oakland. Their existence in Oakland is directly related to the Port's maritime operations.

Army and Navy port installations, and the Southern Pacific and Union Pacific Railroad operations, account for a total of 6,809 jobs, down slightly from the figure of 7,024 a decade ago.

The survey also found that 23,499 Oakland jobs are

indirectly attributable to Port activity, for a total of 52,489 full-time positions related directly, or indirectly, to Port of Oakland operations.

Total payroll for direct and indirect Port of Oakland employment is more than \$1-billion a year. The average annual salary is \$19,526. The \$3.2-billion impact on the Bay Area economy relates to the total sales of Port area businesses.

Minority employment accounts for 39.4 percent of the direct jobs in the Port area, and 38.7 percent of the total jobs in Oakland, direct and indirect, attributable to the Port area. Of minority workers employed in the Port area, Oakland residents constitute 28.9 percent of the workforce. Residents comprise 34.2 percent of the workforce for businesses in the City of Oakland that depend on Port activity.

The Port makes a substantial tax contribution to the City's economy, in addition to the \$5.2-million it allocates to the City from surplus, in the payments it makes for City services, and the indirect contributions it makes in terms of providing new facilities, such as the new Clay Street Fire Station, which is leased to the City for \$1 a year, and 15 public parks and recreation facilities on Port land.

The new study also reports that the City receives almost \$3-million a year from sales taxes from the Port area; \$4-million from the hotel transient occupancy tax, and another \$4-million from the utility consumption tax from Port area businesses - a total of \$11-million in tax revenues annually.

The computerized study prepared by the Port's Management Planning Department used the methodology originally developed in 1972 by Angus McDonald and Associates of Berkeley to analyze new construction projects. Updated to include 1980 census data, the program now can analyze existing facilities, as well as future proposed facilities, for their impacts on employment taxes and revenue generation in the City of Oakland and the nine Bay Area countries.

## Intermodal cargoes take off: Port of Portland

When Federal Maritime Commission Chairman Alan "Punch" Green dedicated the new berth at the Port of Portland's Terminal 6 facility in 1981, he made the statement "the great ports of the next century will be looking inland."

Chairman Green's comments have been prophetic, because despite an economic recession that has affected all ports throughout the world, there is one Port of Portland activity that is showing tremendous increases. Namely, intermodal cargoes.

Low rates, unique facilities and proven pricing expertise in the Traffic Department are working together to make Portland the West Coast leader in intermodal traffic.

The term "intermodal" has a number of specific definitions within the trade, but in its most basic form, it simply means using several modes of transportation. In the past, a port basically concerned itself with the oceangoing, dockside portion of a cargo's journey. These days, more attention is being paid by ports, shippers and even steamship lines to the entire transportation package, which may include hundreds of miles of rail or highway routings.

Part of the interest in "total transportation" packages stems from the deregulations of the rail truck industries

that has allowed more flexibility in making rate packages.

The Port has discovered that it is in the perfect position to take advantage of the situation. Because of direct rail access at each of its facilities, and because at Terminal 6 the Port performs its own ramp and consolidation activities, Portland has established the West Coast's lowest intermodal rates for containers moving to the Midwest.

The Port has maintained these low rates for more than six months now. During that time, intermodal cargo volumes have increased more than 200 percent.

The Port's Marketing Department is now taking the "intermodal challenge" one step further.

In an advertising campaign made public just last month, the Port of Portland challenges all shippers and consignees to use its Traffic Department to find a cheaper way of routing cargo through Portland. If the Traffic Department is unable to meet or beat the current transportation price the shipper is paying, the ad quips, Port of Portland Executive Director Lloyd Anderson says, tongue-in-cheek, "he'll eat his hat."

"The ad uses humor to make a point, but we're dead serious about the pricing challenge," say Port Marine Director Peter Norwood.

"Times are tough, so we are taking this somewhat risky and definitely nontraditional way of attracting as much cargo through Portland as possible. With real price savings for shippers ranging from \$15 to \$47 per container on rail rates to the Midwest, we've got good proof to back our claims." *(portside)*

## Maritime industry is a \$3.2 billion benefit to the Washington economy: Port of Seattle

A year-long study commissioned by the Pacific Merchant Shipping Association shows that the maritime industry of Washington — with all of its related and supporting activities — represents a vital part of Washington's economy. It provides 55,200 jobs, contributes \$3.2 billion to state gross sales, and pays \$90 million in state and local taxes, according to the study.

Spending by maritime industry employees and their families benefits many local businesses. In 1981, spending by maritime households included \$75 million for food; \$105 million for transportation; \$160 million for housing; \$30 million for medical expenses; \$20 million for clothing; and \$125 million for education and recreation, with \$185 million spent on taxes, insurance and savings.

The study shows that 75,950 people in maritime worker households are supported either wholly or in part by industry payroll. Together, port-user industries can attribute at least 48,000 jobs and \$6.5 billion of their sales to maritime trade, in addition to the maritime industry's direct and indirect total impact.

Many Washington industries benefit from the maritime trade. Among these selected industries is the Washington forest products industry, 24 percent of which is dependent upon the maritime industry to move its products. Others include: agriculture and food processing, with 24 percent, high technology, with 19 percent and the primary metal industry at 33 percent.

The extensive study, which details the economic impact of the maritime industry on Washington, is the first of

its kind. It was prepared by Temple, Barker & Sloane, Inc., of Lexington, Massachusetts, and Recht Hausrath & Associates of Oakland, California.

The study not only presents the impact on the State of Washington, but also the impact on the Pacific Coast Region.

(tradelines)

## Port of Antwerp modernizes equipment for conventional general cargo

Equipping specialized terminals is not only a matter of container handling companies.

This is illustrated by Belgian Bunkering Co. which is equipping its conventional general cargo terminals at the Third Harbour Dock with modern specialized handling material, e.g. cargo-veyors. The terminal will be fitted out to efficiently handle bagged general cargo, containing foodstuff (f.i. sugar).

For that purpose three mobile loaders are mounted on Gottwald mobile cranes. These ultra modern mobile loaders enable a fast loading rate and are operated independently of weather circumstances. They also allow direct transshipment ex lighter.

At the Third Harbour Dock Belgian Bunkering has a covered storage area for 100,000 tons of cargo and has a bagging unit at its disposal.

The cargo-veyors involve an investment of 200 million BF and are used principally for exports.

As indicated by traffic figures for the first 10 months of last years, exports of bagged general cargo is booming in Antwerp. Most typical examples in this respect are traffics of bagged cereals with 1,068,000 tons (+49%), flour and sugar with 1,412,000 tons (+25%) and cement with 284,000 tons (+43%).

(HINTERLAND)

## Impact of industry: Port of Antwerp

The far-reaching effect which the establishment of industry in the port has had on cargo-handling activities is shown by an investigation carried out on the basis of berth statistics. These statistics reveal that about one quarter of the maritime traffic in the port has been generated at the berths of the industrial firms established in the port zone.

The greatest traffic intensity has naturally been recorded in the oil sector which accounts for about 14% of the overall traffic of the port.

The greatest expansion has been in the chemical and petrochemical sector at whose berths about 5% of all maritime cargo handling is now being carried out. In addition this sector ships at least 350,000 tons of its products via many other berths in Antwerp. What is also very important is that as the result of the presence of these foreign firms in the port large quantities of transit cargo bound for or coming from the parent companies pass via Antwerp.

A third sector which generates traffic in the port is that of tank storage. Over the past decade firms in this sector have expanded enormously, without any doubt mainly as the result of the establishment of the large chemical complexes. Tank storage firms at the present time account for some 5% of the port's total maritime cargo traffic at

their berths.

In addition to their seagoing traffic these three sectors also generate considerable barge traffic. About 42.5% of the port's inland navigation traffic is concentrated at their berths.

Other industries, which for the most part do not have their own berths, are important not so much for the volume of their traffic as its value. There are the many cars and tractors shipped by General Motors and Ford, which are dispatched sometimes by the thousand and more, as well as the assembly parts, spare parts, accessories etc.

## Export-minded nature of industry

The province of Antwerp and especially the district of Antwerp is the undoubted leader in Belgium's export drive. The statistics based on V.A.T. returns show that a good third of Belgium's total exports<sup>(1)</sup> come from firms which are located in the province. The most recently available figures (for 1979) are as follows:

— Exports province of Antwerp	947 milliard BF
including the district of Antwerp	821 milliard BF
— Exports Belgium	2,810 milliard BF

The port's impact is obvious. Antwerp's massive exports are a direct consequence of the strong concentration of economic activity in and near the port zone and nowhere is the export-mindedness<sup>(2)</sup> of firms as great as here. Over half of the turnover of Antwerp firms goes to foreign markets.

Among the most export-minded sectors of industry are, and this is hardly accidental; transport and communications, the manufacture of transport material, the chemical industry, the production of basic metals, car assembly, agricultural products. In normal circumstances 70 to 90% of the turnover in these sectors is realized abroad.

(1) The term «export» is broader in V.A.T. legislation and thus cannot be compared to export according to customs statistics. Thus V.A.T. declarations speak of «export and equivalent activities». The latter include transport operations with regard to international traffic.

$$(2) \text{ Export-mindedness} = \frac{\text{export} \times 100}{\text{turnover}}$$

(Antwerp, human and efficient world port)

## Dover Harbour Board in Dunkerque

A party led by the General Manager of the Port of Dover was welcomed by the Port of Dunkerque Authority.

During the meeting the two managements examined the trade relations between the two Ports. We must bear in mind that most of the traffic between Dunkerque and Dover is carried by the two train ferries St-Germain and St-Eloi at a rate of six departures a day.

1982's results were stable if compared with those of 1981 except for passenger traffic which took a 20% tumble. The drop was due, among other reasons, to difficulties experienced at Dover Western Docks. The problems could be solved by improving the pumping operation at the Ferry Dock in order to significantly reduced disembarkation delays.

The Channel tunnel issue was also raised. The position of the Dover Harbour Board is unequivocal: the construction is undesirable. As existing means of transport can be further expanded at a relatively low cost.

Furthermore, surface sea transport provides greater flexibility. Possibilities for further cooperation between the two Ports were also examined in the shape of feeder. The formula is already being used on the Dunkerque-Felixstowe line. Dunkerque could become a dispersal Port for container goods from the East Coast of Africa bound for Great Britain and vice versa (2,800 containers are handled annually on the Dunkerque-Felixstowe line and traffic could further expand).

The British party was able to discover at first hand that the Western Harbour is perfectly suited to the formula. Handling costs are reduced owing to the proximity of the cross channel and deep sea terminals.

### **Number one for piggy-back traffic: Port of Dunkerque**

In 1982, Dunkerque was France's number one Port for rail-road traffic. This place is the natural result of Dunkerque's position as a transit port between Great Britain and various European Countries.

The piggy-back system accounted for 10% that is 150 000 T of freight traffic on the Dunkerque-Dover line.

Regarding the future, the everygrowing success of the swap body system has led NOVATRANS (in Dunkerque phone (28) 64 45 12) to replace ro-ro handling by lo-lo handling. The switch was made possible thanks to the surfacing of 7 000 sqm of back up area at the Western Harbour's Sealink cross channel terminal.

### **Record grain traffic in 1982 — New facilities in 1983: Port of Le Havre**

One of the good features to stand out from the 1982 traffic figures was the new record put up by the grain trade.

Imported bulk grain amounted to 462,000t in 1982, against 311,000t in 1981, an increase of 151,000t !

Exports of bulk grain came to 938,000t, or very nearly as much as the previous year, when the figure was close to the million mark.

Finally, the amount of bagged grain exported through the specialist facilities at the Arachides and Hermann du Pasquier wharves is estimated at 231,000t, compared with 228,000t the year before.

Our total grain trade, bulk and bagged together, therefore came to 1,631,000t in 1982, a figure never before reached at Le Havre.

The increase was almost entirely due to British grain, which rose from 250,000t in 1981 to 400,000t in 1982, providing about a third of the total tonnage exported through Le Havre — a figure that reveals the importance of the re-export trade for Le Havre's overall grain traffic.

In response to the changing needs of the trade, a certain amount of new equipment is to be installed, particularly with a view to increasing storage capacity. One of the companies involved, SICA, has decided to double its silo capacity from 40,000t to 80,000t, while SOCIEPA is to bring a second chute into service for loading bagged grain and the port authority is to acquire a wagon discharger. At the same time, the performance of one of the elevators is to be stepped up from 280 to 530 tonnes an hour, so as to speed up the loading and discharging rates.

### **Total traffic in 1982 . . . 58.2 MT: Port of Le Havre**

The overall traffic of the port in 1982 amounted to 58.2 million tonnes, the main cause of the drop being the fall in hydrocarbons. With the inward and outward figures combined amounting to 38,757,000t in 1982, against 51,725,000t in 1981, hydrocarbons were down by 25.1%. Crude oil accounted for almost the whole of the missing 13 MT.

One point to come out was the big drop in the onward shipment of part cargoes, especially to Donges, which accounted for 3 MT. This special case apart, imports were down by 9.8 MT, due both to general factors and to factors peculiar to Le Havre. Nationwide, the downward trend in oil imports during 1982 is estimated at 15%, with Le Havre particularly hard hit, since the shorter distances over which oil is shipped, due to the change in sources, have diminished the value of both supertankers and transshipment operations.

Le Havre also suffered, though only temporarily, from the accident which occurred during the summer at the big Total oil refinery at Gonfreville, just outside the town, and from the partial closedown for major repair work of some units at the Esso refinery at Port Jérôme, a little further up the Seine.

Liquid bulks other than oil showed an increase of 13.2%.

Coal imports amounted to 4,980,377 tonnes in 1982, compared with 6,269,000 tonnes in 1981, a drop of 20.6%. The shortfall was almost entirely attributable to a slackening in imports by the French Electricity Board, apparently due in part to the Board's policy of reducing stocks and introducing alternative traffic flows.

The bulk grain traffic went up from 1,378,911 t in 1981 to 1,400,000t in 1982, an increase of 1.5% incoming traffic, which rose steeply, was made up of English durum wheat and barley.

Exports of cement were up 10.9%, increasing from 714,500t in 1981 to 792,600t in 1982. Other solid bulks were more or less unchanged.

General cargo was 9.1% down, dropping from 9.11 MT to 8.28 MT between 1981 and 1982 — but 1981 was always known to be an exceptional year, owing to the high number of containers transhipped to Britain.

Conventional traffic fell from 1,199,000t in 1981 to 1 MT in 1982. Ro-ro traffic, however, went up from 1,824,000t to 2,000,000t, due to an increase in the cross-Channel trade. Container traffic, standing at 5,232,000t, showed its first drop since 1971, but setting aside 1981, where the result was inflated by transshipments, the figures for 1982 do in fact reveal an increase of 9.5% over 1980.

### **Rouen, a multi-purpose port devoted to the French foreign trade**

During a meeting held in Paris chaired by Mr. Rochereau, former minister, the Association for the Development of the major French ports listened to a paper by Mr. de Rochebouet, chairman of the board of directors of the Port of Rouen Authority, entitled "Rouen, a multi-purpose port devoted to the French foreign trade".

Mr. de Rochebouet dedicated the first part of his paper



to an historical, geographical and technical run-down on the port of Rouen. After recalling its distant origins, and the various steps in engineering the channel, he illustrated the possibilities currently offered by the port by indicating, by way of example, the performance achieved so far, that is, the largest cargo received; 59,800 t., the largest cargo loaded; 37,500 t, drafts reaching 10.45 m. downstream. Dredging work currently underway should bring the downstream drafts into line with those upstream.

He then listed the various port facilities extending from the first Rouen bridge, along the north bank to Tancarville, and the south bank of Honfleur. On the right bank, these are Saint-Wandrille (coal), Port-Jérôme (oil refinery), Radicatel (container terminals). On the left bank; Quevilly (conventional traffic and container terminal), Couronne (specific facilities for bulk handling, Shell refinery), Moulineaux (RO/RO ships and, very shortly, containers) and Honfleur.

All these installation, which are complementary to the port of Rouen's docks themselves, offer a wide variety of sites adapted to the different traffic for which they have been chosen.

The value of Rouen's geographical position lies in the overall savings made on the goods transported, since the price per kilometre of sea freight always compares very favourably with the cost per kilometre of domestic transport, whether by road, rail or even river.

It is an advantage for foreign trade to have a sophisticated port complex on the Seine leading to the English Channel which is the busiest maritime thoroughfare in the world, with the two ports of Rouen and Le Havre. This naturally generates mutual duties for the two Port Authorities, but the coordination committee which links the two means that any problems posed by the implantation of major investments or the application of certain tariffs can be solved.

In the last part of his paper, Mr. de Rochebouet dealt with the various types of harbour equipment and the traffic. About two-thirds of the wharfs and landing stages which enable forty-five to fifty ships to berth at the same time, are equipped with conventional platforms, warehouses, cranes or container gantries. A good third of these structures are semi-public or private facilities.

Amongst the latter can be mentioned eight silos with a total storage capacity of 300,000 t, currently being increased, reception stations for coal, phosphates, cattle-cakes and paper mill logs, equipped with adequate cranes and gantries, a container terminal and newsprint reception facility.

This liberal policy, an old tradition in Rouen, of co-operating with private firms has been very beneficial and has favoured the rapid growth of several types of traffic. It also led to concluding satisfactory agreements concerning the participation of the harbour personnel in operating equipment using various systems.

Traffic is rapidly increasing: 13 million tons in 1975, 22 million tons in 1980, practically consolidated in 1981 with a slight set-back of 3.9%.

This growth is explained by three characteristics:

- the almost total absence of crude oil for which imports are concentrated in Le Havre,
- the balance between imports and exports with the latter

prevailing,

— a good distribution of the four types of traffic which revolve around the following mainstays:

- \* refined petroleum products representing approximately a quarter of the total tonnage,

- \* the other industrial solid and liquid bulk (coal, phosphates, sulphur, vegetable oils) which represent another quarter, mainly imports.

- \* various goods including forest and paper products, and bagged exports; flour, sugar, malt, fertilizers, with various goods traffic supplying sixty or so regular lines, most of which use containers and a RO/RO traffic based on new vehicles.

- \* lastly grain which amounted to 5,750,000t. exported in 1981 which strengthened Rouen's position as leading grain exporter.

Mr. de Rochebouet concluded his paper on an optimistic note. In order to take full advantage of Rouen's geographical position, the Government should continue engineering work on the channel, but attention must also be paid to user requirements. This is why their presence, both on the board of directors and committees set up by the Port Authority to learn their requirements, is so important. The irreversible boom in the development of exports, which is compatible and even necessary if we are to reconquer the domestic market, is the best guarantee of traffic development.

During the discussion which followed this paper, the following points were brought up: effects of the E.E.C. agricultural policy on grain traffic, the social and economic effects of the disappearance of the traditional banana traffic in Rouen as well as problems posed by French traffic transiting through foreign ports. (ROUEN PORT)

## HHLA Container Terminal now has eleven cranes



The eleventh container crane has started operating at the HHLA Container Terminal Burchardkai. It is the twelfth crane of the HHLA and the twenty-third of the Port of Hamburg. The manufacturing group — the Salzgitter Kocks GmbH — erected it at Berty 6, which together with Berth 5 dispatches the big containerships in the world. The new crane has a 38.5 m waterside outreach and, with an overall 45 m lifting height, can raise every container over five tiers

of deck containers. The maximum lifting speed is 90 m per minute, and this is reduced by half in the case of heavy duty cargo up to a nominal weight of 45 t. The crab travelling speed is 130 m per minute.

The new container crane has the description crane No.8. Like cranes 6 and 7, it is equipped with particularly compact undercarriages. Each of these cranes takes up only 22.6 m of the ship's length. It is now easier than before for the HHLA to concentrate four container cranes on one container ship of the third generation, resulting in working transshipment rates of more than 120 boxes per hour.

### Third BACO-Liner launches: Bremen and Bremerhaven

The third BACO-Liner left the stocks of the Thyssen Nordseewerk in Emden on the 8th of June. BACO stands for Barge Container. The first of the dock/carrier ships, as developed by the Bremen master-mariner and constructor, Helmuth Moncke, for accommodating 12 large lighters (each of 960 tdw) — and 500 containers, started as BACO-LINER No.1 from Bremen to Nigeria in August 1979. BACO-LINER No.2 followed in February 1980 — also being placed in the West-African service. Now, having only minor external alterations, BACO-LINER No.3 will be put into service by Messrs. BACO-Liner Reederei, Emden — again a 205 m-long vessel of 21,000 tdw.

### Port of Amsterdam traffic up 10% in 1982, tops 23 million tons

According to provisional figures, total international sea-going goods traffic in the Port of Amsterdam in 1982 was 23.3 million metric tons, a 10 percent increase over 1981 and the second highest ever in the Dutch Capital Port. This means that the North Sea Canal Ports — Amsterdam, Zaanstad and IJmuiden — together handled well over 35 million metric tons of international sea-going goods traffic last year. These figures do not include domestic Dutch traffic.

In 1971, the Port of Amsterdam handled 24.14 million metric tons of cargo which stands as the record. With the two oil crises in the 1970s and the continuing economic recession, port traffic entered a period of decline after the record year. Even so, port traffic has been on the increase in recent years. Until now, 1980 was the second highest year ever with 22.4 million tons registered; there was a slight decline in 1981 with sharp improvement last year.

The greatest increase was seen in mineral oils, which increased nearly 40 percent to about 9.6 million tons. There was an increase of about 15 percent in molasses (Amsterdam is the biggest continental port for molasses which is used in animal fodders and Dutch genever) and an increase of more than a third in animal fodders and oilseeds to nearly 2.7 million tons.

Indications are that these three categories will remain strong; Holland is a major producer (and exporter) at animal fodders. Tank storage capacity has been increased recently, especially now that Mobil has stopped its refining activities. The Dutch offshore oil which is stored in tanks at Oiltanking in the Amerikahaven is not included in the total figures as this crude oil is refined domestically in Europoort. This oil is moved by inland tanker.

With the cyclical depression of the European steel industry, there was a 12 percent decline in ore traffic and the anticipated coal stream to Europe has not yet materialised and there was a similar 12 percent decline in this sector. General cargo, too, declined in 1982, with a total of about 2.7 million tons, down nearly 13 percent over the previous year.

It is still too early to determine patterns over 1983, but it is expected that total traffic will be on the same level.

#### International sea-going goods traffic in the Port of Amsterdam (in metric tons)

	1982	1981
ore	1,382,751	1,575,000
mineral oils	9,648,000	6,814,000
molasses	682,216	595,000
grain	2,394,755	2,765,000
fodder and oilseeds	2,657,951	1,973,000
coal and cokes	3,019,842	3,433,000
general cargo	2,774,000	3,138,000
other	790,000	815,000
<b>TOTAL</b>	<b>23,349,000</b>	<b>21,108,000</b>

(Haven Amsterdam)

### Port of Gothenburg, Gothenburg Stevedoring Co. Ltd and Gothenburg Free Harbour Co. Ltd going together in a new municipal limited company

According to a decision recently taken by Gothenburg's municipal council the Port of Gothenburg, which hitherto has been part of the municipal administration, will be merged with the Gothenburg Stevedoring Company Ltd. and the Gothenburg Free Harbour Company Ltd. into a new municipal limited company.

A merger has been foreseen for some time and a step in the direction of a joint company was taken a year ago when Mr. Per Bjurström, General Manager of the stevedoring company was elected Port Director.

A closer co-operation has already begun although the formal start for the new company has been set to January 1st, 1985.

### 6% cargo increase during 1982 at Port of Gothenburg

A total of 22,700,000 tons of goods was handled at the Port of Gothenburg during 1982. This is an increase with 6% compared with 1981.

Oil traffic rose from 7,398,000 tons to 9,063,000 tons. No less than 84% of the parcel goods was unit-loaded (containers, flats, lorries, trailers, semitrailers) and the number of units was 430,200.

The total amount of ships that visited the port during 1982 was 6% less than in 1981. On the other hand the ships' total gross tonnage rose 3% to 35,195,000 gross tons. Fewer but larger ships were thus handled at the port.

More than half of the tonnage, 33.8 m. gross tons, was Swedish-flagged, Denmark was represented with ships of

5.1 m. gt, Great Britain with 3.5 m. gt, Norway with 3.2 m. gt and West Germany with 2.5 m. gt. Ships from 57 nations visited the port in 1982.

#### **Financial O-result in 1982**

The turnover for the Port of Gothenburg rose in 1982 to 156 m. Kronor which is 31.5 m. Kronor more than in 1981.

The financial result for the year was +0 Kronor compared with a profit of 6.5 m. Kronor in 1981. The difference derives from a writing down with 11.9 m. Kronor of the value of a new container crane at the Shandia harbour in order to cut down the crane costs.

### **New Bulk Grain Terminal for Cardiff: Associated British Ports**

The ABP port of Cardiff received a major boost with the announcement of plans to develop a bulk grain export terminal at the port.

Agreement has been reached in principle between Ceres (UK) Ltd and Spillers Milling Ltd to use the existing Spillers silo complex at Roath Dock, together with an adjacent warehouse, to provide total storage capacity of 40,000 tonnes.

Ceres is to invest in new intake systems and a mobile ship loader, with a loading rate of 1,000 tonnes per hour. Site operations will be managed by Spillers.

Grain cargoes will be received by road and rail at a loading berth capable of accommodating suitable vessels of up to approximately 35,000 tons deadweight. The first shipment is expected to leave Cardiff in October.

Commenting on the new development, Cardiff and Barry Docks Manager, Dennis Dunn said; "Investment of this kind is just what Cardiff has been looking for and is another step forward in our efforts to diversify the port's trade.

"We have already handled a number of shipments of bagged grain for Ceres and we are confident that the new bulk facility will be an unqualified success."

### **New grain terminal planned for Fisherman Islands: Port of Brisbane**

A new deep water export grain handling terminal is being planned for the Fisherman Islands and, subject to necessary Government approvals, could be operational by 1985.

It is proposed to be a joint project, financed by the Port of Brisbane Authority and the State Wheat Board.

Total order of cost is estimated to be \$36 million of which the State Wheat Board's share for loading equipment and storage would be \$28 million.

The Port of Brisbane Authority's contribution of \$8 million will cover dredging, services, site reclamation and fill, and wharf construction.

A steering committee, comprising representative of the P.B.A., S.W.B. and Queensland Railways, is co-ordinating the project.

The committee's programmer calls for silo and wharf construction to begin in May next year.

The S.W.B. has engaged well known Australia-wide consulting engineers Planner West Pty. Ltd. to design the terminal and to manage the construction of the storage

and loading facilities.

In turn, Planner West will draw from the expertise and experience of international grain handling company Cargill Inc., of the United States, to ensure that the terminal operation is based on the latest technology.

Another Australian engineering group, John Moore and Associates, also is expected to have technological input to the planning and design.

The railway part of the project is expected to be in the form of a small balloon loop off the main "track" plus the provision of an underground grain receival pit. Initial planning is for the Port of Brisbane Authority to dredge a berth with a depth of 12m at low water and 11.7m deep approach channels.

This is sufficient to accommodate ships up to 60,000 d.w.t. Eventually, the berth and channel capacity will be improved to take 80,000 d.w.t. carriers.

Thus, the grain industry will be able to benefit from the lower freight rates associated with the movement of large cargoes. At the moment, exports of grain from the Pinkenba terminal are restricted to ships of about 30,000 d.w.t. because of the river's inherent navigational limitations.

All parties agree that these maximum levels must be lifted in order to protect the industry's markets and to cope with vastly greater export quantities likely to be available through Brisbane in the period up to 1990, and beyond.

Stage 1 of the Fisherman Islands terminal proposes a storage volume of 43,000 tonnes with an annual export capability of a million tonnes.

In the second and third stages, storage capacity could be increased to 130,000 tonnes.

The ship "feeder" proposal includes a single belt conveying system with a nominal capacity of 2,200 tonnes per hour.

### **Port of Melbourne develops computerised loan register**

Inscribed stock records of the Port of Melbourne Authority have been computerised enabling an improved service to be offered to investors in the Port.

With a Register of more than 4200 individual investors and approximately 200 loans current, the volume of work generated made computerisation of records a viable procedure.

The program, developed by a consultant in close co-operation with PMA personnel, took six months to punch into the Authority's computer.

Under the system it is now possible to pay interest into bank accounts by magnetic tape. In addition, when a loan is about to mature, it is possible to select names and addresses of subscribers to that loan and print out a hard copy application form for redemption or conversion which is individually addressed to the subscriber.

A number of Australian semi-government bodies have expressed interest in the program with a view to converting their own Loan Registers to a similar system.

## New terminal offers complete service: Port of Melbourne

Container freight handling facilities located in the Port of Melbourne have been increased with the opening by the Mayne Nickless group of a 5.4 hectare terminal in Coode Road, Footscray.

The terminal, located adjacent to the Port's major facilities, will offer a complete shipping service through three major container handling businesses: Conrail Park, McLeod-Dawson Container Repairs and E.A. Rocke Transport.

The development of the complex cost \$1.8 million. The site is to be landscaped within the guidelines laid down in the Port of Melbourne Authority's Landscape Development Strategy.

Services offered at the terminal include licensed customs bond facilities, container fumigation and washing, a complete container repair service and general storage of both full and empty containers. There are 120 points for reefer containers.

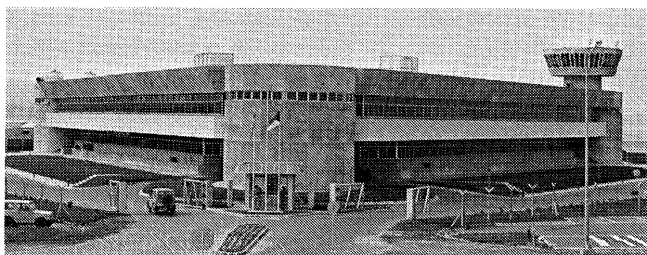
## \$122 million World Bank loan to improve Korea's coal and cement transportation system

The \$479.4 million Coal and Cement Distribution Project is specifically aimed at enhancing the capacity of Korea's rail system ports and inland terminals to efficiently accommodate cement and coal traffic now forecast through the end of this decade. At present, nearly 20 million tons of each commodity moves through the country's distribution system, with significant growth anticipated.

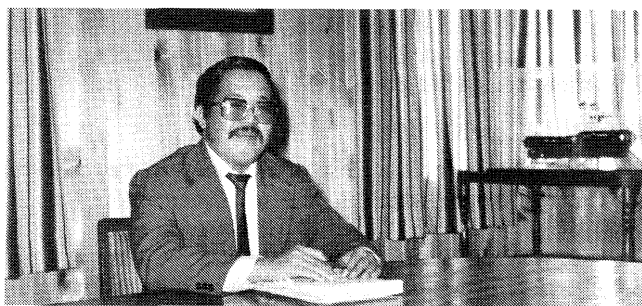
The project calls for completing the expansion of a 10-million ton per year storage and distribution facility at Bugog (a city to the south of Seoul), the electrification of railway lines, and the construction of new terminals at the ports of Inchon and Ulsan to receive imported coal. Specialized equipment to be supplied will speed up coal unloading operations. The Korean National Railroad will be supplied with coal cars and cement tank cars. The government of South Korea will contribute \$325.1 million toward project costs and will arrange co-financing amounting to \$32.2 million for port equipment. The loan is for 15 years, including three years of grace, at an annual rate linked to the cost of bank borrowings. The loan also carries an annual commitment charge of 0.75 percent on undisbursed balances and a "front-end" fee of 0.25 percent on the amount of the loan.

(AAPA ADVISORY)

## Bintulu Port Authority



Administration Building.



Capt. Kamaruddin Mohd Noor, SMJ, PIS, BIS.  
General Manager, Bintulu Port Authority.



The Bintulu Port, a new and the only deepwater port in Sarawak is located at Tanjung Kidurong a promontory (headland) about 16.09 kilometres (10 miles) north of Bintulu Town. It was established on the 15th August, 1981. It was the discovery of the existence of substantial reserves of natural gas from off-shore exploration near Bintulu and the favourable coastline and seabed conditions that have contributed to the construction of the Port. The Port would also serve the development of the vast hinterland of the Miri/Bintulu Region which possesses great potential for future industrial development, particularly timber, palm oil and petro-chemical industries.

The Port has three facilities namely LNG jetty, Liquid and Dry Bulk Cargo and three General Cargo Wharves. It is projected that 75% of all the cargo handled at Bintulu Port are LNG Cargo. The remaining are divided into Dry Bulk Cargo and General Cargo.

The Port has been operated since 1st January 1983.

## A blueprint for manpower resource development: Kelang Port Authority

The most valuable asset of any organisation is its human resources. This is the KPA management's belief. It is therefore taking great pains to ensure that there is proper development and utilisation of this very important asset.

One of the recent steps toward this objective was the drawing up of a training blue-print by the personnel department. A committee led by the director of staff Encik Farid Jamil and 7 other senior executives, were specially set up to identify training needs and how these needs can be adequately met.

The committee has identified the training requirements of senior managers down to the lowest categories of workers and in not too long a time, the proposals made will be put into practice to produce personnel well trained and hence confident to tackle the problems faced in a complex work environment such as a major port.

However, training of KPA personnel has not been at a standstill. While awaiting the implementation of the training committee's recommendations, the KPA currently has an extensive training programme which includes:—

- in-house training conducted by the KPA's training school;
- joint courses with UN agencies such as ESCAP, UNCTAD;
- courses conducted by other local institutions such as the National Productivity Centre, Institute of Public Administration, Industrial Training Institute.
- courses and seminars overseas, some sponsored by the KPA and some through foreign government scholarships made available to KPA's officers.

Last year nearly 900 employees — from senior executives to the industrial manual group — received training. Of the total, 65 (including 7 clerical staff) were sent overseas either for training or to attend seminars whilst those from lower ranks (clerical and manual groups) received training either at the port's own training school or in local training institutions.

In looking towards the future, the KPA provides scholarships for outstanding students with the stipulation that these scholarship holders will serve the Authority upon successful completion of their course of studies.

There are now 30 KPA scholarship students studying in local universities and colleges as well as abroad. The courses of studies undertaken by these students range from accountancy to engineering, business studies, public administration and surveying.

Even the KPA workers' children are given the opportunity to receive vocational training under the sponsorship of the port. Though the management does not promise these trainees employment upon successful completion of training at the Worker's Institute of Technology in Port Kelang, many have followed their fathers into the employ of the Authority whilst others have found it very much easier to gain employment elsewhere with the training they have received.

So far under this recently introduced scheme restricted to workers' children only) 73 children have received sponsorship from the KPA.

Career development goes hand in hand with the training and the latest step taken in this direction is the offer of computer training for officers and clerks who possess the required qualifications and aptitude. Officers from the operations departments are now given the opportunity to be trained as systems analyst and clerks as computer programmers.

The KPA will bear all expenses for training (11 months for systems analysts and 4 months for programmers) and upon successful completion will be appointed to a higher salary scale commensurate with that of a system analyst or programmer.

The KPA is therefore leaving no stone unturned in training and developing its most important asset. Its belief is that training and proper career development are strong

motivators and motivated personnel are vital for the attainment of the KPA's corporate objectives. (WARTA LPK)

## Jebel Ali's cold store OK'd by Lloyds

The new cold store at Jebel Ali Port has passed the tests and a Lloyds classification certificate has been issued. The cold store complies with the standards laid down by the British Standards Institute.

Tests included a temperature pulldown, in all eight chambers of the store, to minus 29°C. The pulldown was witnessed by Lloyds Register of Shipping.

Using a revolutionary technique, all eight chambers were subjected to the thermographic survey using an infra red camera which detects any heat leakage in the insulated enclosure. The survey was done while the temperature was down to minus 29°C.

The last phases of construction of the cold store are taking place on schedule with handover to the Port Authority of Jebel Ali planned for this month. (Gulf News)

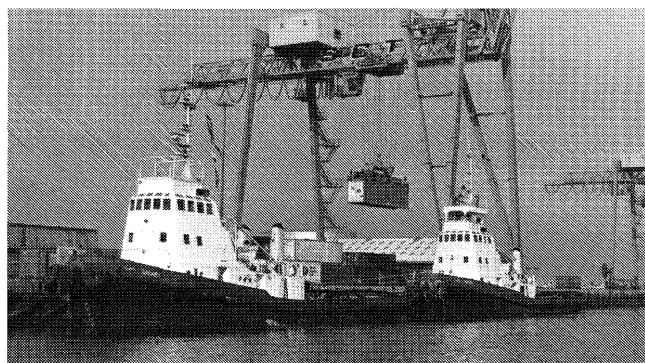
## Jebel Ali bagging

Jebel Ali Port Authority has leased an 80,000 square foot warehouse to the International Bagging Corporation for the storage of bagged cargo for transshipment to other Gulf states.

Mr. Charles Heath, the port's marketing manager, said that the contract also provides for a minimum of 250,000 tons of cargo to be commercially bagged on the quay, near the warehouse, during the first year of the agreement.

The aim of the project is to persuade businesses to buy commodities such as grain and fertilisers in bulk and have it shipped to Jebel Ali where it would then be bagged in sacks. (Gulf News)

## Two 2,100 HP tugs added to the Sharjah Port marine fleet



Pictured alongside the container terminal in Port Khalid, Sharjah, United Arab Emirates are the latest additions to the Ports Marine Fleet. The two ocean going tugs of 2100 HP capacity each equipped with fire fighting and pollution control equipment will join sister vessel 'Burgan' which is already in full commission at the Port.

One of the new tugs will be positioned in Port Khorfakkan which is Sharjah's second Port facility situated in the U.A.E.'s eastern coastline and on the Gulf of Oman.



# Port of Adelaide.

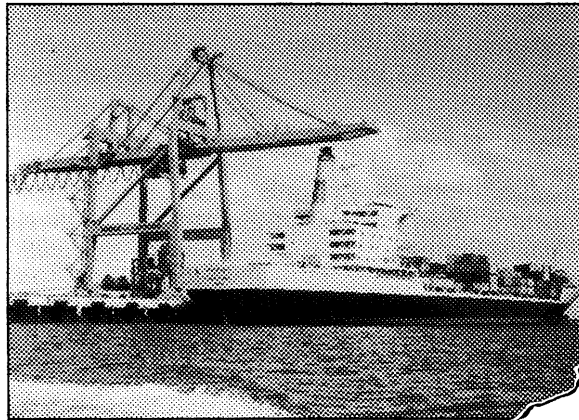
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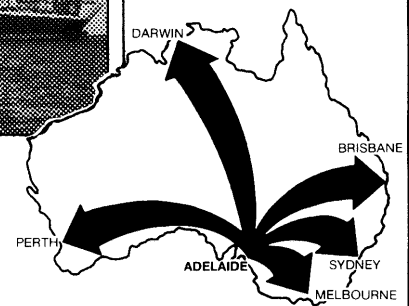
- Situated at the centre of Australia's central State, the Port of Adelaide is ideally placed to service ALL Australian, South-East Asian and Pacific markets.



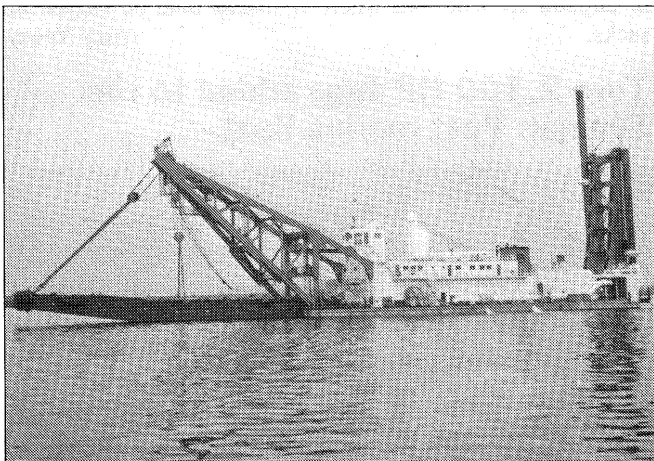
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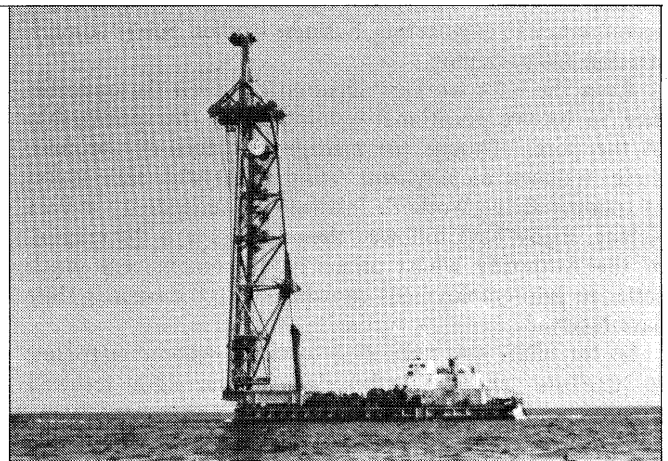


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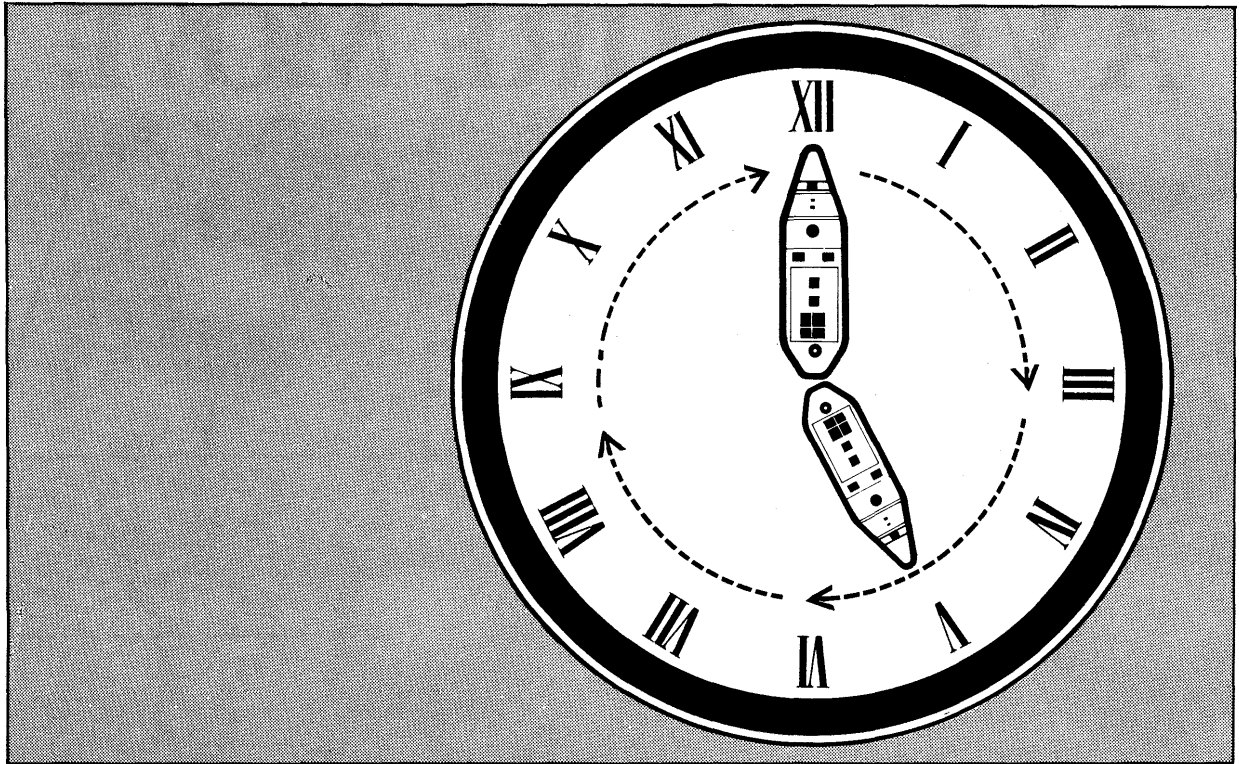


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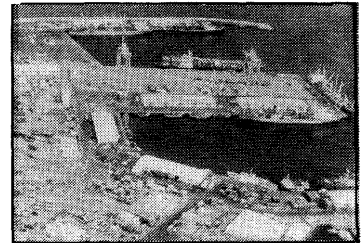
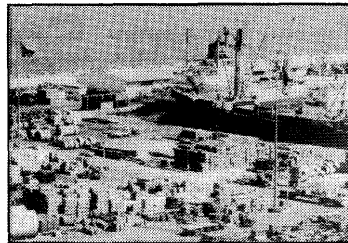
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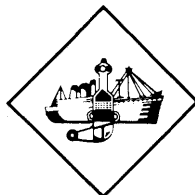


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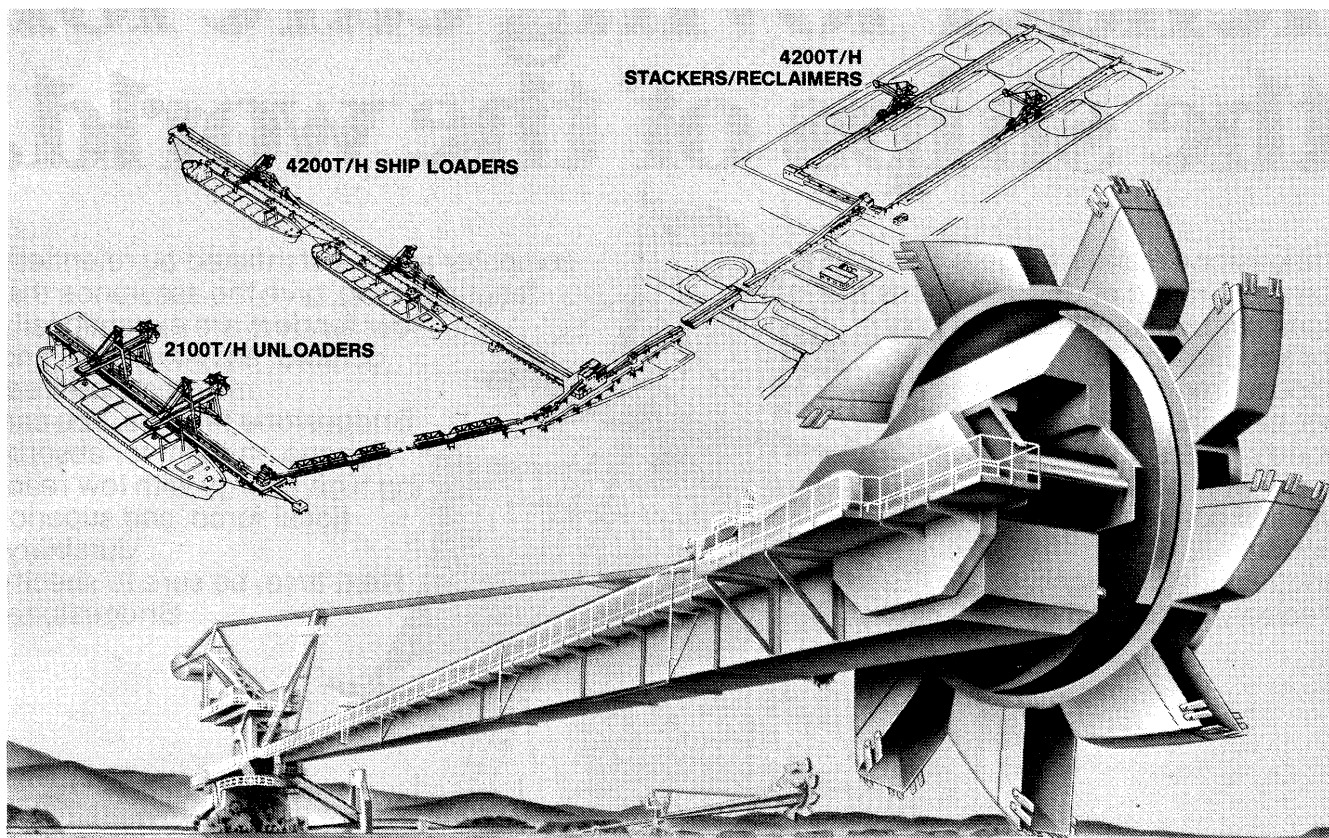
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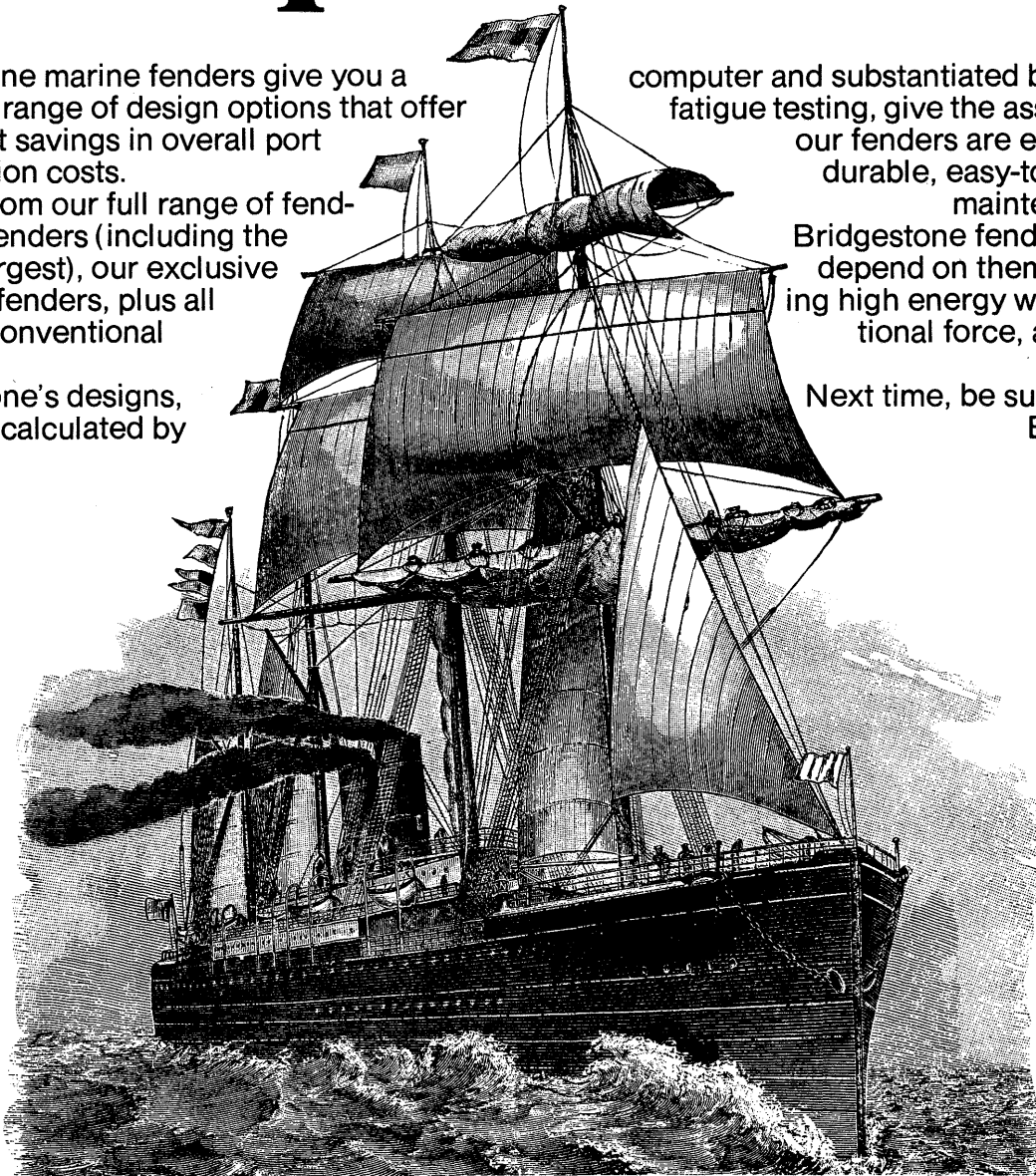
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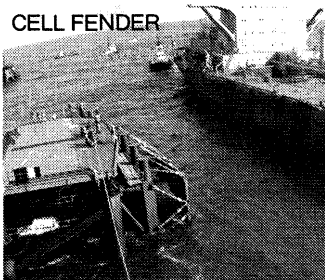
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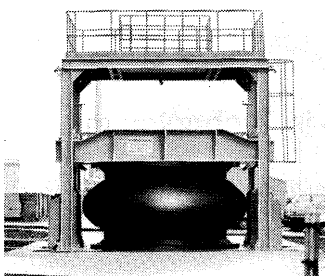
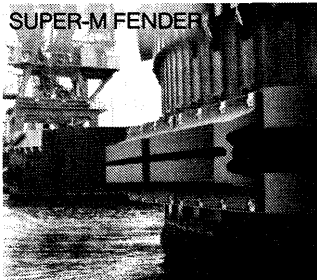
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- ③ Operation Room                   ⑥ Rubber-Tired Transtainer®

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



**MES**

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