

# PORTS *and* HARBORS

Jan.-Feb., 1984 Vol. 29, No. 1-2



Port of Helsingborg

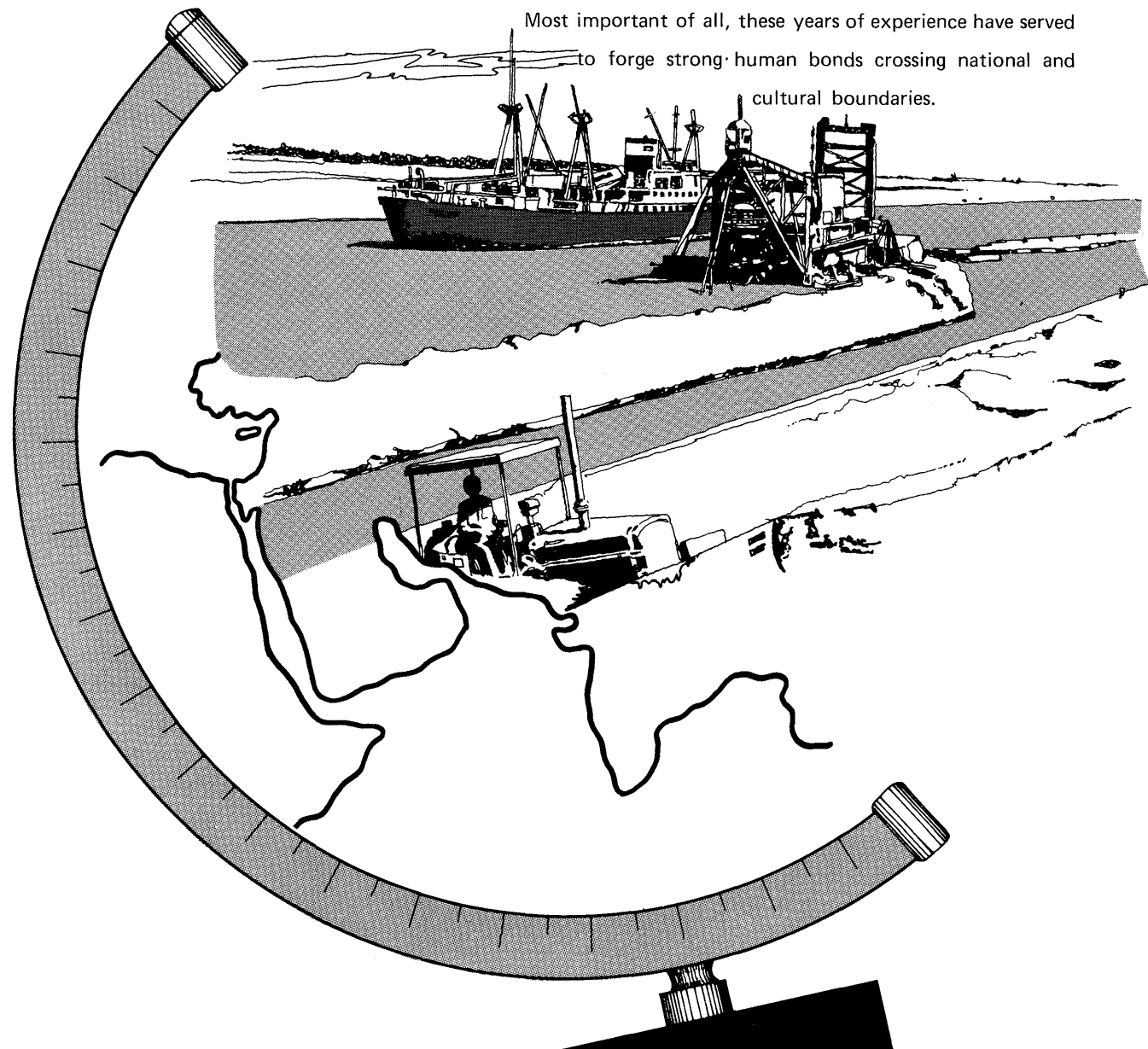
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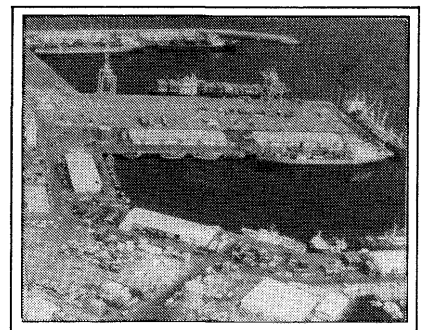
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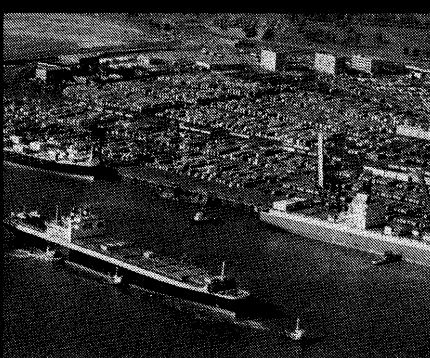
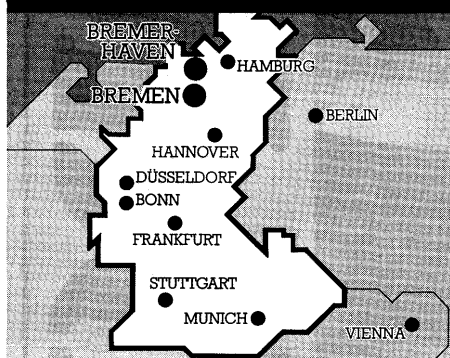
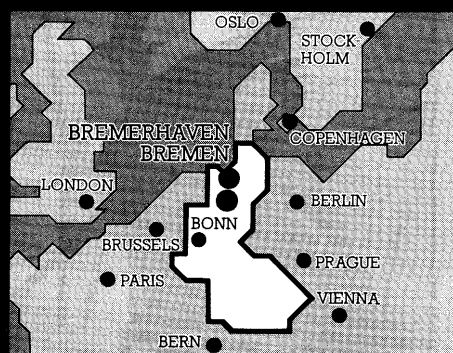
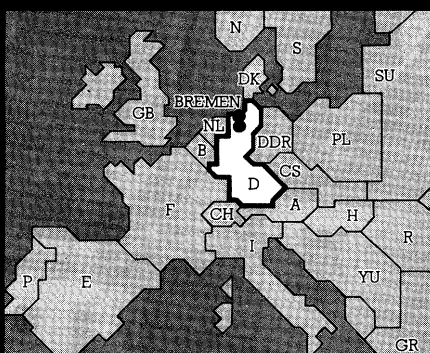
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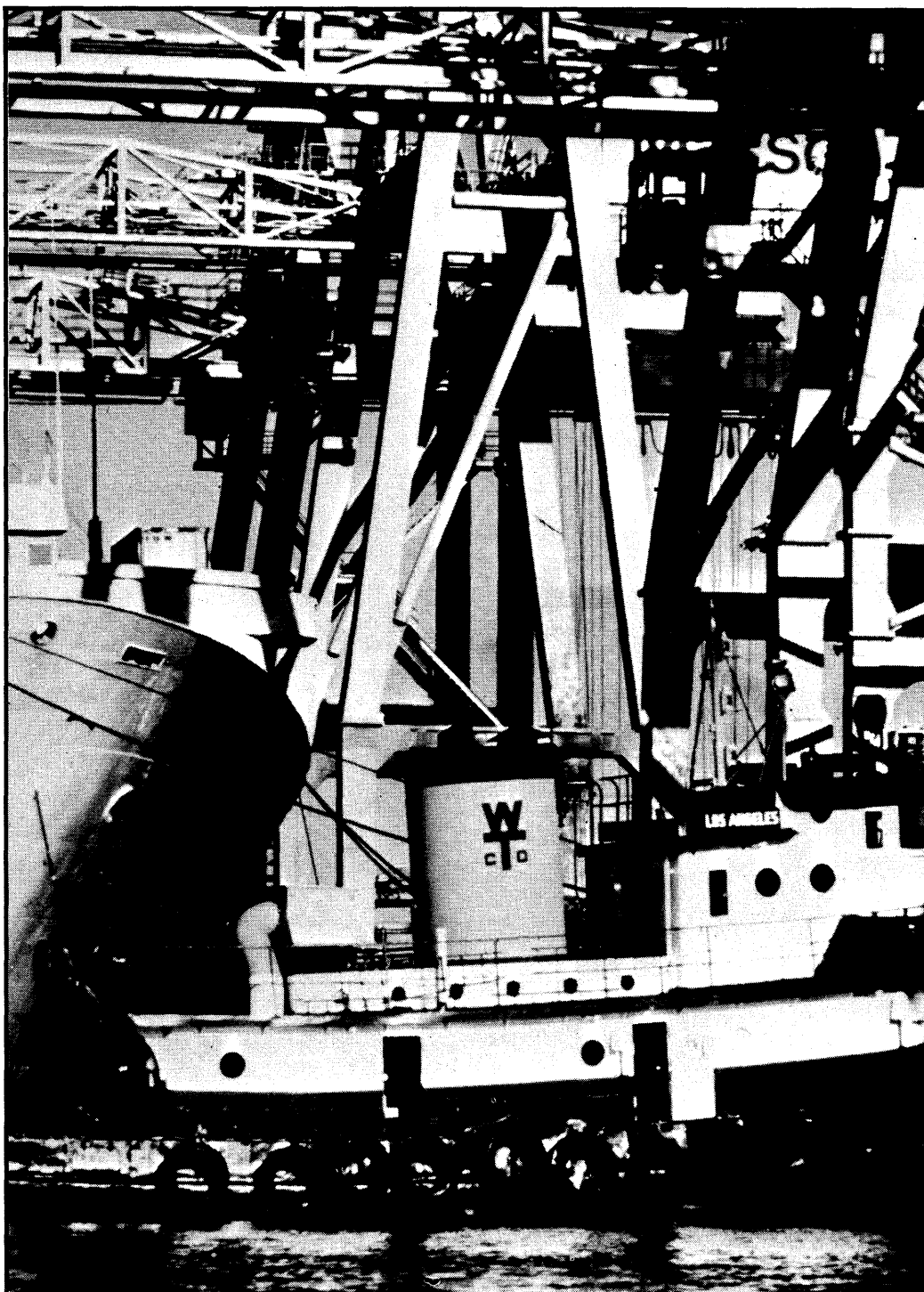
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# PORTS *and* HARBORS

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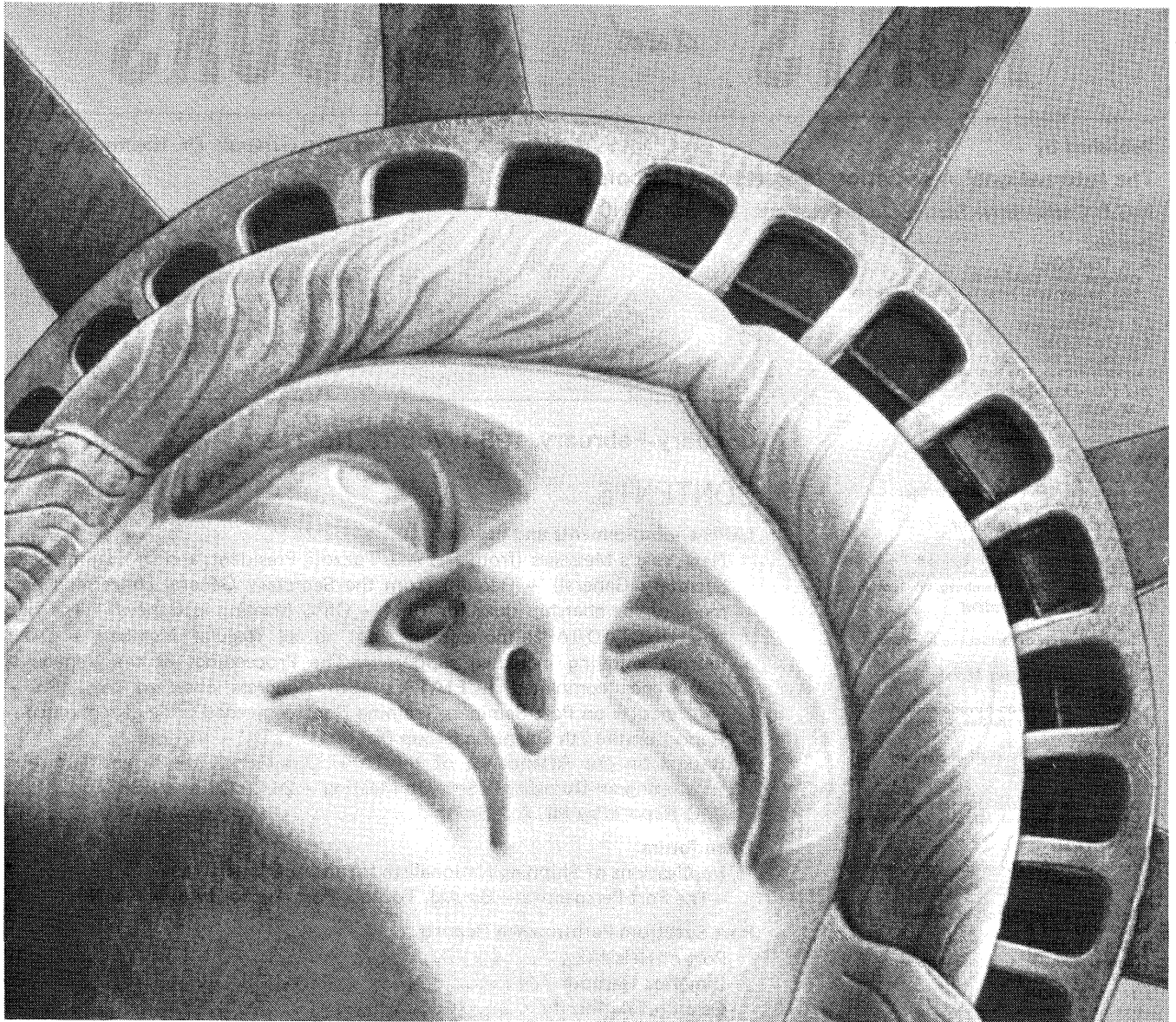
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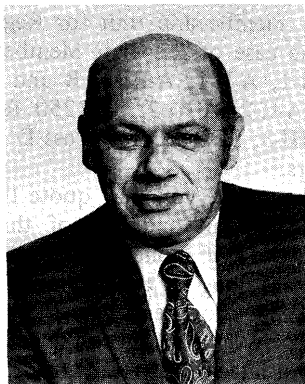


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# IAPH announcements and news

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## New Year's Messages



**From**  
**Mr. Anthony J. Tozzoli**  
**President**

Still basking in the glow of our highly successful Vancouver Conference, I am happy to be addressing these New Year's greetings to the IAPH membership as your president.

As we look forward to a new year — with its new challenges and its renewed hope — we must strive to strengthen our organization and ports throughout the world. International trade is the key to interdependence of nations, nations that foster the peace in the world we so earnestly seek. Nations and port cities must come to recognize the important contributions to these goals that the ports of the world play.

Our organization is in a unique position in the world of commerce. We can further the universal aims of peace and prosperity as we continue to enhance our physical capabilities and our services to the trading community and at the same time take on the role of teacher — an interpreter to the world of the vital need for strong ports and harbors among the nations.

To become a world-wide spokesman for all ports, it is essential that both developing and developed ports be represented in our organization. Over the years our committee on International Port Development has devoted much time and effort to aiding developing ports through training, education and technical assistance. But an even closer relationship is possible and certainly is desirable. I sincerely hope that our fellow ports in developing nations will feel free to share their problems with the general membership. If we can, through our journal and at our Conferences, learn more about developing ports and their problems, those of us who have the expertise in the field through years of experience can bring us all to a higher level of service to international trade in the future.



**From**  
**Dr. Hajime Sato**  
**Secretary General**

It is with great pleasure that I extend to you, through this journal, my best wishes for the New Year.

Although signs of recovery from the global recession have appeared of late, the process has been very slow, and people in many countries are still witnessing the negative effects of stagnation on their living standards. Moreover, it is a sad fact that, in certain regions of the world, helpless people are caught up in conflicts not of their making, and peace seems as elusive as ever. Therefore, at the beginning of the New Year, it is my prime wish that the New Year will be a peaceful one for all of us. If the goal of world peace is to be achieved, though, it is clearly incumbent upon the people of all nations to step up their efforts at cooperation so as to make the best use of human wisdom and resources.

Looking at the situation as it affects the ports and harbors of the world, I note that we are not immune from the grave problems mentioned above. However, it is a prime function of ports and harbors to open their doors to the outside world, and they have traditionally shared the common purpose of working for the development of free and fair trade. The severity of the current situation makes it all the more vital that ports and harbors, together with the communities they serve, should keep functioning to activate the world economy.

In this spirit, I consider that our efforts this year should be directed to further strengthening our international ties and to mustering our forces to take on the challenge posed

**(Continued on next page)**

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My wishes to all of you for 1984 are for personal happiness and for our organization to go from strength to strength in the year to come.

by the goals we have set ourselves. It is my belief that IAPH, drawing strength from the solidarity which we have succeeded in nurturing among our members all over the world, will be able to serve as a useful forum for tackling our common problems.

Since the Vancouver Conference last year, the committees which constitute the backbone of our Association's activities have all been energetically working on their assigned tasks, ably led by their respective chairmen. I would like to take this opportunity to express my deep appreciation and admiration to all concerned for the valuable contribution they have made.

It is also gratifying to observe that the BPA has been actively representing IAPH in Europe, and that we have made our voice heard effectively in various ways through our relations with the IMO, UNCTAD and other UN agencies, as well as international maritime bodies. I would like to place on record my sincere gratitude to the BPA for its sterling efforts on our behalf.

In accordance with the decision made at the Vancouver Conference, a questionnaire on the functions of IAPH was circulated to all members of IAPH, with the aim of maximizing the efficiency of our service to them. The Executive Committee, which is scheduled to meet in Glasgow, Scotland, hosted by the Clyde Port Authority, for three days from 23 to 25 May, will review the suggestions and advice received from the members as a result of the questionnaire. The exercise should show us how best to increase and improve our services to the members concerned. The Executive Committee will, no doubt, draw up fundamental guidelines for attractive and topical programs for the Hamburg Conference in May 1985, based on the useful proposals the host, the city of Hamburg, is sure to offer.

Reflecting our deep interest in possible cooperation and assistance to our members in developing countries, it has already been agreed that there should be a special session devoted to the problems of the developing ports at the Hamburg Conference. In this regard, we urge more participation by those members from developing countries, either by sending information on the problems those members are currently encountering for inclusion in our journal or by staging presentations at the forthcoming Conference.

It is indeed my pleasure to be able to report that our finances are in a healthy state thanks to the great cooperation of all members. Our constant aims will be to keep our membership dues at their present level for as long as possible and to administer the Association's money prudently.

It goes without saying that the basis of our activities is the Association's membership. Thus, in order to consolidate and strengthen our position, we must enlarge our circle of membership further. We would like to request your continued support and cooperation in our membership campaign efforts, which we have made another important target for the New Year.

My staff and I in the Head Office, with the continued guidance and cooperation of the Officers, Board Members, Executive Committee members, Chairmen of all committees and the members at large, will continue to exert ourselves to the utmost to provide you with the best possible service and to justify the trust you have placed in the Association.

I sincerely hope that the New Year will be a good and prosperous one for you and your family members.

## Request from the Secretary General concerning payment of membership dues for 1984

Under the date of December 13, 1983, the Secretary General sent out invoices for membership dues for 1984 to all members of the Association. The dues for 1984 remain the same as last year, as decided at the 13th Conference held in June 1983.

The invoices have been prepared in "SDR" Units. The SDR value per membership unit for Regular Members is SDR880. In the case of Associate Members, it is SDR740 for Classes A-I-1, A-II-1, A-III-1, B and C; SDR500 for Classes A-I-2, A-II-2, A-III-2; SDR250 for Classes A-I-3, A-II-3, and A-III-3; SDR120 for Class D and SDR100 for Class E members.

For actual payment, you may quote the exchange rate between the SDR Unit and one of the following five currencies from the IMF money basket as it was on December 12, 1983, as long as the payment is made before January 31, 1984. For remittances made on or after February 1, 1984, you may quote the rate existing on the day of your remittance to the Head Office.

Deutsche mark:	2.86551	
French franc:	8.71465	
Japanese yen:	245.702	: 1 SDR
Sterling pound:	0.725869	
U.S. dollar:	1.04155	

In order to save commissions payable to bankers, which amount to as much as US\$6 per check, it would be highly appreciated if you could remit the amount by means of a bank transfer to the IAPH account, as specified on the invoice. In this connection, it should be noted that the cost of the remittance is to be paid by the member concerned.

It is sincerely hoped that you will give your kind attention to the matter and remit your 1984 annual dues to the Head Office as soon as possible.

## CIPD Meeting in Geneva

On October 22, 1983, an inter-conference year meeting of the Committee on International Port Development was held at the Hotel Penta, Geneva, under the chairmanship of Mr. J.K. Stuart, Chairman, Associated British Ports. Present at the meeting were:—

- Mr. J.K. Stuart, as above
- Mr. W.M.A. Greene, Executive Director, N. Carolina State Ports Authority
- Mr. Aftab Alam, General Manager (Planning & Development), Karachi Port Trust
- Mr. L.M. Killeen, Senior Director, Facilities, Port of Seattle (in place of Mr. R.D. Ford)
- Mr. P.Y. ten Arve, External & Commercial Affairs, Port of Rotterdam
- Mr. C.B. Kruk, Technical and Managerial Port Assistance Office, Port of Rotterdam
- Mr. Thierry C. Vaillant, Port of Le Havre (London Office)
- Mr. H. Ramnarain, Chairman, Mauritius Marine Authority
- Mr. Richard Y. Scheiner, Senior Port Engineer, World Bank
- Mr. Eric Williamson, Chief of Ports Section, UNCTAD
- Mr. Michael Daunt, Port Specialist, Ports Section, UNCTAD

Mr. Carlos Canamero, Staff Member, Ports Section,  
UNCTAD

Mr. David George, Associated British Ports

Mr. Rinnosuke Kondoh, IAPH Head Office

Highlights of the discussions at the meeting are as follows:—

1. The Committee emphatically recommended that a session exclusively intended to facilitate dialogue between people from the developing and developed ports should be programmed into the 14th Conference in Hamburg May 1985.
2. Mr. A.J. Tozzoli's suggestion that IAPH should take a more active role in the educational and training programmes for staff members of the developing ports and should consider, as an example, the possibility of getting itself more involved in the seminars to be organized by the American Association of Port Authorities early next year was discussed. The matter was generally agreed to be of paramount importance and warrant further studies. It was concluded that the head office should make efforts to disseminate such information as widely as possible. As to the AAPA seminars, in view of the pressure on time, it was recommended that the head office should circulate the AAPA brochures among regular members.
3. The first two UNCTAD/IAPH Monographs on port management were introduced. They were: (1) "Changing from Daywork Plus Overtime to Two-shift Working" and (2) "Planning Land Use in Port Areas: Getting the most out of port infrastructure". It was recommended that the head office should distribute the publications to all IAPH regular members and further act as a distribution center for those interested in obtaining them.
4. IAPH Bursary and Award Schemes. It was felt necessary that a fund raising campaign for the two schemes be launched in due course, probably at the 14th Conference in Hamburg 1985, in order to maintain the present level of services offered.
5. An interim report was made by Mr. Killeen of the Port of Seattle about the suggestion of Mr. Ford, Port of Seattle, that IAPH should approach the Ford Foundation and explore the possibility of getting a subsidy from them for the above-mentioned schemes. The Committee was of the opinion that the matter should be actively explored.
6. The Committee decided that the next meeting would be held in Wilmington, North Carolina, U.S.A., for the two days 21 and 22 June 1984 hosted by North Carolina State Ports Authority. A visit to the World Bank in Washington, D.C., under the auspices of Mr. Richard Y. Scheiner, Senior Port Engineer, World Bank, was to follow.

At a luncheon hosted by UNCTAD, Mr. Rainer Vogel, Deputy Director, UNCTAD Shipping Division, remarked that the coordination work performed by the IAPH Committee on International Port Development could be expanded with emphasis placed on the needs of the many ports in the developing stage.

### **The first two UNCTAD/IAPH monographs sent to all Regular Members**

Two UNCTAD/IAPH monographs on port management were sent to all IAPH regular members and the UN's

regional economic commissions (ECLA, ESCAP, ECE, ECA, ECWA, CEPAL), some institutions organizing international port seminars (WTC New York, Bremen, IPER/France, IHE/ Holland), and to the attention of relevant sections of the Ports of Oakland, Le Havre, Marseille, London, and Singapore.

The two monographs are:

- (1) "Changing from Daywork Plus Overtime to Two-shift Working" and
- (2) "Planning Land Use in Port Areas: Getting the most out of port infrastructure".

Through the good offices of UNCTAD, the head office is in receipt of a sufficient number of copies, including French and Spanish versions. Those who are in need of additional copies of the French or Spanish versions, are encouraged to write to this office.

### **IAPH journal enjoying increased support**

To the Secretary General's recent appeal to the Association members urging more contributions to "Ports and Harbors", a noticeable number of members have already answered with various reports and articles on the current situations of their ports and facilities. It was a mere five weeks ago that the letter from the Secretary General was circulated to all Regular Members, requesting their increased participation in the activities of the Association and a greater input for its journal. The prime aim of the letter was to convey President Tozzoli's wish that more items about ports in developing countries be included in the magazine, so that our journal could become more attractive to a broader membership.

Secretary General Sato wishes to take this opportunity to thank those who have already responded to his request for their prompt and valuable cooperation, and at the same time repeats his request that those who have not utilized the pages of the journal for the purpose of reaching their potential business partners send any relevant information and material they may have for publication in "Ports and Harbors".

### **The Proceedings of the Vancouver Conference completed**

The Proceedings of the 13th Conference of our Association held in Vancouver, Canada, in June 1983 were completed early in December and sent to all members of the Association and the relevant organizations from the Head Office in the middle of the month.

The publication comprises the minutes of all sessions, such as plenary and working sessions, as well as open symposium, the Secretary General's report on financial affairs, bills and resolutions, luncheon speeches, lists of participants and other reference material.

Secretary General Sato hopes that this record of the successful Vancouver Conference may be of use not only to those who were fortunate enough to attend the event, but also to those who were unable to be with him there. He concludes his introductory words to the Proceedings with his wishes for all members' continued efforts to ensure that IAPH provides the best possible service to its members and world ports.

Additional copies will be available on writing to the Tokyo Head Office, price ¥7,000 (US\$30.00) plus a mailing charge.

## FIATA's 18th Congress observed by IAPH

Mr. F. Rodrigues Catanas, Dy. Manager, Port of Lisbon, on behalf of this Association, observed the 18th FIATA's World Congress held in Lisbon from 26 to 29 September, 1983. His report:—

The FIATA — International Federation of Freight Forwarders Associations, was founded in Vienna (Austria), in 1926, by 16 national associations of forwarders. Since then, FIATA has developed continuously and today counts with membership organizations in 130 countries which represent 35 thousand forwarder companies with near 8 million employees. This means that FIATA became one of the most important international private organizations in the world.

Portugal was the country chosen for the 18th World Congress of FIATA, whose organization was in charge of APAT — Associacao Portuguesa dos Agentes Transitarios (Portuguese Association of Forwarders), that is designed to give its contribution for the solution aiming to achieve, for this activity, a better framing into the European Economic Community in which concern Portugal.

The Congress of FIATA, which was opened by the Portuguese Minister for Social Equipment, Mr. Rosado Correia, was held in Lisbon, from 25th to 29th September, 1983, with the participation of 900 members from 58 countries.

The IAPH — International Association of Ports and Harbors was represented in the Congress by the Deputy Manager of the AGPL — Administracao-Geral do Porto de Lisboa (Port of Lisbon Authority), Comte. Fernando Rodrigues Catanas, who has been appointed as an IAPH observer.

Mr. W. Zeilbech, Director-General of FIATA, in his message to the Congress, has commented that the slogan of the 18th World Congress 'Freight Forwarding = Services' underlined clearly the service function of the freight forwarder organizer of the transport of goods or as he is often called "the Architect of Transport".

At his turn, Mr. Rodrigo Leite, President of APAT (organization that became regular member of FIATA in 1968 and has since then participated firmly in the Federation activities) pointed out, in his message, the importance and results of the Congress not only in Portugal but in the international transport in the world. Then he related the activity development by APAT in the solution of local problems and in the global relations with Government bodies, Customs Divisions and other intervenients in the transport systems, as well as with social communication means, and informed that a lot of experts in this areas, from several foreign countries, were participating in the Congress.

In the course of the congress working sessions, members have discussed the problems involved in the international traffic of goods, not only under the perspective of a technical analysis, but also and particularly under its juridical aspect.

The discussions and debates within the specialized committees and 'forum', as described in the congress programme given below, have resulted very profitable as it has been recognized by all the participants. It has also been pointed out the favourable impact in public opinion which was achieved, shown by the interest of Portuguese and foreign press in the event.

26 Sept. (Monday)

- Opening Ceremony
- Forum Road Transport
- Committee Rail Transport
- Committee Juridical Question, Documents and Insurance
- Committee Facilitation

27 Sept. (Tuesday)

- Committee Customs
- Forum Public Relations
- Air Freight Institute
- Committee Seaborne and Combined Transport
- Committee Vocational Training

28 Sept. (Wednesday)

- Executive Committee

29 Sept. (Thursday)

- General Assembly
- Short Executive Meeting
- Closing Session

## Information on Port Seminars/Training Courses needed to be disseminated

As noted in the report of the Geneva meeting of the Committee on International Port Development, it was considered to be of great importance that the information concerning educational programmes and training courses should be known as widely as possible so that the chance of utilizing such facilities by the people in need be more expanded.

In support of this position, the brochures concerning the two AAPA Seminars sponsored by AAPS in January and February have been mailed to all IAPH regular members.

The two seminars were:—

- 1) "Facilities Engineering Maintenance and Design" Seminar, held January 9–11, 1984 at the Bonaventure Inter-Continental Hotel near Port Lauderdale, Florida.
- 2) "Port Operations and Pricing Techniques", January 31 – February 2, 1984, at the Inter-Continental Hotel in New Orleans.

The head office is prepared to cover more extensively than every such information through the journal. Therefore, it is encouraged that those IAPH port members as well as other institutions, associated with IAPH or not, which are organizing such educational programmes and training courses to enlist the head office on their mailing list so that information be introduced in the journal.

## Report on the 7th Scientific Group Meeting on LDC

Mr. Herbert R. Haar, Jr., Chairman of IAPH Dredging Task Force, Assistant Executive Port Director of the Port of New Orleans, on behalf of the Association, attended the 7th meeting of Scientific Group on Dumping, held at the IMO Headquarters in London from 24 to 28 October, 1983. His report is reproduced on next page.

## Visitors

On the evening of November 10, 1983, a reception was held by the Board of Harbor Commissioners of the City of Los Angeles at the Hotel Okura, Tokyo, to celebrate

(Continued on next page bottom)



# Report on the Attendance of the IAPH Observer at the Scientific Group Meeting on Dumping—7th Meeting—24-28 Oct. 1983

1. The agenda for the subject meeting which was held at the International Maritime Organization (IMO) Headquarters in London is attached as Enclosure 1. IAPH had a particular interest in Agenda Items 2, 4 and 12.2, and several other agenda items as well.
2. In connection with the Seventh Meeting, IAPH submitted two technical papers for consideration under the agenda items affecting dredge material. These papers were prepared and presented at the meeting by Dr. Willis E. Pequegnat, a noted marine scientist who serves as consultant to IAPH and the papers were distributed to the Scientific Group Members (some nineteen nations and eight international observers) for review in advance of the meeting. The first paper is entitled, "A Special Report on Application of Classification Criteria to Dredged Material with Emphasis upon Petroleum Hydrocarbons and with Additional Consideration of Lead in Dredged Material." In it IAPH describes unique characteristics of material that reduce the effects of Annex I substances and render them essentially "unavailable" to the marine biota when disposed at sea; IAPH demonstrates how these recognized mitigative features serve to "bind" and "isolate" lead within the marine environment so that its occurrence in dredged material does not pose a significant risk that would require its transfer to Annex I; and IAPH examines available data which shows that the environmental effects of petroleum hydrocarbons in dredged material may be considered as "ecologically insignificant." These findings and conclusions had a significant bearing upon Agenda Items 2, 4 and 12.2.
3. The second IAPH paper is entitled, "An Updating of Special Care Measures for Several Disposals of Polluted Dredged Material in the Marine Environment." In it IAPH presented an "updating" of a particular "special care," "clean material capping," that has been the subject of widespread use and study since it was first suggested by IAPH at the Fifth Meeting of the Scientific Group in Halifax, Nova Scotia on 5 May 1981. Particular emphasis is placed upon the experience derived from the capping of polluted dredge material at the Mud Dump Site in the New York Bight. The reported results with the use of this technique indicate that effective use of the capping method will reduce polluted dredge material to a low-risk status and will prevent the availability of toxicants to the marine biota.
4. Conclusions and Recommendations Reached by the Scientific Group:
  - A. No consensus could be reached by the Group on placing lead in Annex I and they will therefore recommend to the contracting parties at the next London Dumping Convention Meeting in February, 1984, that lead remain in Annex II.
  - B. The Group felt that an interim evaluation has shown that the special care measure of capping is technically and scientifically feasible and is a useful mitigative measure that shows promise as part of a long-term management strategy for the ocean disposal of contaminated dredged materials. It was also felt that capping could continue on an experimental basis under circumstances, such as in low-energy environments. The group further noted that there are many scientific and economic reasons when capping may not be a solution for the disposal of dredged material in all coastal areas.
  - C. In regard to classification criteria for the allocation of substances to the Annexes, the Group felt that this task would be easier if the purposes and concepts of the Annexes were clarified. Before proceeding further the Scientific Group would like the Consultative Meeting to advise whether or not it considers this necessary, and if so, how it should be accomplished. If the Consultative Meeting agrees with these proposals, it was recommended that a small intersessional ad hoc working group should be established to prepare a discussion paper for the next Scientific Group Meeting in the Fall of 1984. Attention is called to the fact that their head of the Dutch delegation stated that the conclusions reached in the IAPH classification paper should be given serious consideration in the deliberation of an intersessional meeting.

(Continued from page 10)

the 25th anniversary of the opening of the City's Far East Trade and Development Office. The delegation of Los Angeles that evening consisted: Mayor Bradley, Joseph J. Zanninovich, Vice-President, Jun Mori, Commissioner, Jeff Matsui, Executive Assistant to Mayor, Earnest L. Roy Perry, Executive Director, Glenn V. Hughes, Director of Govt. & Community Relations, Steven Paul Resnick, Director of Marketing, and Katsuya Yokoyama, Far East Representative.

The party was attended by some 500 people representing port and shipping circles as well as press people, and from IAPH Dr. Hajime Sato, Secretary General, and Mr. Hiroshi Kusaka, Deputy Secretary General, and other members were the guests.

On the same evening, the Port of Oakland, California held cocktails and a buffet at the Japan Shipping Club, Tokyo, on the occasion of the visit of the goodwill mission to Japan. Members of the Mission were: Patricia Pineda, President, H. Wayne Goodroe, Vice President, G. William Hunter, Vice President, Herbert Eng, Commissioner, David Creque, Commissioner, Walter A. Abernathy, Executive Director, Christopher C. Marshall, Executive Assistant, and from the Tokyo Office, S. Kuwata, Senior Adviser, and K. Nagao, Director, Far East.

During the reception, a special ceremony was held honoring Mr. Shoichi Kuwata upon his retirement as Director, Far East, Port of Oakland.

From IAPH, Mr. Kondoh and Ms. Takeda attended the gathering on behalf of the Secretary General.

- D. "Availability" was accepted as being appropriate to be added to the list of classification criteria.
- E. The Group noted that its consideration of land-based alternatives as a continuing agenda item was unproductive except as a mechanism for exchanging information on new methods of technology in treating or recycling waste materials and that future submissions should include those factors but be limited to these aspects of landbased alternatives.
- F. Mr. J.M. Bewers, Head, Chemical Oceanography Division, Bedford Institute of Oceanography, Canada, was elected as new Chairman of the Scientific Group to replace Al Wastler of the United States who has held the position for the past four years.
5. As an overall summation, IAPH reports and recommendations were very well received by the attendees and the conclusions and recommendations reached above are all indicative of the success of our efforts at the Seventh Meeting of the Scientific Group on Dredging.

Herbert R. Haar, Jr.  
Assistant Executive Port Director  
IAPH Observer LDC

#### AGENDA

for the Seventh Meeting of the Scientific Group  
on Dumping to be held at IMO Headquarters,  
4 Albert Embankment, London SE1, from  
Monday, 24 October at 10 a.m. to  
Friday, 28 October 1983

- Opening of the session  
Election of Chairman and Vice-Chairman
- 1 Adoption of the Agenda
  - 2 The position of lead and lead compounds in the Annexes to the Convention
  - 3 The status of organosilicons in Annex II
  - 4 Criteria for the allocation of substances in Annexes I and II
  - 5 Interpretation of the term "trace contaminants"
  - 6 Implementation guidelines for Annex II
  - 7 Guidelines for the implementation and uniform interpretation of Annex III
  - 8 Review of information on land-based alternatives to the disposal of wastes at sea
  - 9 Review of GESAMP Reports and Studies No. 16 "Scientific Criteria for the Selection of Waste Disposal Sites at Sea"
  - 10 Incineration at sea
  - 11 Monitoring for the purposes of the London Dumping Convention
  - 12 Detailed technical discussion of problems associated with the implementation of Annex I, in particular with regard to:
    - .1 cadmium;
    - .2 oil in dredged material;
    - .3 "special care" techniques for the disposal of contaminated dredged material
  - 13 Consideration of reports on dumping
  - 14 Review of reporting procedures
  - 15 Future work programme
  - 16 Any other business
  - 17 Adoption of the report

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# IMO Reports by Mr. A.J. Smith

## 13th IMO Assembly

The 13th session of the Assembly was held from 7 -- 18 November 1983 at the Headquarters of IMO.

The session was attended by 107 Member States and 35 observers from specialized agencies, inter-governmental and non-governmental organizations including IAPH.

Apart from the Credentials Committee, there were as usual two Committees of the Assembly;

Committee I — Administrative, Financial and Legal

Committee II — Technical

The Administrative, Financial and Legal Committee convened for its opening session on 11 November 1983, under the Chairmanship of Mr. H. Dale Anderson (Jamaica).

The following items of particular interest to Ports were considered:—

Implementation of Conventions and other multilateral instruments

Consideration of the reports of the Legal Committee

The reports of the Committee on Technical Co-operation

Report on the implementation of Resolution A. 500 (XII)

Relations with non-governmental organizations

Long-term work programme.

Committee II unanimously elected as Chairman Mr. H.R. Bardarson (Iceland) and was instructed by Plenary to consider the following agenda items:—

Reports of the Maritime Safety Committee

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

Reports of the Marine Environment Protection Committee

### Implementation of Conventions and Other Multilateral Instruments

#### Implementation of Resolution A. 449 (XI)

The Assembly noted with satisfaction the Secretary-General's report on the progress achieved in the implementation of A.449 (XI) and invited Member Governments to continue to consider appropriate ways of further improving their liaison with IMO.

#### Consideration of the Reports of the Legal Committee

The Assembly noted with satisfaction that the Legal Committee had concluded work on the two priority subjects in the work programme for the 1982/83 biennium, and that the draft treaty instruments prepared on the HNS Convention and the 69/71 Fund Convention were to be considered by a Diplomatic Conference to be held in 1984.

The Assembly approved the holding of the Diplomatic Conference and the Secretary General was authorized to take the necessary measures for convening and organizing the work of the Conference. It was suggested that the Conference should be open to all interested States whether or not they were Parties to the conventions to be revised, thus allowing the largest possible number of States to participate.

The Assembly emphasized the need to ensure that the

work of IMO and UNCTAD on maritime liens and mortgages and related subjects should continue without duplication of efforts.

The Assembly approved the Legal Committee's intention to review regularly the progress made and intentions of Member States regarding the ratification and implementation of IMO's legal conventions.

### Consideration of the Reports of the Committee on Technical Co-Operation

The Assembly noted the tremendous strides made by IMO in the development and implementation of the Technical Co-operation Programme and the increasing benefits to the developing countries in the development of their maritime programmes and in particular the increased emphasis given to the training of maritime personnel. The importance of the World Maritime University was seen as a vital and culminating link in the global programme for the training of the highly qualified and expert personnel needed in the running of safe and efficient merchant marine, and the operation of efficient ports.

The Assembly noted with profound gratitude the successful efforts of the Secretary General to secure funds from the UNDP, donor Governments and other agencies for technical advisory services to developing countries.

#### Report on the Implementation of Resolution A. 500 (XII)

The Assembly took note of the measures taken by the various Committees and bodies of IMO regarding the implementation of Resolution A. 500 (XII) and expressed appreciation to the Council and the Secretary General for the measures so far taken to provide effective implementation of this important and significant resolution. It should constitute a basis for the future work of the Organization, and the Assembly considered it essential that Committees should abide strictly by the letter and spirit of the resolution, as frequent amendments made it difficult for Governments to take the necessary legislative and administrative measures to implement such conventions.

#### Relations with Non-Governmental Organizations

The Assembly approved the decision of the Council to maintain consultative status to the organizations currently enjoying the status with IMO and endorsed the action taken by Council concerning the granting of consultative status to the Advisory Committee on Oil Pollution of the Sea (ACOPS) and the Society of International Gas Tanker and Terminal Operators Ltd. (SIGTTO).

#### Long Term Work Programme of the Organization

In considering the draft resolution on the long-term work programme it was noted by the delegation of Greece, and supported by the delegations of USSR and Norway, that the lists of subjects annexed to the draft resolution did not set out specific items to be accomplished or a timetable for their completion. Minor revisions were agreed and an indicative list of subjects for consideration by the Organization for the period up to 1990 were set out. The full programme is attached as an Annex to this report.

It was noted by many delegations that the subjects

included in the proposed programme were important and had serious implications for Member States, particularly the developing countries. Increased technical assistance to these countries was of vital importance and for this reason it was essential that the requisite funds be made available. It was therefore suggested to make a suitable appeal to the UNDP and other international agencies and donor countries for the necessary financial support to the technical co-operation programme of IMO. A resolution to that effect was submitted.

### **Consideration of the Reports of the Maritime Safety Committee**

The Assembly approved in general the reports of the Maritime Safety Committee on its 45th to 48th sessions, and adopted resolutions on the following subjects:—

- Recommendations on carriage of emergency position-indicating radio beacons;
- Future amendments to the International Convention for the Safety of Life at Sea, 1974
- Amendments to regulation equivalent to Regulation 27 of the International Convention on Load Lines, 1966
- Tonnage measurement of certain ships relevant to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978
- Training of officers and ratings responsible for cargo handling on watch on ships carrying dangerous and hazardous substances in solid form in bulk or in packaged form
- General principles for ship reporting systems
- Elements to be taken into account when considering the safe stowage and securing of cargo units and vehicles in ships
- Measures to prevent acts of Piracy and Armed Robbery against ships.

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

It was suggested that an adequate transitional period be considered for any new tonnage schemes introduced by the Panama and Suez Canal Authorities but the Assembly requested the Maritime Safety Committee to urge the appropriate authorities to complete their studies.

It was noted that by 31 October 1983 61 governments had become parties to the TM Convention, covering 93.5 per cent of the world's merchant fleet.

The Assembly requests the Maritime Safety Committee to continue its efforts related to the 1969 TM Convention and to encourage Contracting Governments to limit mutual agreements for recognition of tonnage certificates to existing ships with States not parties to the Convention.

### **Consideration of the Reports of the Marine Environment Protection Committee**

The Danish delegation supported by the delegation of Japan drew the Committee's attention to the detrimental effects of garbage and sewage discharged from ships and expressed disappointment that optional Annexes III, IV and V of MARPOL 73/78 had not entered into force at the same time as Annex I.

The Assembly adopted the following recommendations:—

- .1 standards for procedures and arrangements for the discharge of noxious liquid substances called for by Annex II of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto;
- .2 procedures for the control of ships and discharges under Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);
- .3 accuracy of oil content meters;
- .4 interim scheme for tonnage measurement for certain ships for the purposes of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.

### **Action by the Assembly**

The following Resolutions of particular interest to ports were approved by the 13th Assembly:—

- Future Amendments of the International Convention for the Safety of Life at Sea, 1974
- Amendments to Regulation Equivalent to Regulation 27 of the International Convention on Load Lines, 1966
- Tonnage Measurement of Certain Ships Relevant to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978
- Training of Officers and Ratings Responsible for Cargo Handling on Ships Carrying Dangerous and Hazardous Substances in Solid Form in Bulk or in Packaged Form
- General Principles for Ship Reporting Systems
- Elements to be taken into account when considering the Safe Stowage and Securing of Cargo Units and Vehicles in Ships
- Amendments to the International Convention on Load Lines, 1966
- Standards for Procedures and Arrangements called for by Annex II of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.
- Procedures for the Control of Ships and Discharges under Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).
- Interim Scheme for Tonnage Measurement for Certain Ships for the Purposes of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.

### **Marine Environment Protection Committee**

#### **(a) Principal objectives**

1. Solution of problems involved in the implementation of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) including examination of the problems of the implementation of MARPOL 73/78 in relation to the protection of the marine environment in special areas.



2. Development of suitable procedures for the enforcement of conventions relating to marine pollution.
  3. Promotion of technical co-operation, including the development of regional arrangements on co-operation to combat pollution in cases of emergency.
- (b) Specific subjects
1. Uniform interpretation and application of the provisions of MARPOL 73/78 and possible amendments thereto.
  2. Reception facilities for residues.
  3. Oil discharge and control systems, including those for light refined oils.
  4. Measures aimed at elimination of oil pollution from crude oil tankers.
  5. Procedures for the control of ships and certificates and the control of discharges from ships.
  6. Surveys and certification of ships under MARPOL 73/78.
  7. Penalties for infringement of convention provisions.
  8. Casualty investigations in relation to marine pollution.
  9. Promotion of regional arrangements for combating marine pollution.
  10. Development and updating of anti-pollution manual.
  11. Development of guidelines on regional arrangements for combating pollution.
  12. Identification of the source of discharged oil.
  13. Reporting system of incidents to ships causing pollution or threat of pollution.
  14. Identification of particularly sensitive sea areas.
  15. Development of manual on intervention under the 1969 Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties and the 1973 Protocol Relating to Intervention on the High Seas in Cases of Marine Pollution by Substances other than Oil.
  16. Categorization of liquid substances.
  17. Procedures and arrangements for the discharge of noxious liquid substances.
  18. Prevention of pollution by noxious solid substances in bulk.

#### Facilitation Committee

1. The implementation, technical interpretation and improvement of the Convention on Facilitation of International Maritime Traffic, 1965, and its Annex.
2. Facilitation activities within the Organization, including promotional activities in co-operation with Member Governments, Contracting Governments and organizations concerned; and also including facilitation aspects of forms and certificates emanating from other activities of the Organization.
3. IMO policy on automatic data processing of shipping documents and documents used for the clearance of ships.
4. Examination and possible adaptation of elements of conventions, codes and recommendations of a facilitative nature elaborated by other organizations.
5. Consideration and formulation of proposals for amendments to the Convention or its Annex concerning:
  - (a) temporary importation of specialized cargo handling gear (harmonization with the "Kyoto" Convention);
  - (b) facilitation aspects of the intermodal transport of dangerous goods.
6. Formalities connected with the arrival, stay and departure of ships.
7. Formalities connected with the arrival, stay and departure of persons.
8. Formalities connected with the arrival, stay and departure of cargo.

## ANNEX

### Subjects for Consideration in the Long-Term Work Plan

The following is an indicative list of subjects for consideration by the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee and the Facilitation Committee for the period up to 1990. The list is not exhaustive and the subjects are not listed in an order of priority.

#### Maritime Safety Committee

1. Measures to improve maritime safety and efficiency of navigation in general, including:
  - (a) implementation, technical interpretation and improvement of conventions, codes, recommendations and guidelines;
  - (b) procedures for the control of ships including deficiency reports;
  - (c) casualty statistics and investigations into serious casualties; and
  - (d) implementation of harmonized survey and certification requirements and additional guidelines for survey and certification.
2. Training, watchkeeping and operational procedures for maritime personnel including seafarers, fishermen, maritime pilots and those responsible for maritime safety in mobile offshore units.
3. The manning of sea-going ships.
4. Measures to improve navigational safety, including ships' routing, requirements and standards for navigation aids and ship movement reporting systems and the design and layout of ships' bridges.
5. The global maritime distress and safety system and other maritime radiocommunication matters including navigational warning services, shipborne radio equipment and operational procedures.
6. Survival in case of maritime casualties and distress, including life-saving appliances and the provision of maritime search and rescue services and their possible harmonization with aeronautical search and rescue.
7. The safe carriage of solid bulk cargoes, timber, grain and other cargoes by sea, including containers and vehicles.
8. The carriage of dangerous goods in packaged form, portable tanks, unit loads, other transport units, shipborne barges and intermediate bulk containers (IBCs).
9. Emergency procedures and safety measures for ships carrying dangerous goods, medical first aid in case of accidents involving dangerous goods and the safe use of pesticides in ships.

10. The safe handling and storage of dangerous goods in port areas.
11. Intact stability, subdivision, damage stability and load lines for all types of ships.
12. Tonnage measurement of ships.
13. Safety considerations for machinery and electrical installations.
14. Manoeuvrability of intact and disabled ships.
15. Control of noise and related vibration levels on board ships.
16. Matters pertaining to fire safety in all types of ships.
17. Safety aspects of the design, construction and equipment of all types of ships, such as fishing vessels, oil tankers, chemical tankers, gas carriers, dynamically supported craft, mobile offshore drilling units, special purpose ships, offshore supply vessels, nuclear merchant ships, roll-on/roll-off ships, barge carriers, dry cargo ships carrying dangerous chemicals in cargo tanks, barges carrying dangerous chemicals in bulk and diving systems.
18. Co-operation with the United Nations and other international bodies on topics such as:
  - (a) carriage of dangerous goods by all modes;
  - (b) freight container safety in transport by all modes;
  - (c) maritime training, the manning of sea-going ships, watchkeeping and operational procedures;
  - (d) navigation safety and radio matters;
  - (e) safety of fishing vessels;
  - (f) noise levels on board ships;
  - (g) safety of nuclear merchant ships;
  - (h) safety of offshore units;
  - (i) helicopter facilities on board various types of ships; and
  - (j) diving systems.
19. A possible single (unified) international instrument (i.e. one comprehensive convention concerning safety

of life at sea and marine environment protection) incorporating and superseding all relevant conventions and instruments currently applicable, which might include:

1974 SOLAS Convention  
 1978 SOLAS Protocol  
 1966 Load Line Convention  
 MARPOL 73/78  
 International Bulk Chemical Code  
 International Gas Carrier Code

#### Legal Committee

1. The question of salvage, in particular the possible revision of the existing legal regime to take account of salvage in connexion with maritime casualties posing hazards of environmental pollution.
2. Revision of the 1969 Intervention Convention to deal with the reporting of incidents posing serious threats of marine pollution.
3. Draft convention on civil jurisdiction, choice of law, recognition and enforcement of judgements in matters of collision at sea.
4. Draft convention on offshore mobile craft.
5. Consideration of the legal status of novel types of craft, such as air-cushion vehicles, operating in the marine environment.
6. A possible convention on wreck removal and related issues.
7. A possible convention on the regime of vessels in foreign ports.
8. Arrest of sea-going ships.
9. Legal status of Ocean Data Acquisition Systems (ODAS).
10. Possible review of the CMI Brussels Conventions with a view to their being replaced by updated conventions under the auspices of IMO.

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## Open forum:

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# Implications of Shipping Nationalism for International Trade —The Port Perspective—

**By Anthony J. Tozzoli**  
**Director,**  
**Port Department,**  
**The Port Authority of**  
**New York & New Jersey**  
**President, IAPH**



(Address at the Conference on Shipping Nationalism and the Future of the United States Liner Industry, November 15, 1983)

International commerce, as we conduct it today, would be impossible without the liner shipping services that are such an important part of our maritime transportation system. World trade and liner shipping are so closely intertwined that the forces impacting on one will be felt by the other. The changes occurring in liner shipping due to the UNCTAD Code of Conduct for Liner Conferences and other forms of shipping nationalism will be felt in all sectors of international trade. Ports, as a vital part of the fabric of international trade, will certainly be impacted by these changes.

I appreciate the opportunity to participate in this panel session and present the port perspective on the implications of shipping nationalism.

I am sure, if my Port Promotion Department is doing its job, you need no introduction to The Port Authority of New York and New Jersey and the magnitude of our participation in trade and commerce. It is my pleasure to also be here as President of the International Association of Ports and Harbors. This organization may not be familiar to all of you. Since the implications of shipping Nationalism are of concern to ports throughout the world, I would like to briefly describe IAPH and its mission.

IAPH is a worldwide association of port authorities which, since its official establishment in 1955, has grown in membership to over 200 ports in 75 countries. IAPH seeks to develop good relations and cooperation among all ports and harbors in the world through:

1. Exchange of information on port technology, administration, and management to promote efficiency and port development.
2. Protection of the legitimate interests of its member ports within intergovernmental and other organizations which relate to port operations and development.
3. Cooperation with shipowners, shipping lines and other sectors of maritime transportation to improve the conditions and efficiency of ports on a worldwide basis.

The work of IAPH is carried out through the head office in Tokyo in close contact with port managers throughout the world who serve as officers of the Association and chair the various internal and technical committees. IAPH is granted non-governmental consultative status to three international organizations:

UNCTAD (United Nations Conference on Trade and Development);

IMO (International Maritime Organization);

ECOSOC (United Nations Economic and Social Council).

IAPH actively participates in the programs of these organizations relating to ports. The activities of UNCTAD in port development and international shipping matters, including its development of the "Convention on a Code of Conduct for Liner Conferences," have been of continuing interest to members of IAPH.

With the coming into force of the Code one month ago, nearly 10 years after the Convention was adopted, ports are just now beginning to face the implications of the Code, bilateral shipping agreements, and other forms of cargo reservation. The trend of increasing government intervention in commercial shipping (with the important exception of the United States) and the proliferation of cargo reservation schemes, will be a major "fact-of-life" for maritime transportation in the future. Why have ports generally taken a "backseat" in the debate and discussion of these issues and have not actively addressed their possible impacts on ports and world trade? There are two major reasons.

First, although ports are an essential element in maritime transportation, they do not control or generate any cargo. For example, we speak of the 47 million tons of foreign cargo handled by the Port of New York & New Jersey as "the Port's foreign trade," when, in fact, this cargo is generated by a wide array of individual shippers in the Port's hinterland and is carried by the over 100 shipping lines serving the Port. Ports are gateways. Their primary function is to provide facilities for the safe and efficient transfer of goods and passengers between vessels and shore. Therefore, ports are in the position of accommodating, not controlling, changes in ocean transportation. Ports strive with good planning to anticipate and facilitate changes in ocean transportation as we have done, for example, with the containerization of general cargo. The time frame for planning by ports is usually much longer, 20 years or more, than for shipping lines and shippers. The general position of ports with respect to the Code and bilateral agreements is to closely monitor what happens to the traffic they handle. It should be noted that ports in the U.S. are attempting to be proactive, and not just reactive, to new shipping agreements by improving inland transportation rates and

services.

The second reason for ports not squarely facing the issue of shipping nationalism and planning for its impacts, is the confusion surrounding this issue. There is no substitute in planning for knowing the rules. Ports do not know the rules of cargo sharing schemes being proposed and, therefore, are confused over the potential impacts. From what I have heard recently from my colleagues in the maritime community, ports are not alone in their confusion.

The Code, for example, represents a political compromise among diverse and often conflicting views of many nations. As a result, in many instances the Code is deliberately vague or plainly ambiguous. For example, the definition of a liner conference is crucial to understanding how the Code will work. However, it is not clear in analyzing the Code whether it covers a nation's entire liner trade or just trade carried by liner conferences. Few of the Code's provisions are actually mandatory. This flexibility of the Code is considered one of its major strengths or weaknesses depending on your point of view. The practical impact of the Code will depend heavily on the specific manner in which each country interprets and implements the Code. Ports are not in a position to second guess the actions of their governments in the complex arena of treaty interpretation and negotiation of bilateral agreements.

Although the crystal ball which I, and most port directors keep close at hand, is very cloudy on the specific impacts of shipping nationalism, I would like to venture a few observations and risk some speculation from the port point of view.

Philosophically, the Code is a strong expression by developing countries that the conference system, dominated by the shipping lines of developed countries, was viewed as an instrument of exploitation and was unresponsive to their national interests. The Code recognizes the aspirations of developing countries and the importance of their economic development to international trade and the world economy. To the extent that the Code and other forms shipping nationalism will give developing countries better control over their economic future, they are a welcome addition to the "new economic order."

However, overshadowing this positive aspect of shipping nationalism is the definite protectionist trend reflected by cargo sharing agreements. If the Code is used as a trade barrier to protect national shipping lines from competition it will be working against one of the stated objectives of the Code, "to facilitate the orderly expansion of world seaborne trade." Ports are very concerned about protectionism in any form, be it for a manufactured product, such as steel, or an "invisible," such as shipping.

The open trading system of the last three decades has benefited ports and the world economy through an unparalleled growth in international trade. The increase in trade has made the economic interdependence of countries an important characteristic of today's world. The recent worldwide recession, I believe, has caused many nations to seek short term solutions to complex economic problems. Unfair trade and shipping practices are not the solution to domestic economic problems. It is in the interest of ports to demonstrate that maintaining a fair liner shipping system, open to participation by developing nations as well as other shipping interests, holds opportunities for economic gains to all nations.

Perhaps the largest issue raised by shipping nationalism is its effect on ocean transportation costs. There is much

debate over this issue. On the one hand is the concern over the decrease of competition under cargo allocation schemes and with the possible exclusion of cross-traders from certain liner trades. Monopolization would, of course, tend to raise costs and limit service. In addition, one possible effect of implementing the Code and bilateral agreements would be a fragmentation of existing conferences into a host of smaller "bilateral conferences." This complication would impact the service capabilities of steamship lines serving a fragmented market and tend to increase costs.

On the other hand, the rationalization of liner services that would be facilitated by the Code and bilateral agreements would, in the long run, increase efficiency and vessel utilization by liner carriers, keep their costs low, and improve rates.

I believe the important thing to keep in mind on this issue is that according to a recent survey, U.S. shippers believe ocean transportation costs will rise and services decline as a result of the implementation of these shipping agreements. As a port director, I am concerned that these shippers will reduce their foreign cargo and may shift a portion of their higher value cargo to air transportation. Ports, as well as liner companies, would be losers in this situation.

Finally, I would like to speculate on several possible long term implications of shipping nationalism on port development.

One of the still unclear implications of the Code is how it will promote the formation of national fleets, especially by developing countries. Since 1974, the world economic situation has changed. The international debt crisis has come down hard on the economic plans of many developing countries. I have not seen any analysis of the perceived benefits of developing a national fleet over the benefits of alternative investment in other development projects. The prestige and status associated with a national fleet are understandably strong for developing countries. In IAPH we are constantly confronted with the problems of developing countries in providing adequate port and land transportation infrastructure to keep their foreign commerce moving without serious bottlenecks. It would be a tragic misallocation of resources if shipping nationalism produced a proliferation of national fleets without adequate ports to serve them. Ports must come first and IAPH is concerned that the emphasis of shipping nationalism will direct the attention of developing countries to their national fleets rather than to the more important sector of their commercial and economic development — their ports.

Consideration of long term port development eventually turns to the subject of "load center ports." Rationalization of liner shipping, which should be facilitated by cargo sharing under the Code and other shipping agreements, is identified as one of the primary factors leading to load center ports. In the U.S., many other economic and transportation factors, including new intermodal rates, appear to be promoting load centers. The major question facing many ports, including The Port Authority of New York and New Jersey, is what do we have to do to be a load center? The answer is, we will have to work harder to provide the necessary facilities and services to be competitive with other ports in rationalized trades. We will have to watch closely developments in world trade, including shipping nationalism, to be prepared for their impacts.

(Continued on next page bottom)



## Port of Helsinki

(Extracts from "HELSINGIN KAUPUNGIN, SATAMALAITOS, VUOSIKERTOMUS 1982)

### 1982

For the Port of Helsinki 1982 was a successful year in terms of traffic. Foreign cargo traffic reached a record 5.35 million tons, and total cargo traffic amounted to 6.6 million tons. General cargo imports reached 1.84 million tons, while general cargo exports totalled just over 1.5 million tons.

Containers accounted for 28% of general cargo shipments. The volume rose to 109,000 twenty-foot units with a total of 940,000 tons of cargo.

Passenger traffic also achieved a new record volume, with 1,940,000 passengers. Helsinki accounted for 28% of Finland's total ferry volume.

The growth in traffic had a favourable effect on the Port Authority's finances. Revenue increased to FIM 151.1 million, up 9% over the previous year. Expenditures totalled FIM 144.9 million, which was 5% more than in 1981. The result showed a surplus of FIM 6.2 million, compared with a deficit of FIM 100,000 the year before. The result was better than expected, the 1982 budget having anticipated a surplus of FIM 2.3 million.

If revenue is compared with actual outlays, the Port Authority produced a financing surplus of FIM 31.4 million; in 1981 the surplus was FIM 22.3 million. The interest on fixed assets rose to 7%, which is one percentage point more than the previous year. The return on capital was the best since 1970.

The good financial result was due partly to the favourable development of revenues, but above all to the curbing of growth in expenditures.

Finnish exports remained at the same volume as in 1981. Western exports were slowed down by the continuing recession in Finland's main market areas, while the upward trend in eastern exports came to an end.

The focal point of Finland's export trade shifted a step farther from the forest industry towards the metal industry. The metal and engineering industry's export volume rose 11% during the year, while competition in the forest industry field became even tighter and export volume fell

5%. The chemical, textile and food industries also exported less in 1982 than in the previous year.

Imports likewise remained on roughly the same level as in 1981. Owing to a strong increase in the latter part of the year, total imports were up 1%.

Among different types of imports, consumer goods showed the greatest growth (+8%). Car imports in particular rose during the early part of the year. Imports of other durable consumer goods, foodstuffs and textiles also increased.

Imports of crude oil (−10%) and coal (−17%) showed the greatest drop in volume.

### Summary — Keyfacts

Finances	1982	1981	Change %
Total revenue	FIM 151.1 million	FIM 138.8 million	+ 9
Total expenditure	FIM 144.9 million	FIM 138.8 million	+ 4
Gross margin	FIM 58.2 million	FIM 48.5 million	+ 20
Result	surplus FIM 6.2 million	surplus FIM 0.1 million	
Financing surplus	FIM 31.4 million	FIM 22.3 million	
Interest on fixed assets	7%	6%	
Investments	FIM 26.7 million	FIM 26.6 million	+ 2
Value of fixed assets	FIM 575.2 million	FIM 568.2 million	+ 1

Traffic	1982	1981	Change %
Cargo traffic, million tons	6.60	6.85	− 4
Imports	3.80	3.72	+ 2
— bulk cargo	1.96	2.00	− 2
— general cargo	1.84	1.71	+ 8
Exports	1.55	1.58	− 2
— bulk cargo	0.04	0.02	+122
— general cargo	1.51	1.56	− 3
Coastal traffic	1.25	1.56	− 20
Containers, TEU	108,856	93,222	+ 16
Passenger traffic, passengers	1,938,708	1,831,010	+ 6
Vessel traffic, vessels 1,000 nrt	14,239	13,595	+ 5

### Finances

The favourable development of harbour traffic was reflected in the Port Authority's financial result.

Total revenue came to FIM 151.1 million, up some 9% over the previous year. The increase in revenue was due mainly to tariff rises. Revenue exceeded the budget forecast by FIM 5.6 million. Traffic charges brought in 13% more than in 1981, harbour charges over 12% more, goods transferring about 4% more, storage and renting activities and other services about 7% more, and ancillary business about 14% more. All in all revenues increased by some FIM 12.8 million.

Total expenditure was FIM 144.9 million. Outlays increased by FIM 6.7 million or less than 5% over the 1981 figure. Personnel costs rose 7%, while other costs and expenditures for ancillary business remained roughly the same. Capital costs rose 7%. Owing to a very tight budget, operating outlays were FIM 1.8 million greater than the amount budgeted.

The Port Authority showed a surplus of FIM 6.2 million for the year. Thanks to the favourable development of revenues and above all the curbing of growth in expenditures, the result was significantly better than in 1981, when the Port marked up a surplus of FIM 0.1 million. The gross margin was FIM 58.2 million, nearly 20% higher than the

(Continued from page 18)

In conclusion, there are many questions still to be answered on the implications of shipping nationalism for trade and ports. Hopefully, commercial adjustments by the maritime industry will make implementation of shipping agreements smooth and any disruptions to the way trade is conducted, minor. Ports will monitor these developments closely. More importantly, we will be making plans, as the implications of shipping nationalism become clearer, to enable our ports to accommodate and adjust to these changes in a timely fashion.

previous year. The result was better than expected, the 1982 budget having anticipated a surplus of FIM 2.3 million.

If revenue is compared with the actual use of funds, the Port produced a financing surplus of FIM 22.3 million for the City, against FIM 22.3 million in 1981. The return on fixed assets was the highest recorded since 1970.

The Port made a total of FIM 26.7 million worth of investments in 1982, up FIM 0.5 million over the previous year. Capital outlays for public works amounted to FIM 5.5 million. A total of FIM 11.1 million in capital funds was carried over to 1983. The value of fixed assets rose from FIM 568.2 million to FIM 575.2 million.

## Limerick Harbour

### Chairman's report (extract)

at the Annual Meeting, 1983

Once again I have to sincerely thank the Commissioners for my election as Chairman for the eighteenth successive year and at a time of great significance for the future development of the port and harbour of Limerick.

I am pleased to report that, notwithstanding the current recession, Limerick harbour is continuing its progressive development, particularly in the handling of a widening range of bulk cargoes. This relatively favourable state of affairs is largely due to shipments of bauxite ore to the Aughinish Terminal. In the twelve months ended 30th September last the volume of goods moved through the harbour amounted to 1.5M tonnes. Present indications are that in the current calendar year total trade will exceed 1.55M tonnes, which is well in line with budgeted targets. Forecasts for 1984 and 1985 respectively indicate that traffic through the port will achieve levels of 2.8M and 4.2M tonnes. These projected increases will ensure that, in volume terms, the port of Limerick will be continuing its climb towards the highest echelon of the Irish port industry.

Later this month one of the most noteworthy events in the long history of our port will take place — the first shipment of alumina from Aughinish. The successful completion and coming onstream of this magnificent plant is an outstanding achievement by any standards and a lasting testimony to the expert and dedicated efforts of the planners, engineers, contractors and construction workers who combined to bring it into being. So far it is the major milestone in the development of the Estuary and one of the most important in the entire Mid-West Region. All concerned with the project deserve the highest commendation on a job well done. I wish the promoters of the plant and all who work in it a long and successful future and I hope that before many years have passed, the world demand for aluminium will have reached a level that will call for the expansion of the Aughinish plant to its planned ultimate production capacity of 2.4M tonnes per annum of alumina. If, and when, this target is reached total annual traffic through the Marine Terminal at Aughinish will be in the region of 8M tonnes and the consequent benefits to Limerick and the Mid-West Region will be considerable.

During the past year two studies of major significance to the development of the Shannon Estuary were published — the "Lievense" Report, commissioned by Limerick Harbour on the dredging of the channel for ultra large vessels and the industrial location study by An Foras Forbartha for the Mid-West R.D.O. with financial assistance from the E.E.C. Both documents will provide vital informa-

tion for the future promotion and orderly development of the Estuary.

The "Lievense" Report highlighted the feasibility of developing the navigational channel to cater for 400,000 tonne vessels at the relatively modest cost, in present day terms, of £5M. Even more important its findings disclosed that the subsequent cost of maintenance dredging would be minimal. This report will be of invaluable help to any potential industrialist interested in a deepwater location in the harbour.

The industrial location study by An Foras Forbartha concluded that the Estuary could provide exceptionally good sites for heavy industry such as oil refining cum petrochemicals, steel manufacture, pharmaceuticals/fine chemicals, heavy chemicals, lead smelting and steel production platform construction. The study also found that all of these projects could be accommodated on a number of onshore sites in the Estuary, subject to adequate controls to prevent environmental damage or adverse social impact.

It now seems likely that, in the foreseeable future, coal will take over from oil as our main source of energy. It is estimated that coal imports to Ireland for power generation and for domestic and industrial use, could reach a level of 9M tonnes early in the next century. Imports of this magnitude will inevitably focus on the facility at Moneypoint power station which, all going well, will be consuming over 2M tonnes of coal by 1990. As the demand for electrical energy continues to rise, albeit slowly, the conversion of the Tarbert oil fired station to coal burning and the further expansion of the Moneypoint facility will be realistic options open to the Electricity Supply Board. Further additions to the E.S.B. network may be longer term than envisaged some years ago, due to the continuing recession allied to the success of conservation measures to reduce the consumption of energy on all fronts.

Subject to further appraisal drilling, there is every indication that a commercial oil field has been discovered off the Waterford coast. It is vital, if the people of Ireland are to derive maximum benefit in terms of employment and balance of payments, that any oil produced in Irish waters be refined at home. In this regard the recent granting by Kerry County Council of planning permission to Aran Energy Limited for a refinery at Tarbert is a most important development. A refinery of the size for which permission was granted would generate shipping traffic of the order of 9M tonnes per annum. The Commissioners must continue to press in every possible way the case for an oil refinery in the Estuary, which with its ability to cater for vessels up to 400,000 tonnes in sheltered waters is by far the most viable location in Ireland for such an industry.

As an Island nation, Ireland is vitally concerned to obtain imported bulk commodities — for industry and agriculture — at the lowest possible cost. This can only be done through the availability of efficient facilities for the discharge of large ocean-going bulk carriers of the 100,000 tonne class. At present the country cannot handle carriers of this size and imports of bulk commodities such as coal and animal feedstuffs can only be delivered to Irish ports in small vessels or by transshipment from E.E.C. ports at additional costs of between £6 and £12 per tonne. This means, in effect that Irish farmers are currently paying as much as 10% more than their European counterparts for agricultural inputs. A bulk facility located in the Shannon Estuary for handling ships of 100,000 tonnes and over, would enable vessels to be lightened to an acceptable draft for direct shipment to other Irish ports thus achieving all-round savings in the national interest. In contrast to Europe the Irish market is comparatively small and, therefore, the facilities envisaged could only be provided with some form of state assistance. The resultant improvement in the competitive situation of industry and agriculture would surely justify the investment.

In recent years considerable improvements and additions to navigational aids, pilotage, cranes and tug boats have been made by the Commissioners at a cost of almost £1M in anticipation of the forthcoming upsurge in shipping. In the general services area Limerick Cargo Handling Limited, in its stevedoring activities, and Shannon Marine Limited, in its towage operations, have both provided excellent services to shipping and importers and exporters. The Commissioners have a significant interest in both companies and I would like to take this opportunity of complimenting the management and staffs involved in these operations for their efforts.

In these difficult days of low growth and high unemployment it is vital that a great natural resource like the Shannon Estuary should be developed to its maximum potential in the national interest. A government commitment to the future of the Estuary, by designating it as a prime centre for maritime industry, would give considerable impetus towards this achievement.

**G.E. Russell**  
Chairman

## Oslo Port Authority

(Extracts from 'Report and Account, Oslo Port Authority')

### Port Director's review

#### Cargo turnover

The Cargo turn-over in the Port of Oslo increased again in 1982 after the recession of 1981. A total of 5 mill. tons of cargo were handled over the port's quays—an increase of 4.2% from the previous year. Towards the end of the year, the figures showed a downward trend indicating slower traffic in 1983.

The increase in 1982 was primarily due to higher imports of petrol and oil, but also general cargo import and export went up.

The foreign trade figures represented 2.6 mill. tons—1.9 mill. tons import and 0.7 mill. tons export. The import of new cars showed continued growth in 1982 totalling 59,700 units against 54,800 in 1981.

The domestic trade went down with 1.2% on the import side and 1.8% on the export side.

The use of containers, flats and semi-trailers continues to grow. In 1982 a total of 168,000 TEUs were handled in the port. 159,000 of these units were shipped by sea. The growth was particularly due to the increase in ro/ro units, especially semi-trailers. 66,500 units were shipped by sea to and from Oslo compared to the 51,000 units the previous year.

#### Passenger traffic

The number of passengers with ships in foreign trade was 1,131,000 or 5% down from 1981. The terminal facilities for the passenger ferries are being improved and larger tonnage will be introduced on the traditional routes showing the owners' faith in the passenger trade on Oslo.

#### Economy

The economic result for 1982 was satisfactory. Income from port dues amounted to 83.1 mill. Nkr. against 76.9 mill. Nkr. the previous year, an increase in income of 7.1%.

Undisposed profit at the end of the year amounted to 6.3 mill. Nkr. compared to 8.3 mill. Nkr. in 1981.

As will be seen from the table the increase in income came from dues on ships as well as dues on goods.

The total expenditure totalled 85.1 mill. Nkr. compared to 72 mill. Nkr. in 1981.

Income from port operations made possible investments in new constructions and equipment to the amount of 22.3 mill. Nkr.

The Port Authority's debts were reduced from 72.6 mill. Nkr. to 67.2 mill. Nkr.

#### Port construction and development

To the development and modernisation of the Port of Oslo in 1982 was allocated the sum of 27.2 mill. Nkr.

4.7 mill. Nkr. was used to quay constructions and 8.7 mill. Nkr. was used to renew, reclaim and develop areas, tracks and related services. 4.9 mill. Nkr. was spent on sheds and buildings and 8.2 mill. Nkr. went to port cranes and other port equipment.

The completion of the Revier Quay was given priority and 6.9 mill. Nkr. was used in 1982. A further extension of the quay was begun in the fall and some 20 m. completed by the end of the year.

8,000 m<sup>2</sup> new land was completed resulting in a total land reclamation of 32,000 m<sup>2</sup>. To achieve this some 870,000 m<sup>3</sup> fill have been used over a period of 5 years.

#### Cooperation Port Authority—Norwegian state railways

The Oslo Port Authority and the state railways established in 1979 a working group to promote common transport services and since then, the working group has

met regularly and discussed the marketing of combined transport solutions. There is an expressed wish, on the part of the public authorities that seaborne trade where possible is linked to the existing railway services. The Port of Oslo plays an important role in this connection linking the two transport means together.

#### **Joint terminal for forwarders**

The Harbour Board gave in 1980 its consent to the establishment of a terminal company responsible for the forwarding activities in the eastern section of the port.

The location of the terminal will be at Kongshavn and the first stage calls for the construction of a 3,000 m<sup>2</sup> combined office and storage building—to be extended as the demand requires.

The terminal will have direct rail connection and thus supporting a rational set-up combining sea and rail transport.

By concentrating all forwarding activities to one terminal, it is also hoped to reduce the need for separate company areas and also the road traffic to and from the port.

#### **Port plan—1982-1990**

The port Authority's own plans for developing the port over the next 8 years have been shown to municipal and private bodies concerned and their comments have been all positive. Meanwhile, what eventually will be realised, will very much depend on the outcome of the competition «The city and the fjord—Oslo year 2000». Some 160 entries were received and the prize-winners all presented solutions claiming existing port areas for non-transport-related activities which in turn will necessitate moving and resettling vital port functions— and thus reducing port areas and facilities already scarce.

In this respect 1983 may be the year remembered as a turning point in the history of the Port of Oslo.

#### **Conclusion**

1982 will be remembered as a year significant to the development of Norwegian port policy.

First of all, the long expected draft to a new national port act was presented and the work on a new system for calculating port charges caught speed and finally the work on a national port plan was given priority. On this background it is now possible to look forward to some solution to central Norwegian port problems. This will eventually contribute to better guidelines for those responsible of the administration and operation of Norwegian ports.

The policy changes will most likely present comprehensive consequences to a port like Oslo. Under the present circumstances, the confirmation that ports will formally remain under the Ministry of Fisheries will have less significance. This fact is even more emphasized in the new port act where the municipal influence on local port operations is strengthened and the State's responsibilities are accordingly reduced.

The port authority's own traditional independence—judicial as well as economic—is in danger of disappearing and with serious consequences for the port's hinterland beyond the municipal boundaries.

The port's national importance will suffer a weakening blow.

As seen in the light of a national transport policy, the Norwegian community is in a situation where the nation's import- and export-industries are very much dependant on a national port with capacity and economic strength to keep abreast with the development. The Port of Oslo is in a position to meet all these conditions and indeed to the advantage of the State as well as the Municipality.

**Sverre Lende**  
**Port Director**

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## **Port of Kelang**

(Extracts from "Port Performance 1982, Kelang Port Authority")

#### **Chairman's address (extract)**

The worldwide recessionary gloom and the virtual stagnation in the economies of the OECD countries throughout 1982 continued to manifest its adverse effects on the Malaysian economy. This phenomena effectively undermined the domestic economic activity which consequently was sustained at a lower level to that of 1981.

As ports are highly sensitive to the economic weather, we in Port Kelang were equally very pessimistic about the port's performance during the year. However, the final results certainly was a pleasant surprise to us. I am proud to report, despite the cloudy economic situation, Port Kelang for the first time handled more than 10 million tonnes in a year—an unprecedented feat yet to be achieved by any Malaysian port. In fact the final total throughput is 10.54 million tonnes—660,000 tonnes more than in 1981.

This may seem paradoxical but can be explained by the fact that while demand for the country's primary commodities softened, there was little letup in the construction industry which continued to be buoyant as ever necessitating

vast imports of iron, steel and other generals for the various capital projects, the Dayabumi project and the Port Kelang Power Station project being notable examples.

In 1981, the Port's throughput consisted of 59.2% imports and 40.8% exports. This trend towards more imports than exports was further accentuated in 1982 with imports at 63% and exports at 37%.

In 1982, exports through Port Kelang totalled 4.3 million tonnes. Rubber and timber, the mainstays of Port Kelang's export traffic, declined by 10% and 9% respectively with 435,000 tonnes of rubber and 833,000 tonnes of timber handled during the year. Palmoil, however, was the principal export performer. Its throughput went up by 16% amounting to 934,000 tonnes. In the same manner, palm kernel waste which is fast being accepted as an ideal low-protein diet for livestock increased by 72% to 390,000 tonnes.

Total imports through Port Kelang totalled 6.2 million tonnes as expected. Iron and steel products, predominated with 24% increase and general cargo with 11% increase. These together stood at 3.65 million tonnes and constituted more than 60% of the total imports. The other chief imports through the Port were petroleum products, CKD



vehicle parts, wheat, maize, sugar and rice.

The trend towards containerisation was indicated in the continued sustained rise in container throughput. 2.5 million tonnes went by container in 1982 compared to 2.3 million tonnes the previous year. In terms of boxes, there was a 6% increase—from 148,305 TEUs in 1981 to 157,231 TEUs. Containerised cargo now accounts for 24% of the total throughput through Port Kelang.

I am proud to report that due to the continued all-round improvement in the operations, ships' turnaround times have been further reduced in Port Kelang. In 1980, a container ship averaged 1.07 days in port. In 1981, this was reduced to 0.79 day; and last year it was further reduced to 0.55 day. Similarly with conventional foreign going ships which in 1980 averaged a port stay time of 3.2 days; in 1981, 2.2 days and in 1982, 1.9 days.

In all, a total of 4,452 ships called at Port Kelang in 1982—6% more than in 1981. So much for 1982.

Let us discuss briefly what's in store for us in this current year. Two dolphin wharves for tankers up to 60,000 displacement will be available in the North Port by next month. Parcel tanker traffic which have been constrained by these conditions in the South Port will no longer be subject to such restrictions.

Three new berths with a total length of 639 m. will be completed and commissioned for operations in June. Although these berths will be utilised for conventional cargo operations, they were designed with containers in mind and can be converted into full fledged container berths should the need arise in the near future.

As for the container terminal itself, two blocks of office space for the shipping community have been completed and the lessees will be moving in to occupy the premises from 1st April. In June this year, the operations at the container terminal will be fully computerised and port users will certainly benefit from this On-Line System which would have complete control of all container movements as well as

constantly monitor the stock situation. To keep pace with the increasing throughput, the Authority has ordered a fifth container gantry crane which would be delivered in September.

Operationswise, the Port is undertaking presently a thorough review into all its existing procedures and operations methodology to ensure they are goal-oriented and produce the optimum productivity. At the same time, we are tightening the security measures on cargo to eliminate pilferage and instill customer confidence in the Port's services. The philosophy of quality control circles will also be implemented throughout the operational sectors. This year, too, the Port Authority has embarked on a coordinated marketing drive to improve the corporate image of the Port and thereby attract more tonnage through Port Kelang.

New regulations for the handling and storage of dangerous goods for Port Kelang will be implemented this year. These new regulations would be in conformity with international practice and recommendations of the International Maritime Organisation (IMO). Port Kelang therefore would be the first port in the country to adopt IMO's recommendations and in this context would aid other Malaysian ports to achieve the same objective.

As for the future, preparations for the port expansion project in Pulau Lumut is under way and the first phase of the project involves the dredging of the approach channels and soil reclamation works. International tenders have been invited and we expect the initial job of deepening the approach channel to be completed by August this year.

I am glad to note, much to the relief of the shipping community as well as the Port Authority, that there are now definite signs of the recession coming to an end. While a take-off can only be expected early next year, the Port Authority, however, has geared itself towards handling 11 million tonnes of cargo from 4,550 ships during 1983.

**Mohd. Hashim bin Shamsudin**  
Chairman

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## Bay of Plenty Harbour Board

### Chairman's review(extract)

for the year ended 30 September 1983

#### Trade

The continuing world recession combined with the debt-servicing problems of some developing countries resulted in a fall in world trade volumes in 1982, the first since 1975.

It is now generally accepted that the effective functioning of the world trade and financial systems depends on the participation and economic health of developing nations as well as of the industrial (OECD) nations. The importance of international economic linkages must not be over-looked — these help to shape individual country economic performance at home and abroad ..... Attempts by individual countries to reduce their trading deficits have been made more difficult by similar attempts elsewhere — low export and commodity prices (and volumes), the strong US dollar, high interest rates together with high and rising unemployment almost everywhere has meant that some countries (including New Zealand) are facing more rigid protectionist

policies in their traditional export markets.

World trade is the key to economic recovery and growth. And the key to a full and free trading system is the lowering of tariffs and the dismantling of quotas.

A recovery of demand and production in the OECD countries now appears to be under way and the trough of the recession, for the bigger economies, was probably passed earlier this year. However, the recovery is likely to be relatively slow, reflecting individual country conditions and policies.

Against a background of contracting access to New Zealand's traditional export markets for agricultural products and an international trading system that has been under pressure for three years, the Port of Tauranga has facilitated the development of new markets and helped to maintain New Zealand's competitive edge in other markets, especially in the Pacific Basin and the Middle East. Without a sound operational and financial base the Port would have been hard-pressed to offer the facilities and to perform the services Port Users needed under the difficult trading circumstances that characterized the 1982/83 trading year.

Total cargo for the year was just over 2.8 million tonnes,

about 270,000 tonnes less than last year and 118,000 tonnes less than our 1982/83 operating plan. Lower wood-pulp and paper exports and lower petroleum imports were the main reasons for the less than expected level of trade.

Total inwards trade was the lowest since 1977 and reflected the lower level of economic activity; at less than 1.3 million tonnes, trade was 10.2% down on last year.

Export trade in total was 7.6% down on last year and 3.1% less than our 1982/83 operating plan. While pulp and paper supply disruptions at home and increased competition in New Zealand's traditional forest product export markets accounted for this lower level of trade, a number of encouraging trends occurred during the year:

- \* Steel exports (to South-East Asia) were up on last year,
- \* daily exports were up by 25,000 tonnes,
- \* kiwifruit exports (to Europe and Japan), while still only a relatively small share of the export crop, increased,
- \* meat exports (primarily to the Middle East and the Soviet Union) in conventional reefer ships began to be scheduled through the Port in the second half of the year, and
- \* the number of containers handled by the Port trebled.

Apart from dairy products, these commodities were not being handled in significant quantities by the Port of Tauranga two years ago. They would not be today, if it were not for the Port's cargo handling performance, flexibility and excellent inland transport links.

While these developments are naturally pleasing, it seems to me that some of our exporters are slower than others to make full use of the benefits and savings this Port has to offer — perhaps it is not until international competition compels greater cost savings that exporters begin to look for better ways of shipping their products to market; not only from the Port outwards but also from the point of production to the Port ..... we have room for them all.

In my view, the great untapped resource of the Port of Tauranga is its ability to expeditiously and economically handle containers. However, I have confidence that with a more competitive inland transport system, the exporter, importer and ship-owner will make better use of the Port's container handling capabilities.

### Financial Results

In the face of reduced trading volumes the financial results of the Bay of Plenty Harbour Board for the 1982/83 operating year show that our continued efforts to control operating costs commensurate with the provision of safe berthing and quick turn-around of ships, and the appropriate care of cargoes, have been rewarded.

Total revenue from port operations was \$11.3 million. Income from rentals, interest on investments and other sources brought total gross revenue to \$12.5 million.

Total operating expenses (excluding depreciation) increased 4.1% over last year to \$8.6 million. Total net revenue (the surplus from the Board's activities after allowing for depreciation) was \$2.2 million compared to \$2.7 million for the previous year — this is used to repay loans and to fund capital expenditure.

The Board recognizes that its ability to satisfy future growth prospects together with the needs of Port Users

over the next few years will depend on making more efficient use of existing resources, keeping the Board's debt burden to a minimum and applying its financial resources to productive investments in the best interests of New Zealand producers and manufacturers ..... To this end, capital expenditure during the 1982/83 operating year was again low, compared to recent years.

After re-valuation the Board's assets now total \$77 million and its equity amounts to \$59 million. This low debt ratio will be of undoubted benefit to existing and future Port Users during a period when New Zealand trade volumes are expected to remain fairly static for the remainder of this decade.

### Industry Developments

In April the findings of the Central North Island Planning Study were unveiled — the aim of this study was to alert industry and government to forestry and transport related issues arising as a result of the enormous increases in timber that will become available within this region in the early/mid 1990's. Regrettably, the study completely failed to throw any additional light on the potential problems relating to transport issues. It is evident to me that those involved did not understand the concepts and practicalities of an integrated transport system (and certainly the role of ports in this system). We had hoped that the outcome of the study would be of assistance to the Board in formulating our long term plans but it has added nothing of consequence to industry knowledge — certainly as far as inland transport and port facilities are concerned.

An additional 2.0 million cargo tonnes per annum of processed forest products will need to be moved to overseas markets in the late 1990's (and may be earlier). This is the magnitude of the problem — and it must be remembered that it is by no means easy to set up and operate an efficient and economic transport system ..... by way of comparison, total New Zealand agricultural and primary product exports are less than 2.5 million tonnes and this is spread throughout both Islands.

What is required is an integrated transport system tailored to the needs of the forestry industry. This means men, machines and money of a scale yet to be determined. From our own experience in assisting the establishment of the existing forestry export trade at the Port of Tauranga, events can quickly overtake you. If this occurs within the transport system the very viability of the whole trade is threatened. We cannot allow this to happen and the Bay of Plenty Harbour Board will continue to involve itself in these transport issues.

Early in the year the Ministry of Transport released a discussion document called "Towards a New Zealand Shipping Policy". My Board responded to the Ministry's invitation to comment in the expectation that the development of a shipping policy will help to shape New Zealand's trading future and perhaps also have some impact on the trading policies of our trading partners.

The Board's submission was based upon two fundamental principles:

- \* a small nation such as New Zealand, with an outward facing economy, must foster free access to foreign markets for its exports and be able to buy foreign goods and services, which it is unable to efficiently produce, at the lowest prices; and
- \* New Zealand's interests are best served by multilateral

co-operation within international organizations which apply their own weight as an essential part of such co-operation.

Essentially the Board believes that: the only effective action New Zealand could take to counter cargo reservation and restrictive sales practices would be to support the efforts of the GATT and OECD in these matters; in regard to freight rate determination and competition in general, there is some merit in prohibiting trading practices which interfere with the free and orderly flow of trade; there is a role for the Shipping Corporation of New Zealand Limited (and others making up the New Zealand shipping industry) that should be limited only by their inability to compete in international markets and on a wholly commercial basis; a New Zealand shipping register should be established as soon as possible; provided the New Zealand shipping industry remains internationally competitive it should receive similar levels of financial support available to other export orientated industries; and, Maritime Union co-operation is absolutely essential to the well-being of a shipping industry of any size and shape.

One issue that was outside the bounds of the discussion document, but nevertheless of crucial interest to both shipper and shipowners, is the question of on-shore or internal transport costs. The introduction of a completely transparent freight rate charging system from point of production to market-place would avoid the problems associated with averaging and cost subsidization, as well as settle a few long-standing misbeliefs. To begin with, an ocean freight rate based on an "off pilot outside port" basis could be easily determined. Individual inland transportation elements could be similarly based. I think this would be a good first step and probably also the most

effective in helping shippers contain their total freight costs.

The Harbours Act, the principal statute governing harbour administration, is in urgent need of revision. Changes are necessary to allow port authorities greater commercial freedom in establishing charges, for their services and facilities, that are more in line with the accepted commercial practices of other links in the international transport system.

### The Future

The kiwifruit industry (which on official projections is estimated to have an export production in 1992 equal to the current total volume of wool exports) is in the process of deciding the best way to ship fruit to market. The meat industry is also considering its future shipping needs. Indeed, one salutary outcome of the current worldwide recession has been the need for shippers and shipowners everywhere to reappraise traditional shipping practices with the idea of doing more with less. This must also be the aim of port authorities.

As long as the Port of Tauranga can continue to provide facilities and services that qualify it for inclusion in the transportation system providing the lowest total transport costs, its future will be assured. I have complete confidence that future policies adopted by the Bay of Plenty Harbour Board together with the innovative qualities of its Executives and the competitive performance of the Board's employees, the Port Unions and the Port Employers will have a major impact on future transport costs to the benefit of Port Users.

**R.A. Owens**  
Chairman

## Lyttelton Harbour Board

(Extracts from 'Annual Review 1982', Lyttelton Harbour Board)

### Chairman's review (extract)

#### Trade

The Port handled 2,000,339 tonnes of cargo during the year. This was an increase of 105,724 tonnes over the previous year and it was a very satisfactory result, as 2 million tonnes a year has not been exceeded since the cessation of the Lyttelton-Wellington roll-on service in 1977.

While a harbour board's level of activity is generally a barometer for local business conditions, it is pleasing that in a time of a difficult business climate, Lyttelton was able to increase its tonnage through coal exports.

Coal exports, which increased by 63,276 tonnes to 227,465 tonnes this year, more than compensated for decreased export tonnages of primary produce and imports of fertilisers. Coal offers the best opportunity in decades for a substantial increase in cargo tonnage through the Port. It will have a beneficial effect on the Board's overall financial position.

The Board and the New Zealand Railways Corporation have made detailed joint submissions to Greymouth Coal

Ltd. for the shipment of about 2 million tonnes of coal annually through Lyttelton. Greymouth Coal Ltd., which comprises New Zealand Forest Products Ltd., State Coal Mines, Kanematsu-Gosho Ltd. and the Mitsui Mining (Overseas) Company Ltd., has been formed to investigate the mining and export of coal from Greymouth.

Shipment of coal could begin in five to seven years' time, if the investigations prove to be favourable. Vessels of 55,000 to 75,000 tonnes dwt are envisaged for the trade and they could be handled safely at Lyttelton with some upgrading of the channel and port facilities.

The Board is confident that the proposal submitted jointly with the corporation will be successful.

#### Trade Promotion Advisory Committee

To assist in the promotion of trade through the Port, a Trade Promotion Advisory Committee was formed early in the year, its objectives being to

- Keep Canterbury interests better informed of the Board's plans and proposed development;
- Have an exchange of views on Port operations;
- Improve the Board's public relations;
- Gain the support of Canterbury importers and exporters in the greater use of the Port of Lyttelton.

I have been pleased with the way in which this com-

mittee has functioned and the contribution it has made to the Board's activities.

In the area of Port promotion, regular contacts have been maintained with the head offices of shipping companies in New Zealand regarding shipping services to Lyttelton.

#### **Closer Economic Relations with Australia**

One of the most important prospects for the growth of the New Zealand economy is the continued expansion of our broadly based export industries.

The agreement for a closer economic relationship between Australia and New Zealand will enable companies on both sides of the Tasman to develop long-term strategies for their operations in a combined market of 17 million people. Certainly CER will create problems for some New Zealand and Australian companies at times.

For the last 16 years, many Canterbury exporters have developed important trade links with Australia under NAFTA — a fact confirmed by trans-Tasman trade through our Port. In the long term, CER will lead to an even greater expansion of this two-way trade.

As well as the existing shipping services between Lyttelton and Australia, the Shipping Corporation of New Zealand, in conjunction with the Australian National Line, intends to introduce a trans-Tasman service early in 1983 to cater for increased tonnage resulting from CER.

#### **Container Terminal**

During the year, ship exchange numbers were 24,402 TEUs, a decrease of 5.2 per cent on the previous year. The reduction was due mainly to lower United Kingdom and European imports for Canterbury which, because of rescheduling arrangements, were handled temporarily through Port Chalmers. However, more LCL containers were handled through the Container Freight Station.

The Container Terminal is maintaining an excellent standard of service and commercial activities will continue in the coming year, in order to attract additional trades. One of the Board's difficulties is that, although the heavy-duty container berth is under-utilized, there is a demand for the upgrading of conventional facilities to handle containers carried on non-cellular vessels.

#### **Maintenance of Wharves and Port development**

Emphasis was placed upon the repair and upgrading of the wharves during the year. A further section of No. 2 jetty was redecked in concrete and other timber wharves were repaired. No. 7 jetty is undergoing substantial repairs because some of the under-decking requires replacing.

Provision of additional flat land immediately adjacent to berthage is still the Board's priority for development. This would be accomplished by reclamation within the Inner Harbour. In preparation, test drilling was carried out in the eastern sector and the necessary approvals are being obtained. Approval has been obtained for quarrying rock from Battery Point.

#### **User-pays facilities**

For many years the Board has provided some common user facilities, such as shipping berths and cargo transit sheds, for conventional vessels. The cost of these facilities has been recovered mainly through charges on vessels and on cargo loaded on or discharged from these trading

vessels. With the number of conventional vessels now trading to New Zealand diminishing, the Board must assess carefully the expected financial return from upgrading facilities for these vessels. There is a growing need for specialist Port facilities and the Board's policy is to provide them on a user-pays basis. The most recent example is the Magazine Bay marina.

#### **Magazine Bay marina**

Construction of a marina for small craft at Magazine Bay progressed during the year and it was opened on 17 November by the member of Parliament for Lyttelton, Mrs. Ann Hercus.

The marina has been built on a user-pays basis, in conformity with Ministry of Transport guidelines. The completion of the first stage provides 82 berths and all but three of them have been allocated.

Provision of a small craft harbour beyond the Inner Harbour has been under investigation by the Board for many years, but the cost of a protective breakwater constructed of rubble has made it an uneconomic proposition. Construction of the marina has been possible because of the use of a low cost floating breakwater.

Favourable reference to the floating breakwater was made by the Minister of Transport, the Hon. G. F. Gair, when he addressed the New Zealand Harbour Engineers' conference on 2 November. He said that the use of old tyres for this facility was a successful example of innovative recycling.

#### **The Future**

The Board will continue its vigorous policy of attracting new services to the Port of Lyttelton for the benefit of importers and exporters in the Canterbury area. This will give greater utilisation of existing facilities and, in particular, the Container Terminal where an increased throughput will reflect in the level of charges to users.

Priority is being given by the Board to the provision of additional flat land for container and roll-on services.

Coal export is a valuable trade through the Port. With the Board's record in handling about 250,000 tonnes annually, it is confident that it can handle annually the 2 million tonnes which could come from the Greymouth area in about five years.

I have every confidence in the ability of the Board to serve efficiently the trade required by the Province of Canterbury.

**A.R. Champion**  
Chairman

## **Revenue and appropriations**

**for the year ended 30 September 1982**

	1982	1981
Port Operations		
Revenue		
Port installations and Services	3,494,596	3,008,326
Wharfage	4,543,007	3,915,845
Harbour Improvement Rates	654,906	541,939
Cargo Services	3,483,547	2,969,056
Container Services	10,059,501	8,365,975
Rents and other income	397,312	398,460
Interest	599,321	515,585
	<u>23,232,191</u>	<u>19,715,096</u>

	1982	1981
Funds Employed:		
Public Equity		
Capital	13,802,186	16,374,599

Investments		
Government & Local Body Stock, Deposits	441,512	674,322
Investments in Companies	21,000	21,000
	462,512	695,322
Fixed Assets	32,333,078	32,350,774
	<u>\$36,608,552</u>	<u>\$39,382,469</u>



and repair of our port facilities was P24.3 million.

In the area of port operations, the nationwide average time that a ship has to wait to berth improved slightly to about 0.47 hours. Our cargo handlers achieved an overall national rate of 17 tons per gang hour.

Safety and security were maintained in all ports although there was a slight increase in work-related accidents and property losses due to fire.

The year saw the start of a sister-port relationship between the Port of Manila and the Ports of Oakland and Portland. A similar relationship was concluded last year with the Port Authority of Saudi Arabia. Also during the year, by virtue of an Executive Order, PPA was transferred to the coordinative umbrella of the Ministry of Transportation and Communications.

Personnel strength at yearend was 2,130 or 72% of that authorized. In its continuing effort to improve services in the port industry, the training arm of the Authority, the Port Personnel Training Center, trained some 2,153 port workers in 1981. In-house training of personnel under the supervision of the Career and Staff Development Division resulted in the additional training of 387 PPA employees.

As previously mentioned, the overall performance of the Authority has been satisfactory. This would not have been possible without the support of the national leadership, the PPA Board of Directors, as well as the officers, staff and employees of the Authority. Management wishes to acknowledge their contributions to whatever success the PPA has achieved during the year realizing as it does that nothing could have been accomplished without their combined and wholehearted support.

**E.S.Bacilig, Jr.**  
General Manager

## Comparative consolidated statement of revenue and expenses

for the year ended December 31, 1981

	1981 P000	1980 P000
Revenue From Operations		
Entrance/Clearance Fees	3,886	3,322
Berthing Charges	29,455	21,955
Tonnage Dues	13,746	11,664
Wharfage Dues	128,504	94,320
Storage Charges	24,291	23,786
Arrastre Income	67,655	60,199
Other Income	11,982	7,904
Fund Management Income	51,943	58,561
Total Revenue	331,465	281,714
Less: Operating Expenses		
Salaries and Wages	31,376	32,007
GSIS Insurance & Ret. Prem.	3,855	2,947
Other Staff Benefits	22,185	18,508
Repairs and Maintenance	24,328	14,257
Supplies and Materials	2,113	2,274
Fuel, Oil & Lubricants	1,262	678
Light, Power & Water	3,715	2,285
Rent	2,691	2,339
Travelling	1,880	1,711
Security Services	3,338	2,599
Representation	407	293
Manpower Development	575	751
Communication Services	605	477
Athletics	269	290
Taxes, Licenses & Fees	10,052	7,766

Professional Fees	169	327
Insurance	2,244	497
Advertising and Promotion	314	221
Donation and Contribution	37	31
Bank Charges	12	—
Interest on Loans	21,742	13,477
Miscellaneous	631	810
Auditing Services	3,209	2,639
Meetings and Conferences	342	575
Medical Expenses	259	169
Amortization of Pre-Operating Cost	34,752	33,880
Depreciation Expenses	47,349	45,064
Dredging Cost	12,832	6,157
Total Operating Expenses	232,554	193,043
Net Income from Operations	98,911	88,671

## Balance sheet

as of December 31, 1981

	1981 P000	1980 P000
Current Assets		
Cash on Hand and in Banks	239,720	99,348
Temporary Investments	110,914	267,597
Accounts Receivable	37,506	29,549
Other Current Assets	120,603	51,547
Total Current Assets	508,744	448,042
Permanent Investment:		
Bonding Sinking Fund	11,220	10,908
Fixed Assets		
Non-depreciable Assets:		
Land	604,732	730,833
Construction in Progress	637,927	369,515
Total Non-depreciable Assets	1,242,659	1,100,348
Depreciable Assets		
Land Improvements	1,824,563	1,923,445
Furniture, Fixture & Equipment	270,066	23,072
Total Depreciable Assets	2,094,629	1,946,518
Less: Accumulated Depreciation	804,022	768,441
Total Net of Depreciation	1,290,606	1,178,076
Total Fixed Assets	2,533,266	2,278,424
Deferred Charges		
Pre-Operating Expenses	33,464	67,868
Deferred Dredging	133,993	72,871
Total Deferred Charges	167,458	140,739
Other Assets:		
Ports Feasibility Studies	4,372	10,841
Contingent Assets	86	172
Total Other Assets	4,458	11,013
Total Assets	3,225,149	2,889,130
Current Liabilities		
Accounts Payable	67,387	101,263
Other Current Liabilities	17,897	11,117
Total Current Liabilities	85,285	112,381
Long Term Liabilities	486,685	186,372
Other Liabilities		
Contingent Liabilities	40	126
Total Liabilities	572,010	298,880
Net Worth		
Capital Contribution	2,320,250	2,349,483
Retained Earnings — 1980	240,766	240,766
Less: Correction of Prior Year's Earnings	6,790	—
Balance	233,976	—
Add: Net Income from Operations	98,911	—
Retained Earnings — 1981	332,887	—
Total Net Worth	2,653,138	2,590,250
Total Liabilities & Net Worth	3,225,149	2,889,130

# Port of Colombo

## A Historical Glimpse

Sri Lanka straddles the great sea routes linking East and West and featured prominently in the far-flung commercial activities of the early maritime nations in the world. Arab coasters, Greek and Roman galleys as well as Persian merchantmen visited the ancient Ports of Sri Lanka to rendezvous with vessels from the Far East for trading purposes.

However, it was with the coming of the Portuguese in 1505 that Colombo became known to the emerging maritime nations of the Western World.

From the role of a fortress-cum-naval base during the early period of Portuguese rule the latter eras under the Dutch and the British saw the Port of Colombo gradually develop as a popular port of call in the Indian Ocean.

## Development as a Commercial Port

During the British period, the Legislative Council passed a resolution in 1871 that a Breakwater projected from Galle Buck or Custom House point would be best calculated to afford protection to the open roadstead of Colombo. Sir John Coode, a great harbour expert, was commissioned as Consulting Engineer, and the preliminary work began in 1874. In 1875, King Edward VII (then Prince of Wales) laid the foundation stone of the South-West arm of the Breakwater. The construction of the South-West Breakwater transformed the roadstead port of call to a port with safe anchorage. Later, with the construction of the North-East Breakwater and the North-West Breakwater in 1898 and the construction of the extension arm to the South-West Breakwater in 1912, the Port of Colombo became a sheltered haven for ships in all seasons.

Up to 1950, Colombo was mainly a lighterage port with one alongside berth. In that year, a major port development scheme was launched and completed in 1956 at a cost of over Rs. 110 million. This project transformed the port to one with alongside berthing facilities, modern pillarless transit sheds, wide quays, up-to-date cargo handling equipment and other facilities for fast and economical movement of cargo.

The designs, plans and the execution of construction were carried out by foreign consulting engineers and contractors. The main features of this project were the construction of deep-water quays, increasing the number of alongside berths for cargo vessels from 01 to 14, together with 30,000 square metres of adjacent warehouse space. In addition, 30.0 metres of quay providing 3 berths for coasters, a new Oil Dock and a new Passenger Terminal were built and ancillary facilities provided.

## Administration

The administration of the port was in the hands of a Harbour Board from 1882. This was superseded by the Colombo Port Commission (established in 1913). All cargo handling operations in the port were in the hands of private operators who leased transit sheds. Some operators had their own lighter fleets, engaging labour for discharging operations from stevedore contractors.

Cargo handling in the Port of Colombo was nationalised in 1958 and the Port (Cargo) Corporation was established to take over this function. The Port Tally and Protective

Services Corporation was formed in 1967 to provide tally and security services on board. The Colombo Port Commission continued to maintain the port infrastructure and regulate navigation.

In August 1979 the Sri Lanka Ports Authority was formed and the three institutions were merged for better administrative and operational efficiency of the ports.

## The Authority

The Ports Authority, as a body corporate constituted under the provisions of the Sri Lanka Ports Authority Act, No. 51 of 1979 was established on 1st August, 1979. Section 6(1) of the Act defines its main objects and duties as:

- \*provision of efficient and regular services for stevedoring, shipping and transshipping, landing and warehousing, wharfage, the supply of water, fuel and electricity to vessels, for handling petroleum, petroleum products and lubricating oil to and from vessels and between bunkers and depots, for pilotage and mooring of vessels, for diving and underwater ship repairs and any other services incidental thereto;
- \*provision of efficient and regular tally and protective services;
- \*regulation and control of navigation within the limits of and the approaches to the ports;
- \*maintenance of port installations and promotion of the use, improvement and development of the specified ports and such other duties as defined.

## Port Operations

The Port of Colombo is now rated among the most efficient and well managed ports in South Asia. The factors contributing to this enviable position are the carefully planned, programmed and executed port organisation and port operations. A development oriented government policy and government encouragement have also contributed in large measure to this growth. Unlike the regional ports which have a variety of intractable problems, Colombo occupies a unique position in that there are no berthing delays, stoppages or strikes that escalate costs. The quality of work, and availability of adequate mechanical equipment provide a faster turn-round giving quick despatch to vessels. The charges on a comparative basis are attractive to the customers. Above all, the location of the port itself is an over-riding factor in favour of Colombo as the 'Pivotal Port of Asia'.

The facilities provided by the Port of Colombo commence from the initial availability of the pilotage service which is available 24 hours of the day and night. The tide difference is a negligible maximum of 0.95 m. range. This results in all vessels coming in for berthing without any waiting time. There are altogether 18 alongside berths. The maximum draught is 12 m. In addition, there are 16 stream berths, and to cater for stream discharge an adequate number of steel deep barges and steel pontoon-deck barges is available. Of the 18 alongside berths, two of the berths cater for bulk wheat handling and bulk cement handling. Three of the berths cater for bulk discharge of oil and bulk loading of coconut oil. The Container Terminal at QEQ has an overall quay length of 500 metres and a draught of 12 metres with 10 acres of back-up area adjacent to the berth. The shore

facilities available to handle containers, though adequate, are being further strengthened.

The Container Terminal has been organised with proper yard planning and lay-out. Respective shipping lines are allocated particular areas and space depending on the volume of traffic of each line. Movement Cards and 'T' Cards have been introduced for proper maintenance of records and monitoring movement. These cards also facilitate accurate billing. The number of fully containerised vessels that call has increased while feeder services are already operating with Colombo as the base port to service the Indian Sub-Continent. The volume of container traffic has increased tremendously from a total of 56,128 containers handled in the course of 1981 to 45,554 containers in the first half of 1982.

The port also provides services for stuffing and destuffing of containers. To ease the pressure on the limited area available within the port to cater to the increased volume of container traffic, the Ministry of Trade & Shipping has permitted the establishment of Container Freight Stations to be operated by private organisations outside the port premises. Arrangements have concurrently been made with the Customs for the removal of FCL containers for destuffing and for stuffing of FCL containers with export cargo outside the port at the Container Freight Stations. These measures have contributed to the smooth flow of container traffic without causing congestion within the port.

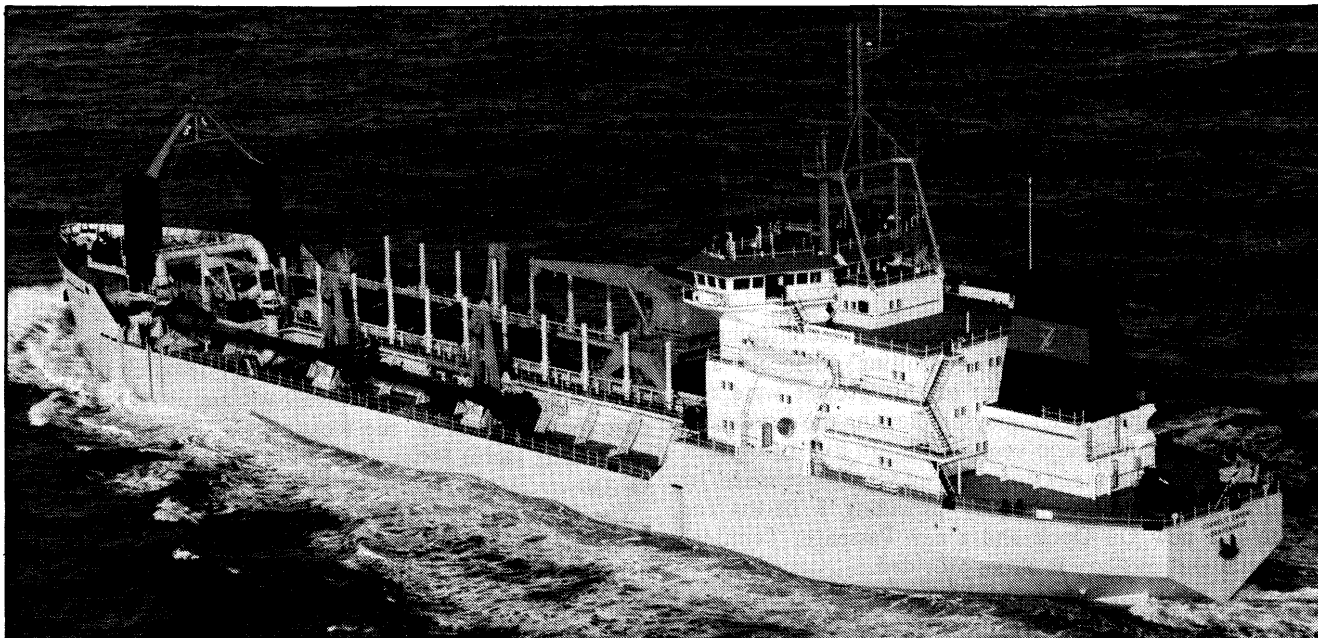
The handling of break bulk cargoes is allocated to particular berths and warehouses, where cargo is stacked according to Marks and Numbers in separate bays indicating

the names of vessels and dates. Cargoes lying uncleared for a period of over 7 days are removed to the repository warehouses to accommodate incoming cargoes. The port provides facilities for pre-warehousing and palletising of export cargoes; a concessionary grace period of 7 days free storage being granted for export cargoes.

All transshipment cargoes either in break bulk or in containers are provided 28 days rent-free facility. An all inclusive rate is being offered for handling of container cargoes, a comparatively low rate specially introduced to promote the trade. Adequate security arrangements are provided to ensure the safety of such cargoes.

On the basis of transit times and per tonne/cost factors, Colombo has been rated as one of the most economical ports for Ship Operators. Pre-planned work programmes, availability of a wide range of sophisticated equipment, a skilled and disciplined work force are the key factors that enable the port to give a fast turn-round and quick despatch to vessels. Excellent industrial relations with its 22,000 employees ensure smooth operations with no costly hold-ups or stoppages of work.

Colombo offers facilities structured to serve all types of modern cargo carriers in addition to the conventional traffic. It also offers specialised services to cater to all needs of commercial port users. By virtue of its unique advantages, Colombo has developed into a major transshipment base in the Indian Ocean with feeder services to off-the-main-route ports in the region. It plays an affirmative role as the natural focal point on the cross-routes of shipping in South Asia.



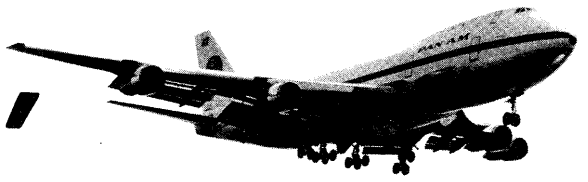
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## Saint John's role as gateway is assured: Mr. H.R. Whitehouse

The role of Saint John as a gateway port in the future of North America's world trade will be assured — so long as the port continues to promote its investment in facilities and ensures labor stability and cargo productivity.

These words came from H. Remsen Whitehouse, Executive Vice President of Grancolombiana (NY) Ltd., a speaker at the recent Saint John Port Days whose shipping line calls directly at the port in its South American trade. Mr. Whitehouse appeared on a panel which was moderated by Dr. Stephen Weyman, a director of Ports Canada, Saint John. The theme for the two-day event, attended by more than 500 persons representing labor and industry from the U.S., across Canada, and the local community,

was "Port of Saint John Serving World Commerce."

Mr. Whitehouse urged the port to maintain the philosophy of "Canadian Cargo via Canadian Ports" and cited excellent facilities and ocean service as a reason to do so. "Intermodalism and point-to-point cargo rates require innovative port tariffs", he said. "There must be labor stability and cargo productivity... the bottom line will be 'how much does it take to load and unload a ton of cargo in Saint John'," he said. "Competition in the form of port services is a fact and ocean carriers — as well as cargo interests — must cut their costs to stay alive under the present crisis in the maritime industry."

Mr. Whitehouse noted that Saint John's record of labor stability "has a great reputation" and also listed some of the assets of the port from modern facilities to flexibility, and expertise and willingness to work closely with its users. He also praised the marketing efforts of the port officials and exclaimed, "Yes, indeed, Saint John will be one of the gateway ports of North America in the 80s."

## Trade growth, made-in-Vancouver policies

Broad, local powers granted to the new Vancouver Port Corporation will allow it to become more responsive and flexible in relations with its west coast community of interests, says Port Chairman Marian Robson.

It may take some time for the public to appreciate the significance of the changeover from the former, centralized structure. But the change holds far-reaching potential to alter some of the ways the port has traditionally conducted business.

The Port of Vancouver was among the first of Canada's major ports to apply for local corporation status under the new Canada Ports Act.

"Our major goal," said Mrs. Robson, "remains the encouragement and facilitation of international trade."

One of the first tasks assumed by the new Board of Directors has been to begin a round of meetings with port users, local governments, business and community groups as part of a process of ongoing consultation.

"We see a very clear and definite need at the Board of Directors level, and senior management level, to involve all those interested groups that have some stake in the operation of the port. It's their port, too," said Mrs. Robson.

"Under the old National Harbours Board system, we had an administration that was highly centralized in Ottawa. The buck wasn't stopping here, it was stopping there. Now, much of that authority has been transferred to Vancouver."

In a preview of some of the board's priorities, Mrs. Robson noted the following issues:

- One of the first objectives is refinement of the five-year business plan for the Port of Vancouver, which requires approval of the Canada Ports Corporation and the federal Treasury Board. Future annual capital and operating budgets will be consistent with the approved plan.
- Powers granted to the new Vancouver Port Corporation



will, for example, permit it to enter into lease agreements for periods of up to 20 years, and to award contracts with a value up to \$10 million without reference to Ottawa (the previous local limit was \$50,000).

- Approximately 1,500 of the 2,000 property leases under all the previous NHB ports in Canada are held in Vancouver. Previously, real estate policies were developed and applied nationwide. However, what worked for the Atlantic and St. Lawrence regions, where Canadian ports compete with each other, sometimes created problems in Vancouver, where the competition is with U.S. ports.

Real estate transactions, which represent a significant portion of the port's revenues, now will be governed by policies set in Vancouver and which reflect local markets and conditions.

- Future port tariffs and rates will be set in Vancouver under policies to be developed by the new board and senior staff. Such matters previously required two levels of approval from Ottawa which prevented the Port from responding expeditiously in tariff matters.

- Decisions also have to be made about the actual operation of the container terminals. Service agreements between the port and the three stevedoring companies expired several years ago and have been continued on a year-to-year basis.

Unlike most NHB ports in Canada, Vancouver has a "hands-on" approach to its terminals, owning cranes and equipment and providing maintenance and billing services. Stevedoring companies provide services under contract.

The Vancouver Port Corporation must decide whether to continue this arrangement, or whether to lease out all operations of its terminals, as is more common practice.

- Future development of Roberts Bank is another priority item. Expansion of the Outer Port from one pod to four has been completed. Two of the four pods will be used for coal exports. However, there is now no foreseeable market for coal for all four pods, as was originally planned. The Port Corporation is marketing the remaining two pods, seeking other compatible bulk commodities.

- A final draft of a proposed master plan — to serve as a broad guideline for future development of the Port of Vancouver — is before the board. (*Port News*)

## Wide-beam, shallow-draft bulk carriers: Swan Wooster Engineering

As trade volumes have increased and trade routes have lengthened, larger ships have been designed to take advantage of the inherent economies of scale. Port draft restrictions are limiting this trend to an increasing degree. A possible way around this dilemma is to fix or reduce vessel draft while increasing beam, that is, to change the dimensional ratios of design.

Following studies done in the United States during the 1970s, a number of tankers with restricted-draft designs were built. In the early 1980s, some wide-beam, shallow-draft bulk carriers were ordered.

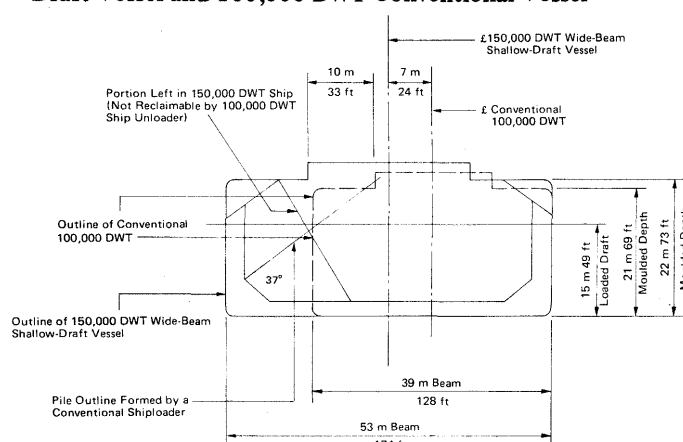
Swan Wooster Engineering is interested in the possibility of a trend toward the new design because of the obvious effect it would have on the design and operation of shipping terminal facilities. Therefore, in 1982, the Company researched the subject to meet the needs of interested clients. The results of that study are summarized here.

## Trend toward wider beam

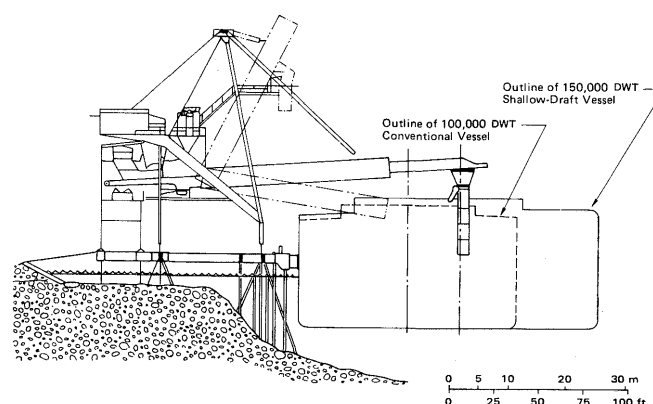
Over the past decade the average beam of 120,000 DWT to 150,000 DWT carriers has increased by about 1.2 metres.

In 1982 the gradualness of this general trend was interrupted when orders were placed for dry-bulk carriers of significantly wider beam, but with much shallower draft than conventional designs of comparable width and dead weight.

**Figure 1**  
Comparison Between 150,000 DWT Wide-Beam Shallow-Draft Vessel and 100,000 DWT Conventional Vessel



**Figure 2**  
Elevation View of a Travelling Shiploader Handling 100,000 DWT Conventional and 150,000 DWT Wide-Beam Shallow-Draft Vessels



## Vessel economics

Swan Wooster Engineering developed comparative voyage costs for conventional and for shallow-draft vessels on several bulk-trade routes which have various draft restraints. This analysis confirmed the findings of the earlier studies: that these vessels are more economical than conventional ships on draft-restricted routes, but are not competitive otherwise.

## Loading and unloading wide-beam vessels

Wide-beam, shallow-draft carriers will create problems at many existing terminals. Loading/unloading equipment has not sufficient outreach for this type of vessel; and the extra trimming and clean-up time will cause lower loading and discharge rates than those for conventional vessels of the

same dead weight. Existing terminals could, however, be made more efficient, and new terminals could be designed for full efficiency.

A free-flowing cargo, such as grain, presents fewer loading/unloading problems for shallow-draft vessels than non-flowing dry bulks such as coal or phosphate rock.

### The future

The results of the Swan Wooster study indicate that, when the world economy improves, there may be a minor trend toward wide-beam/shallow-draft dry-bulk carriers up to 150,000 DWT, because shallow, dry-bulk ports will benefit. The extent of the change will be limited, because wide ships are less economical than conventional ships on routes with no restricted-draft ports. (*Newsletter*)

## U.S. Port Traffic

Slowly but surely, the United States port industry is emerging from the shadow of depression. In June, for the fourth month in a row, U.S. waterborne foreign trade shows an increase, though the six month totals, January to June, continued to lag behind 1982 and earlier years. In fact, the June 1983 tonnage totals, import and exports, were at their highest level since October 1982. The biggest gainer this June, surprisingly, considering the strong U.S. dollar and the depressed overseas coal market, were cargo exports, particularly dry cargo. In fact, if coal exports are excluded, June had the best monthly showing since October 1980. Imports were down slightly from May, but not by much, both in the tanker and dry cargo categories.

Among the port ranges, the South Atlantic jumped in June, though the six month totals still trailed 1982. Both the North and South Pacific continued to lead last years totals, both in June and in the January-to-June periods. Comparative figures for 1983 and 1982 are show below.

U.S. Waterborne Foreign Commerce  
(Short Tons)

	June 1983	June 1982	Jan-June 1983	Jan-June 1982
United States	63,026,000	73,047,500	348,836,000	391,046,000
North Atlantic	16,222,500	21,153,000	97,675,000	124,966,500
South Atlantic	5,606,500	5,128,500	25,492,500	31,237,500
Gulf	24,796,500	29,486,500	149,485,500	171,192,500
South Pacific	5,641,000	4,719,000	29,026,000	27,120,000
North Pacific	5,247,000	3,975,500	29,903,000	28,714,500
Great Lakes	5,468,000	7,456,000	15,203,500	17,784,500

### Barbours Cut changes cut truck turnaround time, crane downtime: Port of Houston

Truck traffic was flowing at all nine interchange lanes at Barbours Cut Terminal, the Port of Houston Authority's intermodal facility.

Yard cranes (Transtainers) were rolling through the yard park, straddling rows of stacked containers, occasionally stopping to pick up a box and lower it onto a waiting truck before moving on.

In the terminal office, vessel operators, those responsible for coordinating the movement of containers between ships and the yard park, were busy at their computer terminals.

John Horan, manager of Barbours Cut, said it was a typical busy day at the most modern container facility on the Gulf of Mexico where new programs have been instituted to reduce truck turnaround times and equipment downtime and to generally improve service.

Truck turnaround time at Barbours Cut has been reduced to 50 minutes for truckers who arrive with the proper paperwork.

Several factors have contributed to the 50-minute turnaround time. First, all nine interchange lanes are open every weekday from 8 a.m. to 5 p.m. Second, an International Longshoreman's Association clerk has been assigned to each lane. Third, with interchange clerks processing more paperwork, vessel operators have increased their productivity, keeping the paperwork, and the trucks, moving. Fourth, clerk at both the interchange lanes and the terminal office are working together, creating an air of cooperation that makes any manager's job easier. Fifth, some procedural changes have been made.

The main change, Horan said, was the relocation of the chassis yard. No longer are all the chassis, including in operable ones, parked in one yard located in the middle of truck traffic. Now, chassis are parked away from the main traffic artery, grouped by steamship line, with inoperable chassis segregated from the rest. The chassis yard is reorganized daily.

Horan said the low turnaround times could not have been achieved without the cooperation of truckers, ILA employees and Barbours Cut personnel.

Turnaround time for trucks and ships also has improved because equipment breakdowns are infrequent. The Portainers and Transtainers have been averaging less than 1 percent downtime compared to a national average of 3 percent.

A new system of maintenance has helped. Richard McLaren, maintenance manager, assigned a five-man crew to the nine Transtainers and a five-man crew to the four Portainers. Each crew works with its equipment day-in and day-out, learning about the machines as a doctor learns about patients. All \$18 million worth of equipment is on a regular maintenance schedule.

A decrease in equipment downtime has led to improved vessel production. The prime concern of steamship lines calling on Barbours Cut is the number of containers processed an hour. On the average, 22 container moves are completed an hour, with some steamship lines averaging as many as 32 containers an hour. (*Port of Houston*)

### Ambassador Mansfield honored by Long Beach

In ceremonies held recently at the American Embassy in Tokyo, the Honorable Michael J. Mansfield, U.S. Ambassador to Japan was honored by the City and Port of Long Beach, who named him an Honorary Port Pilot. The Ambassador thus became the 56th person-e to bear that title since President Eisenhower became the first Port Pilot recipient in 1954.

Mayor Clark cited Mansfield's long and distinguished career in both the U.S. House of Representatives, spanning 19 years, followed by 15 more years in the United States Senate, where he served as Majority Leader from 1961 to 1977, the longest in Senate history.

"From his early years as a professor of Far Eastern History at the University of Montana through his first tour of the Far East in 1944, through his nearly 35 years in the Congress to his present position as United States Ambassador to Japan, Mike Mansfield has demonstrated his understanding and support of international trade and its importance to the well-being of all", Mayor Clark noted in making the Port Pilot presentation. "This has been particularly apparent in his current role at the U.S. Embassy here and in his dealings with the Japanese Government. The Port of Long Beach particularly is appreciative of the Ambassador's strong support of our recent efforts to increase the export of Western steam coal to Japan and other markets in the Far East".

Pictured during presentation of ship's clock plaque are, from left, Long Beach Vice Mayor Ernie Kell, Long Beach Mayor Thomas J. Clark, Ambassador Mansfield, Harbor Commissioner David L. Hauser and Travis Montgomery, Executive secretary to the Long Beach Board of Harbor Commissioners.



### **Intermodalism sweeps Europe; Baltimore more benefits from freight rate packaging**

Mass availability of point-to-point microbridge rates in Europe is saving money for shippers who bring North Atlantic cargo through the port of Baltimore, according to Maryland Port Administration officials back from a recent two week trade solicitation tour of cities in Denmark, West Germany, Belgium, Greece, France, England, and the Netherlands.

Edward G. Ryznar, MPA director of trade development, and Richard A. Lidinsky, Jr., the port agency's director of tariffs and national port affairs, say a trend toward intermodal freight rate packaging throughout Europe is making Baltimore more cost efficient as a port for handling midwestern cargo bound for overseas North Atlantic destination. "There were less than 50 intermodal rates available earlier this year (1983) for cargo moved between a midwestern point of origin and a European destination," Lidinsky says. "Over 10,000 of these rates exist today, the vast majority of which use Baltimore as the gateway intermodal port."

Trade between the port of Baltimore and the countries toured totalled nearly 7 million tons in 1982, according to MPA statistics. European intermodal rate packaging will be a contributing factor in increasing that trade this year, Ryznar says. The intermodal rates will also help reduce diversion of North Atlantic-bound cargo from Baltimore to

Canadian ports, he says. "Non-carrier people in Europe are adjusting their services to accommodate the LCL shipper," Ryznar says. "The opportunities are greater now for smaller shippers to get involved in the North Atlantic trade via the port of Baltimore."

"The ocean rates now offered by major North Atlantic carriers are matching or beating those rates offered by competing Canadian ports," Ryznar says. "Baltimore will recover much of the cargo lost last year (1982) to Canadian ports because of this rate situation. The port of Baltimore has always been, and will continue to be, the preferred port for handling midwestern cargo bound for Europe. The fact that there are now even more intermodal rates being offered for these shipments makes us even more cost efficient." (Port of Baltimore)

### **Arabian Gulf general cargo exports increase in Port of Baltimore**

General cargo exports to Arabian Gulf countries increased 12 percent in the port of Baltimore for the second quarter of 1983 over first quarter levels despite a 1 percent decline in the trade nationwide.

Baltimore's second quarter general cargo export volume of 119,207 tons was second only to Houston's 127,024-ton figure. Baltimore was the leading U.S. port in value of goods shipped to Arabian Gulf countries in the second quarter with cargo value exceeding \$419,000,000; Houston's cargo value for the period was \$405,000,000; New York's cargo value amounted to \$361,000,000. Baltimore's higher value figures reflects a larger concentration of exported manufactured goods, tractors and road vehicles, and household appliances than competing ports.

The majority of Baltimore's second quarter, ending June 30, 1983, general cargo exports to the Arabian Gulf, a total of 96,567 tons, was shipped to Saudi Arabia. About 7,323 tons was shipped to Kuwait while 5,673 tons went to the United Arab Emirates.

### **N.C. Ports' revenue is up 5%, four months into Fiscal 83-84**

A five percent increase in revenues at the North Carolina Ports four months into the 1983-84 Fiscal Year was announced recently at a meeting of the State Ports Authority's board of directors.

Revenue for all ports' operations totaled \$4,958,864 or \$223,313 more than the same four month period last year.

The State Port of Wilmington showed the most increase with an 11 percent jump over revenues in July, August, September and October of 1983. The facility recorded \$3.9 million this year as opposed to \$3.5 million last year. Profit during this period was \$753,886 or \$246,000 higher than what was actually budgeted for this period. It also represented a seven percent increase in profits over last year.

Year-to-date revenue at the Port of Morehead City was \$1,017,645, a 14 percent decrease in revenue for the same period last year. The port, though showing a profit for the month of October, is still displaying a loss of \$130,000 for the year.

The month of October was particularly good for the Port of Wilmington. That facility showed a profit of \$248,000

on gross revenues of \$1,056,000. The budget called for a profit of \$126,857 on revenues of \$945,627.

The Wilmington results were attributed to a wide variety of imports and exports, particular steel products (16,365 tons), chemicals (25,594 tons), Woodpulp (24,072 tons), and tobacco (11,683 tons). Containers numbered 3,774 carrying over 40,000 tons of various cargoes.

## **Port of Oakland training program expanded**

The Port of Oakland is increasing the scope of its training programs for middle management port personnel from developing countries.

The Port will expand its existing curricula to include a course on preventive maintenance programs and techniques, based on the Port's own program development in this critical area over the past five years. An effective program in preventive maintenance is critical to modern, efficient marine terminal operations. It will complement courses already provided in General Port Management, Port Operations Management, Port Finance, and EDP Applications to Port Operations.

Oakland has developed an audio visual presentation describing both its expanded training capabilities at Oakland and its capacity to provide "in-country" operations training around the world. A presentation on the expanded program was made recently at a major shipping-transportation conference in Shanghai, Peoples' Republic of China.

One of the most modern and efficient Ports in the world, Oakland has been offering training programs since 1978. More than 100 staff members from the ports of developing countries have taken part, both in Oakland and on-site in their own countries.

As a result of a year-long on-site special training program in Lazaro Cardenas, Mexico, the Port of Oakland created training materials and procedures manuals dealing specifically with the tasks involved in the day-to-day operation of an efficient general cargo and container terminal. The manuals will be utilized in the enlarged curricula.

Oakland is the leader among United States Ports in offering training for foreign nationals. This year three delegations from Ethiopia and one from Dalian, Peoples' Republic of China, have received training in Oakland. In addition to Ethiopia, China and Mexico, trainees have come from Korea, Panama, the Philippines and Micronesia.

Additionally, Oakland has published a new textbook entitled, "**Modern Marine Terminal Operations and Management**," by Captain Warren H. Atkins, a senior instructor in the Port's resident training program. The textbook will be incorporated into the expanded training programs.

The text is available to the public from the Port of Oakland for \$75, or less if ordered in volume quantities, and covers all the important aspects of modern marine terminal management. It is extensively illustrated with both pictures and diagrams. While Oakland long has been recognized as a pioneer in container cargo development, it also has facilities for break bulk cargo and the new textbook deals with this topic as well.

Further information on the Port of Oakland's Training program will be provided on request by writing Walter A. Abernathy, Executive Director, Port of Oakland, 66 Jack London Square, Oakland, CA 94607.

Order for the Port's textbook should be submitted to:  
TEXTBOOK, Port of Oakland  
66 Jack London Square  
P.O. Box 2064  
Oakland, CA 94604

## **Container Terminal: Port of Richmond**

The Port of Richmond's container terminal is the first of its kind in the world. The first phase of this ultra-modern container terminal has been completed, with two sets of computer-controlled yard and vessel cranes. The implementation of a computerized overhead handling system is complete and is proving to be quite an advancement over conventional container handling systems. This computerized system is probably the most significant advance in ocean cargo handling since the advent of containerization. The advantages are quite clear — a vessel can be turned around in a third less time than at any other Bay Area facility.

The Conceptual Master Plan for the container facility incorporates by 1985 four berths composed of two container ship berths, each approximately 1,050 feet (320.3M) long, one roll-on-roll-off (RO-RO Berth) including lift-on and lift-off (LO-LO capacity), and one auxiliary berth. The total length of the wharf development will be 3,700 feet (1,128.5M). Immediately adjacent to the wharf is substantial back-up area for container and RO-RO storage.

However, the container terminal is not the only facility that the Port of Richmond has to be proud of. Within the parameters of City-owned and privately-owned terminals, the Port of Richmond has facilities that can handle almost any type of cargo, including bulk liquid, automobiles, break-bulk, scrap metal, and general cargo. The Port also has ship repair facilities containing five (5) drydocks.

## **Port of Charleston increasing boxed cargo movement at record levels through first quarter of Fiscal 1984**

Scoring a record 2,047,684 tons for the year ended June 30, 1983 (which was an increase of eight percent over the previous year total of 1,898,656 tons) the nation's eighth-ranked container port began the current fiscal year with three consecutive record-volume months.

Charleston's first-quarter total for the three months ended September 30 was 675,626 tons, a solid 60 percent increase over the fiscal first-quarter total of 421,371 tons a year ago.

Although the port's Fiscal 1983 container tonnage placed Charleston third in total container volume among all U.S. East Coast ports and 22 percent ahead of its nearest South Atlantic competitor, the September boxed cargo throughput of 241,181 tons places Charleston ahead of all previous projections.

The rapid growth of the port's container business closely parallels the progress experienced in the same time frame by two of the South Carolina State Ports Authority's innovations. They are the futuristic, all-container Wando Terminal and the port's cargo-handling and document processing system, ORION.

While in operation less than two full years, the Wando Terminal, in Fiscal 1983, utilized its 2,427-foot berth and four container cranes to good advantage, serving

five container lines which had a throughput of more than 79,000 TEU's (twenty-foot-equivalent units). The Wando accounted for approximately 29 percent of the Fiscal 1983 container volume of Charleston's three container service terminals.

The Wando Terminal's 115-acre paved back-up area now provides open storage for containers of six lines since Delta Line began calling there with its new all-container service in November. The Ports Authority plans to expand the Wando Terminal in the near future as demand dictates. Its container freight station, already doubled to nearly 200,000 square feet, could be expanded another 100,000 square feet in the near future, according to customer demand. An extension of the initial berth and additional container cranes are being considered for the near future.

During the past year, the Ports Authority's trade development efforts helped expand liner service from 81 to 87 lines and attracted seven new foreign freight forwarders, 22 motor carriers, five motor freight agencies and three steamship agencies to enhance Charleston's service profile. The port now serves 17 pure container lines and 20 break-bulk carriers with container service capability.

## Financing aids new commerce: South Louisiana Port Commission

New and expanding industries looking for a home may be pleasantly surprised at the benign economic climate offered by the South Louisiana Port Commission.

The South Louisiana Port Commission welcomes business with easy financing, low taxes and the most liberal tax exemption laws in the south.

Covering a 52-mile stretch of the Mississippi River, the Port Commission has jurisdiction over water transportation in the parishes of St. Charles, St. James and St. John. These three areas enjoy status in the top four in median income among Louisiana parishes, according to recent U.S. Department of Housing and Urban Development estimates.

The Port's authority to issue bonds provides a major inducement for industry. Tax-free industrial revenue bonds are available to finance the construction of port facilities. To this date, bonds totalling \$169,295,000 have been issued.

In addition, the three parishes can issue general obligation or revenue bonds to build and equip industrial or commercial facilities for lease for manufacturers' warehouses, corporate headquarters and hotels. Unlimited funding of pollution abatement projects is also permitted.

Another attractive feature of the Port of South Louisiana is the state's ten year tax exemption law. The plant and equipment of industries locating here can be exempted from local property taxes for ten years. Land and inventories are not exempt.

Even after this ten year period, businesses can realize tremendous savings. There is no state property tax in Louisiana. Local ad valorem taxes are among the lowest in the nation, running from \$69.82 per \$1,000 of assessed value in St. Charles to \$98.48 in St. John.

Tax relief is also available under the state's import-export law. This law provides that import or export cargoes are tax exempt if they remain in their original state. The Port can be used for transport of goods without paying ad

valorem taxes.

The repeal of Louisiana's occupational license tax in 1981 is proof of the enlightened attitude of the state's political leaders. While local and municipal bodies may choose to assess local occupational license taxes, these may not be higher than the tax repealed by the legislature, and many manufacturers can be exempted from these local taxes.

Louisiana is 36th in the nation in corporate taxation, showing that it does not rely heavily on corporate taxes for state revenue. A maximum of 8% of net income can be collected from any corporation.

Sales taxes in the tri-parish area range from five to six percent, with exemptions applying to such items as gasoline, steam, electric power, water and natural gas. No local personal income taxes exist in this area, and state income taxes are low: 2% on the first \$20,000; 4% of the next \$80,000 and 6% of all income over \$100,000.

Employers in the Port area do not pay taxes to a state workers compensation fund. They instead carry insurance obtained from authorized companies, which is based on the type of industry and the safety record of each plant. Claims are court-administered.

All these factors, added to a productive and enthusiastic work force, recruitment and training assistance, and excellent transportation facilities, combine to make the Port of South Louisiana the ideal place for companies in need of deep-water port facilities. The Port is committed to a progressive economic development program that benefits both industry and the people of Riverlands, U.S.A. (*SLPC News*)

## Terminals at Antwerp's new Delwaide Dock with favourable results

At present all five terminals which obtained a concession around the Delwaide Dock in the port of Antwerp, are fully operational.

Thanks to among other things very modern equipment and the use of a wide quayside area (between 500 and 800 m), terminal operators obtain very high output figures.

At Noord Natie's terminal already 64,500 TEU and some 90,000 tons of conventional cargo were handled during the first 6 months of 1983.

Hessenatie whose terminal is completely installed for both container — and Ro/Ro traffic handled already 125,200 containers (193,400 TEU) and 7,050 Ro/Ro units (35,450 tons) during the first 7 months.

Along the northern quayside of the Dock at the installations of Seaport Terminals, some 4,000 containers and 250,000 tons of general cargo, mainly forest products and iron and steel, were handled during the first 7 months of operation.

Allied Stevedores which has a multi-purpose terminal at the Delwaide Dock handled c. 18,000 containers during the November 82 — June 83 period. In addition 13,372 cars were imported, 617 mafi-trailers were handled while transshipments of conventional general cargo included 21,000 tons of various generals and 172,559 tons of steel pipes.

At Stocatra's bulk terminal over 1 million tons of ore were handled by means of two 50-ton gantry cranes. The terminal is in use since March of 1983.

In view of these results there can be no doubt as to the



Delwaide Dock coming up to expectations.

## Mid-term projects: Port of Bordeaux

The Port of Bordeaux Authority has constantly endeavoured to adapt its facilities to both new handling techniques and the spectacular development in the size of ships and their design. This drive is to continue over the next few years according to a master-plan with four main priorities.

### Improving access

The characteristics of the Bassens access channel and turning basins currently limit admissible ship dimensions to a length of 220 m (600,000 tdw class). They enable vessels drawing at least 9.20 m to navigate the channel, whatever the coefficient of the tide, which means that in optimal conditions, it can cater for vessels drawing 11 m.

Development projects are being undertaken to improve the characteristics of this channel so as to accommodate lightened vessels in the 80,000 tdw class. When completed, the Port's objective is to cater for half laden 120,000 tdw carriers at Bassens, (270 m long), thus extending the admissible draught to 10 m or 11.50 m depending on the coefficient of the tide.

### Renewing cranes

The Port Authority is to progressively replace a total category of low strength cranes over the next few years, since they are becoming obsolete because of the introduction of the new larger capacity vessels.

Port craneage, in fact, continuously changes and improves. The most striking example is perhaps to be found in the gantry cranes at Le Verdon, which handle an average of 20 containers per hour, but the same is true for the classic quayside cranes. In 1960 such cranes had a hoisting strength of 6 t when working with automatic grabs and an outreach of 18 m; those equipping the multi-bulk terminal at Bassens which were introduced last year have 15 t grabs and work at an outreach of 40 m.

These two examples illustrate the necessity of giving priority to the renewal of craneage, which will normally be carried out at a rate of 2 to 3 cranes a year.

### Diversification at Le Verdon

Because of its original location on an estuary, the Port of Bordeaux-Le Verdon has been able to develop harbour facilities at various points along its 100 km length and to develop specialized installations according to the geographical location and the nautical capacities of each of the sites.

Backed-up by the intermediary facilities at Blaye, Pauillac and Ambes, the two major focal points of port development have been at Bassens (for all trade except oil) and Le Verdon.

The latter has catered since 1967 for oil tankers — half laden 300,000 tdw or fully laden 150,000 tdw (i.e. 15 m draught).

However, Le Verdon has also been a container and ro-ro terminal since 1976, operating 24 hours a day throughout the year and accessible directly, without delay for the tide or locks, to the largest containerships in the world fleet (12 m draught).

But the potential at Le Verdon is such that it could cater for even larger vessels as well as the corresponding

commercial or industrial plants involved in this expansion.

The Authority's aim, therefore, in the years to come is to diversify operations at Le Verdon according to trade development, and in particular, to cater for the expansion in the bulk trades (coal, liquified gas, agro-foods, for example).

### Promoting industry

As a tool in the service of overseas trade, naturally, but equally of industry, the future of the Port of Bordeaux-Le Verdon is closely linked with the industrial future of the estuary.

In the same way as it provides harbour facilities, so the Port Authority can offer a complete range of industrial estates, located at various points along the estuary from Bordeaux to the sea, which it will be promoting during the years to come.

It is true that the current economic climate internationally is not the ideal one, but Bordeaux-Le Verdon has a number of advantages to offer industry and commerce, particularly where energy and agro-foods are concerned.

It is especially in these two sectors that the port has and will be developing a close working relationship with the « Département », the Region and all the local public services, in its drive to ensure its future. (*Gazette Du Port*)

## Positive trend continuing in goods-handling in Bremen and Bremerhaven

Goods-handling in Bremerhaven and Bremen has been increasing from month to month continuously since the beginning of January and, in August 1983 — with 2.6 million tons — lay 27 percent higher than for August 1982. Port Senator Brinkmann described this development as "quite pleasing". The positive trend is to be seen as well with bulk commodities as with general-cargoes. Incidentally the Bremen ports, with their general-cargo proportion of 63% of total handling, have not been matched by any other port. Similarly the containerisation rate rose further, to 40% in the first half of 1982 — to now 43.9% (August 1983). In September 1983 the handling tendency was one of continuing rise.

## Preparations for more container cargo—Investments at Holzmüller Terminal: Port of Hamburg

Investments totalling 34 million DM are involved in measures currently under way at the Holzmüller terminal in the Waltershof area of the Port. The work is connected with widening the terrain by 60 metres. The surface gain of 22,000 square metres resulting from this is needed for container handling.

The firm of Holzmüller, which formerly specialized exclusively in transshipment and storage of tropical stem wood and wood products, has in the course of the past decade increasingly developed multi-purpose terminal operations.

In addition to lumber, also break bulk goods — primarily rolling mill products — and general cargo are now increasingly being handled here for ro-ro services. However, containers are taking on growing significance, since the shipping companies are replacing their former ro-ro ships

with freighters capable of transporting both rolling as well as container cargo.

In order to be able to continue offering the lines optimum dispatch possibilities and good service, the firm invested some 16 million DM in expanding suprastructure. This includes relocation of the ro-ro facility, erection of a container crane, acquisition of quayside transport equipment and adaptation of the terrain.

In addition, there is expenditure amounting to 18 million DM for construction of the quay wall, which is borne by the city of Hamburg, but part of which is prefinanced by the company.

At the terminal, which following expansion will have an overall surface of 200,000 square metres — about a quarter of it covered — large open air spaces provide excellent cargo marshalling possibilities. Mobile cranes up to 70 tons and forklift trucks with up to 40 tons lifting power ensure fast movement of the cargo at the terminal. (*Port of Hamburg Topics*)

## **Transit traffic continues to have a stabilising effect, despite a decline in cargo handled in first half of 1983**

"Although there has been a drop in transit traffic handled in Hamburg, this decline is below the drop recorded overall in general cargo handled. Transit cargo, in effect, has had a stabilising effect," said Helmut F.H. Hansen, Executive Director of Port Commerce, Port of Hamburg — The Representative, making public the figures for the first half of 1983.

Compared with the first half of 1982 cargo volume handled for third countries, transit traffic, dropped by 1.2 million tonnes or 11.8 per cent to 8.8 million tonnes. An examination of the figures for imports and exports shows that the drop has mainly occurred in incoming cargo. Imports dropped by almost 35 per cent to 4.3 million tonnes whilst export cargoes rose by 33.6 per cent to 4.5 million tonnes.

"How things will turn out during the next few months and into 1984 it is difficult to say. But it is a fact that any positive development in world trade will take about six months to have its effect on port activities. This year, 1983, will go down as a year in which the port suffered considerably from the poor world trade position, but it will also go down as a year in which structural problems came to the fore through the development away from pier-to-pier container traffic to door-to-door movements. This along with increased use of modern technology has brought in its wake job and earning problems. It is to be hoped that the positive development in the U.S. economy noted recently is not just a two-day wonder, but a real improvement in world trade. This would mean for the ports of the world, and Hamburg along with them, some easing of the situation in the coming year. But 1984 will not be a trouble-free year, no matter how you look at it, for an economic upturn would not automatically solve the structural problems we have to face," Hansen said.

## **Limerick Harbour Commissioners present proposals on a single Shannon Estuary authority to the Minister for Transport**

Because seventeen years of negotiations have not produced all-round agreement on the formation of a united authority for the Shannon Estuary, Limerick Harbour Commissioners have presented proposals to the Minister for Transport, Mr. Jim Mitchell, to help in achieving progress towards the setting up of an Authority.

The Minister was acquainted with the background to the talks on a single estuary Authority which have been going on since 1966 and regrettably with the declared unwillingness of Foynes Harbour Trustees to become involved when he met Limerick Harbour Commissioners at Shannon Airport.

In what they described as a "practical proposal" in their submission to the Minister, the Limerick Commissioners stated they regretted the decision of Foynes, but that even without the involvement of the Foynes harbour trustees, there was "no apparent reason why an authority would not work effectively and progressively towards the orderly operation and development" of what they regard as the finest deep-water port in Europe and a major national asset.

With most of the essential elements of a single estuarial authority already hammered out in talks which have taken place over the years, the submission stated: "Such an Authority, without the participation of Foynes could control all the waters and port facilities except those in the jurisdiction of Foynes Harbour Trustees. If proposals along the lines suggested were adopted, the original objectives and ensuing advantages of the Shannon Ports Authority would be largely achieved".

The Limerick Commissioners, the biggest harbour authority on the Shannon with responsibility for the estuary since 1823, told the Minister that they had always given full support to a broadly based estuary authority. The concept had also been supported by Ministers for Transport since 1965.

While the Limerick Commissioners had invested over £850,000 from their own resources, in improvements and services on the Shannon and in funding economic and physical studies which had contributed to major industrial and other investments, a single authority would strengthen the estuary's position for negotiating EEC and Government development funding.

A report commissioned from Dutch consultants, Ingenieursbureau Lievense b.v. had shown that the Shannon could cater for 400,000 tonne vessels at a "modest" £5 million cost, with minimal subsequent dredging costs.

The submission also pointed out that most European estuaries were under the control of one authority.

The Commissioners' submission traced the background to single authority negotiations which dated back to 1966. Agreement was reached in 1971 to set up a Shannon Ports Joint Committee. Involving the harbour authorities from Limerick, Foynes and Killybegs, the Department of Transport and Power and Kerry county council, the committees submitted agreed heads for legislation in 1974.

The Limerick Commissioners submission adds that in the most recent discussions agreement had been reached on

essential elements. These included the formation and incorporation of the authority, its purpose and jurisdiction; transfer of powers and duties, treatment of small piers, transfers of property rights and liabilities, pilotage, staff transfers and the formation of local committees to retain links between traditional ports and local communities.

The Limerick Commissioners had also reaffirmed agreement to the proposed representation on the Authority. The 30-member board would involve — 4 seats each to Limerick, Clare and Kerry county councils, Limerick Corporation and Ministerial nominees; 2 each for Limerick Chamber of Commerce, Confederation of Irish Industry, Labour and Shipping Interests, and 1 each to IDA and Tipperary North Riding county council.

The special positions of KUDC and the Shannon Town Commissioners, both statutory bodies on the north bank of the Estuary, will have to be recognised also in any legislation providing for the setting-up of a new estuarial authority. Any provisions in this respect will, of course, be a matter for the Minister to decide.

The Minister was told that the advantages of a single Shannon Estuary authority would be:

- Cohesive and progressive forces would be generated
- Undesirable dissention, duplication of facilities and services would be eliminated
- Improved planning co-ordination
- Better use of financial resources
- Strengthened position for negotiating with EEC and Government for development funding.

These proposals, the submission to Mr. Mitchell added: "Contain all the essential elements of previous draft schemes and would undoubtedly pave the way for orderly and progressive development of the Shannon Estuary".

## Rotterdam makes its port accessible to bulkers drawing up to 72 ft

In 1982 more than 31,000 seagoing ships called at Rotterdam. Nine per cent of them drew 34.6 feet or more, while seventy-five vessels had draughts of over 67 feet. Even if a sag in freight rates has depressed demand for large carriers a bit for the time being, this does not mean the end of this vessel. In the dry bulk sector especially the transport cost economies of the large vessel are gaining ever wider recognition. The economies are far from small, especially on longish routes. In the period since 1980, carrying ores in 150,000-tonners was between one and four dollars cheaper, depending on the market situation, versus transport in 80,000-tonners. Vessels of 250,000 dwt cut costs by another 1.50 dollar. Similar economies apply to the transport of crude oil, coal and grains in very large bulkers.

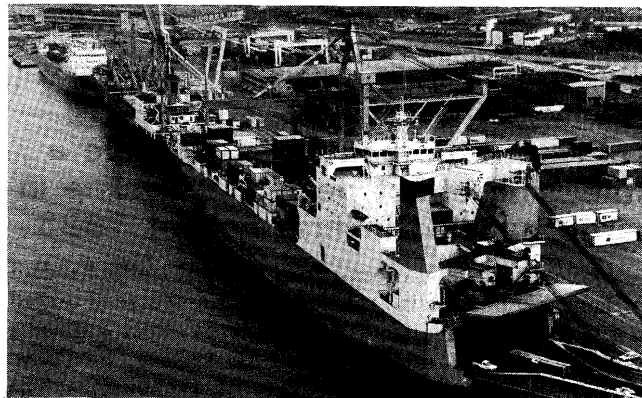
Shippers will be able to obtain even bigger transport cost economies when the approach channel to Rotterdam becomes fit for ships drawing 72 feet by the middle of 1984. The dredging is a big and costly project, running to some 200 million guilders. The channel will not only be made deeper but will also be extended from 40 to 56 kilometres from the Rhine mouth. Even in the southern reaches of the North Sea work has to be done to clear the way to Rotterdam for 72-footers.

Already off the coast of France buoys and beacons have to be installed and an auxiliary transmitter for the location-

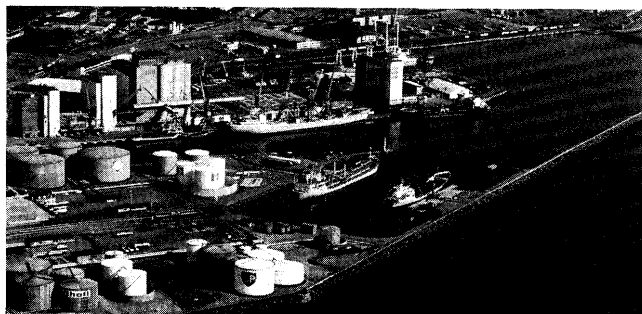
finding system must be built in England. Moreover, a couple of wrecks have to be cleared away in the southern reaches of the North Sea. An unmanned measuring station has been set up 57 kilometres off the coast, which automatically transmits information on water level, wave height, wave direction, wind force and atmospheric pressure to shore. This information makes it possible to determine with a high degree of precision whether ships can come into port safely with sufficient keel clearance. (*Port of Rotterdam Bulk Paper*)

## Photo news from Port of Helsingborg

Containers and other units has a large share of the cargo throughput of the port. The picture shows the Skane Terminal — sole complete container and Ro-Ro terminal of South Sweden.



The Tanker Terminal can accommodate large product tankers. However, in Helsingborg dry cargo dominates the throughput exceeding 8 million tonnes in a year.



The West Harbour, constructed by land reclamation, is located between the North Harbour and the Tanker Terminal. It is scheduled ready for operations in September 1984.



## Mr. J.P. Davidson appointed Chairman of the Pilotage Commission



Mr. J.P. Davidson, C.B.E. who was a member of the Executive Committee and the U.K. Director of IAPH until his retirement at the Vancouver Conference has been appointed by the Minister of Transport to be Chairman of the Pilotage Commission in Great Britain from 7th November, 1983. The Commission was established under the Merchant Shipping Act 1979 for the purpose of re-organizing the pilotage service in Great Britain in the interests of efficiency and safety and the fair treatment of those engaged in the service.

## Paving design manual—an additional chapter: British Ports Association

"The Structural design of Heavy Duty Pavements for Ports and Other Industries" was published by this Association last year to meet a hitherto unfulfilled demand. Paved areas over which containers are handled have a typical cost of about £80,000 per acre (£25/m). They are subjected to very much higher wheel loading than, for example, highways, and extrapolation of highway design methods has been shown to be inappropriate. Nor, for example, do the design methods for airport runways meet the specific port requirement, although they have offered some valuable points of reference.

Pavement failure in these operationally sensitive areas is unacceptable, and over design clearly imposes heavy cost penalties. In response to a demand from its own members engineers the British Ports Association engaged Nigel Nixon and Partners, a firm of consulting engineers, with considerable inhouse experience of port paving problems, to research and develop a port paving design manual. The work was carried out on the basis of the established national and international academic work in this field, together with original work, and in collaboration and consultation with nearly 50 British container handling ports. The manual, which was published in 1982, thus represents the result of many years research and development.

The manual provides an explanation of design principles involved, together with an assessment of the damaging effect of plant, examples and 120 fold out design charts to provide solutions for full range of conditions and requirements. It allows the engineer to proportion the courses in a heavy duty pavement, taking into account the following.—

- Life required for pavement
- CBR of subgrades
- Damaging rating of plant
- Degree of plant channelisation
- Dynamics, including braking, accelerating cornering and uneven surface

The manual is now in service in over 40 countries and has been well received by both developed and developing nations. It is used for pavement design and specification and heavy materials handling plant selection not only in ports, but at airports, mines, in heavy manufacturing industries, for large scale waste disposal, for land reclamation and many other applications where loads are handled on paved areas.

The facility that was introduced by the manual to assess the damaging effect of plant through its PAWL (Port Area Wheel Loading) ratings is now well established. It enables options of equipment choice and paving specification and life to be carefully costed.

Following the success of the original publication, the British Ports Association has arranged with Nigel Nixon and Partners to prepare an additional chapter to this manual for resurfacing and overlaying. This new chapter enables the engineer to use the design charts already in the manual to extend the life of an existing pavement for the same use or to upgrade an existing pavement for a more demanding use.

Provision exists for those who already have the manual to bind the new work within the same covers. The end result is a manual which deals comprehensively with all aspects of design for both new paving and that requiring strengthening.

The new chapter will be available at a cost of £35 plus postage and packing. If not already in possession of the original manual, a copy containing the additional chapter can be purchased from the Association at a cost of £110, plus postage and packing.

If a copy of either the additional chapter or the enlarged edition of the manual is required, please write, telephone or telex for a pro forma invoice to:—

Mr. R.A. Gibbons  
Head of Operations and Research  
British Ports Association  
Commonwealth House  
1-19 New Oxford Street  
London WC1A 1DZ

Telephone number 01 242 1200  
Telex number 295741

## ABP announce £400,000 scheme at Port of Garston

Associated British Ports have placed the contract for a £400,000 scheme to widen the entrance to the North Dock at the port of Garston on the Mersey.

The contractors are to be McTay Construction Limited of Bromborough, Merseyside.

The new scheme, scheduled for completion in July 1984, will remove the beam restriction at the North Dock's entrance and will allow vessels of up to 63 ft beam to enter the North Dock. Previously, vessels over 55 ft beam could only enter the port's Stalbridge and Old Docks. The scheme will improve navigation within the enclosed docks system, and will allow ships of broader beam to use the port's North Dock Container Terminal which was completed in July 1982.

Mr. Tony Winfield, Garston's Port Manager, commented:

"We initiated this scheme in response to customer demand, following the success of operations at the North Dock Container Terminal. With this new investment, we are aiming to make the Terminal's facilities more widely available, and to attract more business to the port."

## **New container Terminal at Lowestoft: Associated British Ports**

It was a red-letter day for lowestoft when it was announced that Associated British Ports and the Coastal Container Holdings Group had agreed jointly to establish a new container terminal at the port.

Under the agreement, ABP and Coastal are to form a joint venture company, to be called Lowestoft Container Terminal Company Limited, which will operate the terminal. Lowestoft is the UK's most easterly port. Only 99 miles from Rotterdam, it is ideally placed for services to the Continent and other routes served by smaller container vessels.

The terminal will be equipped with a 32 tonnes capacity container gantry-crane and two rail-mounted park-grantry cranes, with a 35-tonne Scotch derrick as a back-up. Rail facilities will be provided, and the terminal could, if necessary, be doubled in size in the future.

Lowestoft is one of our successful smaller ports and handled a record 513,000 tonnes of cargo in 1982. Its location makes it one of the few ports which can service both the Midlands and south-east England on an economic basis.

Commenting on the agreement, ABP's deputy chairman, Donald Stringer, said: "With its close proximity to northern Europe, Lowestoft has a record of consistent growth in recent years, and this new venture will enable it to diversify its resources further to satisfy future demand. ABP have an established close working relationship with Coastal at our west-coast port of Garston". (PORTS)

## **Improved ship safety and pollution prevention arrangements: Transport Australia**

The Federal Government has taken a major initiative in improving marine pollution protection and shipping safety arrangements in Australia by accepting six International Instruments.

The Federal Minister for Transport, Mr. Peter Morris, announced that Australia had accepted the Conventions and Protocols at a brief ceremony prior to the Assembly meeting of the International Maritime Organization in London last November.

"This acceptance demonstrates the Federal Government's determination to seek multi-lateral solutions to the problems facing our maritime industry", Mr. Morris said.

Representing the Minister, the head of the Australian delegation Mr. Rae Taylor (Secretary to the Federal Department of Transport) deposited the instruments of acceptance with the Secretary-General of the IMO, Mr. C.P. Srivastava.

Mr. Morris said that remaining legislation to give effect to the Conventions and Protocols would come into force in February 1984.

"This action will bring Australia's maritime laws into line with the most up to date and widely accepted inter-

national standards, Mr. Morris added. "It is a major step forward in the Government's program to bring Australia into line with accepted international maritime standards."

The four Conventions and two Protocols to which Australia has become a party are:

- Convention relating to intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (Intervention)
- Convention on Civil Liability for Oil Pollution Damage 1969 (CLC)
- Convention on Maritime Search and Rescue 1979 (SAR)
- Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW)
- Protocol relating to intervention on the High Seas in Cases of Marine Pollution by Substances other than Oil, 1973
- Protocol to the International Convention on Civil Liability for Oil Pollution Damage, 1976

## **Atlanttrafik service to begin in December 1983: Port of Adelaide**

South Australia has gained another direct shipping service, with a decision by Atlanttrafik Express Service to include the Port of Adelaide in its around-the-world monthly schedule from December, 1983.

The Minister of Marine, Mr. Roy Abbott, in announcing the new service said the AES call had been negotiated by the line's agent, the South Australian company South Sea Lines. The first Port of Adelaide call was set down for December 20 and the vessel would start loading on the North American east coast on November 9 for the north-bound run.

The Minister said that, although the service had been initiated to handle tuna exports to the Italian port of Leghorn, with about 300 containers of tuna due to be shipped out between December, 1983 and May, 1984, it would also provide invaluable access to North American east coast ports. As well, it would give entree through Spanish ports to feeder services into North Africa, Southern Europe and West African ports.

"One of the most important aspects of this new around-the-world service is that it will provide direct links between North American east coast ports", the Minister added. "Until now, we've been forced to ship through the Port of Melbourne, both for exports and imports, with all of the heavy cost and time penalties that involves. From December, the Port of Adelaide will be within 32 days of St. John (Canada) and the US east coast ports of New York, Philadelphia, Baltimore, Norfolk and Savannah. As a substantial meat exporter to the US, South Australia will then be able to reach direct into its marketing areas in that region.

"As well, of course, a much wider range of S.A. exporters and importers will be able to use the new link to expand their activities across a broader spectrum", Mr. Abbott said. (SPJ)

## **Second container crane for Port of Adelaide**

The South Australian Government has announced its decision to install a second container crane at the Port of



Adelaide terminal.

The crane will cost \$5.1M and will probably be built largely in South Australia. It should be operational during the first half of 1985. The second crane will improve direct call economics for container ships using the Port.

The South Australian Government and the South Australian shipping user group will resume negotiations with the Australia northbound shipping conference in February for direct Japan/Korea service calls to begin in 1984. Agreement in principle on the economic viability of the service has already been reached.

## First stage of new coal loader nears completion: Maritime Services Board of N.S.W.

Stage I of the new Kooragang Island Coal Loader at Newcastle is nearing completion and should ship its first coal in June 1984 as planned.

A status report tabled with the Board last month indicates that the project is nearly 70 percent completed and is several weeks ahead of schedule.

It commenced with the formation of a consortium of five major partners in July, 1981. On that date, Kooragang Island Coal Loader Ltd. was formed, consisting of the following shareholders:—

The Broken Hill Proprietary Company Ltd.	30.0%
The Maritime Services Board of New South Wales	20.0%
Newcastle Coal Shippers	27.5%
Howard Smith Ltd.	12.5%
Japanese interests	10.0%

Stage I is designed to contribute an initial capacity of 5 mtpa by mid 1984 increasing to 15 mtpa by the end of the year.

### Design and Layout

The loader is situated partly on reclaimed land. A good deal of the fill for the project came from dredging the channel and berth areas. The berthing basin has been dredged to a depth of 16.5 metres and the channel to 15.2 metres.

A further 1.26 million tonnes of slag fill materials were delivered to the site from Newcastle Steelworks and Boral Resources.

Water depths at the new berth will allow vessels of up to 140,000 dwt to be partially loaded to 105,000 tonnes. Design of the wharf and shiploader make provision for ships of up to 180,000 dwt to be ultimately handled at the berth.

Parallel stockpiles to the north of the berth will run in an East/West direction to make the best use of available land and to minimize the dust generating effect of prevailing winds.

Coal will be reclaimed from the stockpiles by bucket wheel reclaimers operating at a maximum of 8,000 tph. Two reclaimers will be provided in Stage I. Each will have a 14.5 metre diameter with 10 buckets of 4.6 cubic metre capacity. They will dwarf the present size of reclaimers at the Port Kembla coal loader which are fitted with buckets of 2.6 cubic metre capacity.

A third reclaimer will be added for Stage II, and three more will be installed, on two duplicate stockpiling areas, when Stage III construction begins.

About 17 km of railway track will be laid for Stage I of the project, and a further 5 km at each ensuing stage.

Bottom-dump coal wagons will enter the site via a balloon loop and discharge loads into a dump station at a rate of up to 30,000 tonnes per hour. A 42-wagon train will be able to unload in about 30 minutes.

Three unloading stations will permit as many trains to unload simultaneously. They will be sited parallel to each other.

### Environment

A high level of environmental protection will be observed at the new loader.

Conveyors will be covered where practical and low noise equipment will be employed to reduce operational sound levels.

Agglomerating agents will be added to coal as it arrives at the receipt points and water from the site will be collected in settling ponds and used to spray the coal stockpiles to eliminate dust nuisance.

Sewage package plants and septic tanks will be installed and treated waste used for landscaping. Trees and shrubs will be planted in and around the site.

Regular monitoring of environmental parameters will be undertaken to ensure that protection measures meet or exceed those required.

The shiploader is expected to be ready for service in June, 1984. (PORTS)

## Melbourne's World Trade Centre declared open

The Premier of Victoria (Mr. John Cain, M.P.) and the Prime Minister of Australia (Mr. Bob Hawke, A.C., M.P.) jointly declared the World Trade Centre officially open at a ceremony held in the Galleria on the evening of Friday 30, September, 1983.

The ceremony marked the end of nearly ten years planning and four years construction of the five building complex, the first building of which was occupied by the head office staff of the Port of Melbourne Authority in June 1982.

In his address, Mr. Cain said the Centre is a State and a national facility which is being opened at a very opportune moment for the State's economic development.

"Australia and Victoria are now moving out of the recession and all the indicators are that a new era of economic expansion has just begun," Mr. Cain said.

Mr. Cain said that the World Trade Centre will add to Melbourne's role as a major international trading centre. "The Port of Melbourne and the World Trade Centre are already making a mark on Australia's international trade," he added.

Referring to the current tenant mix of private and public sector organizations involved in trading activities, Mr. Cain said there is a need for the private sector also to show faith in the Centre.

"The Government has indicated its faith in the continued prosperity of the Port with capital works such as the \$35 million Webb Dock development and the new rail link. For the private sector to show similar faith in Melbourne's port and, in particular, the World Trade Centre, would add much to the continued economic development of our State," he added.

Mr. Hawke said: "It is logical that this first World Trade Centre be established in Melbourne. Melbourne is the base for about half Australia's business and the Port of Melbourne is the largest container port in the Southern Hemisphere handling about 40% (in 1981-82) of Australia's cargo trade."

Referring to the prospect of improved growth in world trade and measures being taken by the Commonwealth Government to revitalise Australia's export performance, Mr. Hawke said the World Trade Centre can "play an important role in focusing Australia's attention on world trade."

"The Centre has established a grouping of organizations interested in international trade in a way that has not been possible before in Melbourne or indeed in Australia. For the first time a total service to exporters is possible under one roof. This must lead to greater efficiency in our export effort, particularly through the exchange of information on commercial products and services, overseas markets etc."

"The establishment of this Centre is a further example of co-operation between the Commonwealth and State Governments and private enterprise organizations involved in all facets of export. If the spirit of co-operation continues into the day-to-day business of the Centre, it is assured of success," Mr. Hawke added. (*Port Gazette*)

## Injuries are a community problem: Port of Melbourne

Safety, whether in the workplace, the home or during leisure time activities, affects each and every member of the community.

Statistics indicate that the number of working days lost due to occupational injury and disease is twice the number lost as a result of industrial disputes.

The cost to the employer through insurance premiums being related to the incidence of industrial accidents, plus the loss of productivity resulting from these accidents, is in the long term borne by the community through increased charges for services and goods.

Safety services and practices are given priority in the Port of Melbourne by the provision of First Aid and Emergency Services throughout the Port area and the conduct of on-going employee-participation safety programmes organized in all departments of the PMA by the Authority's Safety and Rehabilitation Co-ordinator and the Safety Officer.

For twenty-four hours, seven days a week, a highly trained force of men skilled in first aid, fire fighting, diving and rescue procedures, both on land and water, are on hand to immediately turn out to any emergency or answer any call for assistance in the Port area.

In the twelve months ended 30 June 1983, the First Aid section of the Emergency Service treated a total of 2935 people. Of these 1796 were waterside workers, employees of stevedoring and shipping companies, contractors and carriers; 839 were Port Authority employees and 300 were classified as miscellaneous. This service, which is available to all people within the Port area, is a vital segment of the overall industrial safety policy of the Port of Melbourne Authority.

Accident prevention is the most important platform

in any industrial safety programme. The employer is responsible for providing a safe and healthy workplace, to ensure safe working methods are practiced and to ensure that equipment provided is not only safe but that it is maintained in a safe condition.

Employees, too, have to assume responsibility for their own safety and the safety of fellow employees in the workplace by abiding by all safety regulations and following recommended safe working practices.

The Port of Melbourne Authority's safety programme involves all employees. A Management Safety Committee made up of departmental managers is a co-ordinating body which meets monthly to ensure the Authority's safety policy and safety rules are carried out and to generally formulate recommendations within the policy framework for consideration at departmental level.

Meetings within each department are regularly held at which employees are encouraged to discuss safety aspects of their work. In addition, safety representatives are elected by each department.

A Safety and Rehabilitation Coordinator and a Safety Officer are employed to organize safety courses, advise upon safe working practices and equipment and to investigate and review accidents.

The effectiveness of the PMA's safety programme is reflected in the continuing improvement in safety performances as evidenced by the reduction in the number of insurance claims over the past three years. In the twelve months to 30 June 1981, a total of 280 claims were made; this dropped to 254 in 1982 and in 1983 a further reduction was recorded when claims lodged totalled 218.

As further evidence of a good safety performance the number of classified injuries suffered by PMA employees in 1981 totalled 135. In 1983 classified injuries totalled 77. First Aid treatments in 1981 were 1565 (839 in 1983) and the rate of absenteeism had been reduced from 0.83% in 1981 to 0.46% in 1983.

One of the major success stories of the Port Authority's safety programme is the introduction of home visits to injured employees and a rehabilitation programme where an employee who has suffered an accident is, if possible, placed in alternative duties that are more suitable to the incapacity resulting from the accident.

These programmes were introduced in response to research overseas and in Australia which has shown that recovery from an injury can be hindered by the frustration and depression caused by loss of the ability to support a family adequately and the forced idleness during the recovery period. In addition, advice on various matters including insurance and worker's compensation can assist in alleviating anxiety and speed the return of the employee to the workforce.

Management and employees of the Port of Melbourne Authority are constantly striving to achieve improved safety performances by means of employee co-operation and a constant review of equipment and working practices. By this means every accident avoided achieves not only a reduction in costs, but also a reduction in human suffering. (*Quarterly*)

## Hong Kong expanding container terminal

A US\$192.3 million six-storey container freight station is rapidly taking shape in the middle of Sea-Land Orient's 32-acre terminal at the huge Kwai Chung container terminal.

When completed in late 1986, Sea-Land Orient (part of the US Sea-Land Shipping Group), will boost its parking capacity for containers from 1,700 40-foot containers to around 2,500 units.

The 61-metre tall building will cover an area of 172,680 square metres and could lay claim to be the largest building in Hong Kong.

Asia Terminals, a joint venture between Sea-Land Orient and Far East Consortium, will own and operate the actual freight station.

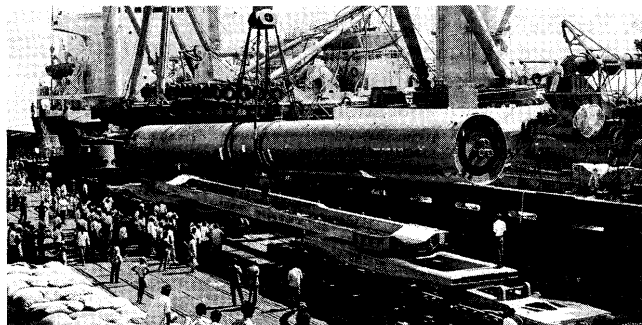
The new terminal is expected to fit in with a proposed major expansion plan for the Kwai Chung container terminal to cope with an expected annual throughput capacity of about 2.2 million TEUs (20 ft equivalent units) by the mid-1980s.

## Financial performance during 1982-83: Kandla Port

The annual accounts of Kandla Port Trust show a net surplus of Rupees 145.1 Million during the financial year ending 31st March 1983.

The total revenue income and expenditure of the Kandla Port during the year 1982-83 were Rs. 319.8 m. and Rs. 174.7 m. respectively. The balance in the various revenue and capital reserves rose from Rs. 540 m. to Rs. 686.8 m. The return on the capital employed for the years was 22.23%.

The outlay on plan schemes made by the Kandla Port during the year was Rs. 143.4 m. against the budgeted outlay of Rs. 124.6 m. This entire outlay was financed from the internal resources generated during the year.



## Nagoya sees sharp rise in containerized cargo

The volume of containerized cargo handled at Nagoya Port in 1983 is expected to reach the 5-million-ton level, an increase of about 30 percent over the 1982 figure of 3,800,000 tons.

One of the factors behind the rise in cargo volume is the inauguration a year ago of the European container freight service. Still another is the remarkable progress achieved in the containerization of cargo, particularly in the developing nations.

As one promotion effort, in March 1983 Misses Port of Nagoya were chosen to symbolize Nagoya's welcome to visiting ships. They have gone aboard newly built ships on their first calls to Nagoya and visited ships on new service runs to the port.

They have also paid courtesy calls to ships celebrating the fifth, 10th or 15th anniversaries of the inauguration of containerized service to present the captains with bouquets.

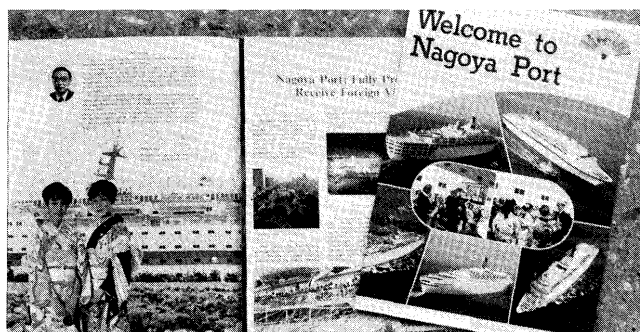
The Port of Nagoya has carried out a vigorous drive to promote cargo traffic. For example, in October 1983 it sent the Mission for the Economic and Port Promotion of Nagoya Port to the U.S. West Coast for the first time.

It is believed that such efforts have induced more ships to come to Nagoya and are partly responsible for the increased volume of container cargo handled at the port.



The two girls currently serving as "Miss Port of Nagoya" visit the "Hakone Maru" during her voyage celebrating the 15th anniversary of the opening of the PSW route.

## Port of Nagoya encouraging calls of foreign passenger ships



The newly-published pamphlet "Welcome to Nagoya Port"

In December 1983 Nagoya Port Authority (NPA) published "Welcome to Nagoya Port," a pamphlet to encourage foreign passenger ships to call at Nagoya. This followed the visit to the port in April 1983 of the West

German luxury liner Europa, which prompted us to hope for further such calls.

Nagoya residents flock to the port whenever a foreign passenger ship arrives. The Port Building, featuring the Nagoya Maritime Museum and many other tourist facilities due to be completed at the Garden Pier in July this year, will be ideal for welcoming liners.

The cover of the 16-page pamphlet shows some of the world's most famous luxury liners. Inside are lavish full-color photographs of Nagoya Port, the city, nearby tourist attractions, and the major tourist spots east and west of the city. It is hoped this pamphlet will serve as a guide for foreign tourists.

NPA has begun an intensive PR campaign for the new pamphlet. NPA are sending copies all over the world to companies which own or operate passenger liners. Within Japan NPA staff are calling directly on shipping company branch offices and agents.

If you would like more details about the pamphlet, please contact:

Nagoya Port Authority  
8-21, Irifune 1-chome  
Minato-ku, Nagoya 455  
Japan

Tel. (052) 661-4111  
Telex: 4463816 NPA J

## KMPA port study groups to Japan

Mr. Han, Jun-Sok, Administrator, Korea Maritime and Port Administration, decided to send three 5-day port study groups to visit some major ports in the western part of Japan over the three weeks starting from December 5. The four major ports involved were Kitakyushu, Osaka, Kobe and Moji. This was KMPA's first educational program overseas for officials actually engaged in various aspects of port operation.

Each group, composed of twenty-two officials of various ports of Korea, visited the container terminals and conventional cargo handling facilities at each port for the purpose of studying the present situation concerning terminal operations, with particular reference to delivery/pick-up of cargoes, unitization and the palletization of general cargoes. Also included in the program was the visit to Hibikinada Industrial Park in Kitakyushu, Port Island in Kobe and the passenger terminal at Shimonoseki.



Mr. Lee Joo-Wan, Attache, (Maritime & Port), Korean Embassy in Japan (standing), expresses his thanks on behalf of the KMPA port study group upon their visit to the Port of Kitakyushu.

## Shuwaikh plans for future growth

Kuwait's Shuwaikh port, which has increased its revenue by 500 per cent in the past four years, is to be extended.

The Ports Public Authority has agreed to extend the port to the north, which will increase its capacity.

The port's revenue went up from \$3.15 million in 1979 to \$15.28 million last year.

There has also been a large increase in the number of containers unloaded at the port — 117,449 last year, compared with 37,757 in 1978.

More than 7.2 million tons of goods arrived at the port last year, an increase of eight per cent on 1981, and the number of ships increased to 2,129, three per cent more than the previous year.

The port authority has completed improvement to Shuwaikh stores area, and work is expected to get underway next year on a big new office complex for the port.

The authority is planning to use a computer for all sections of port work, and a marine training school for authority workers is to be set up at Shuwaikh. (*Gulf News*)

## All about SIKON: Kelang Port Authority

SIKON is the acronym given to the KPA's on-line container information system. It stands for Sistem Informasi Kontena (Container Information System).

SIKON is a comprehensive on-line system which can provide up-to-date and accurate information on stock position of containers, receipt and delivery of containers to operators, shippers, forwarding agents and at the same time provide speedy operational information to the port management.

The application of SIKON will have positive impact on the various aspects of container operations at the KPA terminal and initially will be applied on:

### Gate Operation

- Data entry at the gate-house for all receipts and deliveries
- Verification of container number
- Print-out of Equipment Interchange Receipt (EIR)
- Validity check for Customs clearance
- Automatic yard allocation for exports

### Ship Operation

- Pre-discharging data entry of all import boxes
- Data entry of general stowage plan
- Print-out of containers stowed/discharged

### Yard Movements

- Data entry for all yard movements
- Yard planning for imports, exports, empties, reefers and miscellaneous containers
- Data entry of straddle carrier movements
- Print-out of yard status reports

### Container Freight Station Operation

- Data entry of all stuffing/unstuffing activities
- Print-out of daily CFS operation reports and LCL balance list

### Inventory Control

- Inventory control of containers based on data entries

at the gate-house, loading and discharging and yard movements

- Tracking of containers in stackyard
- Change of container status
- Print-out of daily inventory report

#### Billing

- Automatic calculation of container stowage charges
- Automatic calculation of demurrage for containers
- On-line print-out of container invoice cum demurrage invoice
- Data entry of change of status and priority unstuffing
- Print-out of daily billings for other chargeable services

#### Benefits of SIKON to port users

##### More efficient container handling

Faster turnaround time achieved through:

- Forward planning of container allocation in the stack yard by computer.
- System verification of correct stack location and notification of errors.
- Up-to-date information captured by the system.

##### Less delays caused by documentation

Invoices and other documents are automatically printed by the terminal printer hence eliminating manual writing or calculation. Clerical errors are reduced accordingly. Transfer of information is automatically done with minimum documentation required.

##### Speedy response to inquiries

Data in the system is instantly retrieved and quick replies can therefore be given to inquiries. Some of the information which could be obtained:

- Daily stock of containers in the terminal.
- Daily reports on all container movements.
- Ship outturn and discrepancy reports.
- Over-staying container reports.

##### Improved security

Better control of operations and documentation assists in improving security:

- Control of access to the VDUs by means of passwords.
- Exception reports for unusual situations eg. a full container being classified as empty.
- Checking that operations follow the correct procedure and issuing warnings when there are deviations from the norm.
- Keeping a record of messages received and identities of originators of such messages. (*WARTA LPK*)

## Auckland Harbour Board focuses on Ferry Basin

After the discussing several proposals from interest groups wishing to use the Ferry Basin area of the harbour adjoining Downtown Auckland, the Auckland Harbour Board feels that priorities for the future of the area should be established.

The Board agreed at its last August meeting with the recommendation of the General Manager, Mr. R.T. Lorimer, that several recently-publicised development proposals for the Ferry Basin should be considered in the light of the Board's existing commitment to the redevelopment

ment of the adjacent 'Quayside' area in conjunction with the erection of its new office building at the base of Princes Wharf.

It was important, Mr. Lorimer said, that the Board establish some priorities to ensure that any new facilities provided were of a nature that would best meet the public's needs.

Proposals from interest groups discussed by the Committee included a suggestion for the erection of buildings in the area immediately seaward of the Ferry Building to include that building in a commercial complex; a proposal virtually duplicating the Board's existing Quayside proposal but including additional berthing facilities for charter boats; a proposal that a floating pontoon be sited in the basin to shelter float planes and yachts available for charter trips. (*News Report*)

## Southland Harbour Board expands its influence to Stewart Island

The Chairman of the Board and his counterpart, the Chairman of the Halfmoon and Horseshoe Bays Harbour Board revealed that the two authorities had made an in principle decision to amalgamate their two authorities.

The Chairman of the Southland Board, Mr. J.N. Armstrong, explained that discussions on a possible merger had been going on since late in 1982.

There had been a number of visits to Stewart Island by Board Members and officers during the negotiations and a complete inspection of the Stewart Island Board's facilities had been accomplished on one visit.

Mr. Armstrong said that a terrific amount of paper had been generated during the discussions subminating in a discussion paper being prepared which set out a basis on which the amalgamation might proceed.

A Stewart Island Harbour Committee would be established. This body would consist of the members of the Stewart Island County and would meet on an as required basis. It would advise the Southland Harbour Board, meeting in Bluff, on the administration of the Stewart Island ports.

Mr. Armstrong emphasized that this proposal was not dissimilar to the way the Island's maritime affairs were dealt with now. "At the present time the membership of the Stewart Island County and the Halfmoon and Horseshoe Bays Harbour Board are one and the same," he said. Although the new proposal resulted in a loss of autonomy for the Island people it had the advantage of bringing in the outside expertise that was now needed to administer Stewart Island maritime affairs, Mr. Armstrong said.

From a legal point of view, the proposed change would be effected by the Local Government Commission. That body would draw up a "re-organization scheme" which would provide for the dissolution of the Stewart Island Board and the assumption of its powers and functions by the Southland Board. The re-organization scheme would also set out the terms and conditions under which the proposal would go ahead.

Mr. Armstrong said that the Board was looking forward to the challenges its new responsibilities on Stewart Island would bring and he said he was completely confident

the trust of the Stewart Island people was not misplaced.  
(*The Bluff Port Sider*)

## Cargo facility to be improved: Wellington Harbour

The Wellington Harbour Board gave approval to proceed apace with the modernization of general cargo handling facilities at Aotea Quay.

The necessary approvals are to be sought from the New Zealand Ports Authority and the Local Authorities Loans Board to raise the estimated \$2.45 million required to carry out the Works.

The General Manager of the Wellington Harbour Board, Mr. J.F. Stewart stressed the importance of having the type of facility which is appropriate to modern needs.

"The modern type of general cargo ship requires correspondingly modern port facilities," he said. "Either you have modern, effective, efficient shore facilities, or you don't have ships coming to the port at all."

The preliminary proposals agreed to by the Board involve the provision of greater amounts of clear land, in place of the present with cargo shed, heavy duty paving for forklift operations.

For that purpose the plans also provide for the relocation of the oil berth and bunkering facilities from the northern end of Aotea Quay to the southern end at berth 1.

It is the Board's aim to have the modernization programme completed, if possible, by the end of 1984.  
(*BEACON*)

## PSA hosts APAA meeting

The Port of Singapore Authority hosted the 9th ASEAN Port Authorities Association (APAA) Meeting in December, 1983.

APAA is a regional grouping for co-operation among ASEAN ports. It consists of the Port authorities of Indonesia, Malaysia, Philippines, Singapore and Thailand.

The association formulates, updates and implements co-operative programmes aimed at improving port operations and management. During its annual meetings, experiences on cargo handling systems, port procedures and documentation, training and management techniques are shared among member ports.

PSA will serve as the APAA secretariat for the next 2 years. (*Port View*)

## On-line export documentation at Pasir Panjang: Port of Singapore

A Computerized System for Export Documentation at Pasir Panjang Wharves came into effect from 1 Sep. '83.

The new system is part of PSA's continuing efforts to computerize procedures and documentation in the port to serve the shipping community more effectively.

Documentation for cargo to be shipped out through this gateway has gone on-line. Port users here can enjoy faster processing of documents and spend less time in the Port. They need only to go to one counter to process their shipping documents. At the same time, they can receive their bills immediately. (*Port View*)

## Jebel Ali Port shows substantial growth in all areas of operation

Total tonnage throughput for the third quarter 1983 (July, August and September) increased 33% over the same period in 1982. The cargo statistics are as follows:

	3rd Quarter 1982	3rd Quarter 1983	% Change
General Cargo	261,527 tons	381,072 tons	+ 46%
Bulk Cargo	37,266 tons	52,872 tons	+ 42%
Petroleum Products	331,090 tons	370,637 tons	+ 12%
Total Cargo	629,893 tons	840,581 tons	+ 33%

The Jebel Ali Container Terminal also continued to show steady growth compared with 1982 with TEU's (20 foot equivalents) up to 30,855 in the 3rd quarter 1983 compared to 22,823 during the same period in 1982. This is an increase of 35%. Unit moves showed an increase of 50% over last year with container moves at 24,099 units compared to 16,104 last year.

The year to date statistics (January through September 1983) are equally impressive:

	1st 9 months 1982	1st 9 months 1983	% Change
General Cargo	613,664 tons	843,990 tons	+ 38%
Bulk Cargo	584,167 tons	525,660 tons	- 10%
Petroleum Products	879,374 tons	1,009,042 tons	+ 15%
Total Cargo	2,077,205 tons	2,378,692 tons	+ 15%
TEU throughput	76,846	91,874	+ 20%
Unit moves	53,394	71,181	+ 33%

Mr. Heath, Director of Marketing, attributed the growth at Jebel Ali to the indigenous cargo controlled by the tenants of the industrial Area. To date, 23 companies have signed leases in the Industrial Zone and most are receiving their cargo through the Port.

## IAPH had a say in port seminar

A seminar on ports and harbours organized jointly by the Japan Int'l Cooperation Agency and the Ministry of Transport, was held for 47 days from October 17 to December 2. The seminar is one of the four port oriented educational programmes carried out since 1961 under the Japanese government's bilateral arrangements with various countries all over the world.

This 23rd seminar was participated by 20 port officials of 18 different countries: Argentina, Bangladesh, Egypt, Indonesia, Ghana, Korea, Mexico, Nigeria, Liberia, Panama, Peru, Philippines, Singapore, Somalia, Sri Lanka, Sudan, Tanzania and Thailand.

On December 1, Mr. R. Kondoh, IAPH Head Office, was invited to lecture about the IAPH activity. He, on top of his presentation on major activities of the technical committees and consequential international implications involved, emphasized that the exchange of information among ports, small or not small, developed or not developed, was of paramount importance towards the improvement of quality of services of ports to the port users, and encouraged them to follow suit.

The first two UNCTAD/IAPH monographs on port management as well as other publications published by the Association were introduced to the participants.



# NYK's Edge Your Edge

Here you see a drawing of NYK's Kasuga Maru, one of the world's largest container ships.

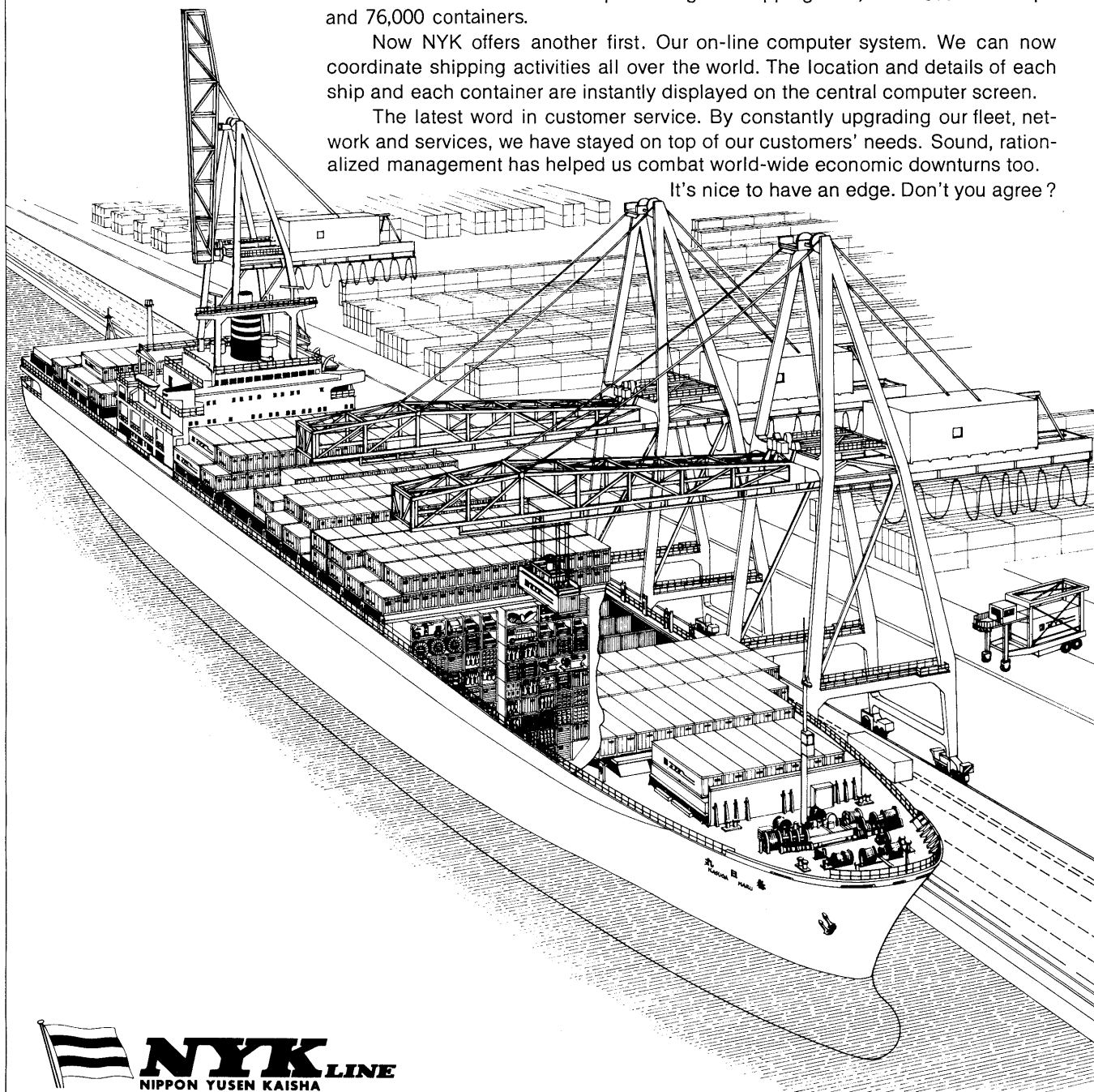
Her total navigation system is a joy to the insurance companies. It combines computerized collision prevention equipment with the latest automatic navigation controls. The radar system can track up to 15 ships at one time. An alarm sounds if any vessel comes inside a predetermined danger zone.

We think of the Kasuga Maru as a symbol of our company's continuing modernization over the past 98 years. She exemplifies the go-ahead thinking here at NYK that has made us Japan's largest shipping firm, with over 280 ships and 76,000 containers.

Now NYK offers another first. Our on-line computer system. We can now coordinate shipping activities all over the world. The location and details of each ship and each container are instantly displayed on the central computer screen.

The latest word in customer service. By constantly upgrading our fleet, network and services, we have stayed on top of our customers' needs. Sound, rationalized management has helped us combat world-wide economic downturns too.

It's nice to have an edge. Don't you agree?



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