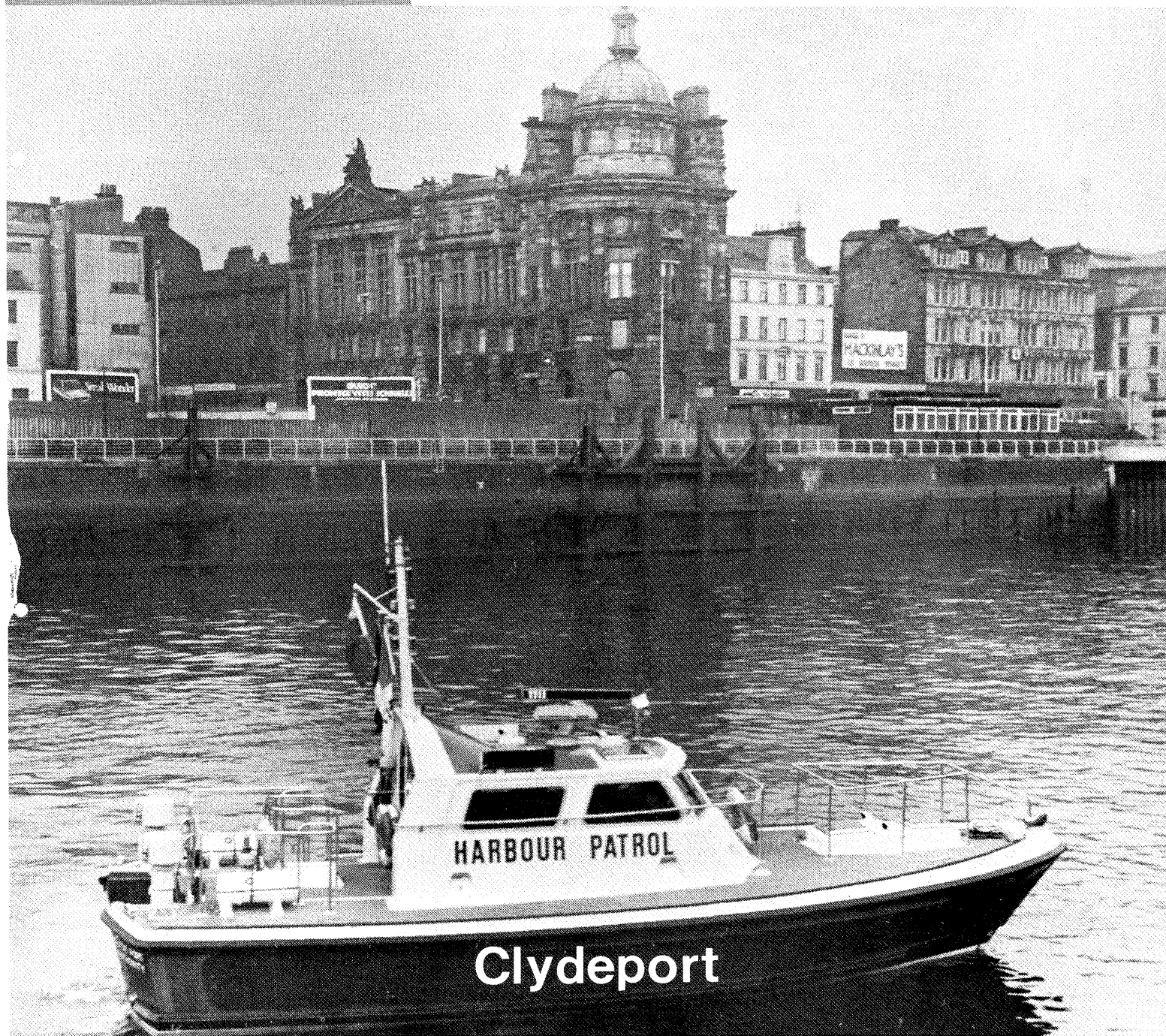


# PORTS *and* HARBORS

July-August, 1984 Vol. 29, No. 7-8



Clydeport

**The Publisher: The International Association of Ports and Harbors**

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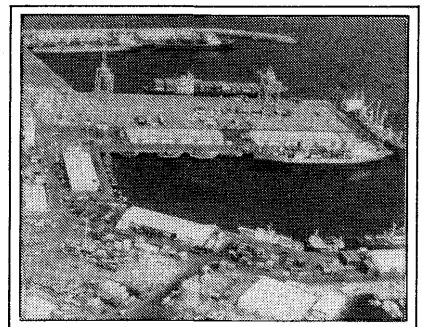
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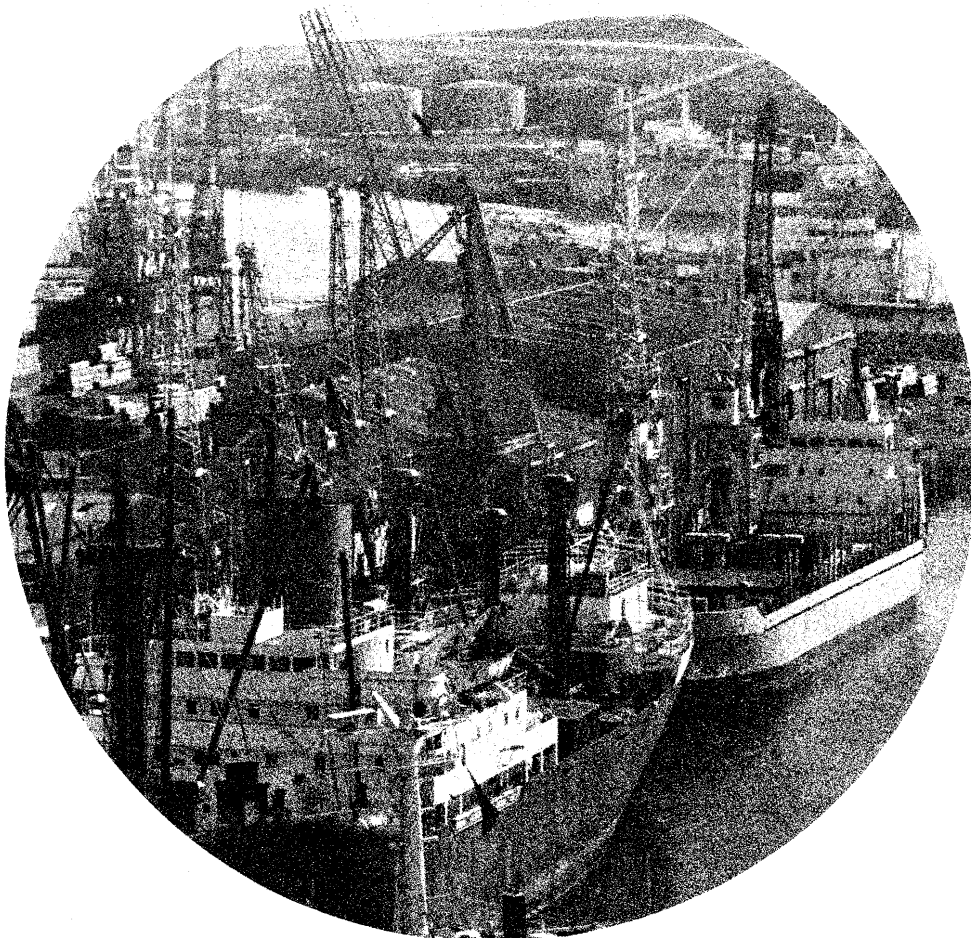
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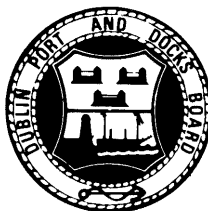


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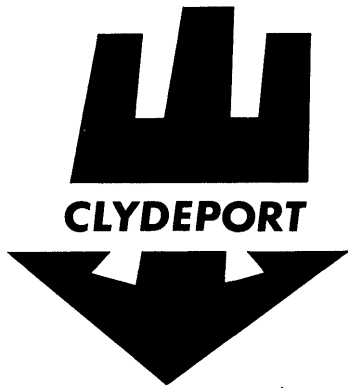
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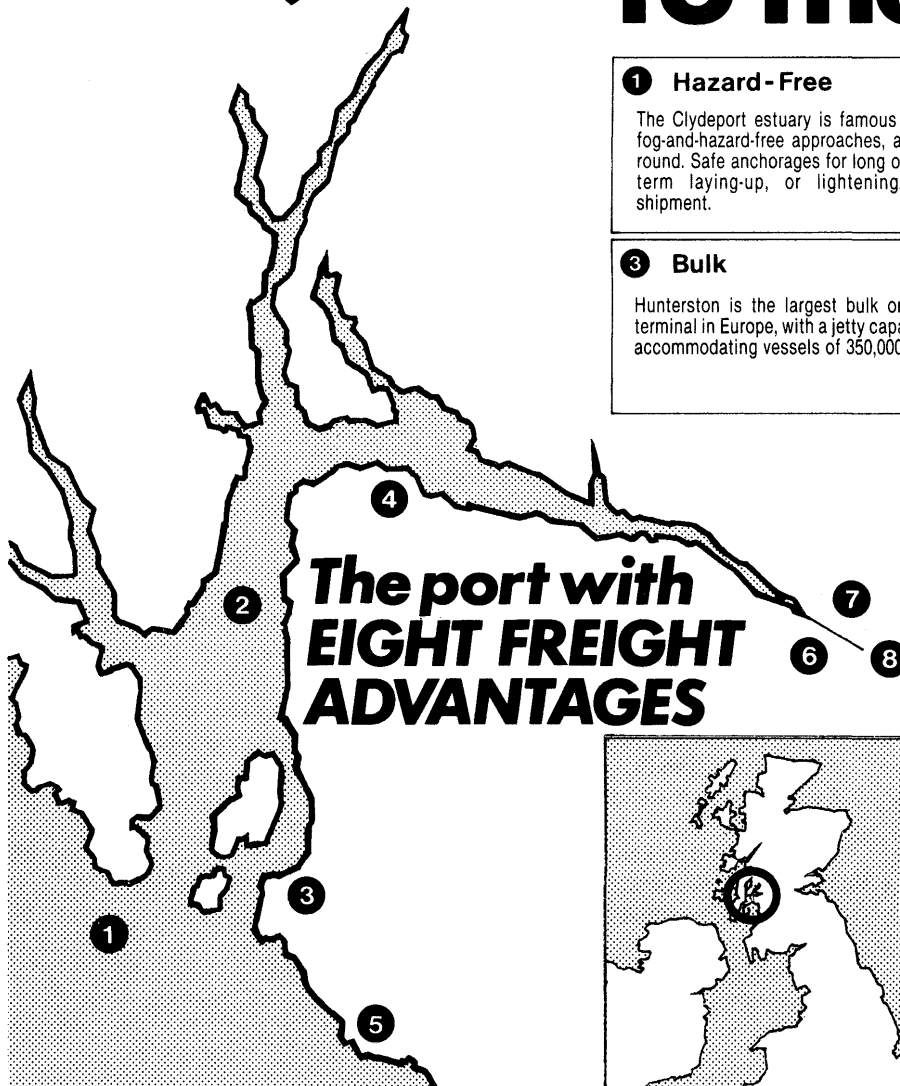
**The Cover:** Clydeport with a view of the Port Authority Building

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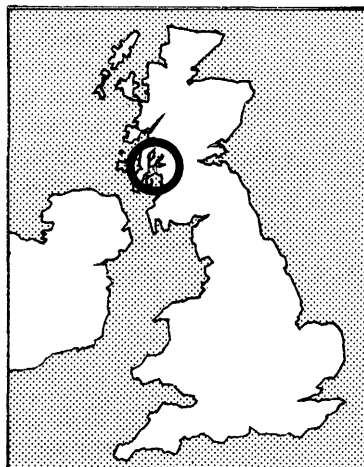
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# IAPH announcements and news

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## Report on the Mid-Term Meeting of the Executive Committee of IAPH

23–24 May, 1984, Glasgow, Scotland, U.K.

The mid-term meeting of the Executive Committee was held for two days, on May 23 and 24, 1984, in Glasgow, Scotland, U.K., under the chairmanship of President Tozzoli and hostship of the Clyde Port Authority.

### A: Schedules of the Meeting

Day One: Wednesday, May 23, 1984, 09:00 ~ 12:00/  
14:00 ~ 17:00

At the Clyde Port Authority Boardroom, Glasgow, Scotland, U.K.

Day Two: Thursday, May 24, 1984, 09:00 ~ 11:30

At the Caledonian Room, Hotel Holiday Inn, Glasgow

The Executive Committee Meeting was preceded by the meetings of the following Committees:—

Monday, 21 May, 1984

09:00 ~ 12:00 Public Affairs Committee

14:00 ~ 17:00 Finance Committee

Tuesday, 22 May, 1984

09:00 ~ 12:00 Constitution and By-Laws Committee

15:00 ~ 18:00 Membership Committee

15:00 ~ 18:00 Legal Protection of Port Interests

### B: List of persons present

#### 1. Host

Mr. J. Mather, Managing Director, Clyde Port Authority



A scene in the morning session on May 23

From forehand to clockwise: Mr. A.G. Field, Mr. J.K. Stuart, Mr. Paul Bastard, Mr. P.J. Falvey, Mr. T. Akiyama, Dr. H. Sato, Ir. J. den Toom, Mr. A.J. Tozzoli, Mr. J. Auger, Mr. J. Rommerskirchen, Dr. K.L. Mönkemeier, and Mr. E. Schäfer

#### 2. Officers & Others

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

Ir. J. den Toom, 1st Vice-President and Managing Director, Amsterdam Port Management, the Netherlands

Mr. J. Auger, 3rd Vice-President and President and Chief Executive Officer, Ports Canada

Mr. J. Rommerskirchen, Conf. Vice-President and Head, Office Port, Shipping and Transport, Dept. of Economic Affairs, Transport & Agriculture, City of Hamburg

Dr. Hajime Sato, Secretary-General

Mr. Toru Akiyama, Secretary-General Emeritus & President, IAPH Foundation, Japan

#### 3. Executive Committee Members

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

Mr. Cheung, Youn-Sei, Administrator, Korea Maritime and Port Administration, Korea

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

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

Mr. F. Kohmura, President, Nagoya Container Berth Company Limited, Nagoya, Japan



A scene in the morning session on May 23

From left to right: Mr. F. Kohmura, Mr. R.T. Lorimer, Mr. E. Ekstrom, Mr. R.P. Leach, Mr. Cheung, Youn-Sei, Mr. Wong, Hung-Khim, Mr. J.H. McJunkin, and Mr. W. Don Welch

Second row: Mrs. Struck-Beimel, Mr. Hayes, Mr. Choi and Mr. Black



- Mr. R.P. Leach, Executive Director, Port of Houston, U.S.A.
- Mr. R.T. Lorimer, General Manager, Auckland Harbour Board, New Zealand
- Mr. J.H. McJunkin, Executive Director, Port of Long Beach, U.S.A.
- Dr. K.L. Mönkemeier, Director of the Port, Free and Hanseatic City of Hamburg, W. Germany
- Mr. E. Schäfer, General Manager, Port of Copenhagen, Denmark
- Mr. J.K. Stuart, Chairman, Associated British Ports, U.K.
- Mr. W.D. Welch, Executive Director, South Carolina State Ports Authority, U.S.A.
- Mr. Wong, Hung-Khim, General Manager, Port of Singapore Authority, Singapore
- Regrets: Mr. J.M. Wallace, 1st Vice-President (Maritime Services Board of New South Wales, Sydney, Australia)
- Mr. A.S. Mayne, Immediate Past President (Melbourne, Australia)
- Mr. J.D. Mutri, Managing Director, Kenya Ports Authority (Mombasa, Kenya)
- Dr. E.R. Perry, Executive Director, Port of Los Angeles, U.S.A.



A scene in the afternoon session on May 23  
From left to right: Mr. Wong, Hung-Khim, Mr. J.H. McJunkin, Mr. W. Don Welch, Mr. J.F. Stewart, Mr. F. Gingell, Mr. T. Hirota, Mr. B. Coloby, Mr. Andre Pages  
Second row: Mr. F.M. Wilson, Mr. R.W. Parkin, Mr. Philip Ng

#### 6. IAPH Liaison Officers with IMO and UNCTAD

- IMO Mr. A.J. Smith, Secretary, British Ports Association, U.K.
- UNCTAD Mr. J.K. Stuart (as above)

#### 7. Legal Counselors:

- Chairman Mr. P.J. Falvey, General Counsel and Assistant Executive Director, Port Auth. of New York and New Jersey, U.S.A.
- Member Mr. R.W. Parkin, City Attorney, Port of Long Beach, U.S.A.

#### 8. Guest:

- Mr. Lloyd Anderson, Chairman of the Board, American Association of Port Authorities (Washington, D.C.) & Executive Director, Port of Portland, U.S.A.

#### 4. Chairmen of the Internal Committees:

- Finance Mr. A.G. Field, Chairman, Townsville Harbour Board, Australia
- Membership Mr. Paul Bastard (as above)
- Constitution & By-Laws Mr. J.F. Stewart, General Manager, Wellington Harbour Board, New Zealand

#### 5. Chairmen & Acting Chairman of the Technical Committees

- International Port Development: Mr. J.K. Stuart (As above)
- Port Safety, Environment and Construction: Mr. B. Coloby, Assistant to Port Operations Manager, Port Autonome du Havre, France, in lieu of Mr. J. Dubois
- Cargo Handling and Operations: Mr. B. Ekstrom, Assistant General Manager, Port of Vancouver, Canada
- Public Affairs: Mr. F.M. Wilson, General Manager, Port of Brisbane Authority, Australia
- Legal Protection of Port Interests: Mr. Andre Pages, Ingenieur General des Ponts et Chaussées, France

Regrets: Mr. R.L.M. Vlugels, Chairman, Trade Facilitation Committee



A scene in the afternoon session on May 23  
From L to R: Mr. F. Gingell, Mr. T. Hirota, Mr. B. Coloby, Mr. J.K. Stuart, Mr. Paul Bastard, Mr. P.J. Falvey  
Second row: Mr. Noronha, Mr. R.W. Innes

#### 9. Observers and Members to the Committee Meetings

- Mr. Per Bjurström, General Manager, Port of Gothenburg, Member, Finance Committee
- Mr. J. Black, Chief Executive, Port of London Authority, U.K.
- Mr. C. Brown, Chairman, Fraser River Harbour Commission, Member, Public Affairs Committee
- Mr. R.N. Hayes, Member, Public Affairs Committee, General Manager, Dublin Port and Docks Board, Ireland
- Mr. E. Hesselbjerg, Member, Public Affairs Committee, Chairman, Port of Copenhagen Authority, Denmark
- Mr. Choi, Hoon, Director, Bureau of Shipping, Korea Maritime and Port Administration, Korea
- Mr. R.W. Innes, IAPH Director for Canada and Chairman, Port Authority of St. John's, Canada

- Mr. J. Leech, Director, Dept. of Harbours and Marine, Queensland, Member, Constitution and By-Laws Committee
- Mr. Phillip Ng, Director, Engineering, Port of Singapore Authority
- Mr. C. Noronha, Membership Committee and Chairman, Mormugao Port Trust, India
- Mr. A.C. Slater, Managing Director, Far East, Delaware River Port Authority, U.S.A., Member, Public Affairs Committee
- Mrs. A. Struck-Beimel, Port of Hamburg (Conf. Coordinator)
- Mr. J.K. Suh, Maritime Attache, Korean Embassy in London
- Mr. W.C.N. van Horssen, Member, Public Affairs Committee, External Affairs Dept., Port of Rotterdam, Holland
- Mr. James B. Willie, Member, Finance Committee, Chairman, Sabah Ports Authority, Malaysia
- Mr. R.G. Wilson, Member, Finance Committee, Commissioner, Port of Long Beach, U.S.A.

#### 10. Special delegates from Hamburg to the Day Two Session

- Mr. Helmut F.H. Hansen, Executive Director, Port of Hamburg Representative
- Mr. Jens M. Schüman, Head of Planning, Preparation and Realization of the Hamburg Fair and Congress GmbH
- Mr. P. Brinkmann, Port of Hamburg Representative

#### 11. Head Office Secretariat

- Dr. Hajime Sato (as above)
- Mr. Hiroshi Kusaka, Mr. Rinnosuke Kondoh, Mrs. Kazuko Tatsuta

### C: Day One: Proceedings and results of the Meeting

#### 1. Address of Welcome

MR. J. MATHER, Managing Director, Clyde Port Authority, representing the host port, opened the proceedings by welcoming everyone present to the CPA Boardroom for the IAPH Executive Committee Meeting and concluded by saying "I hope your deliberations go well".

#### 2. Opening Remarks by President

PRESIDENT TOZZOLI acknowledged Mr. Mather's remarks and the beauty of the setting for the meeting. He expressed his pleasure that the attendance was so good. Then, he introduced Mr. Cheung, Youn-Sei, Administrator, Korea Maritime and Port Administration, who was appointed to serve on the Exco most recently, and then invited him to address the committee about the forthcoming 15th biennial conference in 1987 in Seoul, Korea.

##### 2.1 Remarks on the 15th Conference in Seoul, 1987

MR. CHEUNG thanked Mr. Tozzoli for appointing him to the Committee and expressed his preparedness and willingness to serve the Association. In his presentation about the Seoul Conference, Mr. Cheung suggested these dates: May 9 ~ 16, 1987.

Mr. Tozzoli asked for comments on the suggested dates. The suggested dates were unanimously accepted.

#### 3. Secretary-General's Report

SECRETARY-GENERAL SATO, after expressing his sincere appreciation to Mr. J. Mather and his staff for their contribution to the meeting, thanked all IAPH member organizations as well as people involved in varied facets of IAPH activities for their efforts, all of which greatly contributed to the advancement of IAPH's position in the international maritime circles. He mentioned that the financial status of the Association was much improved and that the Association was taking positive steps to better serve the members requirements.

#### 4. Report on the Results of the Three Wise Men's Questionnaire

Mr. Tozzoli, after recalling that the questionnaire had been sent to all members last year by the council of Three Wise Men appointed in 1982 with the objective of eliciting the members' comments and opinions on the Association's future course of action, asked Ir. den Toom to report on the results of the questionnaire.

IR. J. DEN TOOM, referring to a summary report contained in the Secretary General's report to the meeting, emphasized that the replies given by members did include many suggestions and opinions of paramount importance. He recommended that each technical committee should first be encouraged to study them and should try act on them by selecting the relevant items.

Secondary, in reference to the comments related to the proceedings of the biennial conferences, he stressed that the Association should take positive action in order to bring the members' wishes into being. Thirdly, regarding the question of how to further improve the IAPH journal "Ports and Harbors", he stressed that each member's active participation would be the most telling factor.

Mr. Tozzoli, in synthesizing the issue, commented that each technical committee chairman, in collaboration with members of his committee, should take note of the significance contained in the report and explore ways and means of reflecting members' hopes in its activities.

#### 5. INTERNAL COMMITTEES

##### 5.1 Finance Committee

CHAIRMAN A.G. FIELD reported the results of the deliberations of his committee met on the previous day and presented its recommendations and suggestions. His message was:—

- That the Committee had approved the Secretary-General's report on the settlement of accounts for 1983;
- That the current stable financial situation, never before enjoyed by IAPH, allowed the Association spending an appropriate portion of the carried-over funds, but that such funds be utilized as effectively as possible for worthwhile projects;

- c. That during the term for the next two years (1985 and 1986), an amount of 30 mil. yen might be allocated for such special projects;
- d. That no dues revision was considered necessary for the next fiscal term (1985 and 1986);
- e. That in view of past experience, the system of "Temporary Membership" should be continued; and
- f. That as to the unsettled dues arrears, the Committee had expressed concern and suggested that members concerned should be further encouraged to settle the arrears as soon as possible. However, he suggested that in certain cases the arrears should be deleted from the book — for example, when they were caused by the dissolution of the member organization itself.

As the result of extensive discussions and deliberation on each of these items, the Executive Committee accepted the report and recommendations and concluded as follows:—

- 1) That the Association's funds should primarily be applied for the retention of existing members, the recruitment of new members, and for the benefit of both categories;
- 2) That the Executive Committee should have the authority to allocate funds for special projects by considering requests for fund allocation to be submitted by each technical committee;
- 3) That an ad hoc screening committee should be organized by the President to screen such requests and make further recommendations to the Executive Committee;
- 4) That the chairman of each technical committee, if and when the committee found it necessary to utilize Association funds for its special projects, should present, prior to the next conference, the results of its deliberations to an ad hoc screening committee to be organized by the President;
- 5) That as a priority special project, the head office be instructed to prepare a French version of extracts of the journal for the members (and would-be members) in the French-speaking countries, effective Jan. 01, 1985. A fund in the amount 3 mil. to be temporarily allocated for the first half of 1985; and
- 6) That as to f: above, the Committee, after conducting an in-depth study, had approved the suggestion.

## 5.2 Membership Committee

CHAIRMAN PAUL BASTARD reported the current situation of the membership status as well as the situations related to the newly joined members and members who had withdrawn from the Association. He further reported as follows:—

- a. He emphasized the need for the Association to make increased efforts to obtain new port members from every corner of the world.
- b. Realizing the fact that there were many members, in Africa and many other places all over the world, who could not afford to pay the membership dues, and noting that there many more members who could not afford to send their delegates to the conferences, IAPH, being a

global organization, should try, for example, to explore the possibility of having seminars or other kinds of meetings at such places as would enable IAPH to maintain closer cooperative ties with them. In this connection, Mr. Bastard introduced that India was willing to hold a gathering of port people in Bombay. He commented that the matter would be further discussed at the next Conference. Mr. Field, referring to the request for assistance, for attending seminars to be held abroad received from a port in the South Pacific region, suggested the possibility of providing such members with the journal at reduced cost, even if IAPH could not directly respond to their request.

- c. As to the members who have difficulty in maintaining membership under the current requirements specified in the by-laws, he suggested some sort of lenient measures should be considered.
- d. In view of the positive effect of providing the option of "Temporary Membership", it was recommended that the system be continued.



**A scene of Membership Committee on May 22**  
**From L to R: Mr. Bastard, Mr. Innes, Mr. Willie, Mr. Noronha, Mr. Schäfer, and Mr. Lorimer**

The Committee, after extensive discussion and deliberation, concluded as follows:—

- 1) That it was well within the aims and objectives of IAPH to cooperate with the holding of such meetings, seminars, courses or regional gatherings to be held at more convenient locations by extending IAPH services, and know-how or by sending experts whenever possible. The head office was instructed to give this news as much coverage as possible in the journal so that IAPH members who could send their experts or contribute any other kind of services could better respond;
- 2) That the head office be further instructed to study the ways and means of developing IAPH capability for such cooperative measures; and
- 3) That the Executive Committee, in respect to c. above, by authorizing measures suggested individually, instructed the head office to reinforce their efforts to improve the situation.



### 5.3 Constitution and By-Laws Committee

CHAIRMAN J.F. STEWART reported the results of the meeting of his committee which had met on the previous day and recommended the following two points:—

- 1) As to the procedural aspects of the election of "Elective Executive Members" at the biennial conference, as seen both from the legal and practical points of view, it was recommended that the election should take place at the proper time after the completion of the Conference. There was no need for revision of the by-laws.
- 2) Although the by-laws were not clear whether an elective Executive Committee member who was an alternate director should be entitled to be a board member, it should be interpreted that he is entitled to the membership, but without voting rights. However, Mr. Stewart recommended that the matter should be taken up in the future when the need for revision of the by-laws was found to be necessary.

The Executive Committee, after consideration and discussion, approved the recommendations.

## 6. Technical Committee Reports

### 6.1 International Port Development

CHAIRMAN J.K. STUART reported on the current situation of the IAPH Bursary Scheme, IAPH Award Scheme, UNCTAD/IAPH Monographs as well as the Committee's work schedules. The report was duly accepted by the Executive Committee. He suggested that one of the working sessions at the Hamburg Conference should be devoted on the issues related to the technical cooperation with the developing ports and for the advancement of dialogue with them. The suggestion was duly accepted and it was later decided to hold a working session for that purpose.

MR. TORU AKIYAMA, commenting that it was his great honor that the 1st Prize of the IAPH Award Scheme had been christened after his name, announced the recent decision of the IAPH Foundation Board that the necessary costs for inviting the prize winner should fully be borne by the IAPH Foundation. His presentation was unanimously accepted with thanks by the Executive Committee.

### 6.2 Port Safety, Environment and Construction

ATG. CHAIRMAN COLOBY, after expressing Chairman Dubois' regrets for not attending the meeting, reported on the current situation of the activities carried by the Committee. Major points raised were:—

- (1) Production of a guidebook for port safety in a binder type booklet,
- (2) Guideline for VTS,
- (3) EEC research study called COST 301 (related to EVHA and VTS system),
- (4) the revision of ISGOTT (Int'l Safety Guide for Oil Tankers and Terminals) in liaison with ICS and OCIMF,
- (5) the study on the inert gas system for chemical tankers by the working group,
- (6) Matters related COW onboard tankers,
- (7) the work schedules and budget for Dredging Task Force, and
- (8) the effective use of PIANC documents by IAPH.

The Executive Committee accepted the report and decided that (1) the matter should be studied in collaboration with the head office, (6) the Association's positions should be made after receiving a letter to be circulated to all members, (7) the matter should be discussed at the next conference, and (8) the matter should be worked out in collaboration with the head office.

### 6.3 Cargo Handling Committee

CHAIRMAN B. EKSTROM reported on the replies to the questionnaire run by the committee, and presented suggestions: (1) the creation of port statistical data in cooperation with the Port of Kobe, (2) the creation of efficient exchange of information among members (3) the formation of subcommittees.

The Executive Committee accepted the report and decided that the matter related to the creation of a port statistical data should further be reported to the next Conference.

### 6.4 Public Affairs

CHAIRMAN F.M. WILSON informed that the aim of his Committee's report was to provide a useful guide to users on how to develop a suitable methodology for assessing public attitude towards the port authorities and how he hoped it would help improve community relations. He explained how the study had examined the three port towns of Brisbane, Townsville and New Castle. He further reported that the relevant data had been presented and discussed at his Committee met on May 21 and came up with a few modifications. He stated that for more work to be done on the survey, the Committee would require a further \$10,000 approximately.

The Executive Committee suggested that his Committee make formal proposals for submission to the next Conference, investigating the cost of such an undertaking and added that it be kept to the minimum.

### 6.5 Legal Protection of Port Interests

CHAIRMAN ANDRE PAGES reported on the following points and presented recommendations and suggestions:—

- (1) Outcome of the IMO Diplomatic Conference, April/May — Review of the 1967/71 Conventions — Consideration of a new "Hazardous and Noxious Substances Convention"
- (2) The legal implications of Vessel Traffic Services (VTS)
- (3) Review of the Salvage Convention and Ports of Refuge
- (4) Fire and explosion aboard unladen tankers
- (5) International Terminal Operators — A draft convention by UNIDROIT
- (6) Questionnaire on the functions maintained by IAPH members

The Executive Committee, after exchanging views and comments on each of subject area thus presented, accepted the report. In respect to the item (4), the Committee advised that the IAPH concern towards the matter should be expressed to IMO in writing.

(A letter, screened by Mr. Falvey and signed by President Tozzoli, was hand-delivered to the IMO Secretary General C.P. Srivastava on May 28 by Dr. Sato on the occasion of his visit to the IMO head office in London.)



A scene of CLPPI meeting on May 22

From L to R: Mr. J.F. Stewart, Mr. Hirota, Mr. Ekstrom, Mr. Falvey, Mr. Pages, and Mr. Smith

## 7. Reports by IAPH Liaison Officers with IMO and UNCTAD

- 7.1 LIAISON OFFICER A.J. SMITH (with IMO) presented his report on the liaison activity with IMO and other international maritime organizations. He, introducing that IAPH was invited to take part in "Preparation of the International Conference on the Protection of the North Sea at ministerial level in Bremen on Oct. 31/Nov. 01, 1984," by and from the Federal Minister of the Interior, and pointed out that the issues involving the banning of ocean dumping of dredge spoil as well as the provision of reception facilities for waste oil in the port areas were on the agenda and urged that the IAPH should be presented at the meeting in order to reflect the ports' positions. He advised that the IAPH should firstly take part in a final preparatory meeting schedule to be held in Wilhelmhaven from 17 to 21 September, 1984 to deal with the draft final document for the Conference of Ministers.

The Executive Committee decided that the IAPH should be represented in the meetings in order to protect ports' position. President Tozzoli commented that he would be prepared to get in touch with the DTF CHAIRMAN HAAR on the matter.

- 7.2 LIAISON OFFICER J.K. STUART (with UNCTAD) reported that the cooperative relationship with UNCTAD was positive and smooth.

## D: Day Two: Results of discussion

### Outline of the 14th Biennial Conference

1. **Dates:** May 4 ~ 11, 1985  
**Note:** Exhibition and Seminars to be known as Portex '85 will be organized simultaneously by Hamburg Messe und Congress GmbH
2. **Venue:** Hamburg Congress Center

3. **Host:** Free and Hanseatic City of Hamburg  
**Organizer:** Hamburg Messe und Congress GmbH
4. **Conference Theme:** "Communication Through Ports"

Communication can be defined for present purposes as the exchange of information and the organization and services required for goods handling and transportation. Ports are a vital element within a much larger transport complex. Efficient performance of that part of the transport chain demands a sharp tuning of structural policy, organization and detailed planning of all operations within the port as well as between the ports, their hinterland and other transport network. The challenges posed by this highly complex transport network can only be met by efficient communication, i.e., the optimal exchange of information and co-operation at all levels.

Ports as an element in an integrated transport and goods traffic system — and the various possibilities of further improving port efficiency — will be featured at the 14th IAPH Conference in 1985 in Hamburg.

The working sessions on "Communication in Port Organization," "The Free Port System" and "Man in Ports — Aspects of Port Employment" will be presented and discussed in detail.

5. **Conference Chairman:** (To be placed before the Board)

Mr. Joerg Rommerskirchen, Head of the Port, Shipping and Transport Division, Free and Hanseatic City of Hamburg

6. **Registration Fees:** (To be placed before the Board)

Membership Status	DM	(Ref. in US\$)
Regular	1,450	(535)
Honorary	1,450	(535)
Honorary Retired	600	(222)
Founder Honorary	600	(222)
Associate (A — D)	1,900	(702)
Associate (E)	1,450	(535)
Life Supporting	1,450	(535)
Temporary	1,450	(535)
Non-Member	2,500	(923)

\*: Exchange rate as of Jun. 14, 1984 (US\$1 = DM 2.7091: for reference only)



President Tozzoli with the Officials of Forth Ports Authority, at a luncheon reception hosted by the Authority on May 24 at the Prestonfield House Hotel, Edinburgh



**IAPH Secretary General hosted a cocktail and buffet reception for the delegates and local dignitaries at the Holiday Inn on May 21**



**All participants are pictured at the entrance of the Gledloch House Hotel prior to the dinner hosted by the Clyde Port Authority**



**Mr. R.W.S. Easton, CPA Chairman bids good luck to the IAPH delegates at the Dinner hosted by the Clyde Port Authority on the evening of May 24 at Gledloch House Hotel**



**President Tozzoli praises Scottish hospitality at the Dinner hosted by the Clyde Port Authority, on the evening of May 24 at the Gledloch House Hotel. Mr. Lloyd Anderson, AAPA Chairman of the Board sitting is in front of Mr. Tozzoli**



## 7. Provisional Programme (Major business functions only)

Saturday, May 4, 1985

- 09:00 ~ 12:00 Various Committee Meetings  
(To be fixed)  
14:00 ~ 17:00 Various Committee Meetings  
(To be fixed)

Sunday, May 5, 1985

- 09:00 ~ 12:00 Various Committee Meetings  
(To be fixed)  
14:00 ~ 17:00 Joint Pre-Conference Meeting of  
the Board of Directors and Execu-  
tive Committee

Monday, May 6, 1985

- 08:30 ~ 12:30 Official Opening Ceremony & 1st  
Plenary Session  
14:30 ~ 17:00 Working Session: "The Free Port  
Systems"

Tuesday, May 7, 1985

- 08:30 ~ 11:30 Working Session: "Communica-  
tion Technology in Port Organiza-  
tion and Operations"  
Afternoon Visit to PORTEX 85 + Working  
Session by the IAPH Committee  
on International Port Develop-  
ment

Wednesday, May 8, 1985

- 08:30 ~ 11:30 Port Information Tour to the Port  
of Hamburg  
14:00 ~ 18:00 Educational Visit to the Port of  
Lubeck

Thursday, May 9, 1985

- Full day Educational Visit to the Port of  
Bremen/Bremerhaven

Friday, May 10, 1985

- 08:30 ~ 12:00 Working Session: "Man in Ports —  
Aspects of Port Employment"  
14:00 ~ 16:30 2nd Plenary Session + Closing  
Ceremony  
16:30 ~ 18:00 Post-Conference joint Meeting of  
the Board of Directors and Execu-  
tive Committee  
18:00 ~ 18:30 Post-Conference Executive Com-  
mittee Meeting

Saturday, May 11, 1985

- Morning time Various committee meeting, if  
any (reserved)  
Special event Celebration of the 796th Birth-  
day of the Port of Hamburg

## E: Adjournment of the Meeting

The Executive Committee, after unanimously adopting the resolution of thanks to the City of Glasgow and Clyde Port Authority, as reproduced hereunder, adjourned at 11:30, May 24, 1984.

### RESOLUTION OF THE EXECUTIVE COMMITTEE OF I.A.P.H.

WHEREAS, the Clyde Port Authority and the City of Glasgow have been hosts for the Executive Committee Meeting of the International Association of Ports and Harbors in 1984;

WHEREAS, the Port Authority and the City have provided fine facilities for our meetings and excellent receptions and other festivities together with the beauty of its City and countryside;

NOW, THEREFORE, the Executive Committee on behalf of the I.A.P.H. Members and guests hereby unanimously.

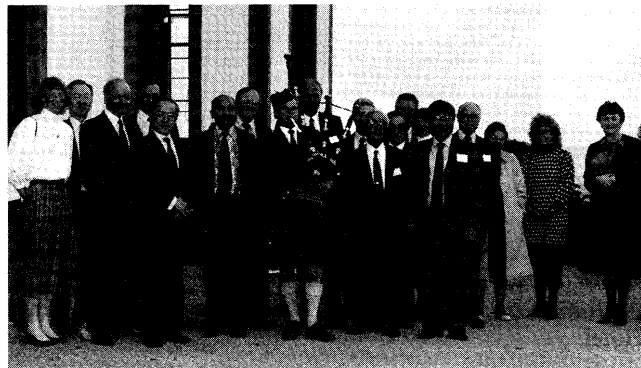
RESOLVE to express its fullest gratitude and appreciation for the excellent hospitality, cordiality and friendship extended so graciously to the I.A.P.H. Executive Committee Meeting by the Clyde Port Authority and the City of Glasgow and particularly by the Lord Provost Robert Gray and his colleagues and by the Port Authority's Chairman Mr. R.W.S. Easton and by the Managing Director Mr. John Mather and their senior officials and assistants.



The delegates enjoy a Scottish evening at Culzean Castle on the evening of May 23



Delegates with a Bagpiper at the Castle entrance



# Mid-Term Reports to the Executive Committee

## **By the Chairman of the Committee on: Port Safety, Environment and Construction; Cargo Handling Operations; Legal Protection of Port Interests and International Port Development**

### **Report on the Committee on Port Safety, Environment and Construction**

The PSEC (Port Safety, Environment and Construction Committee) has the responsibility for construction, maintenance and safe marine operation of ports and harbors and the protection of the port environment.

As you know, because of the very broad field of activities, the Committee is divided into 5 sub-committees. They have been very active since the Vancouver Conference. They held several meetings and, among others, a meeting in Le Havre on 18th April which was followed by a full PSECC meeting on 19th April.

1. However, before going into the details of the specific activities of each sub-committee, I would like to inform you about a task which is undertaken jointly by the five sub-committees. This task was originated by our vice-chairman Chris van Krimpen. It concerns the Guide on Port Safety, which was drafted by the Committee on Large Ships in 1979 and presented to the Nagoya Conference in 1981. This guide needs to be revised and updated, since it has to take into account the trend of the shipping and port industries. The proposal of Chris van Krimpen which is fully endorsed by the Committee, is to make this guide informative and keep it constantly updated. In order to facilitate this periodic updating, we shall need the help of our Secretary General. The idea is to present the chapters in a movable binder which will enable the pages which are revised to be changed easily. The aim of the guide remains that of an assistance to the port managements when they deal with questions of port safety.

The Guide is divided into 3 main sections:

- Port Authorities — Structure — Functions — Organization
- Nautical functions of ports
- Landlord functions of ports

Each chapter is given to one Sub-Committee for a possible revision. Our intention is to provide the IAPH members with the new version of the guide for the Hamburg Conference.

2. The Marine Safety Sub-Committee, which is chaired by Captain Geff Monks, has been very active since the Vancouver Conference. If you remember, the resolution No. 2 of the Conference authorized the PSECC in liaison with CLPPI to present a position to the appropriate and cognizant international bodies by which its objectives and purposes in the field of VTS would be achieved in the best interests of ports and harbors.

Consequently we had a meeting at the end of June 1983 with representatives of IALA, IMPA and IFSMA in order to finalize drafting the recommended guidelines for VTS. This paper was approved by the IAPH Board of Directors by a correspondence ballot which took place in July 1983. Thus this document was sent to IMO in due time for the 28th session of the Sub-Committee on Safety of Navigation (October 1983). IAPH was represented in this session by Alex Smith and Bernard Coloby. Our document was quite well received and was used as a basic working document with a view to establishing an IMO recommendation concerning VTS.

Nevertheless, some questions were raised during this session. First, some delegations were afraid that our draft paper intended to give new legal rights to VTS authority whereas these rights presently do not exist. Another question dealt with the legal implications. Do we have to establish in this paper (which intends only to give operational guidelines) who is responsible when giving advice, information or instructions?

Our Marine Safety Sub-Committee discussed this matter and they agreed to send a short note of clarification to IMO. As IALA has adopted a similar approach, we have drafted a new joint document which clearly explains that our recommended Guidelines do not create new rights or deal with the questions of liability.

As it is just a clarification paper, and due to the lack of time before the 29th sessions of the IMO Sub-Committee on Safety of Navigation which will meet on 8 June 1984, our President, Mr. Tozzoli, authorized me to send this note directly to IMO without following the procedure of balloting just after approval was given by PSECC when it met in Le Havre on 19th April.

So it could be expected that, if things are going well, the next IMO Sub-Committee on Safety of Navigation session will end this work on VTS, and that the Marine Safety Committee could issue an IMO recommendation when it meets in November 1984.

Another action undertaken by Geff Monks' Sub-Committee concerns an EEC research study called COST 301. This study deals with aids to navigation and, among others, VTS. The Sub-Committee has representatives in each of the 4 working groups which are involved in this study. The action COST 301 is just starting now. And, as far as IAPH is concerned, a progress report will be presented to the next Executive Committee meeting.

3. The Terminal Safety Sub-Committee is chaired by Mr. Per Olson. It has been deeply involved in the revision of the ISGOTT (International Safety Guide for Oil Tankers and Terminals) in liaison with ICS and OCIMF. This Guide is now available. It provides very useful recommendations. It is intended to take off the parts essential for ports and to incorporate them in the above-mentioned IAPH Guide on Port Safety.

Per Olson's Sub-Committee also took part in an industry working group on inert gas for chemical tankers. This working group has circulated a technical report of expertise to IMO on this subject. This report will probably soon be issued in "Ports and Harbors" magazine.

I also have to submit two proposals to you. The first one refers to accidents suffered among others by the Port of Gothenburg, and which are due to oil leakage in segregated ballast tanks on board oil tankers under repair. It is expected that the Swedish government will ask IMO to deal with this matter. And I suggest that — perhaps via A. Smith — IAPH support this proposal.

The second proposal concerns crude oil washing (COW) on board tankers, which has been internationally recognized as an anti-pollution measure. But it seems that some port authorities do not allow vessels to perform COW operations in their ports. I personally fully support the idea of Mr. Olson of circulating a letter to all IAPH members explaining the usefulness of such a measure and recommending that it should not be forbidden.

4. The Dredging Task Force is headed up by Mr. Herbert Haar. It is deeply and permanently involved in the IMO work related to the London Dumping Convention. Herbert Haar has been very active in defending, in conjunction with scientific advisers, the interests of port authorities in those international forums where it is intended to stop or at least to restrict the dumping of dredged materials at sea. This is a vital point for many ports, and we must be aware of the evolution of these questions in IMO. And I must say that Herbert Haar is personally quite involved in these discussions and that he is a very good upholder of our interests. Thus, he was acting as an IAPH representative in:

- the 7th meeting of the LDC Scientific Group in London (October 1983)
- the meeting of the LDC Ad Hoc Group of Legal Experts (December 1983)
- the 8th LDC plenary session in London (February 1984)

To improve the efficiency of this Dredging Task Force, PIANC has been asked to observe this work and, if necessary, to join the efforts of both Associations in that field, since PIANC has set up a special Committee on this subject.

I must also mention that the Dredging Task Force has been under preparation for a document about the 1979 ~ 1984 activities related to LDC and the effects of this Convention on world ports.

And finally I have to pass on to you Herbert Haar's demand regarding the budgetary aspect. He estimates that his current budget for the two years ahead amounts to approximately US\$100,000. Much of it will help to pay for the US scientists' assistance. He receives financial support from the Port of New Orleans, the American Association of Port Authorities, the US Maritime Administration and the Association of Dredging Contractors. He has also at his disposal an IAPH funding which accounts for 20% of the total amount. He is asking for another US\$15,000 funding to be raised in Hamburg for the years 1986 ~ 1987.

5. The Ship Sub-Committee has been chaired by Alex Smith since the retirement of Captain Arthur Young. This Sub-Committee is in charge of following the trends and the characteristics of ships. It is quite concerned by the revisions of the above mentioned Guide on Port Safety. It has to be aware of developments in the construction of ships in order to provide port managements with accurate data on these developments.

Of course it has to work very closely with other sub-committees, especially Captain Monk's and Per Olson's.

6. The fifth Sub-Committee is the Engineering Sub-Committee, which is headed by Mr. Aftab Alam. It is working with the others on the revision of the Guide on Port Safety

in the chapters under its terms of reference.

It is also drafting a manual of recommendations for environment-related port and coastal area development.

Unfortunately, Aftab Alam was unable to attend our last meeting in Le Havre on 19th April. But I can assure you that, in spite of his absence that day, his sub-committee is very active in this field of environmental activities associated with civil engineering and port development.

7. In conclusions, I may summarize the questions which I put forward for your consideration:

- Agreement to undertake in accordance with the IAPH Secretary General the publishing of the revised Guide in movable binders, easy to be forwarded to all IAPH members and to be periodically corrected.
- Approval of the two proposals of Per Olson's sub-committee related to the accidents in segregated ballast tanks and the recommendation to the IAPH members to allow Vessels to perform Crude Oil Washing Operations.
- Question of the Dredging Task Force Budget for 1986 ~ 1987.

Finally, the representative of PIANC in our last meeting — Mr. van der Burgt — informed us that some PIANC working groups have produced relevant reports on subjects which may be of interest to IAPH members. Some reports are available. And it will be useful if our Secretary General could look for a way of distributing these reports.

**J. Dubois**  
Chairman

## Report on the Committee on Cargo Handling Operations

The report from the Committee on Cargo Handling Operations is divided into the following sections:

1. Replies to the questionnaire
2. Proposed 'IAPH/Kobe Port statistical report'
3. Committee recommendations

### 1. Replies to the Questionnaire

During 1983, the then Chairman of our Committee — Mr. Richard Leach, Port of Houston, distributed a questionnaire to all members of the IAPH requesting their assistance in determining how the Committee could best serve the members.

By the end of 1983, 58 replies to the questionnaire were received. As the new Chairman of the Committee, I had these analyzed and the result submitted to the Committee members for their comments. Following is a brief summary of the replies and comments to the various questions.

### Question 1

"List, in your opinion, how the Committee on Cargo Handling Operations, can best serve the Association or provide information that would assist you."

By far, the most common suggestion was for the Committee to provide all members, on a regular basis, with advice regarding information available related to issues within the area of cargo handling and operations.

Specific areas of interest were:

- new developments in cargo handling equipment and techniques



- operating experience of various equipment
- maintenance of equipment and terminals
- trends in shipping developments
- training and operating assistance

#### Question 2A

“Would your port be willing to receive visitors, and provide help or instructions in cargo handling and operational matters? If yes, what constrains or limitations would you have to impose, i.e., numbers of people on one visit, number of visits per year, use of expertise, financial assistance, etc.?”

Almost all member ports are prepared to receive visitors as long as it is organized beforehand and does not impose too much of a burden upon the host port. Travel and accommodation costs, in most cases, to be the responsibility of the visitors.

#### Question 2B

“Would your port be able to send advisors to member ports who seek help on-site assistance with like problems? If yes, please indicate limitations, requirements regarding expenses, whether to be shared or covered entirely by your port, and areas of expertise.”

Some ports are willing to send available expertise to other ports, but in most cases, the port receiving the assistance would be responsible for all costs.

#### Question 3

“Native and other languages (spoken at your port)?”

All ports except 3 claimed knowledge of English, ranging from ‘fair’ to ‘fluent.’

#### Question 4

“List of literature or other information available or for loan to other member ports.”

In addition to annual reports and annual statistics, some ports have literature and documentation available to the members covering subjects from management and operations to specific equipment information.

The Israel Ports Authority’s library includes 1500 books and magazines all dealing with port and marine subjects and this material has been offered by the Authority for loan to member ports.

It should be noted that the Port of Le Havre Authority, together with the Port of New York/New Jersey, the Port of Antwerp, and the British Ports Association is now offering a service called the ‘International Service of Documentation’ which makes documents and publications in their respective libraries available to the members of the Association on a loan basis.

### 2. Proposed ‘IAPH/KOBE Port Statistical World Report’

In its search for a method of producing meaningful annual worldwide port statistics, the IAPH Secretariat informally approached the Bureau of Port and Harbour, Kobe City, for the accessibility to the Kobe data for IAPH use, including the reproduction and dissemination of the data by and under the IAPH name, for example in an ‘IAPH/Kobe Port Statistical World Report.’

The response from the Port of Kobe was affirmative, provided that the data produced would include due credit to the Port.

A copy of a sample report is attached for your information.

The proposal has been reviewed by the members of our Committee and there is a strong support for proceeding with the proposed statistics. Before doing so, however, clarification may be required regarding some of the calculations involved and the definition of various categories of cargoes to be used.

### 3. Committee Recommendations

The Committee on Cargo Handling Operations respectfully submits the following recommendations for the consideration by the Executive Committee:

#### A. Exchange of Information

It is proposed that the office of the Chairman of the Committee on Cargo Handling Operations would begin to issue to all members a quarterly ‘Information Exchange Letter.’ This document would include the following:

1. A list of articles, reports, books and other publications covering cargo handling and operations issues of interest to the members.  
Each publication to be specified by title, author, date, and where it is available to the members.
2. A list of ports seeking advice and assistance with particular problems, and a list of ports willing to provide expertise.

It should be noted that great care would be taken to avoid any overlap with the coverage of cargo handling and operations issues provided by our ‘Ports and Harbors’ magazine. Furthermore, the Letter would assist and complement, but never duplicate the International Service of Documentation project now in place and managed by the Port of Le Havre. Finally, the Letter could supplement the work undertaken by the International Port Development Committee.

Information for the ‘Information Exchange Letter’ would be solicited from IAPH members, UNCTAD, IMO, ICHCA, suppliers and consultants.

#### B. Formation of Sub-Committees

It is recommended that within the Committee on Cargo Handling Operations, the following sub-committee are formed:

- Sub-Committee on Container Operations
- Sub-Committee on General Cargo Operations
- Sub-Committee on Dry Bulk Operations

The objectives of each sub-committee would be to study, in some detail, some of the more common concerns in respective areas. Detailed terms of reference to be established for each sub-committee to ensure optimum results and no overlap between committees.

#### C. Port Statistical Report

It is recommended that the IAPH gratefully accepts the offer by the Port of Kobe to publish, with the assistance of the IAPH Secretariat, a regular, ‘IAPH/Kobe Port Statistical World Report.’

It is further recommended that within the Committee on Cargo Handling Operations, a ‘Sub-Committee on Port Statistics’ is formed to assist in the production of the statistical report and to review and make recommendations regarding definitions and calculations related to the same report.

**Bo A. Ekstrom**  
Chairman

## Report on the Committee on Legal Protection of Port Interests

Following its terms of reference, as determined by the Vancouver Conference, the CLPPI went on this past year dealing with a number of issues.

Many of them are related to the activities of the International Maritime Organization (IMO).

### Outcome of the IMO Diplomatic Conference, April/May 1984 — Review of the 1969/71 Conventions — Consideration of a new 'HNS Convention'

With the IMO Diplomatic Conference in mind, the CLPPI met several times during the autumn of 1983 and in early 1984. It drafted Position Papers for the intention of the IMO and explanatory notes which were addressed to the IAPH Directors, with the approval of the Association's President.

These Position Papers were completed by interventions from the floor during the IMO Conference and dealt with:—

- the urgent need to update the limitation and compensation amounts of the 1969 and 1971 Conventions dealing with oil pollution damage.
- the need to set up simple and rapid mechanisms to offset further depreciations of these amounts in the future.
- the need to delete provisions which could lead to the payment of compensation to the victims of damage being postponed until the conclusions of long prejudicial court proceedings to decide who was responsible for the damage.

The Diplomatic Conference, where shipping nations exercise a prevailing influence, will close on Friday, 25th May. To date, it may be presumed that:—

- the limitation and compensation amounts of the Oil Conventions will be substantially raised, but only to make up for the effects of monetary erosion since 1969/71 and without any provision for further updating the depreciation of these amounts in the future, until the Protocol comes into force.
- a number of other amendments will be adopted.
- the draft HNS Convention dealing with the dangers involved in the carriage of hazardous and noxious substances by sea will be delayed.

As soon as it is informed of the final conclusions of the Diplomatic Conference, CLPPI will consider the consequences and, eventually, the further course of action to be taken on behalf of the Association.

One thing is certain, the Protocols to the Oil Conventions will not be ready to come into force for a number of years. Eventually, groups of nations could anticipate that event and acting simultaneously, on the basis of regional agreements, introduce their provisions into their domestic law, in order to save time and further depreciation of the amounts of compensation.

This is the first proposal which CLPPI is submitting to the Executive Committee.

### The Legal Implications of Vessel Traffic Services (VTS)

I.A.P.H.'s committee COPSEC has cooperated with IALA and other international associations (Pilots, Ship Masters, . . .), in setting up recommended guidelines for VTS.

These GUIDELINES have been submitted to IMO.

Some parties have insisted upon the necessity of further studies devoted to the legal implications of VTS.

Since the olden days, the relationship between harbour-

masters, ship's masters, pilots, tug masters have been assisted with highly sophisticated technical means, very far removed from the old communication procedures delivered by loud hailer, signals or signal lights.

But from the legal point of view, the liability of each participant has not varied to any great extent.

The apportionment of responsibility, in the case of an accident has been discussed many times in courts, in compliance with local legislations, regulations, case law and equally, local circumstances.

It is now being proposed that IAPH join a work group to evolve a codification process of these responsibilities on an international level, with the aim of submitting the findings to IMO.

Your CLPPI is of the opinion that such a proposal ought to be considered with great care.

### Review of the Salvage Convention and Ports of Refuge

The IMO is to undertake the review of the 1910 Salvage Convention.

Ports, quite often play a role in the salvage process, by accepting unsafe vessels in their waters, for humanitarian reasons.

Not infrequently, such ships, which were not scheduled to visit the port for commercial reasons, have suffered extensive damage, (fire, explosions, leaks . . .) and they sink in the access channels or in the port waters, where they have been accepted. Then, after unfruitful attempts to re-float them, these ships are abandoned, their owners freeing themselves from all liabilities by constituting the modest guarantee fund required by the 1957 Convention.

Even when the 1976 London Convention comes into force, compensation will still be insufficient. And with the unsuccessful passage of the draft HNS Convention, the field will be wide open to the case of such dangerous vessels as LNG or LPG carriers.

Perhaps the revision of the 1910 Salvage Convention will provide an occasion to take a useful stand on behalf of the interests of Port Authorities (urgency of launching the revision process of the 1976 London Convention amounts, when in force, extension of the privileges of salvors to Ports of Refuge . . .).

The Executive Committee is asked to approve the principle of action being engaged in this respect, in the interest of Port Authorities.

### Fire and Explosion Aboard Unladen Tankers

One might have thought, when the draft HNS Convention was under consideration at the IMO Legal Committee, that the following risks would be covered in a satisfactory way:

- not only oil pollution damage, with the review of the 1969/71 Oil Conventions, but equally, pollution, fire and explosion damage, in connection with the carriage of certain hazardous and noxious substances by sea . . . such as many liquid chemical products, as well as LNG, LPG, etc.

A gap was to remain, with the risks of fire, explosion aboard unladen tankers and pollution involved in such accidents.

The unsuccessful passage of the HNS Convention now widens that gap, to a very dangerous extent.

It is now not known what the future work programme of IMO and its Committees is to be for the coming years.

However, it could be advisable that IAPH expresses its

concerns on the above topic to the Secretary General of the IMO. Maybe that would, to some extent, influence the future programme for the IMO. And, in any case, IAPH could refer to its premonitory intervention, were future events to justify more specific action.

### **International Terminal Operators**

Mr. Lennart Bergfelt continues to attend the discussions at UNIDROIT and UNICITRAL concerning the project of convention or a standard form for the liability of terminal operators.

### **Questionnaire on the Functions maintained by IAPH Members**

The Survey on Port Organizational Structures received a massive response from the membership. IAPH members must be thanked for their diligence. And the General Secretariat must be congratulated for the excellent work it performed in compiling the answers.

A considerable amount of material of data is now available.

At first sight, it would appear that the functions of Port Authorities, and, merely, their identity vary to a very large extent, depending on the country, the history and the traditions involved. Some are simply landlords, others turn over their infrastructures to private operators, while still others are, in particular terminal operators, involved in cargo handling, cargo forwarding, warehousing . . .

As a first step, the General Secretariat and CLPPI will continue to cooperate in order to submit to the General Assembly at the Hamburg Conference, a report on the subject. It will integrate a statistical overall analysis as well as general comments.

There is already a tremendous amount of information available to the whole membership and, in particular, to all the different IAPH Committees.

For example, the 3 Wisemen suggest a wide field of new potential areas of common interest, such as port management, port organization, productivity. Where pilotage is considered, the question varies enormously, from the technical, legal and financial points of view as well as from that of whether pilots are employees of the Port Authority, the State, or members of an independent body.

This same remark applies to the many different solutions towards towage, cargo handling, warehousing, vessel traffic services, freight forwarding . . .

Comparisons between ports run on the basis of similar structures are very instructive. They are even more so, if the structures are different. Interesting conclusions may be drawn by the membership as regards conditions of good internal performances, or re-organization possibilities.

Thus a wide field of further research is open, not only to CLPPI, but also to other Committees.

**A. Pages  
Chairman**

## **Report on the Committee on International Port Development**

### **1. Introduction**

The Committee has remained active since the Vancouver Conference in the fulfilment of the major schemes undertaken by the Committee in connection with the IAPH objectives for training and assistance to developing ports. A

number of matters have been progressed either by correspondence or by discussion between Members of the Committee. A summary of the main activities is given below.

### **2. The Award Scheme**

Shortly after the Vancouver Conference, all necessary preparations were made for the publicising of the 1983/84 Award Scheme Competition incorporating the Akiyama Prize and substantial monetary awards for successful entrants. Wide publicity has now been given to the Award Scheme Competition by means of an article in "Ports and Harbors" and by circulation of posters. In accordance with the policy adopted for the 1981/82 Competition, entries are being encouraged in the natural language of entrants and translations for judging will be undertaken by IAPH. It is hoped that, as a result, the trend towards entries from all regions of the developing world will be encouraged further.

Entries for the Award Scheme Competition have varied over the years between 20 and 30 applicants. No entries have been received at the date of this Report but as the closing date for the Competition is not until 1st September 1984, no particular significance is attached. I hope that the Award Scheme will stimulate at least as many entries as in 1981/82 (23 entries).

As can be expected, the quality of entries to the Competition tends to vary but the panel of judges appointed from within the membership of the CIPD usually find some difficulty in ranking the prize winners as many entries are of an even quality. The panel of judges has in the past been impressed by the amount of care and obvious effort made by many applicants and I am sure Committee Members would agree that management of developing ports ought to use the Award Scheme as a means of identifying potential candidates from within their organizations for training and development.

### **3. The Bursary Scheme**

At the Vancouver Conference it was decided to continue the Bursary Scheme for a further two years with 15 Bursaries and a maximum of 3500 US Dollars per bursary available. Demand for bursaries from developing ports has been strong and at the date of writing this report 6 bursaries have been awarded from 19 applications. Each application is viewed on its merits and in accordance with the Bursary Scheme Conditions, 2 other bursaries are approved in principle.

A great deal of interest has been shown in courses run in co-operation with UNCTAD by the port study centres at Marseilles and Le Havre. The publicity given to these courses has resulted in enquiries from several sources for financial assistance for organizations who are not members of IAPH and are, therefore, ineligible for bursaries. Where appropriate, action has been taken to encourage these organizations to join the Association and it is hoped that, as has been the case in the past, the Bursary Scheme could prove to be a catalyst for increasing the membership of IAPH.

I am certain that the Bursary Scheme represents the most important single initiative taken by the Association to assist developing ports and it is of great importance that the availability of finance to continue the Scheme in future years is secured. The initiative by Mr. Richard Ford, Executive Director, Seattle, to approach the Ford Foundation

seeking substantial financial assistance was, therefore, endorsed by the CIPD at a Committee Meeting held in Geneva in October 1983 and suggestions were made at that time which were designed to ensure that should his initiative be successful the money involved would be directed primarily at direct aid to developing ports to assist in their training programmes.

#### **4. Monographs**

The joint initiative by UNCTAD/IAPH through the CIPD's special advisor, Mr. E. Williamson, Chief of UNCTAD's Ports Section, to produce a series of papers on topics of interest to management of developing ports has been progressed. Work has continued to translate the initial papers into several languages, including Arabic, and through the contacts within UNCTAD/IAPH a wide circulation of the monographs is assured. Further papers are in the course of preparation and this initiative is seen as a long term programme.

The source of papers to add to the series is quite wide, encompassing work already produced for other purposes, for example, training literature for an authority's own staff, or papers presented to professional Institutes. IAPH member organizations are in a position to provide a wealth of information of potential use in the Monograph series and I hope that Executive Committee members will give consideration to the possibility that their port may already possess papers of potential interest to developing ports. Equally, it is important that managements of developing ports indicate from time to time topics which would be of great interest. Through the CIPD lists of such topics have been suggested and the Committee will continue to monitor the subject.

#### **5. The Future Role of the Committee**

Turning from the brief summary above which concentrates on the major work programmes being undertaken by the CIPD, I wish to put down in a few words the views of Committee Members on the future role of the CIPD in fulfilling the objectives set by the Association.

The major schemes administered by the Committee are now well established, although alterations to these either as a result of changes in policy or arising from a shortage of funds cannot, of course, be ruled out. It is important that the sound base established over the last 10 years by the Committee should now be built upon in order that every available avenue is explored to meet the basic objective of bringing together developed and developing ports by exchange of information and training.

The Committee has in the past attempted to further the links between developed and developing ports by means of the Sisterport Scheme. A great deal of work was undertaken by members with the major co-ordinating role carried out by Mr. P.Y. Ten Arve of Rotterdam. Some Sisterport relationships developed but it was always apparent that while the Association could act as a catalyst in provoking interest in formal or informal links between ports, such relationships could not be finalized by the Association. The Sisterport Scheme has not been formally abandoned by the Committee but it is clear that the resources do not exist to sustain a role of "clearing house" for enquiries from developed and developing ports. While this situation is perhaps regrettable, it is inevitable that within any organiza-

tion reliant on the voluntary endeavours of individual members, tasks of a time consuming nature are difficult to accomplish. The aims of the Sisterport Scheme are, of course, fundamental to the objectives of the Association and consideration will be given to alternative methods — perhaps using the Journal "Ports & Harbors" as a medium for bringing together ports.

Another method of achieving the objectives of the Committee has been the subject of discussion both at the Vancouver Conference — in particular at the Symposium organized as a supplementary session — and subsequently within the Committee. I refer to the possibility of closer links with regional port associations. The American Association of Port Authorities, for example, has suggested a regular involvement at seminars organized within their auspices for attendance by member ports of IAPH from outside the AAPA immediate region. Similar initiatives could be progressed with other regional associations. It is possible that in some instances special terms for such attendance might be arranged but, with the limited financial resources available to IAPH, it is somewhat difficult to envisage a significant amount of direct assistance on, for example, travel costs, to be met by IAPH. On the other hand, the Association can publicise the activities of regional port associations through the IAPH Journal and it is possible that the links between IAPH and regional associations could be fostered by, for instance, guest speakers. The general question of closer co-operation with regional associations is a subject that will be pursued by the CIPD.

The Committee can also be of assistance to the Association by active participation in important Conferences organized by other bodies. For example, the Association, assisted by personnel from member organizations, was represented both at the press conference held in London on 7th March 1984, and at the World Port Development Conference Exhibition held in Amsterdam in early May 1984. By these means the Committee and the Association can publicise the work programmes undertaken by IAPH and seek to encourage not only the membership of IAPH but the fundamental objectives of the Association. It has been suggested that the CIPD's proposed exhibition feature during the 1985 Hamburg Conference should be combined with the PORTEX 85 exhibition which is taking place simultaneously. Clearly, this major exhibition will be an opportunity to further the publicising of the assistance offered by IAPH to developing ports.

Finally, I wish to turn to the most important matter which my Committee members wish to be discussed at the Executive Committee. This is the question of the role of the CIPD during the Hamburg Conference. The CIPD considered that it is essential that the Association's Conferences are used as focal points to promote the objectives of the Association concerning the developing ports of the world. It is, accordingly, recommended that one of the Plenary Sessions at the Hamburg Conference should be devoted to matters concerning developing country ports. It is considered that the Session should concentrate on discussions devoted to the subject matter of papers prepared in advance of the Conference and given full circulation to delegates. Preparation of these papers would be organized in conjunction with UNCTAD.

**J.K. Stuart**  
**Chairman**

# Dredging Task Force meets in Le Havre

Mr. Herbert R. Haar, Chairman of the IAPH Dredging Task Force and Assistant Executive Port Director, the Port of New Orleans, has sent his report on the recent meeting of the Dredging Task Force, a sub-committee of the PSEC (Port Safety, Environment and Construction) Committee, which took place during the two days April 18 and 19, 1984, hosted by the Port of Le Havre Authority.

The meeting was attended by:

- Mr. H.R. Haar — Port of New Orleans  
Chairman of Dredging Task Force
- Mr. C. van der Burgt — Ministry of Transport and Public Works Rijkswaterstaat, Netherlands
- Mr. C. Brossard — Port Authority of Nantes, St. Nazaire
- Mr. Bourgade — Port Authority of Nantes, St. Nazaire
- Mr. G.J. de Wolf — IADC (International Association of Dredging Companies), Netherlands
- Mr. J.A. Mulock Houwer — IADC

Firstly, reference was made to the various LDC meetings attended by IAPH Dredging Task Force representatives in October and December 1983, and February 1984. Special mention was made of:

## 1. February 20 ~ 24 meeting of LDC VIII in London

An LDC Intersessional Working Group was appointed with American, Dutch and Nordic representation. It was slated to meet in July 1984 to continue the development of criteria for the classification, addition and deletion of substances to the annexes. These technical and scientific people do not favor the attendance of any observers (IAPH or Greenpeace, for instance). IAPH will negotiate with them and prepare a paper in case they are invited to submit one, as funds have been promised from the U.S. Maritime Administration (also known as MARAD).

In this connection, Mr. Haar received preliminary approval from MARAD to fund, in the amount of US\$7,500, such a report. The Task Force members have not been invited to attend the July 1984 meeting but are preparing the report so as to have it ready for the Scientific Group of the LDC to be held in February 1985.

Afterwards, representatives from France and the Netherlands have the following accounts of the situations in their countries.

## 2. Situation of the French Ports by Mr. Brossard

French ports have been experiencing difficulty in getting represented in their national delegation to the LDC, which is made up of representatives from the Environmental Ministry. The Port of Nantes is particularly involved, as dredging is required for Montoire. As a matter of strategy two points need to be considered:

- (1) Dredging materials coming from agricultural areas into the port and naturally making their way into the sea; and
- (2) Dredged materials coming from the deepening of closed basins where the water flow is poor. As regards this latter category, these materials can be slightly affected or polluted, but this does not justify a complete ban on dredging by the government.

Some French leaders have finally admitted that they

should listen to the point of view of the ports. (In this regard, Mr. Massin from the Environmental Ministry has confirmed his interest to IAPH.) The Ministry has asked the port managers to draw up a joint paper on these problems. Its express purpose will be to prove that no serious pollution of the sea is caused by dredging, and that dredging operations perform the same function as rivers, whose currents ensure that their sediment is carried to the sea. The paper will be submitted by the ports' management to the French LDC Delegation. The ports involved will be Dunkerque, Le Havre, Rouen, Nantes-St. Nazaire, Bordeaux and La Rochelle/Pallice. The paper should comprise the following three topics:

- (1) Presentation of the problem as a whole;
- (2) Oceanographic characteristics of the sites chosen for dumping; and
- (3) Synthesis of the analyses carried out by the ports on the chemical contents of the dredged materials.

## 3. Situation in the Netherlands by Mr. van der Burgt

Holland does not share the problems mentioned in the above report, since such dredged materials are considered non-polluting. Even environmental groups agree with this. Experience shows that 70% of these materials are carried northwards by the sea.

Other items discussed were:

## 4. Preliminary Draft LDC 1979 ~ 1984 Activities Reports by IAPH

To respond to the Chairman's request for comment on this report, Mr. van der Burgt said there was a discrepancy between the title "LDC and Its Effect on World Ports" and the contents, since the report mainly refers to U.S. ports and U.S. problems. Chairman Haar suggested that Messrs. Brossard and van der Burgt write a paper on the experience of their own countries to be added to this draft. On the other hand, Mr. de Wolf spoke in favor of reducing the volume of the draft. It will be ready for distribution to all attendees at the IAPH Conference in Hamburg in May, 1985.

## 5. Budget Status for IAPH Dredging Task Force

The Dredging Task Force agreed to request a new funding level of US\$15,000 for fiscal years 1986 and 1987, for submission to the Executive Committee at the meeting in Glasgow in May 1984.

## 6. Comment by Chairman

Mr. van der Burgt raised the matter of the comprehensive report (A Brief Treatise on Psysicochemical Properties of Dredged Material and Environmental Protection, February 1984) written by Dr. Willis E. Pequegnat, which sought to offer a scientific demonstration of the solutions to the problems of contaminated dredged materials. The report concludes that for 90% of dredged materials, this will not be a problem any longer. Mr. van der Burgt feels that there is not enough scientific evidence for such a conclusion, and that the contents of the report were somewhat open to doubt.

The Chairman stressed that Dr. Pequegnat had very



considerable experience and involvement in the subject in addition to a strong scientific background and that Dr. Pequegnat himself had requested further scientists to join him in order to be sure that his study would be recognized as reliable.

Mr. van der Burgt said that if he was right in his conclusions, the LDC policy with regard to dredged materials should be changed. That would have a tremendous impact and we all then have to pay heed to the findings of the report.

The Chairman suggested an informal meeting be organized between Dr. Pequegnat and Dutch scientists in order to discuss his findings.

Mr. van Burgt wondered whether PIANC could do that, but it was thought that this might not be appropriate. They have possibly more influence than IAPH but have to be careful with regard to new developments. Mr. van der Burgt feels that many governments are reluctant to go beyond what was agreed in the Oslo and London Conventions. He said that if Dr. Pequegnat is right, all the people now involved will have to promote his idea. He wondered by what means he could introduce the idea to the authorities who will make the decisions.

## 7. Conclusion

As a first stage, a joint Dutch/U.S. report to LDC on Dr. Pequegnat's work can perhaps be drawn up. This must be discussed with Mr. William Murden of the U.S. Army Corps of Engineers. The Chairman opined that, to be in time for the Scientific Group in January or February, this report would have to be in London at the Secretariat by mid-November for distribution. Thus there is not much time.

**Note:** Dr. Pequegnat's February 1984 paper was developed from his October 1983 Report entitled "Application of Classification Criteria to Dredged Material with Emphasis upon Petroleum Hydrocarbons and with Additional Consideration of Lead in Dredged Material." This paper included over 250 scientific literature references and involved the collaboration and participation of 4 outstanding U.S. scientists with expertise in metals and hydrocarbons, one of the scientists was from Texas A & M University, one from the Skidaway Oceanographic Institute, and 2 from the Louisiana University. Mr. van der Burgt has now been furnished a copy of this 1983 report as his remarks would seem to indicate that he has not aware of this relationship to the February 1984 paper.

## 8. Special Announcement

At the meeting of the full PSEC Committee on April 19, Mr. Alex Smith of the British Ports Association and the IAPH liaison representative for European affairs, announced that he had just received a telex from the Interior Minister of the Federal Republic of Germany. The minister had invited IAPH on behalf of the North Sea countries (Federal Republic of Germany, France, U.K., Belgium, Holland, Denmark, and Norway) to attend a preministerial meeting at Wilhelmshaven, Germany on September 18, 1984, for the purpose of discussing the needed protection measures for the North Sea. These measures could even involve an eventual halt of all dumping of any kind into the North Sea.

The communication from the German minister further invited IAPH to attend the actual ministerial conference on this subject to be held in Bremen, Germany on 31 October/1 November 1984. Alex Smith is investigating the nature of this meeting and the degree of IAPH participation that might be desirable. He will be discussing the subject during the week of 23 April in London with his

own U.K. minister who is involved, and will then determine further the degree of IAPH participation that will be required. He will also discuss that will be meeting in Glasgow during the latter half of May 1984. At the very least, Alex Smith will probably attend the meeting as IAPH's European representative, possibly with some position paper of support from the IAPH Dredging Task Force. In the event it appears, in the light of further clarification is required, then a request may be placed on the IAPH Dredging Task Force for assistance. Inasmuch as the subject meeting will be addressing the North Sea nations' commitments (and possibly appropriate revisions to these commitments) under the Paris Treaty, the Oslo Convention, and the LDC in so far as dumping in the North Sea is concerned, the outcome of these conferences could be very critical in terms of IAPH interest in the ocean disposal of dredged material.

Chairman Haar concluded the report by assuring us that he will keep us informed of further developments.

## IAPH Members actively participate in World Port Development Conference

The World Port Development Conference & Exhibition was held for three days from 2nd to 4th May, 1984 at the RAI Centre, Amsterdam, organized by Industrial Presentations (Europe) B.V., A Europe-based company which has over 20 years' experience in organizing specialized conferences, seminars and exhibitions throughout the world.

The conference aimed at providing the participants from international port circles with the opportunity and the means to exchange information about a wide spectrum of problems encountered in port development projects, especially in developing countries. The program was divided into three sessions, which took place simultaneously. The sessions had the following themes.

- A. Port Projects Requirements
- B. Economics, Planning & Financing
- C. Operations, Maintenance — Management & Training

The presentations were made by speakers representing port authorities, UN agencies, universities, institutions and banks on various subjects related to port problems and port development opportunities on a worldwide scale. IAPH members were prominent among the speakers and participants, who totaled 293 from 38 countries. Mr. J.K. Stuart, Chairman of the Associated British Ports and Chairman of the IAPH Committee on International Port Development (IPD), delivered a keynote speech on the subject "The Business Approach to Port Management."

Another keynote speakers who is well-known to IAPH members was Mr. E. Williamson, Chief of UNCTAD's Port Section and Special Adviser to the IAPH IPD Committee. The texts of the papers by Mr. Stuart and Mr. Williamson are included in this issue. (See pages 25 ~ 29).

Alongside the conference, an exhibition was held in the RAI Centre, the conference site. The exhibitors include leading companies supplying know-how for all aspects of port development. These included consulting engineers, banks, institutions, construction companies and port equipment suppliers.

With a view to gaining maximum publicity for the Association and boosting its membership campaign, IAPH reserved a stand and Under Secretary Kimiko Takeda was assigned from the Tokyo Head Office to look after it.

Mr. J. den Toom, Managing Director, Port Management of Amsterdam and First Vice-President of IAPH, assisted by making a member of his staff available to cooperate with the IAPH representative at the stand.



Ms. Kimiko Takeda greets Mr. David Mitchell, Parliamentary Under-Secretary of State for Transport, U.K. (center) as he toured the IAPH stand with Mr. A.A. Jansen, the organizer of W.P.D.C.

## IAPH designates Lufthansa as official carrier for the Hamburg Conference



Lufthansa (LH) has recently been designated as the official carrier for the 14th Conference of IAPH to be held in Hamburg, Federal Rep. of Germany from 4 to 11 May, 1985.

LH's experienced staff at the respective offices spreading all over the world will be ready to serve you concerning your trip to Hamburg.

## Visitors:

- April 16: Mr. Henrik Lundsten, Member of Harbour Committee, Port of Helsinki Authority, Finland
- May 15: Mr. Norman Mathews, London Representative, International Association of Lighthouse Authorities (IALA)
- May 17: Mr. A.G. Field, Chairman, Townsville Harbour Board, Australia
- May 24: Mr. A.S. Mayne, Port of Melbourne Authority, Australia
- June 11: Mr. Hugh Stanton and Mrs. Nora Pillay, MarIntec. S.E.A. (Pte) Ltd., Singapore

## Membership Notes

### New Member

#### Associate Member

#### Alberta Economic Development (Class B)

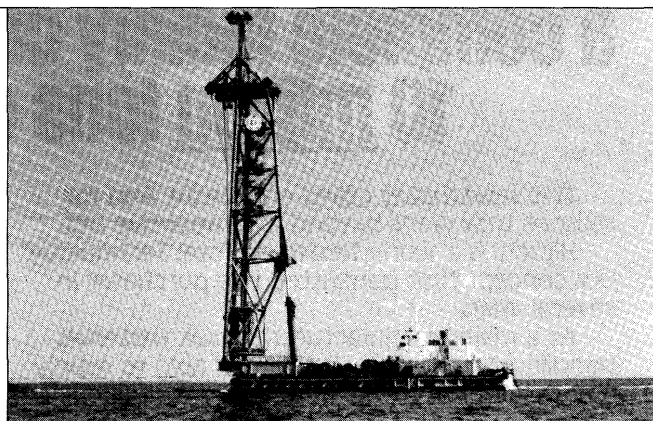
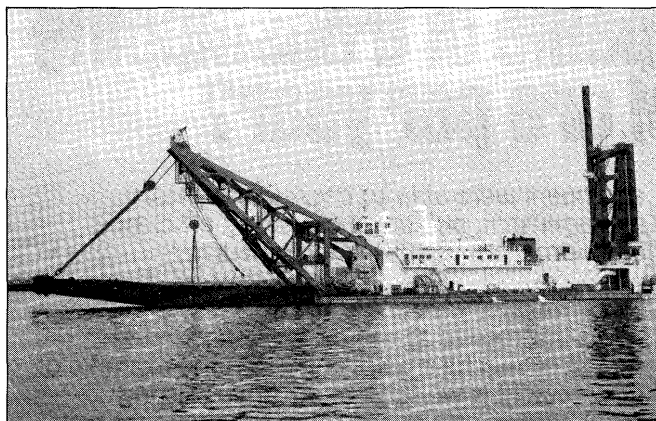
Edmonton, Alberta T5J 3M8, Canada  
Office Phone: 427-2083  
Telex: 037-42815  
(Mr. Clarence J. Roth, Deputy Minister)

### Change of Address

#### Associated British Ports

New Address from 29th May 1984:  
150 Holborn, London EC1N 2LR, U.K.  
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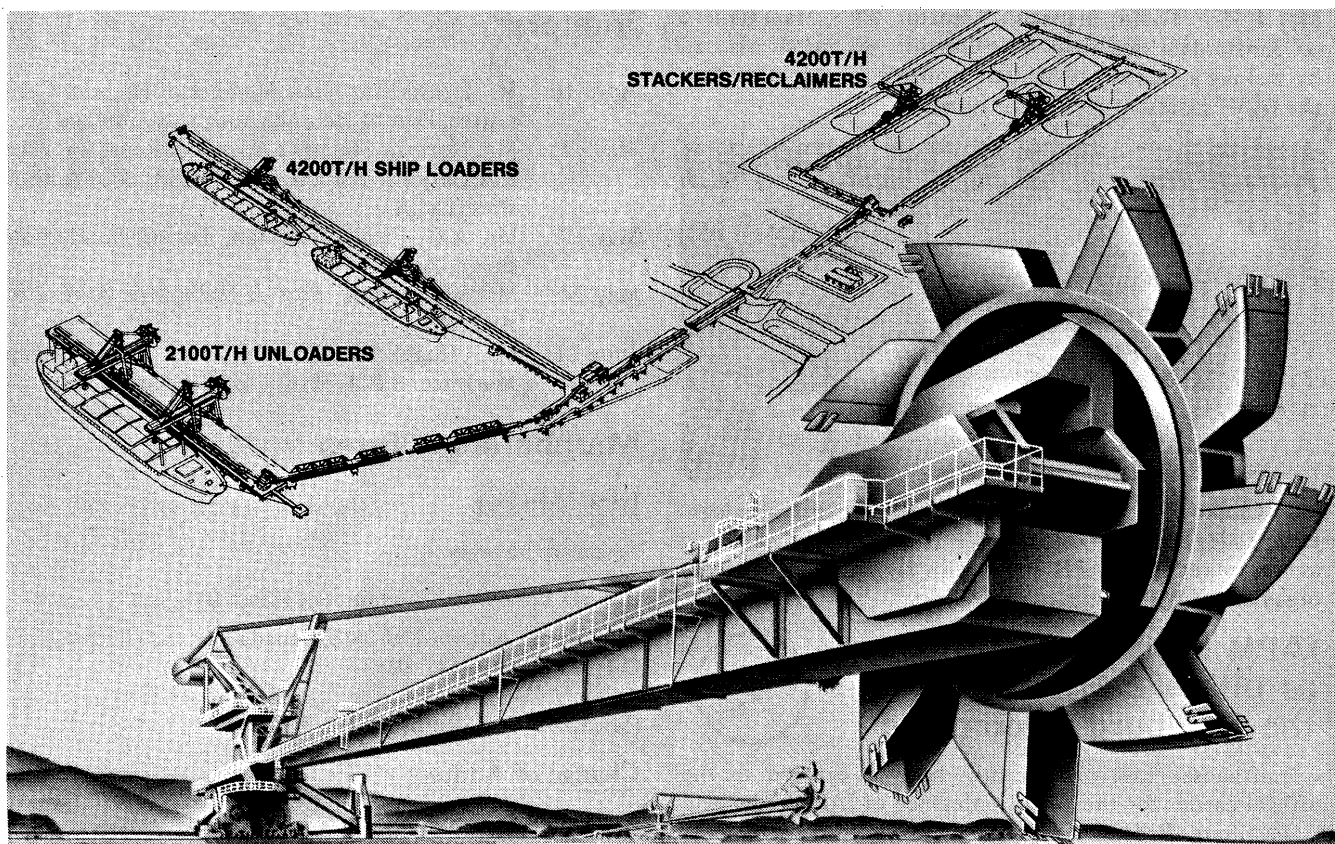
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## Open forum:

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# Ports: A Third World Perspective

**By Eric Williamson  
Chief, Port Section  
UNCTAD**



(Paper presented to the World Port Development Conference, May 2-4, 1984, Rai-Amsterdam)

### A. INTRODUCTION

I am very pleased to have the opportunity of participating in this World Port Development Conference, which is taking place in a country which has given so much priority to the development of an efficient system of seaports.

The conference organizers have indicated in their advance publicity that the developed world has a lot to offer the developing world. This may be true, but let us not jump to the conclusion that all that is required is a transfer of resources, or know-how or experience. Conditions pertaining in developing countries pose problems which are not necessarily met in developed countries. These problems must be faced if this conference is to make any real contribution to world port development.

Let us try to stand back this morning and look afresh at the developing world and the role ports play within it. I should like to suggest reasons why port development should be accorded the very highest priority by governments, and also offer some observations why I believe ports are not necessarily contributing as much as they could to their country's development efforts.

### B. THE ROLE OF THE PORTS

The overwhelming majority of a developing country's trade passes through its seaports. While the port is just one link in the transport chain from producer to consumer it is a crucial one because no practical alternative is available. If port facilities are inadequate, therefore, the economy must suffer.

The primary objective of port development should be to provide cargo handling facilities that are fully adequate for the natural development of trade, in the most economic fashion, taking full account not only of costs to the port but also costs to port users.

Unfortunately this is easier said than done since the cargo a port will have to handle is unknown in advance. Forecasts have to be made, of course, but traffic will still vary, both in volume and mix, as a result of commercial and political factors and also natural phenomena. We have a dramatic example this year, with Africa having to import an extra several million tons of grain as a result of that conti-

nent's persistent drought.

In many industrialized countries a good deal of port planning is carried out by private companies. Ports often compete with each other and developing new facilities to respond to customers' changing needs is a vitally important business activity.

Few developing countries can permit themselves the luxury of encouraging such competition, however. Port planning is generally a government responsibility, or at least subject to rigorous government controls which seek to minimize the risk of any investment in facilities which may not be fully utilized. This planning should also be carried out within the framework of a national ports plan and co-ordinated with the planning of road, rail, and inland waterway facilities.

There are a number of reasons why governments should accord the very highest priority to port development, the most important of which is to ensure that shortage of port capacity does not act as a brake to economic development.

The first consequence of a shortage of port capacity is that ships and cargo start to be held up at the port. This is port congestion and it affects all parties involved in sea transport. The port suffers through increased costs of operation, and through the possibility of a temporary — or permanent — loss of traffic; the shipowner suffers through a drop in the earning power of his ship; and the shipper suffers through the direct cost of delays in shipment, the loss of goodwill in his trade, higher shipping charges and, ultimately, loss of business.

The consequences of port congestion have been discussed in an UNCTAD report<sup>1/</sup>. Solely in terms of ship waiting, the costs can be huge. A modern vessel may cost \$10,000 per day; thus, a 10-day delay would cost \$100,000. If 1,000 tons of cargo are discharged, the cost would be equivalent to \$100/ton. For a medium-sized port handling 20 ships a week, the total cost of ship delays would amount to \$2 million a week or \$100 million in a single year, most of which would be borne by importers and exporters (and eventually by consumers and producers) in the developing country concerned.

But this is not the whole story. Traders and government departments will be forced to restrict both imports and exports thus putting a brake on economic development. Trade will be lost. Export efforts will be frustrated. Development projects will have to be postponed.

You may argue that we have come a long way since the mid-1970s when between 50 and 100 ports worldwide were suffering from various degrees of port congestion. I am not so sure. The trade of many countries has declined a good deal recently. Are we certain that a sudden upsurge in trade

<sup>1/</sup> UNCTAD report TD/B/C.4/152 "Port Congestion: Report of the Group of Experts".

would not trigger off another bout of port congestion? Not everywhere, of course. The states of the Arabian Gulf, for example, have invested heavily in new facilities. But what about Africa and the Indian sub-continent? These are the countries which can least afford to have port congestion act as a brake to their development.

It surely cannot be acceptable for economic development to be dictated by port capacity. The only alternative is to ensure that sufficient port capacity is always available. Since it can take from 6 to 8 years to plan and commission a new port extension and traffic cannot be forecast with accuracy, it is vital for capacity to be planned *in excess* of the expected trade requirements. While this may lead to some under-utilization of port capacity, this is still preferable to running the risk that shortage of port capacity will limit trade.

For countries which are short of investment resources, this clearly poses a problem of principle, since it may seem that investment in excess port facilities is wasteful. However, it can be shown<sup>2/</sup> that the economic costs resulting from planning port facilities with little spare capacity are between 10 and 100 times greater than the cost of planning for ample spare capacity. Thus, countries simply cannot afford to skimp on port development, and development banks, which provide loans for port projects, should perhaps take more account than they do at present of the risks to a developing economy of an under-provision of port facilities.

### C. CONSTRAINTS

The development and operation of ports is carried out under a variety of constraints imposed by shortage of resources and competing interests of the port authority and other parties involved in port activities.

I notice that "Development Constraints" is the subject of a session tomorrow morning at which three port directors from Asia, Africa, and Latin America will present their views. This will be an important session: the port directors concerned have no doubt suffered frustration from many constraints and will be far more qualified than I am to speak about them with feeling.

I shall restrict myself to listing just a few of the constraints which can militate against efficient port development and operation.

#### Administrative Constraints

- Government involvement in planning and running the port may be through more than one ministry, such as public works, commerce, transport, etc. This often leads to activities being ill-coordinated.
- Governments may take an inordinate length of time to consider a port authority's recommendations for action.
- Rigid import/export controls often hinder the smooth flow of cargo through the port.

#### Financial Constraints

- Lack of autonomy for investment decisions. (Despite a port's power to earn foreign exchange, expenditure still depends on national priorities.)
- Port charges subject to government approval. (Some economists have put forward the argument of using the

port tariff as a means of regulating demand for its resources; increasing the charge for use of a facility when demand is particularly heavy and reducing the charge when demand is light. However attractive this idea might be in theory it is clearly ruled out unless the port has the authority to change its tariff without prior government approval. Unfortunately this is rarely the case.)

### Technological Constraints

- Having to react quickly to changes in ship types, e.g. container or roll-on roll-off vessels replacing general cargo vessels. (This problem is aggravated by the general unwillingness of shipping lines to discuss their future plans and the fact that developing country routes are frequently subject to experimental change as liners seek new uses for displaced tonnage.)

### Personnel Constraints

- Restrictive practices of dock workers.
- Internal resistance to adapt to methods of work more suited to new technologies.
- Management in developing countries is generally short of experience in labour relations.

There are many others. I am sure the "Constraints" session will be a lively one which will almost certainly spill over into the lunch break!

### D. IMPROVING PRODUCTIVITY

Important as it is to have adequate port facilities suited to the needs of the traffic to be handled, this in itself does not guarantee port efficiency. The primary function of a port is to transfer cargo between maritime and inland transport quickly and efficiently. Unfortunately many ports are failing in this respect. What is it that restricts the rate of handling non-containerised general cargo to 300 – 400 tons per day when it could, and should, be 1,000 tons or more?

Improving productivity may be achieved in two ways: handling cargo at a greater rate when the ship is working, or increasing the proportion of time that the ship is working.

One of the things that shocked me when I joined the ports industry was the large proportion of time during a working day that ships were simply not being worked. It still shocks me today.

The situation is probably familiar to most of you. Although a shift officially starts at 0700 this is really the time at which labour reports to the job allocation centre. Work rarely starts before 0730 and at 0800 there is probably a 30-minute meal break.

A practice in some ports is that, after the break, the traffic officer will offer a gang a target tonnage to finish within the shift. Productivity normally increases dramatically and the men go home by mid-day although they are paid until 1500. The whole practice is repeated for the second shift and what might be billed as 16 hours of work is, in reality only about half this figure.

Incidentally this practice is not peculiar to the developing countries. It also happens in Europe. Dockers have been known to handle quite extra-ordinary amounts of cargo just prior to a major sporting event on television – and this even at highly mechanized terminals!

It seems clear that there is scope for greater productivity provided means can be found for motivating the work force. Piece rates used to be employed for this purpose – with varying degrees of success. However, these same piece

<sup>2/</sup> UNCTAD report TD/B/C.4/248 "Ports and Economic Development: Policy Issues".



rates have created a rod for the industry's back. In many ports labour unions are still insisting that containers and other unit loads are handled with manning arrangements and at piece rates applicable to breakbulk cargo. New, more imaginative ways must be found to encourage employees to give their best.

Many reasons may be cited why productivity is less than it should be but it often comes back to the quality of management.

Take, for example, a shortage of mechanical equipment.

A closer analysis will probably show that too much of the equipment is out of action waiting to be repaired or waiting for spares. At least part of the fault is poor equipment management.

Or a shortage of transit sheds.

More probably the port's transit sheds are being misused. The ports pricing policy may make it cheaper for traders to keep cargo in the port than to build their own warehouses.

Labour is often blamed for poor productivity. The sort of restrictive practices referred to earlier, poor discipline, etc. But surely it is management's job to motivate the workforce and ensure that employees accept the changes upon which the future efficiency of our changing industry will depend.

I suggest that the major cause of poor productivity in developing countries is not shortage of capital investment (poor though these countries may be) nor lack of equipment (true though this is), but the quality of management. The scarce resource is able, trained and skilled managers — not just capable of matching their counterparts in the developed world, but able to face up to, and operate in, a much more difficult environment.

## E. THE IMPORTANCE OF TRAINING

The need for training exists in all ports. The problem is particularly acute in developing countries, however, because training opportunities are often non-existent. You may be surprised to hear me say this, since you all know of training programmes being offered by various organizations.

However, these are usually for senior managers. Here in this country there is an excellent annual senior management course offered by the University of Delft in collaboration with the Ports of Rotterdam and Amsterdam, and there are others. We in UNCTAD have conducted over 40 courses and seminars over the past twelve years. This may sound a lot but, in fact, it is a little more than a drop in the ocean. There are over 40,000 managers working in developing countries' ports. Over 90% of these are in junior or middle management grades and the vast majority of them have received no formal training of any kind. These are the people who need to be trained if port efficiency is to be improved. But the numbers involved give the problem a new dimension.

These managers are scattered in hundreds of ports all over the world, they have different educational backgrounds, speak dozens of languages and represent a wide range of management disciplines. Clearly, in the long run, training for these people must be provided by the developing countries themselves through training departments within the port or through specialized training centres at the national or regional levels. Help is needed from the international community in the setting up of such training

centres, in the training of course developers and instructors and in the preparation of training materials which these centres can use and adapt as necessary to local conditions.

I am happy to report that, thanks to the generosity of a number of governments, this process has started and is developing well.

As part of this new approach UNCTAD has embarked upon two international projects codenamed: TRAINMAR and Improving Port Performance. Both are promoting the establishment of local management training programmes, and rely on specially written and produced training materials, but they differ in the way these are produced.

TRAINMAR is dedicated to helping selected local training centres to prepare their own materials with emphasis on local conditions and problems. Improving Port Performance — IPP for short — concentrates on more generally applicable principles and practices for which materials are designed and produced centrally to be used by local instructors in training centres worldwide.

The first IPP training package has now been produced and is in use in over twenty training centres throughout the world. It is called "The Management of General Cargo Operations". This course is aimed at junior and middle managers in operations departments of port authorities, stevedoring companies and terminal operators, and is designed to show them how to improve their planning and organization of cargo handling. These materials are available in English, French, Spanish, Portuguese and Arabic, and a Chinese version is currently under preparation.

A start has been made to tackle a training problem of considerable magnitude. But you may ask "How will this new approach overcome the environmental problems you have mentioned?". I think two factors are important.

First the training will be adapted to local needs and received by large numbers of people. Hence a considerable force will be set up to change or circumvent local problems.

Second, because the training is presented locally, its effectiveness can be followed up and problems which impede successful implementation can be identified and tackled; unlike remote training which may be wasted forever if it cannot be applied immediately. It is tragic to note how often a manager is forced to ignore his expensive foreign training when he returns to inhospitable local conditions.

## F. CONCLUSION

Ladies and Gentlemen, if I may summarize the main points I have tried to make these are:

- Ports are crucial to economic development and deserve greater priority in developing countries than they are currently receiving. Skimping on port development is simply false economy.
- Conditions in developing countries are special and require special measures if ports are to make the maximum contribution to the country's development efforts. If developed countries are to help it has to be in close partnership with developing countries. Systems have to be adapted to local circumstances and greater attention given to tackling problems of the underlying environment.
- Improving the skills of port workers at all levels, but particularly at the junior and middle management levels,

(Continued on next page bottom)

# The Business Approach to Port Management

By J.K. Stuart  
Chairman  
Associated British Ports



(Paper presented to the World Port Development Conference, May 2-4, 1984, Rai-Amsterdam)

There are many different ways of viewing the purposes of sea ports and there are as many different aspects of port operations. They could be regarded, on one extreme, as simple exchange points between the sea and the land, almost part of the natural infra-structure to be used freely by all and sundry. By contrast there are shipowners who believe that they are the only people capable of running ports successfully and that they should be regarded as an integral part of comprehensive "through transport" networks, reserved for specific shipping lines in specific trades.

Running through many of the different approaches, however, is a general assumption that ports are in some way or another a **social** service, not to be regarded as in the same company as respectable profit orientated business. My view is that this approach is increasingly out of date, and indeed dangerous, even from the point of view of what is for the social good. I believe that ports should be and are increasingly being looked upon as business enterprises, a primary motivation of which is at least to pay their way (in whatever sense that may be defined), and in many situations to move on to become fully fledged profit generators.

One point which always needs to be emphasised is that port customers **are**, themselves, business enterprises, operating to make a profit, whether they are shipowners, oil companies, steel industries, ships agents or whatever. Companies of this kind do not see themselves as part of a social services department. Of course, they are often doing work which is serving the community but they are doing so at a profit or else they do not survive. Similarly, the companies which **supply** ports, for example with capital equipment, do so on the basis of profit.

Coming back to ports policy as such, it is interesting that more major economies are now moving towards the concept of user pay, i.e. to operate their ports at a profit.

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(Continued from page 27)

is one of the keys to greater port efficiency.

The ports industry is a vital one. Of course there are problems. The solution to many of these problems lies with people; people who must be trained and motivated if they are to work efficiently and take the initiatives necessary so that their ports can provide the service their nations require.

In the **United States**, opinion has been moving towards the introduction of the User Pay concept for the financing of channel maintenance and improvements. The Federal Government is in favour of this concept, and various schemes have also been proposed within the Senate and Congress.

One proposal for the financing of channel maintenance and improvement envisaged the setting up of a \$ US 2 billion p.a. fund from Customs receipts to raise the necessary revenues. This proposal has been opposed from various sectors. Especially relevant perhaps are the views of the Office of Management and Budget (O.M.B.) attached to the Executive Office of the President. The Director of O.M.B. has commented, "Local sponsors of projects must share in the financing of water projects. These projects should meet a market test just as most other capital investments do. In this manner, we can be assured that the project is truly needed . . . we believe quite strongly that, to the extent they are able, sponsors of each new project must help finance the construction effort. Moreover, recovery of the Federal operation and maintenance costs of both deep-draft and inland navigation from project beneficiaries can significantly reduce the necessary burden these projects now place on taxpayers."

In **Canada**, Ports policy has recently undergone a major change of direction in recent years. Until the mid 1970s, the emphasis in the policy of both the National Harbours Board and the local (competing) Commission ports was dominated by a desire to maximise throughput: and there was a general disposition by politicians to keep port charges as low as possible. The result was an increasing proliferation of competing facilities, many with poor financial performance, without any significant gain to the Canadian economy viz-a-viz, for example, the USA. Since the mid 1970's the policy adopted by the National Harbours Board and its successor, "Ports Canada" is firmly based on the "user-pay" principle, while at the same time providing greater opportunity for local autonomy to individual ports where these have become financially self-sufficient. In other words, financial viability, far from hindering development and local initiative, is helping towards its achievement.

Also, of considerable significance, there is specific provision in the Canadian ports legislation to deal with the relationship between profitability and the "National Interest". As the official Government document says

"The Canada Ports Corporation may receive and comply with directions relating to the objective of the national ports policy, or such other related matters necessary for the advancement of the national interest. The legislation provides that compensation may be made for any financial loss sustained by the Canada Ports Corporation or a local port corporation as a result of compliance with such direction."

Of course, I can understand that in developing countries and perhaps also in some European countries, where for example the northern sea ports are competing with each other across national boundaries, it is impossible to separate completely the function of the ports from the objectives of State or National Governments. But if such Governments decide that port charges should be artificially depressed for other purposes, my case is that such subsidies should be clearly identified and not allowed to cloud the overall financial and accounting practices of the ports.

Nor would I accept that there need be any real distinction of policy objectives for developing as opposed to developed ports. A recent survey of some fifteen ports, for an international port tariffs survey, gave some significant pointers to the way ideas are changing, for example on the required rates of return. In all but one case, the RRR was between 7 and 14%, and there was a requirement in some cases for a further increase in later years. The **Papua New Guinea Harbours Board**, apart from mentioning a specific rate of return requirement, also gave it as an objective "to be commercially viable", and one of the **New Zealand** ports referred to "an increasing awareness in Government circles . . . of the need for ports to adopt a more commercial attitude to their operations, rather than acting as a Local Authority bound by statutory restrictions" (incidentally, this same New Zealand port also mentioned that, to secure approval, proposed new investment had to show at least a 20% forecast rate of return).

There are, I believe two other powerful arguments against subsidies and in favour of the user-pay principle. First, subsidies inevitably lead to a slackening of financial disciplines, and a weakening of the incentive to maximise efficiency. On a feather bed, one is inclined to become sleepy. Employees and their trade unions can see no points of identity with a management seeking to maximise efficiency, if the only price of failure is an increase in subsidies.

Second, the corollary of this point, the other side of the same coin, is that the customers who pay the full economic cost of a service can justifiably claim the right to **choose** where they put their goods and ships. For port users, subsidies logically lead to **direction** of trade, whereas user-pay leads to greater freedom to choose. In other words, competition based on user-pay viable port operations is infinitely preferable to state directed subsidised port business.

The structure in the **United Kingdom** is illustrative of many of the problems and of the solutions associated with ports policy. The problem of over-capacity has been among the most acute of any in the world — arising from early and rapid unitisation of many of the trade routes, and a non-growth economy over the past 7 years. Selective subsidies to some of the traditionally important ports have done **nothing** to prevent a strategic decline in those ports, but they **have** had the damaging effect of reducing the profitability of other parts of the industry. In effect, shipowners and other port users have been shielded from the consequences of change to the ports, by subsidies paid for by the **community** as a whole. Now the UK Government has decided on a major change of direction, and has established a firm objective of discontinuing all subsidies, and of encouraging all the UK ports to be run on private enterprise lines.

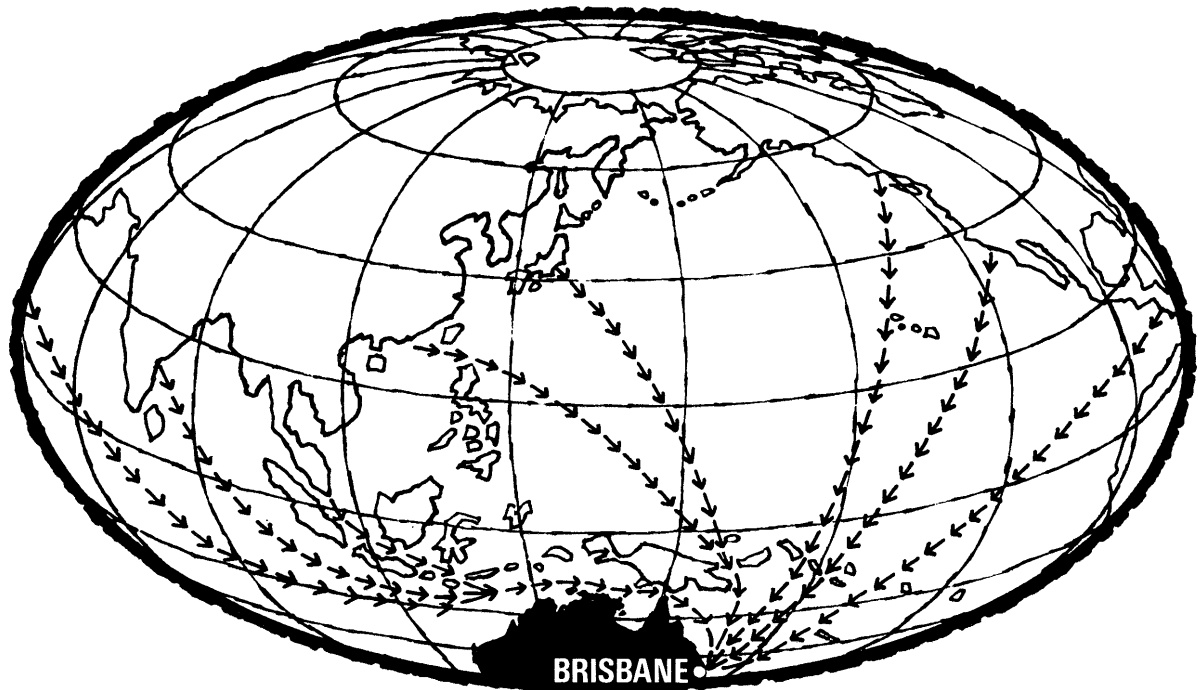
Indeed, one of the most significant developments ever to take place in the UK ports scene was the successful privatisation of Associated British Ports in February 1983. This illustrated the greatly increased confidence of the City of London and the investing public as a whole in the future of the Company, based on a track record of profitability. The fact that the London Stock Market bought Shares in Associated British Ports with such enthusiasm owes much to the style of management of the company — based on decentralisation of operational control within strong financial guidelines, treating each port, and sections of ports, as specific profit centres, and an insistence on adequate returns on new investment. From 1972, onwards, the business has been fully self-financing on a cash basis. Associated British Ports is now completely free of any artificial constraints, and can operate in the ports business on an equal footing with public and private sector users. The port of Felixstowe, of course, had already shown how the private enterprise principle of running a port as a business, to maximise profit, was fully compatible with giving good service, and Felixstowe's market share has been increasing steadily despite the subsidies paid to some competitors.

In the case of Associated British Ports, as in the Canadian experience, financial self-sufficiency has led to greater operational freedom, and the progressive elimination of bureaucratic interference. It has also resulted in a major gain for the community as a whole.

But I want to take the argument a stage further. Unless the heavy capital expenditure which is required for port developments is subject to full commercial disciplines, to achieve adequate financial returns and in many cases backed by long term agreements with customers, my view is that the social community is **damaged**, not assisted. There can be very few countries, and I believe there are **none** in the developing world, where capital for investment is freely available without restriction. The opposite is generally the case — there is tight competition for the available funds — for hospitals, roads, schools, etc. Unless investments in ports **are** judged on commercial and financial criteria, there is a strong danger that capital investment funds are wasted on a significant scale. Too much money goes into wasteful port facilities, duplicating each other, leaving less than there should be available for other socially desirable investments. So who are the beneficiaries? Large business enterprises — shipping companies, oil companies and the like — who are in effect being subsidised out of funds which should be directed to real social expenditures.

To sum up, therefore, my theme for the conference is that in considering development objectives and opportunities, especially in the developing countries, there is nothing to be gained over the longer term in ignoring the financial and commercial disciplines which normally apply to business as a whole. Indeed, the reverse. For the ports themselves, financial profitability brings increased commercial freedom and the removal of bureaucratic constraints. For nations, treating the ports as business enterprises helps to ensure that scarce capital is not wasted and that multinational port users are not subsidised from state funds which are sorely needed elsewhere. For port users, ports run as business enterprises offer the tremendous advantages of greater local operational initiative avoidance of the direction of trade by remote central bureaucrats, and the availability of funds for investment in new and improved port facilities. Good business sense for everyone.

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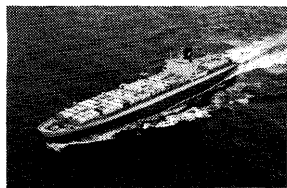
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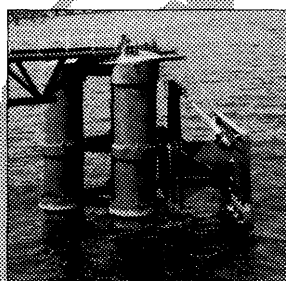
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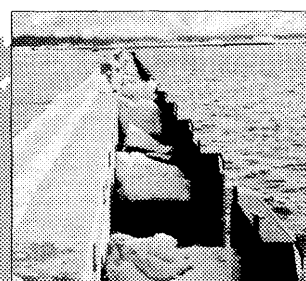
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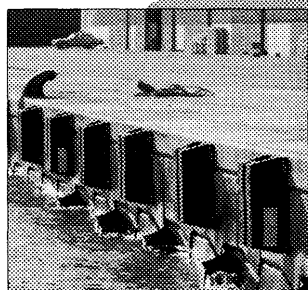
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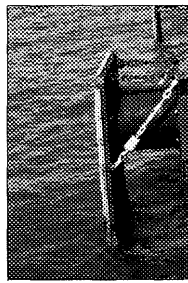
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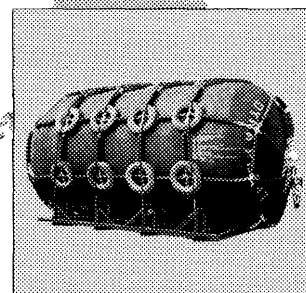
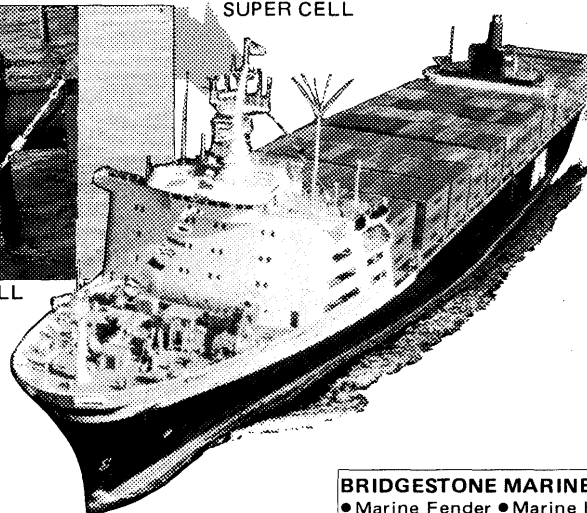
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# International maritime information:

## World port news:

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### Concern over lack of reception facilities: IMO

Several delegates and observers expressed concern about problems caused by the lack of adequate reception facilities in some special areas, especially the Mediterranean.

These facilities, which are designed to receive only wastes resulting from tank cleaning and other routine operations, are a requirement of MARPOL 73/78. They are particularly important in special areas where the discharge of any oil into the sea is completely forbidden.

Several delegations pointed out that when MARPOL 1973 was adopted it was envisaged that adequate reception facilities would be available in the Mediterranean by 1 January 1977. These expectations had not been fulfilled and reception facilities in many ports were still inadequate.

One observer suggested that compliance with Regulation 10(2) of Annex 1 of MARPOL 73/78 (which bans the discharge of oil into the sea in special areas) be waived for tankers operating in special areas where reception facilities were not available but the Committee agreed that it was not legally possible to do this.

Instead the Committee agreed:

- to urge governments of States which had not already become Parties to MARPOL 73/78 to do so as soon as possible.
- to urge Parties to MARPOL 73/78 and the earlier OILPOL 54/69 convention to do their utmost to ensure the provision of adequate reception facilities.
- to urge Parties to MARPOL 73/78 to promote technical assistance with respect to the provision of reception facilities.
- to reconfirm the principles underlying an MEPC circular on courses of action for ensuring the availability of adequate reception facilities for oily wastes and to urge governments and industry to adhere to these principles.
- to update the circular and request the Secretariat to issue it as soon as possible.

The revised circular takes into account the entry into force of MARPOL 73/78 and stresses the urgency of providing reception facilities. It outlines various measures which should be taken to enable ships to operate in full compliance with the Convention.

The Committee also agreed that it would be appropriate to circulate a new questionnaire on reception facilities which would be limited to determining whether or not such facilities were available in specific ports and, in the event that they were, who should be contacted for their use and where (telex or telephone number), whether charges were involved, etc.

Such data, although not explicit as to capacity or receiving rate, would enable information on facilities to be readily ascertained by supplying companies or their representatives.

It was not agreed that the deadline for submission of

information to the Secretariat should be 2 October 1984 but that governments should, if possible, endeavour to submit information in time for an initial appraisal at the twentieth session of the Committee (3-7 September.)

(IMO NEWS)

### A new audio-visual training programme — Improving Port Performance — Management of General Cargo Operations: Drake Educational Associates Ltd.

“This comprehensive training course has been commissioned by the United Nations Conference on Trade and Development (UNCTAD) and financed by the Swedish International Development Authority (SIDA). The Project Director is Dr. Brian Thomas, Lecturer in Maritime Studies at the University of Wales Institute of Science and Technology.”

“The programme comes complete with all the materials you need to conduct it. It comprises a series of 18 high quality audio visual programmes, each of approximately 30 minutes duration, together with a Trainee’s Workbook and a Trainer’s Handbook. The 400 page Trainee’s Workbook contains all the teaching materials, practical exercises, case studies and group work, explained in a clear and concise manner and designed to encourage the active participation of trainees. The Trainer’s Handbook provides comprehensive details on how to plan, organise and conduct the course and comes complete with a daily Workplan which is easy to follow. There are 8 units of study in this course, some of which contain 2, 3 or 4 programmes.”

- Unit 1 Introduction to the Course
- Unit 2 Measurement of Port Performance
  - Part 1 Indicators of Port Performance
  - Part 2 The Berth Operation
- Unit 3 The Ship Operation
  - Part 1 The Ship
  - Part 2 The Cargo
  - Part 3 Labour and Management
- Unit 4 The Quay Transfer Operation
  - Part 1 The Transfer Cycle
  - Part 2 Equipment Selection
  - Part 3 Equipment Utilization and Availability
  - Part 4 Equipment Maintenance
- Unit 5 The Storage Operation
  - Part 1 The Storage Function
  - Part 2 Planning for Storage (1)
  - Part 3 Planning for Storage (2)
  - Part 4 Supervising Storage Operations
- Unit 6 The Receipt/Delivery Operation
- Unit 7 Operations Planning
  - Part 1 Pre-arrival Planning
  - Part 2 Work Scheduling

### Unit 8 Berth Management

"The programme is available in five languages – English, French, Spanish, Arabic and Portuguese and a Chinese version is currently being planned."

Item	Unit Price
*Improving Port Performance Training Programme – Complete	£3,500.00
Trainer's Handbook	£20.00
Trainee's Workbook	£10.00
*Singer Insta Load 35 – Model 8129 Tape Filmstrip Projector	£575.00
*Plus VAT (applicable in U.K.)	

Drake Educational Associates Ltd.  
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Cardiff CF5 3AE, U.K.

## Diploma in Port and Shipping Administration: Department of Maritime Studies, UWIST

**The Diploma** The UWIST Diploma in Port and Shipping Administration is designed to equip students with up-to-date techniques in the management of shipping and operations of ports. As such it provides a balanced knowledge of the industry for recent graduates or management personnel such as port managers, experienced shipping managers, harbour masters and engineers. It also provides an ideal preliminary course for students wishing to take further studies.

The Diploma in Port and Shipping Administration is awarded to suitably qualified candidates from the U.K. or overseas who have completed, to the satisfaction of the Examiners, a full-time course of study at UWIST of not less than one academic year.

**UWIST** The University of Wales Institute of Science and Technology (UWIST) is one of the constituent colleges of the University of Wales. At the present time it has a little under three thousand full-time students, of whom nearly four hundred are postgraduates. It seeks to combine the advantages of a small university where staff and students soon get to know each other with those offered by the largest institutions. It has achieved economies of scale by concentrating on a limited number of applied subjects in which it has gained a considerable worldwide reputation. The emphasis in all its courses is on vocational relevance in today's rapidly changing situation.

**The Department of Maritime Studies** The Department of Maritime Studies is concerned with the advancement of maritime sciences and with the development of human resources in the maritime field. In particular, it is directly involved with the preparation of students for posts in all branches of the national and international transport industry. In education and training the Department has wide experience of, and works in close collaboration with many countries and this is reflected in the large numbers of overseas students studying for maritime undergraduate and postgraduate qualifications.

The Department employs a multi-disciplinary teaching staff, many with seagoing or other practical experience, whose research interests cover a wide range of maritime subjects. Many of the staff have travelled extensively and have gained considerable experience of transport systems, conditions and policy issues in developing countries as well as in Europe and the USA. Staff members have regularly undertaken work at the request of the United Nations and other international agencies and engaged in socioeconomic research studies for regional bodies and governments of developing countries. This has resulted in many important reports and in publications in reputable international journals.

**Course** The course is made up of one compulsory subject Shipping and Port Policy and candidates will choose a further three subjects from the list of optional subjects most suitable to their requirements. The course fees for 1984/85 are £2,520.

### UWIST

Colum Drive, Cardiff, CF1 3EU, U.K.

## Publications

### "Port Performance Index – 1984" by Public Works Consultants

"The Port Performance Index, published from time to time by Public Works Consultants of Carmel Valley, California, U.S.A., is now in the process of analysis and preparation for distribution later this year. The INDEX is distributed without charge to each port having contributed an acceptable summary of its cargo-handling operations. Other ports and other interested institutions may subscribe by writing to PORT PERFORMANCE INDEX, P.O. Box 211, Carmel Valley, CA 93924, U.S.A. The INDEX – 1984 will show the cargo-handling rates that have been experienced by approximately 300 world ports of all sizes, large and small, and in nearly all world sectors embracing both developed and developing countries. The cargo-handling rates are based upon ships time in port; ships time at berths; and the net time that ships were actually engaged in loading/discharging cargo. The results are presented separately by cargo-handling categories, including Liquid Bulk, Dry Bulk, Container Lift-on Lift-off, Ro-Ro Unit Loads, Breakbulk/General, and Other. The INDEX – 1984, for the first time, will include statistically significant data on cargo dwell-time, without regard to cargo-handling rates. Any participating ports intending to send data for the INDEX – 1984 should submit without delay. The analysts and editors of the INDEX stress that the purpose of the INDEX is to provide positive and realistic port operational experience for the benefit of port planners and port Managers. The INDEX is emphatically not for the purpose of ranking ports according to their effective management because each port is unique and therefore there are differences in port performances that may be due to situations beyond the control of management."

### "Container Terminals in the World 1984 Edition" by Japan Container Association

Size 30cm x 21cm ; 329 pages covering 311 terminals in

165 ports including 10 Japanese ports  
Price 8,500 Yen (including packing and seamail charge)

Published by Japan Container Association, Yaesu-Mitsui Bldg., 7-2 Yaesu 2-chome, Chuo-ku, Tokyo, Japan

## Brazilian ports news in brief

- The government of the State of São Paulo wants to invest in the enlargement of the Port of São Sebastião; to that effect, it is negotiating with Portobrás the extension of its concession, which expires in 1994.
- The progressive standardization of pallets used in Brazilian ports and the establishment of a pool to operate with this system in coastal trade were the main suggestions of the Panel on Cargo Unitization, recently sponsored by the Brazilian Association of Port Entities.
- Portobrás' President Arno Markus informed that the review of the national port legislation shall consider with priority the revision of tariff policy.
- Cargo handling at the ports of Bahia, in '83, has been the record of all its history, reaching a total of 11,961,139 tons.  
*(Portos e Navios)*

## Corporation status granted: Port of Halifax

The Halifax Port Corporation is now a reality, effectively cutting the apron strings port operations have had with Ottawa in the past.

The decision means the local port corporation will have greater spending authority than its predecessor. Previously all expenditures over \$50,000 had to be approved by the federal cabinet, while under the new set-up the local body can be given spending authority up to \$10 million.

Raymond Ferguson, a former Halifax alderman was named chairman, and Rae Austin, formerly on the Halifax Port Authority under the Harbours Board Act, was named vice chairman.

## Lagoon park project moving into final phase: Nanaimo Harbour

The lagoon park development on Nanaimo's harbour shoreline, is rapidly moving toward completion as work crews push the project along in fine spring weather. Nanaimo Port Manager, Lloyd Bingham expects the job will be finished by early August.

The Nanaimo Harbour Commission Undertaking, with financial assistance from the federal government, has provided work for local firms and independent truckers since the start of the project about a year ago. Costing more than one million dollars, the park will be both a tourist attraction and a unique waterfront garden park for the enjoyment of residents of the city and Vancouver Island.

## Port of Quebec gains local port corporation status

The Port of Québec will gain local port corporation status effective June 1, 1984.

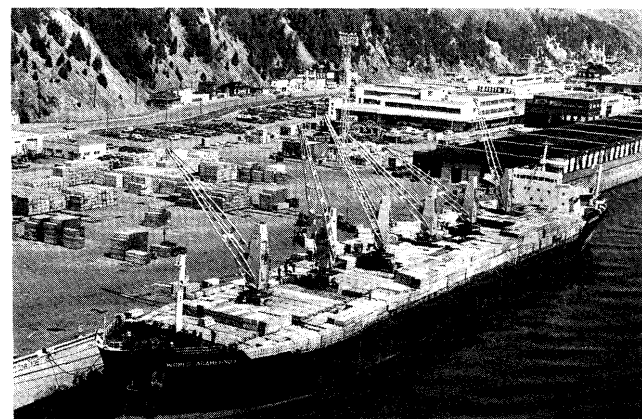
Under the provisions of the Canada Ports Corporation's Act, the government has received and accepted a recommendation from the Canada Ports Corporation to establish the Port of Québec Corporation. Local port corporations, as they are known, are given a high level of authority in property management, contracting and tendering, setting of tariffs, personnel and other areas to administer their respective ports on a day-to-day basis. They adopt their own by-laws and appoint a port manager who is the chief executive officer of the port.

The Port of Québec meets the legislation's criteria of national and regional significance, local interest in the management of the port and financial self-sufficiency.



The Board of Directors of the Quebec Port Corporation:— From left to right, (seated), Vice-chairman, Margo Brousseau, Assistant to the Dean Faculty of Administration, Laval University; Chairman, Jacques E. Fortier, c.a. Charette, Fortier, Hawey and Associates; Director, Edward J. Brennan, Vice-president, Guilbault Transport Inc.; (standing) Director, Michel Bérubé, eng., Executive vice-president and administrator, Ciment Quebec Inc.; Director, Charles Rondeau, c.a., Member-Executive Committee of Mallette, Benoit, Boulanger Rondeau and Associates; Director, Paul Lessard, President, Mutuelle des Fonctionnaires du Québec; Director, Jean-Claude Morissette, President, International Longshoremen's Association; General Manager, Henri Allard

## Largest single shipment of lumber at Port of Quebec



The largest single shipment of lumber ever to take place at the Port of Québec was recently loaded onto the Greek

vessel *WORLD AGAMEMNON*. Some 19,620 tons (36,700 cubic meters) of lumber destined for Jeddah, Saudi Arabia, was loaded onto the vessel by the Quebec Stevedoring Company at its Anse au Foulon general cargo terminal. More than 900 flat-bed trucks would be required to transport a similar quantity of lumber.

April was an excellent month for lumber at the Port of Québec, with total shipments reaching 29,000 tons compared with 9,000 tons in April 1983.

Overall port activity, including all types of cargo on public and private wharves, totalled 3,299,356 tons for the first four months of 1984, compared with 2,867,897 tons for the same period last year. The 15% increase is the result of strong shipments of petroleum and chemical products, while shipments of grain and minerals have remained slow.

## U.S. port traffic 1982

Waterborne commerce at U.S. ports as reported by the U.S. Army Corps of Engineers totaled 1,202,874 tons in 1982, the lowest level in five years. The total includes imports, exports, coastwise and lakewise traffic. Imports amounted to 416.6 million tons, compared to 477.2 million tons in 1981 and 517.5 million tons in 1980. Exports stood at 403.1 million tons compared to 410.9 million tons in 1981 and 403.8 million tons in 1980. Coastwise movements, at 311.1 million tons, while down from 1981 and 1980, remained well ahead of any year since 1946. Tonnage between U.S. Great Lakes ports, at 72.1 million tons, was down sharply from the 115 million tons registered in both 1981 and 1980, the poorest showing in many years, a reflection evidently of the region's depressed steel industry.

The 30 ports with the greatest reported tonnage in 1982 are listed below along with their 1981 and 1980 tonnages.

	U.S. Port Traffic (Short Tons)		
	1982	1981	1980
New Orleans	177,302,387	188,850,600	177,315,800
New York	149,255,276	156,661,936	166,991,220
Houston	94,649,549	100,966,741	108,937,268
Valdez	90,138,462	84,842,802	85,973,086
Hampton Roads	76,206,793	71,627,618	75,038,532
Baton Rouge	68,556,268	72,044,690	79,346,780
Long Beach	42,010,254	43,537,011	38,779,672
Baltimore	40,830,961	49,804,528	50,041,515
Tampa	38,079,856	44,978,668	48,625,160
Corpus Christi	37,974,192	41,980,354	45,001,096
Texas City	33,370,791	27,852,242	25,948,936
Beaumont	33,286,791	40,358,920	52,260,728
Los Angeles	33,099,929	31,526,075	30,151,053
Mobile	32,320,845	37,611,445	37,568,968
Philadelphia	31,936,235	41,583,752	47,882,836
Duluth/Superior	27,436,085	39,525,503	41,434,568
Chicago	26,819,783	31,599,167	32,993,244
Portland (OR)	25,129,278	27,624,729	29,314,059
Port Arthur	19,945,958	26,037,529	29,796,633
Pascagoula	19,157,414	26,362,566	25,433,560
Lake Charles	18,876,295	20,705,616	20,750,300
Seattle	17,805,168	20,514,554	21,288,838

Boston	17,593,627	20,306,450	22,033,922
Toledo	16,394,148	22,962,303	22,263,285
Richmond (CA)	15,394,697	18,019,805	18,559,965
Freeport	14,989,683	23,357,106	20,131,067
Tacoma	13,246,939	14,194,501	15,879,548
Detroit	13,176,099	17,839,139	19,268,443
Jacksonville	12,707,273	15,843,690	15,644,000
Indiana	12,303,783	18,374,900	16,898,932

(AAPA ADVISORY)

## Canadian and U.S. Container port traffic 1983

Canada	TEUs	Metric Tons
Halifax	158,947	1,647,238
Montreal	357,503	3,781,786
Saint John	77,214	913,998
St. John's	31,334	304,427
Toronto	2,860	34,392
Vancouver	136,178	1,158,097
Windsor	15,312	192,876
United States	TEUs	Metric Tons
Anchorage	184,331	1,160,438
Baltimore	526,000	4,261,500
Boston	105,470*	870,750*
Burns Harbor	106	1,154
Charleston	320,000	2,176,800
Cleveland	162	2,018
Galveston	74,839	963,901
Guam	49,807	675,480
Hampton Roads	222,967	1,693,573
Houston	303,488	2,331,822
Jacksonville	137,727**	992,534
Long Beach	N/A	13,422,979+
Los Angeles	576,278	N/A
Miami	277,246	2,058,612
Milwaukee	586	6,083
Mobile	31,042*a	139,245
New Orleans	225,880	2,676,700
New York	2,065,000	12,359,340
Oakland	N/A	9,700,000
Palm Beach	70,904	578,271
Philadelphia	N/A	1,620,000
Port Everglades	71,957	441,012
Portland (OR)	99,453	883,528
Richmond (CA)	20,265	199,234
San Diego	4,003	40,134
San Francisco	99,352	1,490,000
San Juan	857,277	4,329,546
Savannah	216,088	1,991,994
Seattle	743,903	5,312,000
Tacoma	132,088	376,147
Tampa	4,794	69,236
Wilmington (NC)	60,802	617,494

\* Obtained by AAPA from port authorities

\*\* Excludes traffic handled at private terminals

+ Metric Revenue Tons

a Actual number of containers, all sizes

(AAPA ADVISORY)



## Latin America and Caribbean container port traffic 1983

Port	TEUs	Metric Tons
Aruba, Dutch West Indies	11,335	102,232
Bahia Las Minas, Panama	10,492	80,275
Balboa, Panama	32,446	217,362
Buenos Aires, Argentina	63,455	N/A
Cartagena, Colombia	8,116*	61,931*
Cristobal, Panama	31,449	238,516
Kingston, Jamaica	82,000*	N/A
Port-au-Prince, Haiti	25,825	267,107
Puerto Cortes, Honduras	56,632	548,341
Rio de Janeiro, Brazil	41,000*	N/A
Santo Tomas, Guatemala	40,901*	579,257*
Santos, Brazil	117,950	1,635,247
Valparaiso, Chile	22,310	299,074

\*1982

(AAPA ADVISORY)

## On the up and up: Georgia Ports Authority

Calendar year 1983 marked the first time that tonnages for CONTAINERPORT Savannah exceeded the two million mark. If returns for January 1984 are any indication, figures for this year will erase that milestone in eleven short months.

Some 204,122 tons of cargo crossed CONTAINERPORT docks during the first month of the year. This was the first time that monthly figures eclipsed the 200,000 ton level in the history of the facility. This represents a 15,000 ton increase over the previous monthly standard. A simple extension of the figures shows that, with no continued growth, 1984 totals will approach 2.5 million tons. Given the recent growth history of the facility and the large number of new lines now calling, it is reasonable to describe this prediction as conservative.

Georgia Ports Authority's reaction to this trend takes the form of container berth five. Construction of this latest phase of CONTAINERPORT is scheduled to begin this summer toward a completion date in late 1985. To be located immediately adjacent to existing container facilities, number five will measure 1,000 lineal feet, will be served by two 45 ton capacity, high speed cranes (unit nos. 8 and 9), will be backed up by a 60 acre storage yard (total paved marshaling area — 240 acres).

A number of factors have combined, in addition to the influx of new carriers, to produce this positive trend for CONTAINERPORT. Firstly, the beginnings of the long-awaited world economic recovery are finally in evidence. Secondly, the gradual softening of the U.S. dollar against a number of important foreign currencies has enhanced the potential profitability of exporting for certain U.S. manufacturers. Many of this group are firms who had previously engaged heavily in export activity. Any return for them to near normal levels would certainly signal a dramatic increase in trade activity, with predictable effects on the transportation sector.

Fortunately for the Port of Savannah, progressive Sun Belt industries will be among the first to profit from any

improvement in the ability of traditional customers to purchase goods and services. As the recognized load center for this prosperous region, Savannah is already becoming the economic barometer for the resurgence.

(Georgia AnchoAge)

## Houston FTZ adds two new sites

Houston's Foreign-Trade Zone (FTZ) program has grown to eight separate sites with the recent addition of two privately owned warehouse facilities.

Trammell Crow Distribution Corporation joined the FTZ ranks by activating 28,800 square feet of a 270,000 square foot public warehouse it operates in West Houston at 4301 Blalock Road.

Shipco, Inc., engaged in freight forwarding and customs brokering, activated 5,000 square feet of storage space in Industrial Park East. The industrial park is located on the Houston Ship Channel and operated by the Port of Houston Authority.

The Houston FTZ program has been authorized by the Federal Government for a total of 33 sites across Harris County. Sites are activated as applicants seek Federal approval, through the Houston FTZ Corporation, to start Zone operations. The Houston FTZ Corporation manages the Zone's daily operations.

An important benefit of operating in the Zone is that it allows companies to import cargoes for storage, processing, or alteration without paying U.S. duties provided the goods are re-exported.

In excess of 24,500 tons of cargo worth approximately \$14.7 million have been handled at Houston FTZ sites since the program's inception in November, 1983.

## Port of Long Beach extends general cargo tonnage lead

The Port of Long Beach last year handled record cargo tonnage in every major category and continued its dominance as the busiest of all U.S. West Coast ports.

In the 12 months ended December 31, 1983, Long Beach Harbor hosted 4,474 ships carrying 49,947,270 metric revenue tons of goods, including an all-time high of 19,131,716 mrt of general cargo. This is the most general cargo ever recorded by a Pacific Coast port, and is 27.5 percent more than was moved across Long Beach's 67 berths the previous year.

During 1983, Long Beach's seven container terminals accommodated a record 16,258,669 metric revenue tons of containerized cargo, for a 29.3 percent increase over the year previous. Container movements through Long Beach have registered five-fold growth in the last dozen years.

Long Beach is among the ten busiest container cargo ports in the world, as well as the undisputed Pacific Coast container leader, Harbor Commission President C. Robert Langslet noted in announcing the 1983 calendar year figures. A new 86-acre container terminal is planned on existing breakbulk cargo sites on Pier A to accommodate the demands of international commerce.

"We see no end to the ever-increasing trade across the Pacific and we are proud of the role the Port of Long Beach

is playing in the Southern California economy," Langslet concluded.

## Port of Los Angeles, APL open West Coast's largest container terminal

Noting that there will be steady expansion of international cargo volumes moving through Los Angeles as Asian economies continue their post-recession growth, American President Lines and Port of Los Angeles officials today dedicated the largest single-operator container terminal on the U.S. West Coast.

The 115-acre APL terminal, located in the port's West Basin, Berths 121-126 in San Pedro, "will help keep Los Angeles at the forefront of the highly competitive containerized transportation industry," said Los Angeles Mayor Tom Bradley at the dedication ceremonies. He said it will also bring increased jobs and revenues to the city.

W.B. Seaton, president of the 136-year old firm which became publicly held last year, said the new terminal at Los Angeles plays a key role in the growth of APL's already extensive intermodal system. APL, which last year again became the largest shipping firm in the Pacific Basin, moves import-export cargo not only between the West Coast and Asia by ship, but also cross-country by rail and truck.

Barry A. Miller, APL's Western Region managing director, based in San Pedro, said the terminal can accommodate as many as 3,800 twenty-, forty-, or 45-foot containers and supporting chassis, including some 430 refrigerated containers. It features an innovative computerized gate operation and yard control system to reduce gate time for the trucker, track the location of each unit, and speed pick-up and delivery of containers to the terminal as well as ship-loading operations. The terminal is an all-chassis operation, meaning a wheeled chassis is available for every container as it is off-loaded from a ship. This facilitates delivery of the container to the local consignee to a railcar for further carriage.

However, the terminal can be readily converted to a combination of chassis and stacked operation. In this regard, the company has allocated some 20 acres for high-density stacking of containers for tenant operations, which would bring total terminal capacity to 5,000 containers.

Four 40-long-ton Hitachi gantry cranes have been installed at the two-berth terminal, Miller said. Three of these cranes are equipped with articulated wheels, making it possible for all four cranes to service one of the berths simultaneously.

Another key feature of the terminal is the 122,000-square foot container freight station, with its own Customs inspection facilities, where the company stuffs or breaks out containers for less-than-containerload (LCL) customers. To further enhance operating efficiency and convenience, the terminal also includes a 39,000-square foot container maintenance and repair shop and a unique shoreside vessel bunkering system to assure timely, more economical fueling of vessels. A two-story administration building is adjacent to the terminal.

The facility was jointly developed by the port and APL under a 20-year revenue-sharing agreement.

## Port's 1983 foreign waterborne commerce at 22,659,250 tons: Total container cargo increases 6.1%: Maryland Port Administration

The year 1983 for the port of Baltimore was one of unusual business activities with paradoxical results. The port experienced an almost record year in the important shipping category of container cargo traffic, while at the same time having one of its worst years in the movement of bulk commodities, like grain and coal.

Foreign waterborne commerce in the port of Baltimore during 1983 reached 22,659,250 tons, according to statistics prepared by the Maryland Port Administration. Comparable import-export trade in 1982 was 30,682,730. This is a 26.1 percent drop.

The cargo figures were reported recently by the MPA as a yearend statement and were based on partial actual statistics, and projections for the remainder of the 12-month calendar period.

The port's 8,023,480-ton cargo decline in 1983 was totally accounted for in decreases in the grain and coal export trade. Grain exports dropped 52.5 percent from the 6,578,107 tons reported in 1982 to a total of 3,125,250 tons. Coal exports for 1983 reached 7,184,000 tons, a 38.9 percent decline from the 11,748,516 tons moved over Baltimore piers in 1982.

On the other hand, general and container cargo during 1983 increased to 5,100,000 tons in the port of Baltimore despite the heavy loss of bulk cargo. Estimated foreign container cargo reached 3,635,000 tons for the year, an 8 percent increase over comparable tonnage reported in 1982. Total container cargo for 1983, including domestic business, reached an estimated 4,565,000 tons, a 6.1 percent jump over total container tonnage reported in 1982.

W. Gregory Halpin, Maryland Port Administrator, said, "The port of Baltimore's cargo volume for 1983 was unusual, but in one important category, was very encouraging. The past year has been hard for business worldwide, yet the port of Baltimore continued to excel and increase tonnage volumes in the focal areas of foreign trade, namely container and general cargo."

"In this container and general cargo business the port has promoted its own interests by responding competitively to international trade demands. The statistics prove that we've succeeded, as we have for many years," he said.

There was a 6.6 percent increase in container business at MPA-owned facilities — from 3,615,086 tons in 1982 to 3,855,000 tons in 1983. Container traffic on privately owned port terminals reached 710,000 tons, an increase of 3.2 percent over the 687,750 tons of container cargo handled by these terminals in 1982.

Baltimore's portion of container cargo against total general cargo reached a healthy 71.3 percent, according to MPA estimates. This percentage is one of the highest container to general cargo ratios among leading world ports.

Halpin said the port's decline in bulk cargo was not unusual, "since the worldwide demand for coal has diminished and the flow of grain from the United States as a whole to export markets has greatly decreased during the past year."

Baltimore's decline in bulk cargo resulted in a 14.3 percent drop in estimated vessel arrivals during 1983. A total

of 3,007 ships called the port for the year compared to 3,508 vessels in 1982. Chesapeake and Delaware Canal transits reached an estimated 2,102, a 10.9 percent decrease from the 2,360 ships reported in 1982.

"The remarkable performance of the port of Baltimore in high value container tonnage for the second straight year during economically poor times proves again the wisdom of developing the port's general/container cargo capability by concentrating facilities expansion projects in this significant area of commerce," Halpin said. "We continue to attract ships and cargo during a severe recession and have kept the port industry solvent, where failure has been the trend elsewhere."

Looking to the future, Halpin said, "The port of Baltimore has emerged from 1983 at an excellent upbeat pace, good enough to predict that 1984 looks like a good recovery year for all in this business. We have every reason to believe that coal will see a resurgence and that regeneration of U.S. steel production will impact favorably in ore imports."

"In the vital area of container/general cargo, we see continued growth for many years to come. Baltimore stands to make substantial gains in this business and probably will even set a record or two in handling container cargo providing the worldwide economic recovery, which seems to be upon us now, does not stumble during the year," he added.

"Continued steady growth for the port is the way I see it," Halpin predicted.

Two highlights of 1983 for the port were the completion of the Hart-Miller diked dredge spoil disposal site and the introduction of a new tariff which offers incentive prizing to benefit shippers.

Completion of the Hart-Miller 1,140-acre diked disposal facility has cleared the way for the long-awaited deepening of Baltimore's shipping channel to begin. The facility will receive spoil from the dredging of Baltimore's port from 42 feet to 50 feet sometime in 1984. About 53 million cubic yards of dredge spoil will be contained at Hart-Miller.

The new tariff, developed by the MPA last September, creates cost-saving incentives for steamship lines that bring large-volume cargoes through the port of Baltimore. No other East Coast port has such a tariff. *(Port of Baltimore)*

## Port crime declines: Maryland Port Administration

Reported theft at Baltimore's state-owned marine terminals dropped 57 percent in 1983, according to a yearend report released recently by the Maryland Port Administration police department.

A total of \$120,725 worth of property was reported stolen from the terminals last year compared to \$281,375 in 1982. Serious crime declined 20 percent, from 327 reported incidents in 1982 to 259 last year.

Just 43 percent of the stolen property last year was said to be actual import or export cargo, according to the police report.

"I'm very pleased with the statistics," says State Police Major Gary R. Grant, director of the port police. "I'm looking forward to doing better."

The 76-person port police force patrols the Dundalk Marine Terminal, the North Locust Point Marine Terminal

and the World Trade Center Baltimore. Maryland Port Administrator W. Gregory Halpin says the low crime statistics are a "real selling and marketing point" for the port of Baltimore.

Much of Baltimore's success in reducing waterfront crime is attributable to new programs introduced last year by the port police. Police officers contact marine terminal tenants regularly as a crime prevention measure. In addition, shippers now notify the police whenever high-value cargo is being shipped through the port. *(Port of Baltimore)*

## Conley Terminal opens for business, as MASSPORT launches new Port of Boston campaign

A three-year delay in the opening of Conley Terminal in South Boston ended, when longshoremen began unloading cargo at the \$19.4 million facility.

The most modern seaport container facility in New England, the new berth increases the Port of Boston's container handling capacity by 20 percent and provides the steamship industry with a major facility capable of working the largest container-ships afloat.

At the same time, Massport Executive Director David W. Davis announced the startup of an aggressive marketing campaign to capture the lion's share of New England's prized cargo for the Port of Boston. Only 43 percent of New England's ocean-going cargo ships through Boston.

"Today's opening of Conley Terminal provides a strong foundation for the future of the Port of Boston and our campaign to promote Boston as 'New England's Homeport,'" Davis said, "With major investments in new and modernized cargo terminals, new labor-management stability, and a well established seaport community, New England shippers now have a powerful incentive to take advantage of Boston's seaport advantages," Davis said.

Governor Michael Dukakis, State Transportation Secretary Frederick Salvucci, Rosemarie Sansone, Director of the City's Office of Business and Cultural Development, William Hankard, local President of the International Longshoremen's Association, and other business and community leaders attended a dockside news conference to welcome the opening of Conley Terminal.

Davis applauded Governor Dukakis for his commitment and assistance in working to resolve the labor unrest which has plagued the Port for many years. "Thanks to the Governor's support of a working seaport, we can look forward to stable labor-management relations on the waterfront in the future."

## Port training program to begin here: Port of New Orleans

A training program in port operations, planning, and administration for both foreign and U.S. port personnel will be offered in New Orleans beginning in January, 1985. The program is a joint effort of the Port of New Orleans, the American Association of Port Authorities (AAPA), the International Trade Mart, and the University of New Orleans (UNO).

Called the International Program for Port Planning and Management, it will be an intensive three-week course administered by the Louisiana Urban Technical Assistance

Center at UNO. The classes will be geared toward port personnel in developing nations, especially those in the Caribbean Basin.

State Senator Francis E. (Hank) Lauricella, chairman of the Task Force on the Future of the Port of New Orleans, views the training program as a way to generate closer ties with port officials, and possibly future port directors, in the Caribbean Basin. He added that the region makes up a natural trading partner for the Port of New Orleans.

The U.S. Agency for International Development (AID) has also indicated its support for the program. AID has pledged to work through its offices overseas to encourage developing nations to send port personnel to New Orleans for training.

The AAPA will encourage its members to participate in the program as guest lectures. In addition, the association will act as a conduit for port personnel from this country who wish to attend the course. A similar training program is offered by the World Trade Center of New York, but the AAPA is not associated with that project.

The program will largely involve lectures held at the International Trade Mart together with almost daily visits to maritime installations in the New Orleans area. Topics of study will include such subjects as port planning, marketing, sales, and finance; operations involving freight forwarders, steamship agencies and conferences; stevedoring and warehousing operations; marine terminal features and bulk handling terminals; port computerization; port security; labor unions and collective bargaining; and technical matters such as dredging.

New Orleans is seen as a logical location for such an institution. Participants will be able to experience almost every aspect of the maritime industry, including ocean shipping, barge commerce, U.S. Customs and Coast Guard activities, and grain, coal and oil terminal operations. Inquiries have already been received from the Coast Guard and Customs Service about possible participation in the program.

The program will be financed on a tuition basis, although federal grants may be available. The U.S. Department of Education has expressed an interest in the program, and a formal request for financial assistance is being made to that agency.

Although only one three-week course will be held during the first year, additional sessions will be scheduled as interest develops. The class size will be limited to 30 to 40 members.

*(Port Record)*

## **Economy recovering in region cited in Port of NY-NJ Authority report**

The New York-New Jersey metropolitan area recovered strongly in 1983 from recession levels according to the annual study of the region's economy done by The Port Authority of New York and New Jersey.

The Port Authority's Executive Director, Peter C. Goldmark, Jr., in announcing the report, noted, "This region's basic economic strength meant for us a recession that was much less severe than the rest of the country's. We showed signs of recovery in the construction, retailing and air transportation sectors early in 1983. By the end of the year, the entire region economy was expanding and employment levels were rising. Now, we have entered 1984 on an up-

swing. With continued expansion in the national economy, our regional economy stands to benefit, and we're going to see significant job gains, in the range of 100,000 jobs."

Among the region's economic highlights of 1983 included that the number of air passengers using the region's three major airports — John F. Kennedy International, Newark International, and LaGuardia Airports — reached an all-time record high of 64 million.

In general, New York City spearheaded the region's resurgence, with its construction, service sectors, financial and tourism sectors showing significant improvement. New Jersey reported gains in trade, service sector and manufacturing jobs between December 1982 and December 1983 and showed decreased unemployment rates. The region labor force increased, which may indicate population growth.

The 17-county region included in the Port Authority study comprises the five boroughs of New York City, the four suburban New York counties of Nassau, Rockland, Suffolk and Westchester, and the eight counties of northern New Jersey — Bergen, Essex, Hudson, Middlesex, Morris, Passaic, Somerset and Union.

*(VIA)*

## **New driver training program started for Port of NY-NJ longshoremen: NYSA-ILA**

The International Longshoremen's Association, AFL-CIO and New York Shipping Association, Inc. recently announced that a new labor-management program has been started to train more longshoremen in the Port of New York and New Jersey to operate specialized driving gear used to shift cargo at waterfront facilities.

According to ILA President Thomas W. Gleason and James J. Dickman, President of the management group, more than 100 ILA workers have already volunteered for the program, which will prepare them to safely operate vital "yard hustlers" and "high-lo" driving equipment at dock terminals. The driving course covering 32 hours of classroom studies, lectures, movies and equipment handling is being conducted at presently unused Pier 7 in Brooklyn under guidance of highly skilled industry personnel.

Designed to expand capabilities of the port work force to handle driving equipment that move containers, pallet loads and other forms of cargoes within ship terminals, the project will also help the waterfront industry here to operate at peak efficiency year-round.

"The new joint training program will increase the pool of union drivers fully qualified to operate key mobile gear at the piers. This will contribute both to productivity of the port and long term cargo handling efficiency, particularly during coming periods when mandatory vacations under the bi-state port labor contract reduces availability of regular terminal drivers," they said.

## **Oakland official sees crises for ports**

James J. O'Brien, deputy executive director of the Port of Oakland, told an international symposium, jointly sponsored by the University of Haifa and the Israel Shipping and Aviation Research Institute, that the United States faces critical problems of port development over the next 20 years.

"The threshold issue facing the U.S. Port Industry through the end of the century," O'Brien said, "is how best to continue to meet the needs of rapidly advancing shipping technologies . . . at a time of depressing shipping line revenues, while striving to achieve port financial independence."

O'Brien discounted the notion that, as container vessels grow in size, their ports of call in the United States will be significantly reduced, so that a few "major load centers" will be developed at the expense of the multiplicity of ports now serving the trade in the United States.

"Equipment imbalances may also require shipping lines to seek lower revenue cargoes which historically have moved in the tramp trades in order to minimize the cost of repositioning equipment. . . ."

"Also," he said, "the history of the highly competitive American port industry suggests that there is a resiliency among American ports to deal effectively with change."

O'Brien told the international audience it is "highly unlikely" Congress would allow centralizing of American port facilities "both for domestic political and for national defense reasons."

O'Brien, the only American panelist in the two-day meeting, said that, in order for ports to plan effectively for the new shipping technology and the new requirements of shipping lines, "it is essential that there be better communication."

"Shipping lines' understandable reluctance to communicate their future vessel construction plans to the port industry places the ports in the position of being unable in some instances to adequately prepare for new vessel technologies," he said.

But without improved communication between carriers and ports, he said, port planning will be inadequate.

"As long as container supply significantly exceeds the demand for container space in some trade routes, shipping lines may find themselves compelled to call at additional ports," he said.

"The speculative construction of marine terminals may be a disappearing phenomenon," he said. "Shipping line service commitments will become increasingly important in securing funding for ports."

Ports, O'Brien predicted, "can expect to find it more difficult to obtain approval for public funding of capital in marine terminals unless they can effectively translate that investment into economic activity for their local constituencies."

O'Brien said ports in developed nations can, and should, assist in the "technology transfer" for ports of developing nations.

"To the extent that developed ports can assist ports in developing countries to learn from the past experience of those ports which have undergone the change, costs of development can be reduced, and the speed of development accelerated," he said.

## **New Customs System speeding imports into Oakland**

A new system aimed at speeding the clearance of imported cargo has been implemented at the Port of Oakland by the United States Customs Service.

Known as ACCEPT (Automated Cargo Clearance and

Enforcement Processing Technique), the new system is the first to become operational in the San Francisco Bay Area.

ACCEPT employs a set of computers to speed up the processing of import documentation submitted by importers and brokers.

It has been described as the first major innovation in the Customs cargo clearance system since the U.S. Customs originated in 1789.

The principle of the system is that it distinguishes between imported goods that require physical examination by Customs inspectors and those that require no examination.

This will considerably reduce the number of examinations, and enable Customs resources to concentrate on what is termed "high-risk/high-yield" shipments.

Paul Andrews, District Director of Customs, said that by using the ACCEPT system about 20 percent of imported merchandise will require physical examination, compared with 80 percent requiring examination under the existing system.

"In effect, what we will be doing is that we will be looking at less merchandise but at the same time looking at it more intensively."

"We believe that in the long run, ACCEPT will provide substantial benefits to the business community as well as to the Customs Service," he said. *(Port Progress)*

## **Marine cargo rebounds in 1983: Port of Portland**

A 21 percent increase in general cargo volumes over the previous year marked 1983 as a comeback year for the Port of Portland. The Port established records for the number of container, autos and the amount of bulk minerals handled.

During 1983, Portland garnered a number of new steamship services, and the Port pioneered breakthroughs in intermodal transportation which brought substantial growth with even more potential in the years to come.

The upturn in business was a welcome relief after two years of difficult times for the Port.

Container volumes jumped 35 percent over last year's figures, with 99,453 TEUs (twenty-foot equivalent units) being handled primarily at Terminal 6. This sizable increase is attributed to new steamship lines, increased capacity on ships already in service to Portland and an intermodal container program which allowed shippers to take advantage of the West Coast's lowest rates for moving containers to the Midwest.

Dry bulks other than grain were another big ticket item at the Port during 1983. More than half a million tons of dry bulk minerals were handled at the Port — a 31 percent increase over 1982. Soda ash was the major bulk commodity handled, a substance used in making glass and detergent. A rail rate equilization plan has made Portland a cost competitive port for handling soda ash. Previously, California ports had the business.

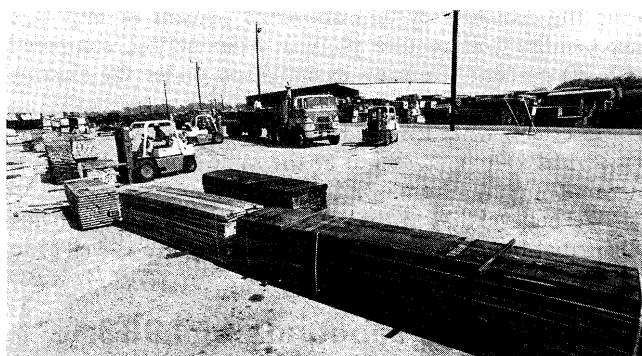
The third record-breaking activity for 1983 was import autos. The Port handled 269,618 cars throughout the year, topping the old mark of 266,926 set in 1981. This demonstrates a 4 percent increase over 1982. The Port's experience in handling auto imports and proximity to Japan are cited as reasons for the continuing increase. One indicator of the region's economic health was the rebound in lumber handling activity. Lumber tonnage at the Port increased 16

percent during 1983. More than 159,000 tons of finished lumber moved across Port docks.

In summary, 1983 was a positive, building year, with early indications for 1984 promising a continuing climb to recovery.

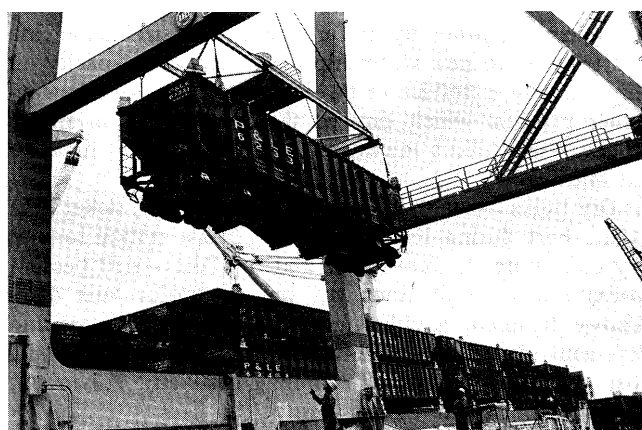
Peter Norwood, Port marine director, attributes the growth to an improved economy, both domestically and overseas and a new, more responsive organization of Port staff and resources. *(portside)*

## Tons of mahogany, rosewood, etc. form a labyrinth on the Georgetown docks: South Carolina State Ports



The Port of Georgetown might have been renamed "Woodtown" during recent weeks, as evidenced by these stacks of imported hardwood, part of a record import shipment here totaling more than 2.7 million board feet. Two other large shipments followed close behind this one giving the port more than 6.4 million board feet to handle to consignees who distribute to the furniture industry in North Carolina, Texas, Michigan and Canada.

## Hopper to China: South Carolina State Ports



This 25-ton hopper car is one of 200 loaded at the Port of Charleston enroute to China for use in coal hauling from Northern China's mines. Loaded by container crane at North Charleston Terminal, the cars were placed aboard the "THOR SCAN", a 10,000-deadweight-ton carrier of Blaesbjerg & Company, of Aarhus, Denmark, which specializes in heavylift project cargo carriage. Pittsburgh & Lake Erie

Railroad Company (P & LE), which sold the cars to the People's Republic of China, shipped them via Seaboard System Railroad from Pennsylvania to Charleston for handling. As P & LE's director of fleet car management put it, after studying 12 U.S. seaports for capability of handling the project, he chose Charleston because it came up the "best in the country."

## Tacoma's Sea-Land work continues on schedule

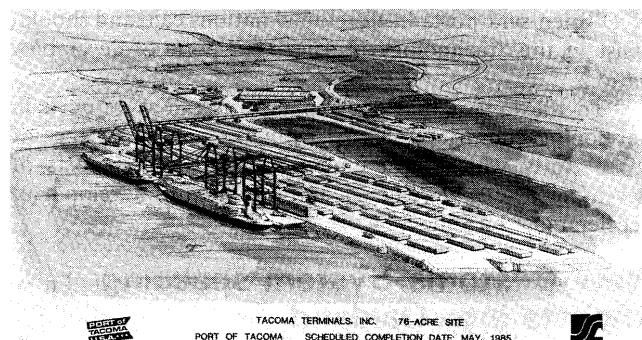
Construction work at the Port of Tacoma is proceeding rapidly to prepare the new 76-acre terminal site for Tacoma Terminals, Inc., a subsidiary of Sea-Land. The state-of-the-art facility, which will include four Hitachi container cranes, is scheduled for completion in May, 1985. Construction work is proceeding right on schedule, with the pile driving completed for the first 600 feet of the new 1600-foot pier. Pile driving for the additional 1000 feet will start on June 15.

In addition to the expanded modern facility, Sea-Land sees many other benefits from their upcoming relocation from Seattle to Tacoma. According to Jack Helton, General Manager of the Continental U.S. Alaska Service for Sea-Land Service, Inc., "Tacoma provided us with the land for growth, development, and expansion capability."

While Sea-Land's current 30-year lease with the Port initially covers 76 acres, they also have the option to expand their facilities in the future. The Port of Tacoma still has about 800 acres available for development.

The new facility will have two entrances, one for international traffic, and one for domestic trade. An intermodal yard is currently being developed adjacent to the terminal, which will be served by both Burlington Northern and Union Pacific. These rail connections, along with excellent, uncongested highway access, were other advantages which the Port offered Sea-Land. According to Helton, "Tacoma provided substantially improved economics with inland transportation, specifically in the intermodal area. We believe we can reduce our overall transit time on intermodal cargo by at least one-half day."

Sea-Land's move to Tacoma assures substantial growth for the Port. By 1985, it is estimated that the Port will move from 21st to 6th or 7th in the rankings of North American container ports, and from 69th to 22nd in the rankings of container ports in the world.





## Project for a new marine station: Port of Dunkerque

The Port Authority of Dunkerque is currently studying the construction of a new ferry terminal for SALLY LINE.

The new terminal should be located near SEALINK'S present facilities thus bringing the two terminals together in order to capitalize on the possibilities offered by both companies.

The construction would involve:

- a marine station covering about 2000 sqm including:
  - a reception hall
  - ticket offices
  - company offices
  - customs and police offices
  - sanitation, shower rooms, nursery, sick bay
- a quay suitable for ships up to 150 m long (jumbo ferry)
- 6 ha of back-up area for coaches, lorries, cars and landing and boarding operations
- covered ramps between the buildings and the ships enabling passengers to get on and off safely and perfectly sheltered.

Total cost : 70 M FF

## Cross-Channel traffic gold award: Port of Dunkerque

### Freight

It was the most successful sector with a 28% increase. Sally the Viking Line (Dunkerque-Ramsgate), operated a combined service (freight/passengers) with one ship all year round plus a second ship from the 18th July to the 18th September, and a freight-only-ship was brought into service from the 9th October. The company managed a breakthrough in cross-Channel traffic reaching nearly 600,000 t in 1983 instead of 243,000 t in 1982 and increasing its calls by 43%.

### Passengers

With slightly less than 1 million passengers and a rise of 21%, Dunkerque beat its own record overtaking Dieppe and Cherbourg to become France's fourth port.

The new marine station could give new impetus to passenger traffic as it has already responded to publicity campaigns by the companies, this type of traffic also benefits from the outstanding land communications and the commercial attractiveness of the city and could thus further cash in on transit facilities which are well adapted, in quality and in quantity, to the level of passengers handled.

If one compares Dunkerque's results with those of the main passenger ports: Calais, Boulogne and Ostend, it appears that Dunkerque's figures are remarkable since only Boulogne went up slightly.

## Le Havre granted freeport facilities

A number of proposals on the trading policy of French ports, put forward by the Sea Minister, Mr. Guy Lengagne, were discussed at the weekly Cabinet meeting held last November. Among the eight points approved was the promotion of freeport zones, a subject on which the Port of Le Havre Authority has been working for several years in collaboration with the French Board of Customs and the

Ports and Shipping Division of the Ministry of Transport. Indeed, the first successful steps in this direction were taken with the setting up here of an experimental system of industrial and commercial bridgeheads for overseas countries. The Port of Le Havre signed individual agreements of this kind with Brazil in 1976, South Korea in 1977 and Mexico in 1980.

The fresh impetus given by the French government has speeded up finalization of special new simplified Customs procedures, under which all duties and taxes are suspended.

On February 8th 1984 a draft agreement was signed in Paris between the Board of Customs and the Port of Le Havre allowing for the experimental introduction of freeport zones, in order to facilitate the international movement and storage of goods, particularly those arriving here from foreign countries on their way to final destinations outside France.

The draft agreement, which is the first of its kind in France and the first to be applied in a French port, will make possible a general simplification and speeding up of Customs procedures as the result of five specific measures:

- Permission to be given for long-term stockpiling (up to 5 years).
- Beneficiaries to be approved by the Port Authority.
- Alternation to be allowed when needed between different possible sites in the port area.
- The bond normally required for operations of this kind to be replaced by a system of collective insurance at attractive rates.
- Streamlined formalities: the documents needed for moving goods into or out of the freeport area will be extremely simple, with the information contained in the shipping documents sufficient for their completion.

The successful conclusion of the discussions was due to the close and continuous co-operation which has for many years been the rule between the Board of Customs and the Port Authority, based on an analysis or potential international traffics and customers.

Le Havre's position as a bridgehead for international trade, so carefully developed over the years, will be strengthened and expanded and will result in our becoming one of the main centres of the international transit trade. (FLASHES)

## General Cargo Port of Bremen



The Universal Port of Bremen: This means the Port Groups in the City of Bremen and in Bremerhaven; this means handling facilities for dry and liquid bulk cargoes, for containers, Ro/Ro traffic, LASH barges and general cargo of all types. The Universal Port of Bremen: This means well over 26 million tons of cargo handled each year, of which 60% is labour-intensive general cargo with a particularly high net product for the port. As in no other port on the Hamburg to Antwerp range, the face of the Bremen Ports is characterized by general cargo traffic. For example in the most recent addition to the Port Group in the City of Bremen, the Neustädter Hafen on the left bank of the Weser, where a centre has been set up for all modern ocean transport systems. It comprises not only a Container Terminal but also a roll-on/roll-off facility for vessels with either stern ramps or quarter ramps. Then in May 1979, there were joined by a new General Cargo Terminal on the east side of the Neustädter Hafen. This multi-purpose facility with 60,000 m<sup>2</sup> of shed storage space and 50,000 m<sup>2</sup> of open-air handling areas as well as 5 cranes from 8 to 12 tons and a heavy-lift bridge crane with a capacity of 80 tons is especially suitable for handling bulky industrial project plants. Particularly striking in the Neustädter Hafen are the spacious rampless sheds and the huge open-air handling areas, both constituting the pre-conditions for maximum mechanization of cargo handling. The Neustädter Hafen also contains the Packing Centre in which all pier-to-pier/LCL containers are stuffed or unstuffed centrally and efficiently.

Modern transport systems also dominate the scene in the traditional ports of the City of Bremen on the right bank of the Weser, for example in the Europahafen and the Überseehafen. At the head of the Europahafen there is a Ro/Ro Terminal with a total area of 48,000 m<sup>2</sup>. The core of this facility is the 32,000 m<sup>2</sup> shed. This is linked to the ramps of the Ro/Ro vessels via a 60 m long fixed ramp as well as a movable bridge span of equal length. And as in the Neustädter Hafen the port operating companies in the Europahafen and the Überseehafen also employ the most up-to-date cargo handling trucks and carriers to ensure fast and smooth dispatch of the ocean freighters. Every year, a total of 9 million tons of general cargo pass over the quays in the Port Group of the City of Bremen. In Bremerhaven, the figure is just under 9 million tons, although this is on the increase. The reason: Bremerhaven was and is the focal point for investments to cater for the rapidly expanding container traffic. This is not least the result of a certain division of labour between the two Port Groups. Whereas Bremen as the southernmost German seaport has the shortest connections with the hinterland but can only take vessels of up to 35,000 tons dw, Bremerhaven with its location on the open sea coast fulfils all the conditions for fast turnaround of large container vessels and of coastal and international ferry traffic. Thus the Container Terminal Bremerhaven today comprises facilities on the Stromkaje and in the Nordhafen. The stacking and handling areas here total some 1,6 million m<sup>2</sup>. 18 container gantry cranes as well as numerous straddle carriers, motor tractors, service trailers and diesel lift trucks ensure that the container ships lose no unnecessary time in port. The Stromkaje with its riverfront quays directly on the 14 m deepwater channel enables even the biggest container

ships to be loaded and unloaded. The Container Terminal Bremerhaven — Wilhelm Kaisen presents itself as Europe's largest compact container handling facility. And that container traffic will continue to grow is beyond any doubt. With 7,5 million tons of container cargo per year, nearly every second ton of general cargo is today already containerized. 820,000 TEU's were handled in 1983.

Besides the Container Terminal Bremerhaven — in its Nordhafen — also offers special Ro/Ro facilities. In addition, in the Kaiserhafen docks there is also a roll-on/roll-off pontoon bridge span available for this type of cargo handling. And finally the Osthafen is the home of LASH traffic. This is where the mother ships berth to discharge and pick up their barges.

The investment policies in Bremerhaven are not too unilaterally centred on container traffic is demonstrated for example also by the General Cargo Terminal on the Columbus Quay. Here the old and redundant Passenger Pier 1 had to make way for a modern multi-purpose facility for highly-technicized general cargo handling. The useful working area of 90,000 m<sup>2</sup> incorporates a gigantic shed of 28,000 m<sup>2</sup> with a 40-ton heavy-lift gantry crane. This alone is an indication that the General Cargo Terminal on the Columbus Quay is particularly suitable for handling bulky and heavy industrial project shipments.

And that the Port Group in Bremerhaven does not live on container handling alone is also demonstrated by the growth in car shipments passing through this coastal port. Well over 370,000 vehicles are handled here each year. The majority of these are exports, but car imports, e.g. from Japan, are also growing rapidly. And for car exports, a special two-deck storage facility was constructed in the Nordhafen. This has capacity for some 2,000 passenger cars and has increased the total capacity for car handling to nearly 30,000 parking lots.

To summarize: General Cargo Traffic ranks high in the Bremen Ports. Both in the conventional field and in the sectors of containerization, roll-on/roll-off and other special transport systems. And that is exactly what constitutes an efficient universal port.

## **Bremen/Bremerhaven port-group with all data & operations under control**

Next to the price and quality of products — for ensuring success in the hard competitive market — come also: accurately planned distribution; reliability in delivery; as well as transparency and control throughout the course of transportation. The dispatch of ever-more valuable commodities requires an integrated transport-chain throughout. Smoothly-polished logistics are of assistance here — and this applies equally to imports as to exports.

The port-information and documentation system COMPASS of the Bremen-ports ensures speedy and trouble-free data-exchange between the firms and official-quarters engaged in cargo transportation and handling. The, otherwise frequently-occurring time-losses — with their attendant costs — do not materialize.

The linch-pin of Bremen logistical-application, for the investment-goods industry, is the DAVIS system. Based on COMPASS, the DAVIS has been developed especially for

machinery-plant exportation. The irresistible growth in container traffic has been brought under control by Bremen and Bremerhaven with two systems.

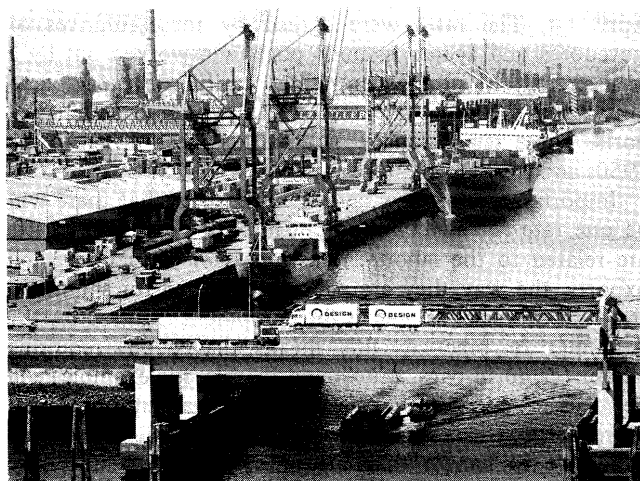
The efficiently-functioning container-terminal in Bremen and Bremerhaven are managed and guided with a special-depot-system. Avoidance of unnecessary and costly empty-transport is achieved with an additional system, the CCL, which was developed conjointly with Transfracht; a subsidiary of the German Federal Railways.

The CUE was developed for car exportation in co-operation with the automobile industry — and this is the latest to be included in the Bremen logistics-package. The German car industry routes a substantial proportion of its exports through Bremerhaven, which has developed in recent years as the centre for European car-handling.

Logistical systems are also offering, for imports — primarily for the purpose of reducing costs in the flow of material and goods. STORE is particularly applied for high-value utilization-goods and consumer-items.

With this exemplary logistical-offering the experts have been able to replace a weak-link in the chain of ever-faster transportation systems; namely, the flow and availability of the commodity-accompanying information and its direction.

### **Satisfactory developments in foreign trade; Equal competitive terms demanded: Port of Hamburg**



Hamburg has been able to maintain its position in foreign trade more or less, but in a few federal states the effects of the constant move to liberalization of traffic moving over EEC-frontiers is being felt, according to Helmut F.H. Hansen, General Representative for the Port of Hamburg. The port handled 34.9 million tonnes of imports and exports last year. The loss of cargo volume had not yet become 'dramatic' but without measures to halt the liberalization of traffic crossing EEC-frontiers the negative trend would be strengthened. New transport technologies have meant that transport to and from a port has assumed ever greater importance. West German ports demand the same working conditions as in cross frontier transport.

### **Embakasi Inland Container Depot in Nairobi: Kenya Ports Authority**

The coming of containerization is a reality that the international shipping community and others concerned have accepted as an irreversible trend. The question is therefore not one of choice but of one timing for the countries concerned to provide the needful facilities.

In the case of Mombasa containers first started to appear in 1975, and the growth has since been dramatic as can be seen from the table below:

YEAR	1975	1976	1977	1978	1979	1980	1981	1982	1983
No. of containers in TEU's	1,298	3,319	4,499	8,959	15,147	30,660	44,028	57,645	83,849

As a matter of course Kenya Ports Authority had to evolve a development programme for development of container handling facilities with a container terminal complex comprised of three berths, Mombasa is rated as one of the leading African container ports. The development of the terminal although in advanced stages is still undergoing some improvement construction works. The container handling terminal at the port has a quay length of 588 metres and a backup area of 55 acres.

As an extension to the port container terminal an inland container depot (ICD) had been established at Embakasi in Nairobi. The setting up of the inland container depot at Embakasi is a logical step in the containerization programme.

Containerization is essentially a door to door transport and of necessity requires inland clearance facilities for customs purposes. The inland container depot has therefore been established as a supporting facility to port container terminal.

The planning of facilities for container handling in Kenya, i.e. at the port and inland stations has followed careful study and analysis of both world trends and the growing local demand. The analysis have taken into consideration the impact of containerization at the port and its hinterland.

The inland container depot at Nairobi is the first of the several that are expected to be constructed in other towns like Eldoret and Kisumu in the long run. The investment at the Nairobi depot is a step towards achieving this objective. In the years ahead the ports of the Eastern African region and particularly because of unitization, will be competing for cargo to land locked countries. As one of the earliest inland container depot, Nairobi depot will enhance the competitive position of the port for goods to and from landlocked countries.

At the present moment containers are handled at the port of Mombasa and moved to and from the port by rail and road. Some of this container traffic pass through unco-ordinated inland storage depots. The increasing levels of container throughput has however made it necessary to improve the operational procedures and practices by use of modern equipment and development of inland depots.

The Nairobi ICD project was started in 1981 and consists of construction of the depot sited on a 41 acre plot. The depot will provide services for receipt, storage and dispatch of both export and import containers, and at the

same time provide facilities for security and customs clearance activities. The depot is expected when it starts operations, to bring improvement by eliminating congestion at the port terminal and inefficiencies which could lead to losses and damages to cargo.

When completed the depot will have a rail trackwork, hard surfacing, office building, installation of floodlight towers, water and electricity among other facilities. The capital cost of the project is estimated at Kshs. 200 million for the construction of the infrastructure.

The main equipment to be used at the I.C.D. are rubber tyred gantries, rail mounted gantries, tractors and trailers, short mast forklift trucks and railway wagons. The cost of equipment required for the next 25 years, inclusive of periodic replacement of life expired ones is Kshs. 597 million.

The container traffic forecast shows that the container throughput will be 330,000 Twenty Foot Equivalent Units (TEU's) by the turn of this century. At the same time the estimated container traffic throughput expected to travel by rail through Nairobi ICD is 64% of the total traffic. Further forecast estimates indicate that only 80% of the total container traffic is expected to be for upcountry.

With regard to traffic passing through the Nairobi I.C.D. the capacity of the depot when fully operational will be 120,000 TEU's per annum. In accordance to traffic forecasts such level of traffic will not be attained before the year 1982.

The major benefits to be derived from development of the Nairobi ICD would be speeding the ships' turn-round time, reduced container dwell time in the port and saving of inland transport costs. Other benefits which would accrue include reduction of incident of accidents, less pollution to the environment and improvement and more efficient utilization of railway wagons since container wagons would be handled faster than when conventional methods of loading and unloading wagons were applied.

Implementation of the project should also be seen from the point of view that consumers of containerized cargo would benefit from lower freight rates that railways are capable of realizing.

Studies at the port of Mombasa indicate that the average loading and unloading rate per day is 140 TEU's with the construction of ICD the strategy is to dispatch containers which arrive in Mombasa by ship within the shorted possible delay. It is assumed that things working efficiently, there will be direct loading from the ship to ICD and vice versa. Thus there will be little or no stacking congestion as experienced when goods have to be stuffed and stripped at the port. This will in turn mean that ships should take fewer number of days at the port.

Reduction of container dwell time in the port is the other considered benefit. Without the ICD facilities stuffing and stripping of many containers are carried out in the port, thus retaining a container in the port for a longer time.

With the development of ICD there will be direct loading to and from the ships and stuffing/stripping of containers to/from upcountry will be minimal within the port. This will mean that the consider dwell time in the port will be reduced substantially. This will in addition result in saving

in container stacking space in the port. This will consequently reduce the cost of container dwell time to the port users.

At present a substantial number of containers are ferried by road hauliers between Mombasa and upcountry destinations as rail facilities are not adequate to meet traffic demand. It is expected that with the opening of the Nairobi ICD about 64% of total container traffic at Mombasa port would be transported in purpose built container trains to/from the ICD. Rail transport would not only be faster but also cheaper with even greater energy effectiveness as compared to road transport.

The Kenya Railways are in the process of preparing to transport increased number of containers. Comparisons of traffic rates charged by Kenya Railways and road transporters showed that the rates charged by road hauliers are about twice those levied by the Kenya Railways. Benefits in the form of avoidance cost of road maintenance would also be derived from the project.

All said and done a lot will depend on the high level management and operation efficiency that will be necessary in the running of the depot. Kenya Ports Authority has the requisite skilled manpower and what is needed in addition is the co-operation of all the other involved parties.

## **Dutch Ports set standardised general cargo rates**

New standardized general cargo tariffs have been set for the Ports of Amsterdam and Rotterdam, starting April 1st. The rates were agreed by representatives of stevedores and agents in both ports and worked out by a committee. The new general cargo tariffs are expected to improve the competitiveness of the two large Dutch sea-ports. These regulations replace earlier ones drafted in the 1950s and they are greatly simplified.

Importantly, the new agreement ensures that there will be one rate for all commodities in both ports. The tariffs are related to the labour-intensiveness of the imports and exports, the way they are packed, delivered for shipment, the type of vessel as well as the equipment required for the handling. In practice, this means that goods requiring labour (cargo in bags, drums and barrels, for example) will be relatively more expensive to handle than unitised cargo. More unitised cargoes (goods on pallets) will now be less expensive to handle than previously. The new tariffs are the result of increasing demand by users of the ports to adapt general cargo rates to present day conditions.

### **Port Commodity Tariff**

The tariff structure also rules that shipowners and cargo interests should each pay a fair share of the total costs. Present rates paid by cargo interests will be replaced by one tariff, the Port Commodity Tariff, which is to be issued under the auspices of the Chambers of Commerce in Amsterdam and Rotterdam. The rates will be debited to the cargo interests by the ships' agents.

The Port Commodity Tariff is confined to "break bulk" goods on "liner terms." Container rates have not been set, but this is expected in the future. Shipbrokers and agents are required to keep to the new tariff structure.

The tariff structure is based on real costs of cargo hand-

ling, both inbound and outbound, rather than rates in other ports in the area. The structure is much simpler than the previous one. It is felt that by apportioning the costs between the Shipowner and cargo interests that more competitive handling rates will be seen.

The new tariffs also spell out the costs of rental of shed space and open space, tallying and overtime. (*HAVEN AMSTERDAM*)

## Port traffic stabilizes in 1983: Port of Amsterdam

International sea-going goods traffic in the Port of Amsterdam in 1983 stabilized at the same level as the previous year. Total transshipment in 1983 showed a final figure of 23.4 million metric tons, slightly up over 1982.

The transshipment of mineral oils remained the largest single cargo category, registering 10.3 million tons, an increase of 7.2 percent. The Amsterdam Port Management expects mineral oils to maintain its growth because of substantial new investments in tank storage facilities. Amsterdam has tank storage facilities exceeding 3.4 million cubic meters at present.

Animal fodders/oil seeds/cargo movements also increased during 1983. Transshipment totalled 3.2 million tons, up 20.3 percent from the previous year.

On the other hand, ore and coal transshipments declined sharply, with a 21.1 percent decrease in ore traffic to 1.1 million tons and a 23.2 percent drop in coal to 2.3 million tons.

Both ore and coal shipments are expected to increase in the future with the recovery of West German industry (the port is a major supplier to the Ruhr industrial area) and the realization of a new deep-water bulk port at Ymuiden which will be able to handle ships drawing 52.5 feet.

Grain transshipments in 1983 totalled 2.2 million tons, down seven percent from the previous year. Developments in this traffic were adversely affected by European Community regulations forbidding the import of certain agricultural items. The general cargo sector declined by 10.3 percent to 2.1 million tons. (*Report from Amsterdam*)

## Rotterdam in 1983: Fair general-cargo result offset part of bulk-sector losses

As the depression had dealt far heavier blows to other big west European ports, Rotterdam Port Alderman Roel den Dunnen looked back on the year 1983 with mixed feelings when he delivered his traditional address to the local Port Association. He conceded that 1983 had been a bad year, but nevertheless congratulated the port of Rotterdam on having got through it reasonably well, compared with other ports.

Besides, there were two more things which the alderman noted with satisfaction.

First, it looks as if the port of Rotterdam is climbing out of the trough. The depression hit bottom at about the 1982 ~ 83 turn of the year, which greatly affected operations in the first quarter of 1983.

Second, 1983 was a very good year for general-cargo trade in the port of Rotterdam, which rose by 3.5 per

cent to 39.8 million tonnes from 38.4 million tonnes in the previous year.

This was due to the fact that three of the four general-cargo sectors got more freight to handle:

- containerized cargoes rose by 5.5 per cent to 23.3 million tonnes from 22 million tonnes in 1982;
- lash (lighter-aboard-ship) cargoes rose by a thumping 13.2 per cent to 1.2 million tonnes from 1 million tonnes;
- roro (roll-on/roll-off) cargo fell by four per cent to 4.4 million tonnes from 4.6 million tonnes;
- finally, the freight flow which statisticians lump together as "other general cargo," grew by 1.7 per cent to 10.8 million tonnes from 10.7 million tonnes: a special surprise since conventional general cargo is the main component of this category.

The port of Rotterdam handled some 1.6 million containers (of all sizes) in 1983, which was about seven per cent up on the previous year when 1.4 million containers passed through.

The excellent performance of the general-cargo sector in the difficult year 1983 puts the blame for the drop in volume handled squarely on the bulk sector.

This sector presented the following picture:

- total volume of crude oil landed and loaded in 1983 dropped by 11.5 per cent to 75.2 million tonnes from 84.9 million tonnes in 1982;
- handled volume of mineral oil products fell by 12.6 per cent to 35.1 million tonnes from 40.1 million tonnes;
- ore landings plunged 14.1 per cent to 30.3 million tonnes from 35.2 million tonnes;
- the combined volume of loaded and landed coal rose by 2.5 per cent to 10.8 million tonnes from 10.5 million tonnes;
- in the "other bulk" sector total volume grew by 1.4 per cent to 41.4 million tonnes from 40.8 million tonnes.

Commenting on these figures, Alderman den Dunnen said it looked as if the decline in west Europe's demand for oil products had bottomed out. He termed oil-trade developments over the last four years "Incredible," pointing out that last year Rotterdam handled 65 million tonnes of crude less than in 1979 when 140 million tonnes of crude oil flowed through the port.

However, he added, all the signs indicated that the decline has reached its lowest point. The Municipal Port Administration expects that the Dutch and West German refineries which have survived the depression, will see production grow by one per cent in 1984. (*Rotterdam Europort Delta*)

## Container handling record: Port of Rotterdam

Receipts of seaport charges show that Rotterdam handled more container cargo in the first quarter of this year at 6.9 million tonnes than ever before. In the whole of last year, according to final figures, 19.3 million tonnes of container cargoes arrived or left Rotterdam by sea. This volume was stowed in 1.6 million containers (2.3 million TEUs). Forty-four per cent was coming from or going to European countries, while North and South America accounted for

23%, Asia for 26% and Africa for 7%. (NEWSLETTER)

## Gothenburg container traffic 6% up in 1983

During 1983 a total of 167,058 loaded containers, or 226,230 TEUs, passed through the harbours of the Port of Gothenburg, which is six per cent more than the year before.

The total unit-load traffic (containers, flats, lorries, trailers, semitrailers) went up three per cent to 443,394 units.

Of the port's general cargo traffic to and from ports abroad, 84 per cent were unit-loads.

Another branch of the shipping traffic which has risen considerably during the last years is the export and import of cars. During 1983 116,730 cars were shipped over Gothenburg, 64,613 of which via the special car harbour Lindholmen, and 52,117 via the Skandia and Älvsborg Harbours at the mouth of the Göta River.

The total cargo turn-over for the port in 1983 was 23,881,000 tons — two per cent up against 1982.

## Wireless computer terminals find their way into the forklift cabs: Port of Gothenburg



Gothenburg dock-worker Rune Andersson is seen here using a wireless computer terminal mounted in his 12-ton Kalmar counterweight container truck. Via the terminal, he communicates directly with the IBM S/38 computers used for operations planning in the port's Skandia and Älvsborg Harbours.

Rune Andersson and his fellow dockers can put questions regarding e.g. the owner of the destination of a certain container or where it is supposed to be placed awaiting further transport.

The answers from the computer are shown on a LED display or printed on paper, whichever the truck driver chooses.

The previous procedure was that the truck driver put his questions via VHF radio to a planner, who used a desk-top computer terminal to produce answers, which were then forwarded back to the truck via VHF. The new system adds

speed and accuracy compared with the "voice" method.

In the port of Gothenburg, wireless computer terminals are now being tested in trucks but also in container tallying. The tests are administered by HT Data AB, a subsidiary of the Gothenburg Stevedoring Co., Ltd.

HT Data is now developing a more potent system in co-operation with the National Telecommunications Administration. This system, called the Mobitex, is going to be linked to a national network of combined wire-less and wire-based communication possibilities, working much in the same way as the Swedish car telephone system.

Thus, in a couple of years, a lorry driver hundreds of miles from the port will be able to ask the port computer, from a lorry-cab terminal, whether a certain container is ashore yet, where in the terminal it may be picked up, and will a truck please be ready to load it onto the lorry at XX:XX hours . . .

## Southampton and Cardiff named freeports

Plans are now well under way for the development of freeport sites at two of ABP's ports, Southampton and Cardiff, which have been chosen by the Government, along with four others, to spearhead Britain's latest commercial experiment.

Freeports are areas to which goods can be imported for manufacture, processing or storage and provided they are exported to third countries no duty is paid. In certain cases duty on goods for UK and EEC consumption is not paid until the manufacturing process begins or the finished goods leave the freeport. Goods can also be stored for an unlimited time in a freeport warehouse. The main benefits relate to cashflow.

There are already an estimated 400 freeports around the world, notable examples being Miami, Hamburg and Singapore. Now Britain is to have six such sites which will be monitored by the Government and formally reviewed after five years.

Southampton is likely to be one of the first freeport sites in action. It will be operated by Southampton Freeport Ltd., a consortium formed by Associated British Ports, Trafalgar House, Ocean Cory and Kleinwort Benson.

Southampton's biggest advantage in the race to start freeport operations is that virtually all the necessary infrastructure already exists. A total of 475,000 sq. ft. of warehousing is available now, as are service roads and power supplies in the designated 31-acre site in the Western Docks. Freeport operations should get underway in the last quarter of 1984 and following detailed consultation with H.M. Customs, the freeport company is undertaking an extensive marketing campaign.

If all goes well and demand for space within the freeport lives up to initial expectations, there is an additional 130 acres within the port estate available for further development.

Freeport status should add to Southampton's existing geographical attractions and strength in container trades, particularly to companies with trading links with North America, the Middle East, the Far East and South East Asia.



## Cardiff

The site of Cardiff's freeport is likely to be on the Tremorfa Foreshore on the eastern boundary of the port estate, a decision that is bound to provide a boost for the port.

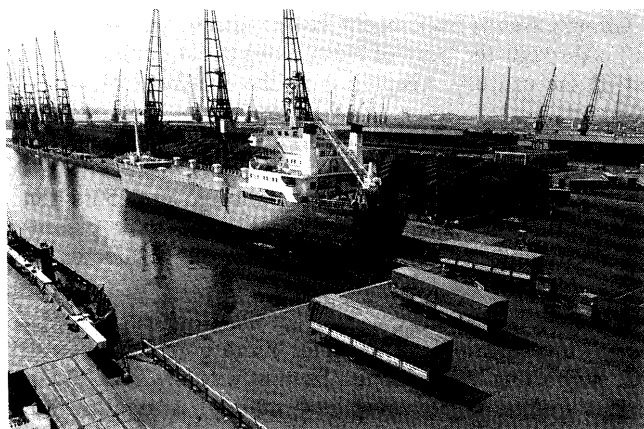
The successful applicant is Pearce (Wales) Ltd. who estimate the initial development of the 40-acre site will cost around £1 million. A further 40 acres would also be available as the complex expanded.

Alan Pike, consortium managing director, anticipates that the freeport will attract companies in the electronics and microchip fields, although other kinds of industry would be welcomed.

It is possible that companies setting up in the zone could qualify for Urban Development Grants. A major marketing exercise aimed at Japan and the United States is now underway.

The port of Cardiff is well placed for shipping traffic using the western approaches to the UK, and the new freeport is expected to play a key role in long term plans to redevelop much of Cardiff's dockland.

## New short sea Ro/Ro service — A success: Port of London



In less than two weeks since its inauguration European Freight Lines' Ro/Ro service between the Port of London Authority's Tilbury Docks and Rotterdam is running at near capacity.

The Company's 4,500 dwt vessel Freightline 1 which has a carrying capacity of 42 X 12 m and six 6 m trailers, plus 32 teus is operating three round trips a week between the two ports. Currently sailing overnight from PLA's 4 Berth, Tilbury Docks, the service is primarily designed to cater for trailer units. However, there is also limited capacity available for accompanied vehicles as well as other suitable Ro/Ro cargoes.

The success of the European Freight Line's service further confirms Tilbury Dock's newly found geographic importance. Now that the vital sections of the London Orbital Motorway, the M25, have been completed Tilbury Docks has direct motorway accessibility to all the UK's major industrial and distribution centres. Tilbury Docks has now become the best placed port for the UK's motorway network.

European Freight Lines has used these advantages to attract short sea ferry business to the Tilbury Docks location which would normally have used the coastal out-ports. Another important advantage offered by the location, say European Freight Lines, is that it will eliminate driving time, thus reducing operating costs.

"The overwhelming reception which the new line has received from the trade," says European Freight Lines' Managing Director James Jacoumis, "and the unstinting assistance of the Tilbury workforce, particularly the stevedores, pilots and customs personnel has been most encouraging. Furthermore, it has convinced us how right we were to introduce this new Ro/Ro service from Tilbury to Rotterdam and augurs well for the future of European Freight Lines."

The Company plan to introduce a new and larger vessel onto the route in the near future so increasing the service to a daily frequency. It is also planned to move the service at a later date to the PLA's purpose built riverside Ro/Ro berth.

PLA is pleased with the immediate impact that the service has had on the short sea ferry trade and looks forward to a steady growth in this type of business at Tilbury in future.

## An environmental strategy for the Fisherman Islands

The Port of Brisbane Authority is developing an appropriate landscaping and environmental strategy for the Fisherman Islands. Since early 1977, the Port of Brisbane Authority has spent almost \$70 million on the construction of major port installations on the islands.

As part of the strategy, the Authority's general objectives include optimum protection of the ecology and environment and a plan to make the islands more accessible and attractive to the general public for educational and recreational activities.

One of the integral features of the overall approach is a proposal to retain a large area in its natural wet land (swamps) state.

The swamps, which take up about 100 h., are covered by mangrove trees and have become an increasingly popular venue for bird watchers.

Another important aspect of the strategy is the possible retention of nearby Bishop Island (more or less in its present form) for tourist, public and aesthetic considerations.

The strategy is the result of considerable research by consultants working closely with senior officers of the Authority for more than a year.

Some practical progress associated with the general philosophy already has been undertaken through a Commonwealth Government employment programme. The work has included the planning of trees and shrubs along the causeway road and in the vicinity of the coal and cement terminals.

The Authority proposes to undertake port growth and landscaping as parallel developments.

Individual (single property) buffer zones are considered critical to the success of the total strategy. All lessees of

Authority-owned land will be asked to landscape their lease areas in accordance with uniform guide lines supplied by the Authority.

The study concludes that Bishop Island and the Boat Passage areas should be regarded as the respective sea and land approach "gateways" to the port area.

Under the study proposals, each area would be given priority consideration in the environmental and landscaping plans in recognition of the value of the "first impression" impact on users of and visitors to the islands.

On the islands, the general public would be encouraged to take advantage of information booths and observation towers, which are included in the strategy.

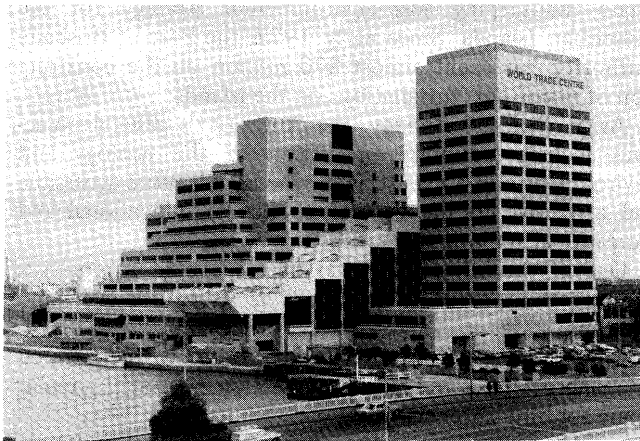
The Authority believes that all landscape elements must follow a single, simple theme — but, at the same time be robust and dynamic with integrated colours and textures.

Such a result could be achieved through the use of large trees, tall shrubs in masses, and the wide use of ground cover plants.

It further believes that the proposals, brought to their full potential, would:

- give character to the port;
- create a positive image for port development;
- be attractive to the general public;
- create a better understanding of the Authority's role in the life and functions of the city. (*Brisbane Portrait*)

## Engineering Award to World Trade Centre: Port of Melbourne



John Connell & Associates, the professional engineering company contracted to and responsible for the conceptual development, design, documentation and supervision of the Structural, Civil and Traffic Engineering component of the World Trade Centre project has won an Excellence Award in the 1984 Institution of Engineers, Australia Victoria Division Awards.

As engineering consultants to the architect, Grahame Shaw & Partners, the company made significant and vital contributions to the project's success, and in particular by achieving building solutions within constant budget controls.

The World Trade Centre complex consists of five buildings virtually coupled together by the 2000m<sup>2</sup> Galleria. Constructed on what was considered to be a problem site of suspected swampland, the foundations designed by John Connells cost only slightly more than those of average city

sites. In addition the company developed:

A structural system for the complex which met requirements for flexible occupancy;

A stepped space frame roof structure for the dramatic Galleria area;

A façade system catering for the five buildings providing a horizontal landed complex flowing parallel to and towards the River Yarra;

A solution for the transition of a major shipping wharf to a general public area linking the World Trade Centre complex to the riverfront.

Construction of the World Trade Centre project commenced on 29th March, 1979 and the complex was officially opened by the Premier of Victoria, the Hon. John Cain, M.P., and the Prime Minister of Australia, the Hon. Robert J. Hawke, M.P., on 30th September 1983.

Developed by the Port of Melbourne Authority, the Centre has already made a significant contribution to Australia's international trade. The Centre has brought together under one umbrella a total service to the country's trading communities and is a natural adjunct to Australia's major overseas general cargo port and the largest container port in the Southern Hemisphere.

## Hong Kong to maintain port pre-eminence

Growth trends over recent years indicate that sea cargo traffic through the port of Hong Kong could double by the end of the century, keeping it in the forefront of world-class ports.

This would mean that by the year 2000, Hong Kong could be handling between 3.5 and four million TEU's (20-foot equivalent units) of container cargo and 25 million tonnes of conventional cargo, about twice their present annual volume, according to the Assistant Director of Marine, Mr. Bernard Tang.

Mr. Tang is now heading a "Port Development Strategy Study" investigating the need for more port facilities and their supporting infrastructure from now to the year 2001.

The study, to be completed within 14 months, will examine growth potentials of Hong Kong's major export and import commodities, the optimum sites for additional container terminals, the need for more cargo handling areas, the construction of typhoon shelters for the myriad lighters and cargo vessels, and market diversification trends.

"The study will assist both the government and the private sector in their forward planning which is essential in the growing complexity of today's business world," Mr. Tang said.

## Yokohama hosts Pan-Pacific Sister-Ports Seminar II

The Pan Pacific Sister-Ports Seminar II, jointly sponsored by the Port of Yokohama and the Port of Oakland, was recently held in Yokohama. It was the second round of the series, following the original seminar which took place in October, 1982.

The purpose of these seminars is to provide a forum where the representatives of the sister ports and the other

participants from different port-using industries, including shipping lines, freight forwarders and trading companies, as well as administrators involved with these ports, can exchange views and ideas on current issues and thereby contribute to the economic development of the entire Pan-Pacific region.

Besides the sponsoring ports, the following six ports participated in the event: Auckland, Keelung, Manila, Melbourne, Shanghai and Vancouver.

On the opening day (Wednesday, May 30), welcome addresses were delivered by the mayors of Yokohama and Oakland, Mr. Michikazu Saigo and Mr. Lionel J. Wilson, respectively on behalf of the sponsoring ports. Congratulatory speeches by the Minister of Transport and the Minister of International Trade and Industry, Japan, followed. Then Mr. Nobuhiko Ushiba, Adviser to the Ministry of Foreign Affairs, and Mr. Olin Wethington, Deputy Under Secretary for International Trade of the U.S. Department of Commerce, presented keynote addresses on the theme "Expansion of Pan-Pacific Trade and Mutual Cooperation." In their addresses, both speakers stated what they believe to be the potential for trade in the Pacific region. The main thrust of their addresses was as follows.

#### **Summary of Mr. Ushiba's speech:**

The volume of trade is steadily increasing in the Pacific region, which included several industrialized countries, the ASEAN countries, South Korea, Taiwan and Hong Kong.

In 1970, the volume of exports and imports in the Pacific region totaled \$206 billion, and by 1982 that figure had increased more than six-fold to \$1,280.3 billion. The 1970 figure represented 35.5% of world trade, and this proportion had reached 36.6% by 1982. This increase continued in 1983 and is expected to gain further momentum in 1984, due to the present recovery in the world economy.

In 1982, the exports and imports between industrial countries in the Pacific, i.e., Japan, the U.S., Canada, Australia and New Zealand, amounted to \$502.2 billion, accounting for 54.2% of the total trading volume of these countries. In other words, the increase in the trading volume in the Pacific region is attributable to an increase in intra-regional trade, rather than that of commerce with other parts of the world. This trend also holds true in the case of the ASEAN countries, South Korea, Taiwan and Hong Kong. This is a welcome development and a reflection of the mutual cooperation existing among the countries of the region.

Expanded trade will probably bring about various problems, but these can be solved by maintaining and strengthening the free trade system, while eliminating the threat of protectionism through cooperation among the countries concerned. The prospects for future trade in the Pacific regions are bright.

#### **Summary of Mr. Wethington's speech:**

The Pan-Pacific region is one of great dynamism and economic opportunity. The countries in the Pacific Basin now account for over half of global GNP. The economies of the ASEAN countries, for example, grew at an annual rate of 5 to 10% during the 1970s, when many other parts of the world were experiencing a very different trend. During the recent recessions, most of the countries in the region

continued to grow.

U.S. trade with the area reached \$134 billion in 1983, exceeding that with Europe. Even during the recent recession, U.S. exports to the ASEAN countries increased by over 10% a year while those to the other major areas dropped drastically.

There are still areas in which trade restrictionism need to be removed. For example, the most advanced of the developing countries in the area are now able to compete with the U.S. in some areas of sophisticated technology, and do so successfully in the U.S. market, while denying reciprocal opportunity in their own markets. They must face up to their responsibilities and not seek to hide behind the barriers intended for countries at a far lower stage of development. For the prosperity of the region to develop further, equitable cooperation is now more necessary than ever before.

Japan, too, must face up to its responsibilities. She must actively seek to import high value-added products, rather than trying to restrict imports to raw materials and goods with low value added. Moreover, impediments to trade such as informal cartels which prevent price-competitive import must be removed. In order to promote a truly mature trading relationship between the U.S. and Japan, and between Japan and the other countries of the region, further efforts are needed in the direction of trade liberalization.

In the afternoon, a panel of six prominent specialists representing such fields as foreign trade, industrial manufacturing and financing, expressed and exchanged views on the theme "Prospects for Pan-Pacific Trade."

On the morning of the second day (Thursday, May 31), Mr. Shigeya Goto, Director, Japan Maritime Research Institute (Former Director-General of the Shipping Bureau, Ministry of Transport) and Mr. Alan Green Jr., Chairman, U.S. Federal Maritime Commission addressed the participants on the theme "Transportation Policy with Special Emphasis of Maritime Transportation." The texts of the papers by both speakers will be featured in the next issue of this journal.

Then a five-man panel made up of Japanese and foreign industry representatives discussed the theme "Maritime Environment of the Pan-Pacific Water Area — Forming of a New Order."

From the afternoon, a panel discussion was held on the theme "Relations between Ports and Their Surrounding Regions — Prospects for the 21st Century." Mr. Walter A. Abernathy, Executive Director, Port of Oakland, served as moderator for this panel, and the representatives of all participating ports presented their views on the relations between their respective ports and their hinterland communities. They focused on the question of how to keep such relations in proper order in the context of their port and harbor development and redevelopment efforts.

On the final day (Friday, June 1), the seminar continuously dealt with port and harbor matters, with the presentations by Mr. A.A. Shaw, Manager, Terminal Operations, Port of Vancouver, on the modus operandi of container terminals and the day's initial program. His report was received with great interest by all participants, both port administrators and port users.

**(Continued on next page bottom)**

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## VOICE—"I would like to know"

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### Problems of frequent interruption of cargo handling in monsoon season

Dear Sirs:

Monsoon season in Burma covers almost half of the year (officially commencing from the middle of May till the middle of October). The rainy months are June through September. During these months, general cargo and rice (which is the major export commodity of Burma) loading vessels have to frequently stop work due to cyclones and heavy rain. During the financial year 1983-84, stoppages of work pertaining to rice loading vessels due to rain accounted for 18089 gang hours, or 14% of total working hours. Such a situation brings about an extension of the ship's stay in port and at the same time results in the other ships experiencing berthing delays.

Such being the case, it is evident that the rain is a major obstacle in our drive for higher port speed, but the fact remains that we are still at the mercy of the weather.

So it would be fruitful for us if we can share the experience the other ports (with similar weather conditions) have with the rain, their efforts to improve the working conditions in trying to minimize the effect of rain and any other useful hints or advice that could be given to us.

Yours faithfully,

**Tin Maung Soe**  
Managing Director  
Burma Ports Corporation  
Post Box No.1, Rangoon  
Burma

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(Continued from page 51)

Then Mr. E.W. Tofsrud, General Manager and Chief Executive Officer, Port of Vancouver, presided over a panel session on the theme "Information Exchange Systems among Participating Ports." The discussion centered on what categories of information individual ports have occasion to seek from one another and how to systematize the inter-port flow of such information. In this session, Mr A.S. Mayne, Immediate Past President of IAPH, who participated in the seminar as the head of the Melbourne delegation, pointed out that IAPH has been endeavoring to function as an international inter-port information center. As frequently reported through the journal of IAPH, the idea of establishing the information center project has been underway since 1980, following the initiative of the Port of Le Havre Authority and other voluntary organizations. In the light of this situation, Mr. Mayne reminded the audience of the work already started by IAPH, and noted that any duplication should be avoided.

The seminar completed with a statement summarizing all its results and decisions.

A luncheon and dinner reception was scheduled for each day during the seminar period. These events gave the participants the chance to hear some most stimulating speeches by people from a wide variety of backgrounds, including government officials, foreign businessmen active in Japan and executives of shipping companies.

According to the secretariat for the seminar in the Port of Yokohama, nearly 200 participants attended the proceedings each day. The third round in the series of the Pan-Pacific Sister-Ports Seminar will be held in Vancouver in September 1986, hosted by the Port of Vancouver. (Reported by Kimiko Takeda, IAPH)

### PSA's new multi-storey complex

Being the largest single warehouse owner in Singapore, the Port of Singapore Authority (PSA) not only provides storage space, but also offers an extensive range of supporting services such as handling, transportation, documentation and repacking of cargo.

To cater to the many needs of traders, the Authority has embarked on these two ten-storey blocks of warehouse-cum-offices to complement the existing three blocks of its MSC (Blks 18, 20 & 22).

With its ideal location mid-way between Jurong and the city, the new MSC offers a unique concept of warehouse-cum-office at one single place.

The new MSC consists of two 10-storey warehouse blocks linked to each other by two office blocks. The first warehouse block has been completed and the second will be ready sometime in late 1984. The complex provides a total of 126,000 square metres of warehousing space. It is ideal for those who intend to consolidate their administrative and operational activities, with available storage space ranging from 298 to 2,196 square metres, and office areas in modules, from 93 to 140 square metres.

The new MSC has the following distinct features:—

- 6 Each storey is served by adequate lift facilities for easy access upwards.
- All storeys are provided with fire sprinkler systems.
- A self-service canteen is located on the third storey.
- A container yard is also provided for stacking loaded and empty containers.
- Round-the-clock security is provided by the PSA Police.
- The floor-loading capacity on each storey is about 19 KN/sq m (400 lb/sq ft). (PSA NEWS)



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