

# PORTS *and* HARBORS

Jan.-Feb., 1985 Vol. 30, No. 1-2

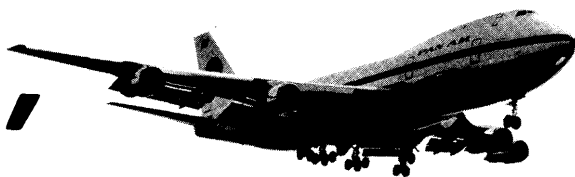


**Port of Hamburg**

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

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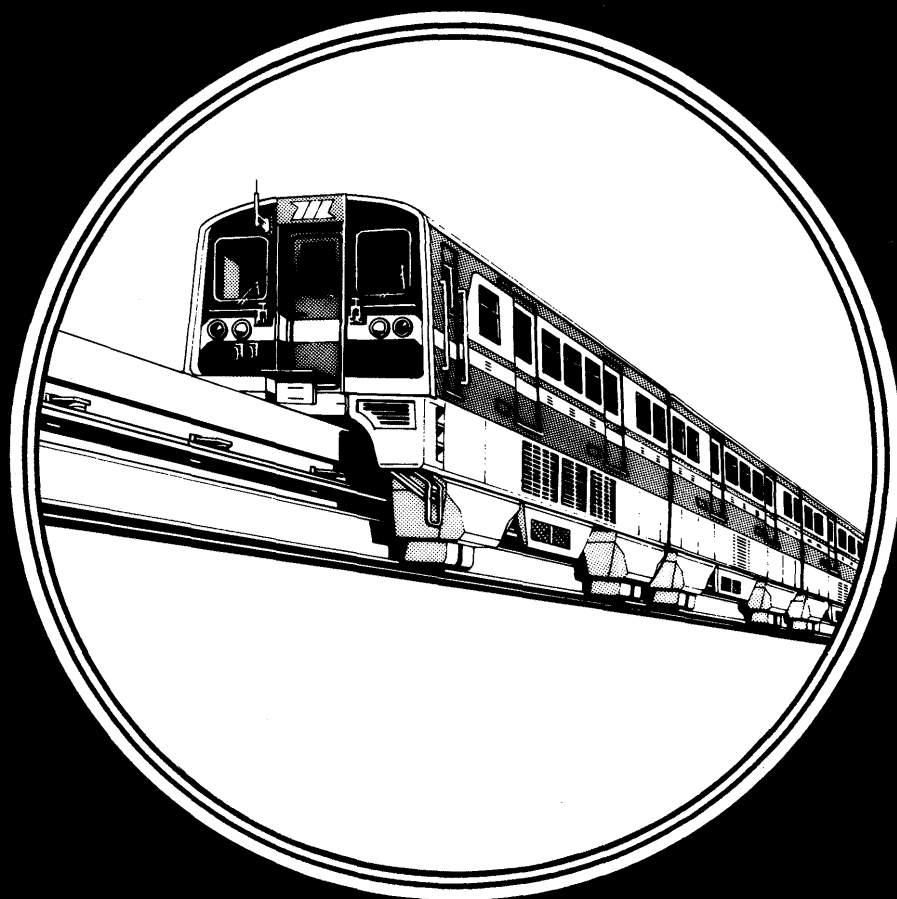


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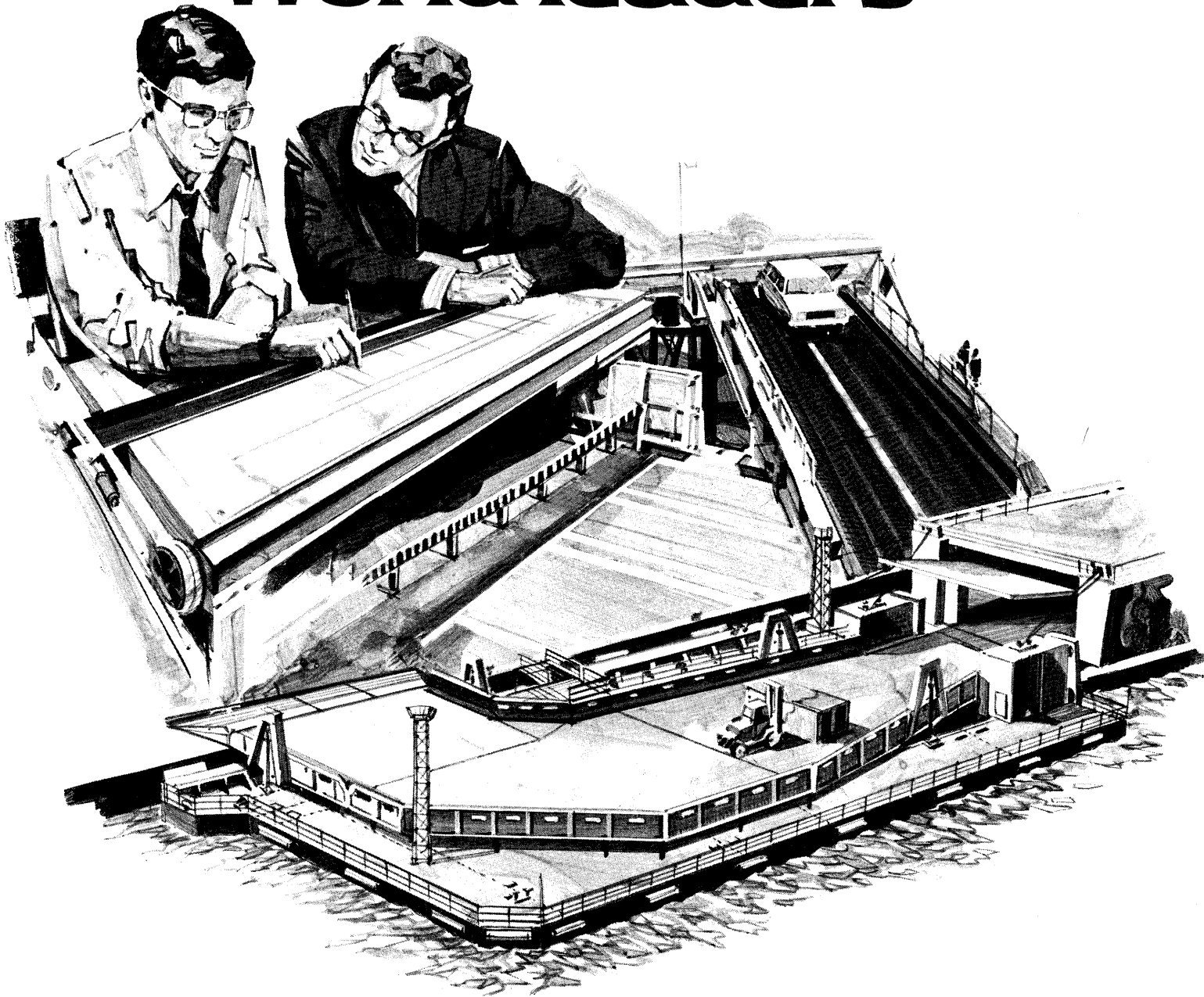
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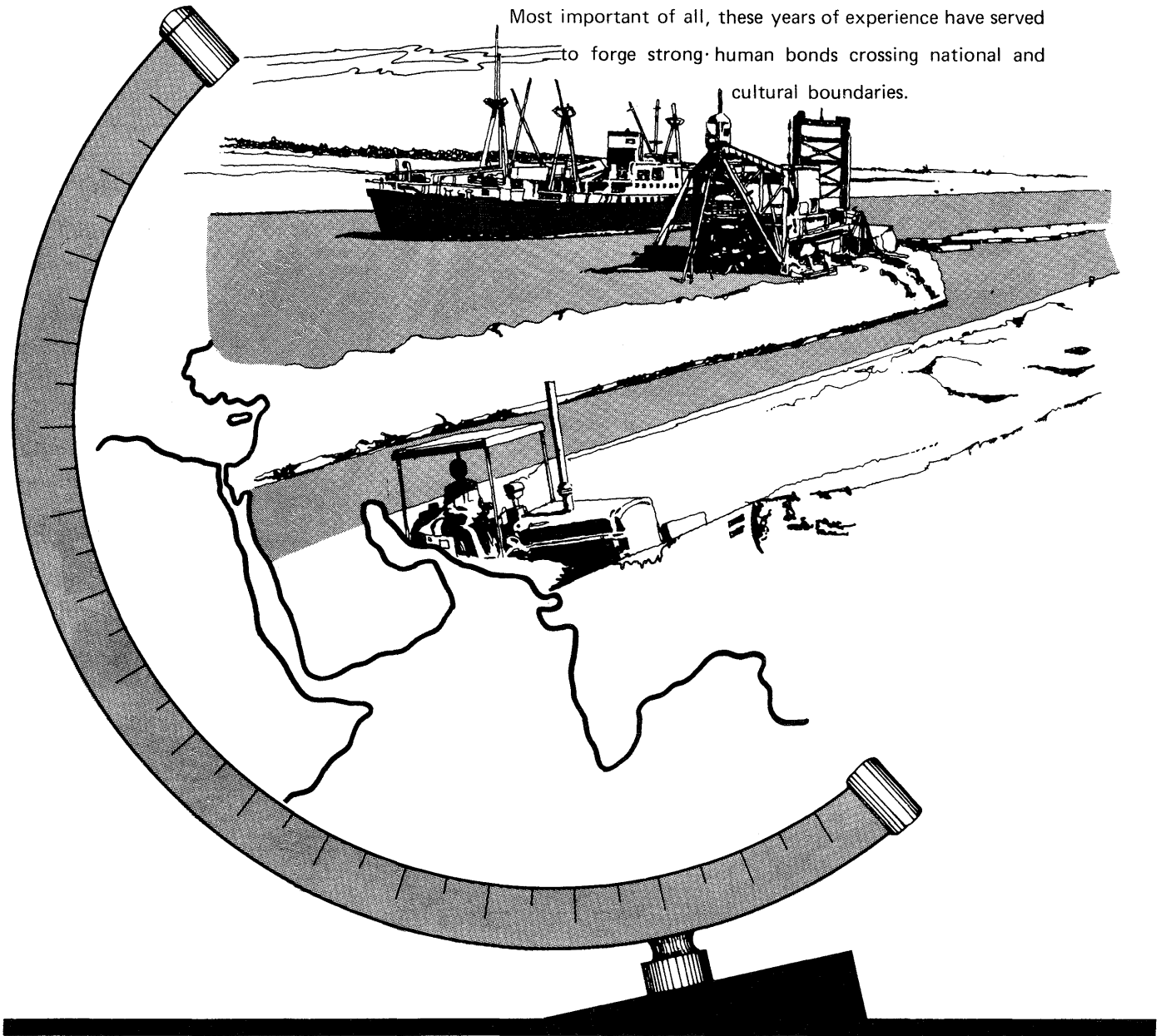
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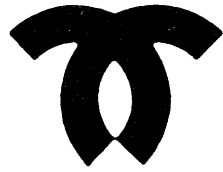
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# PORTS *and* HARBORS

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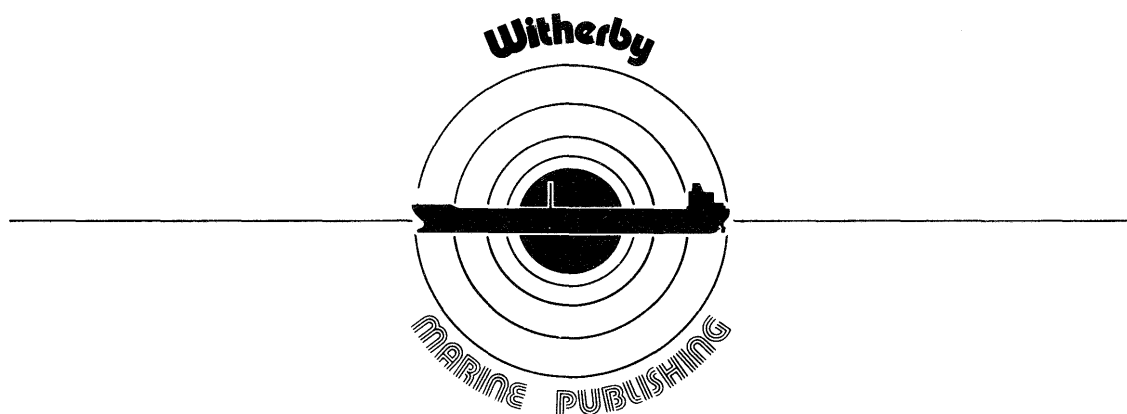
**January-February, 1985 Vol. 30, No.1-2**

## CONTENTS

	Page
<b>IAPH announcements and news:</b> . . . . .	7 ~ 17
New Year's Messages (from Mr. A.J. Tozzoli, President, and Dr. Hajime Sato, Secretary General) — Welcome Messages to the 14th IAPH World Port Conference (from Senator Volker Lange and Mr. J. Rommerskirchen) — Winners of IAPH Award Scheme announced — Appointment of members to serve on the Ad Hoc Committee for Special Projects of IAPH — Secretary General requests members' cooperation concerning the payment of dues for 1985 — Mr. Bergfelt observes UNICITRAL Working Group session in Vienna — "Protection of the North Sea": Report by Mr. A.J. Smith — Visitors — Membership Notes	
IMO Reports by Mr. A.J. Smith . . . . .	12
HAMBURG — Host of the 14th IAPH World Port Conference	
by J. Rommerskirchen, City of Hamburg . . . . .	14
"Hamburg is more than just the Port and the Reeperbahn"	
by the Organizing Committee for the 14th Conference of IAPH . . . . .	16
<b>Open forum:</b>	
Activities of the Asian Development Bank in the Ports and Shipping	
Sectors by W.D. Kluber and Y. Akatsuka, ADB . . . . .	18
Community Relations . . . by W.C.N. van Horssen, Port of Rotterdam . . .	23
<b>Port Spectrum — Performance Reports</b>	
Port of Rotterdam . . . . .	27
Port of Copenhagen . . . . .	28
Limerick Harbour . . . . .	30
<b>International maritime information:</b>	
<b>World port news:</b>	
IMO's programme of meetings: 1 Jan. — 31 Dec. 1985 . . . . .	32
Port Forum and Training Institute: Port of Marseilles . . . . .	33
Brazilian ports news in brief . . . . .	34
Waterfront public market proposed for North Arm site:	
North Fraser Harbour . . . . .	35
Governors sign \$1 billion waterfront development bill:	
Port of NY & NJ . . . . .	38
Remarks on U.S. trade and travel policies: Port of Seattle . . . . .	40
Switzerland and the Port of Le Havre . . . . .	41
Dar es Salaam port development . . . . .	42
Development plan — It's all happening here: Port of Geelong . . . . .	44
Ports of Adelaide and Mizushima inaugurate sister ports affiliation . . . . .	46
January start for new berth at bulk cargo terminal: Port of Penang . . . . .	48

**The Cover: The Port of Hamburg — The site for the 14th Conference of IAPH  
May 4–11, 1985**

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A new edition of the International Safety Guide for Oil Tankers and Terminals has been produced jointly by ICS (International Chamber of Shipping), OCIMF (Oil Companies International Marine Forum) and IAPH (International Association of Ports and Harbors).

This detailed safety guide, produced originally by the International Chamber of Shipping and the Oil Companies International Marine Forum, was first published in 1978 (and reprinted in 1979) by Witherby & Co. Limited of London. The first edition became the acknowledged guide on safety for oil tankers and terminals and achieved very wide acceptance not only within the industry but also on the part of governments. The guide also received international recognition from IMO (International Maritime Organization).

Over two years of detailed work by experts from the international oil, tanker and ports industries has gone into the production of the second edition of the guide. With the exception of chapters 18 (Electrical Equipment and Installations) and 21 (Fire Fighting), which are essentially unchanged, the text has been extensively revised and updated to take into account IMO conventions, industry guidance and tanker casualty information issued since publication of the first edition. Particular attention has been given to the chapters relating to inert gas systems, crude oil washing and tank washing atmospheres, and additional information has been included on management of moorings, electrical equipment, cargo handling and radar energy emission hazards. The second edition also contains a new chapter (22) on the hazards associated with pyrophoric iron sulphide, and three new Appendices.

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# IAPH announcements and news

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## New Year's Messages



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

It is with great pleasure that I extend to you best wishes for the New Year and thank you for the support and assistance which you have rendered to me during the past year. I am proud that we have all been able to work so closely together to strengthen our organization and international trade.

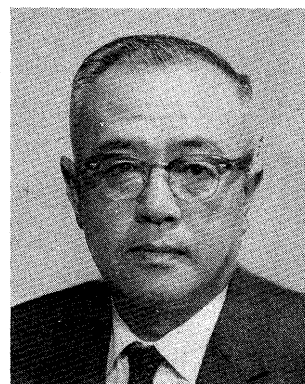
A New Year is always a time of hope. No matter what the past, we renew our dedication and address ourselves to the matters at hand with confidence, with all-out effort, and — most assuredly — with hope. It is in this spirit that I communicate with you now.

As we enter our 30th year of achievement, I look forward to our continued dedication to maintaining fair competition in the international marketplace and improving the environment for the free flow of commerce between nations.

As member ports around the world begin to experience the increasing benefits of a sustainable, global economic recovery, I look forward to using our collective experience with and knowledge of international commerce to enable producers of all sizes representing all countries to bring goods and commodities to all men, women and children.

As lesser developed countries begin to build and improve their ports and shipping and international capabilities, I look forward to the utilization of member ports' expertise in those areas to assist them as they are enfolded into the international marketplace.

And, finally, as we approach the middle of the year, I look forward to seeing all of you at our conference in Hamburg. The program's theme, "Communication Through Ports" promises to further enable the shipping community and the larger global community gain a better, deeper appreciation for the truly universal benefits which flow from international trade.



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

It is a great honor and pleasure for me to extend to you, through this journal, my best wishes for the New Year.

The world economy appears of late to have been rising slowly from the recession which has for so long dominated the world. This recovery, discernible in the industrialized countries, is seemingly being led by the business upturn in the USA. Unfortunately, however, many countries are still suffering from the twin burdens of debts and inflation, and they remain mired in recession.

It is my belief, therefore, that we who work for the development of world ports have to take on, with renewed resolve, the challenge posed by the structural changes in the world's transportation systems — as manifested, for example, in the form of intermodalism — in order to promote free trade, which is surely the key element in the revitalization of the world economy.

I am convinced that IAPH, drawing strength from the solidarity which we have succeeded in nurturing among our members all over the world, will be able to continue to serve as an effective nucleus for increasing cooperative ties and communication among the ports of the world — especially in playing the vital role of promoting cooperation between the developing and developed ports.

The 14th biennial conference of our Association is slated to take place in Hamburg in May this year. I believe that this forum, guided by the theme "Communication

**(Continued on page 9)**

These hopes — admittedly — set a high goal for all of us, but nowhere are the possibilities greater for increasing international economic activity and prosperity than in our own organization. I believe that we are making much progress and, as President of IAPH, I will continue to strive in this New Year to bring us closer to that realization.

# Welcome Messages to the 14th IAPH World Port Conference



**From Senator Volker Lange  
State Minister for Economic Affairs,  
Transport and Agriculture,  
Free and Hanseatic City of Hamburg,  
Chairman of the Honorary  
Committee**

I have great pleasure in welcoming to our city participants from all over the world at the IAPH World Port Conference in May 1985.

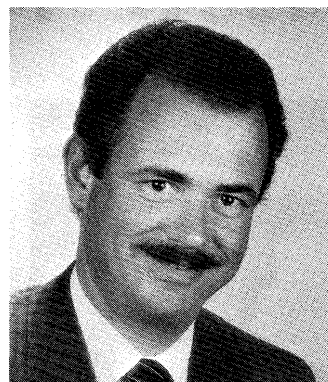
Hamburg has for centuries been a major shipping port for North, East and Central Europe and has thereby earned itself the name "Gateway to the world." We therefore look forward to showing you the port of which we are all so proud and which despite being nearly 800 years old, is very modern. We are also delighted to show you our beautiful city — a city which attractively mixes old and new and which offers a great variety of leisure activities to both the people who live here and to those who visit it.

The world port conference will be held here in Hamburg in a suitable setting. The Ministers of Transport of the four coastal states of the Federal Republic of Germany have, quite appropriately, taken over the sponsorship of this important conference. They have all fully participated in the drawing up of the conference programme so that we are also able to present other ports besides Hamburg.

The international port equipment trade fair "Portex '85," which is being held parallel with the conference, offers you the opportunity of an insight into progressive solutions for further development in ports.

I am convinced that we can, outside the conference programme itself, also offer each of you something which will make your trip to Hamburg unforgettable.

The Free and Hanseatic City of Hamburg is looking forward to your visit. I wish you a successful conference and a pleasant stay in our city.



**From Mr. Joerg Rommerskirchen  
Head of the Port, Shipping and  
Transport Division  
Free and Hanseatic City of Hamburg,  
Department of Economic Affairs,  
Transport and Agriculture,  
Conference Chairman**

As the IAPH Conference Chairman it is a great pleasure for me to welcome you to our City.

Hamburg is not only the Federal Republic's largest port but an international trade fair and convention center. We, therefore, feel prepared to meet with the requirements of experts from all over the world.

The heading "Communication Through Ports" covers a selection of various topics to be dealt with in different working procedures which — so I hope — will attract the attention of our colleagues from many countries.

We are in the pleasant situation to attach to the World Port Conference the international trade fair "Portex '85", with a great number of exhibitors from many countries presenting their new products in port technology as well as know-how. This will make your visit a double advantage.

The programme of the World Port Conference will be completed by a spouses programme and additional tours. For those friends who want to deepen or to establish new contacts following the conference we offer a post conference programme which features some of Europe's most fascinating ports, cities and picturesque landscapes.

It will be your participation which will ensure the success of our IAPH World Port Conference, and we look forward to welcoming you here in the Free and Hanseatic City of Hamburg.

## Winners of IAPH Award Scheme announced — Mr. Meletiou of Cyprus and Mr. Nunkoo of Mauritius jointly receive the Akiyama Prize

Mr. J.K. Stuart (Chairman of the Associated British Ports), in his capacity as Chairman of the IAPH Committee on International Port Development, informed Head Office by telex on November 28, 1984 of the result of the IAPH Award Scheme 1984, an essay contest in which applicants were invited to write on the subject "How could the efficiency of your port be improved?"

The panel of judges, consisting of Messrs. J.K. Stuart, U.K. (Chairman); Eric Williamson (Chief of UNCTAD's Ports Section); and Dr. P.Y. ten Arve (External and Commercial Affairs, Port of Rotterdam), carefully considered all the entries to the 1984 Award Scheme competition. Altogether 19 entries were received, including 3 in Spanish and one in the French language.

According to Mr. Stuart, the panel had very considerable difficulty in deciding on the choice of the winning entry, and after a lengthy discussion the conclusion was reached that the Akiyama Prize (first prize) should be awarded

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### Secretary General's Message (Continued from page 7)

Through Ports," will provide all the participants with the perfect opportunity to realize the importance for the ports of the world of communication systems and the technological developments related to them. Equally importantly, it will afford all of us with the chance to increase the level of dialogue with one another.

On behalf of all members of the Association, I would like to express our sincere appreciation to our hosts, the Free and Hanseatic City of Hamburg, for their strenuous efforts in preparing for the May Conference.

As always, the committees of our Association, both technical and internal, have been active in their specialized fields under the energetic leadership of their respective chairmen. It is anticipated that the reports of their activities will be presented to the forthcoming Conference. Another source of increasing satisfaction is the extent to which our views are being made known through our liaison officers with the IMO, UNCTAD, and other UN agencies, as well as international maritime bodies.

Our efforts this year will, in particular, be directed to further enhancing international port cooperation activities and to promoting projects which will increase our services to all our members. In accordance with the decision made at the Executive Committee meeting held last year in Glasgow, starting from this issue news and announcements appearing in the "IAPH announcements and news" column will be translated into French for the benefit of the members in the French-speaking countries. It is sincerely hoped that the French version of the news will increase communication and understanding among both present and future members of the Association in the regions concerned, enabling them to better understand IAPH activities and to participate in them.

Finally, I sincerely hope that the New Year will be a good and prosperous one for all of you and your families.

jointly to two entries — those from Mr. Marios Meletiou, Senior Civil Engineer, Cyprus Ports Authority, and Mr. Doorehn Nunkoo, Junior Statistical Officer, Mauritius Marine Authority. Mr. Stuart reported that in general the standard of entries was somewhat better than on previous occasions.

The complete list of prize winners, as announced by Mr. Stuart, was as follows:

#### Akiyama Prize (First Prize)

Joint Prize Winners:

Mr. D. Nunkoo, Mauritius Marine Authority  
(Port Louis)

Mr. M. Meletiou, Cyprus Ports Authority  
(Each entrant to be awarded a silver medal, US\$750 and an invitation to attend the 14th Conference of IAPH in Hamburg, May 1985, with travelling and hotel accommodation provided.)

#### 2nd Prize

Mr. L. Cozzi and Mr. P. Manno, Puerto Rosario, Argentina  
(To be awarded US\$500)

#### 3rd Prize

Mr. L. Ukonu, Nigerian Ports Authority  
(To be awarded US\$400)

#### 4th Prize

Mr. J. Paul, Cochin Port Trust, India  
(To be awarded US\$300)

#### Consolation Prize

Mr. J. Ngunjiri, Kenya Ports Authority  
Mr. J. Martin and Mr. J. Piter, Administracion Puertos Rio, Uruguay  
(To be awarded US\$100)

The winner of the Akiyama Prize will be invited to the forthcoming IAPH Conference in Hamburg, where the presentation of the awards will take place.

Secretary General Sato informed all the people who had taken part of the above result, and expressed to them his sincere appreciation for their participation. He also hoped that those who were not successful on this occasion would be in a position to participate in the IAPH Award Scheme when it is next held.

## Appointment of members to serve on the Ad Hoc Committee for Special Projects of IAPH

Creation of an ad hoc committee to evaluate and screen the "Special Project Expenses" for the budget for 1985/86, was decided by the Executive Committee at its Glasgow Meeting last May.

President Tozzoli appointed the following gentlemen to serve on the ad hoc committee.

Ir. J. den Toom, 1st Vice-President & Exco Member, Port of Amsterdam;

Mr. J.K. Stuart, Exco Member & Chairman of the Committee on Int'l Port Development, Associated British Ports;

Mr. W. Don Welch, Exco Member, S. Carolina State Ports Authority;

Mr. J.H. McJunkin, Exco Member, Port of Long Beach

Mr. Wong, Hung-Khim, Exco Member, Port of Singapore Authority; and

Mr. A.G. Field, Chairman, the Finance Committee, Townsville Harbour Board.

At the Hamburg Conference, on Saturday, May 4, 1985 from 17:00 to 18:00, the ad hoc committee will meet to prepare final recommendations to the joint meeting of the Board and Exco which is scheduled to be held from 14:00 to 17:00, on Sunday, May 5, 1985.

Subject to further development to be formalized by technical committees, as of this date, there has been a few indications as listed hereunder (Unit: 1,000 Yen).

Special Projects	1985	1986	Total
To be allotted for	15,000	15,000	30,000
1: French Version of P&H*	-3,000		-3,000
2: Baudelaire Book**	-4,000		-4,000
3: COPSEC			
- Dredging Task Force***	-1,875	-1,875	-3,750
- Translation of French Version of "Guidelines"		(Not yet available)	

\*: Production of a French version of the excerpts of the journal "Ports and Harbors," as ruled at the Glasgow Meeting.

\*\*: Now being studied by the Head Office. The title is "Port Administration and Management" by Prof. J.G. Baudelaire, ex-professor of the Int'l Institute of Hydraulic and Environmental Engineering, Delft, Netherlands.

\*\*\*: \$15,000 for the period from July 1, 1985 to Dec. 31, 1986/ Exchange rate employed: US\$ 1 = Yen 250, Oct. 18, 1984

## Secretary General requests members' cooperation concerning the payment of dues for 1985

A circular from the Secretary General with an invoice for the membership dues for 1985 is to be sent to all members of the Association under the date of December 10, 1984. The dues for 1985 remain the same as for the previous two years, as decided at the last conference of IAPH held in Vancouver in 1983.

As usual, the invoice has been prepared in "SDR" Units. The term "SDR" means "Special Drawing Rights," as established and employed within the monetary system by the IMF (International Monetary Fund). This is the unit which IAPH has been employing since 1980 as the basis for dues payment.

For actual payment, each member is requested to quote the exchange rate between the SDR and one of the following five currencies from the IMF money basket as it was on December 10, 1984, as long as the payment is made before January 31, 1985. For payments made on or after February 1, 1985, you may quote the rate existing on the day of your remittance to the Head Office.

Deutsche mark:	3.06145
French franc:	9.38202
Japanese yen:	245.364
Sterling pound:	0.822751
U.S. dollar:	0.989769

In order to save bank commissions, which amount to as much as US\$9 per transaction, it would be highly appreciated if you could remit the amount by means of a bank transfer to the IAPH account as specified on the invoice. In this connection, it should be noted that the cost of the remittance is to be paid by the member concerned.

The SDR values per membership unit for Regular and all classes of Associate Members are shown in the left-hand column of the table below.

For the convenience of those members who wish to pay in US dollars or in Japanese yen, equivalent rates for the respective categories of membership dues are indicated in the table.

It is sincerely hoped that you will give your kind attention to the matter and remit your 1985 dues to the Head Office as soon as possible.

Table:

	SDR	US\$	YEN
<b>Regular</b>			
1 unit	880	870	215,920
2 units	1,760	1,741	431,840
3 units	2,640	2,612	647,760
4 units	3,520	3,483	863,681
5 units	4,400	4,354	1,079,601
6 units	5,280	5,225	1,295,521
7 units	6,160	6,096	1,511,442
8 units	7,040	6,967	1,727,362
<b>Associate</b>			
A-X-1, B & C	740	732	181,569
A-X-2	500	494	122,682
A-X-3	250	247	61,341
D	120	118	29,443
E	100	98	24,536

Note: X applies to all categories, i.e. I, II and III.

## Mr. Bergfelt observes UNICITRAL Working Group session in Vienna

Mr. Lennart Bergfelt, Legal Counselor, Port of Gothenburg (General Manager: Mr. Per Bjurström), Member of the IAPH Committee on Legal Protection of Port Interests (Chairman: Mr. Andre Pages), representing the Association as well as CLPPI, attended the 8th Session of the Working Group on International Contract Practices of the UN Commission on International Trade Law (UNICITRAL: Vienna, Austria, Secretary: Mr. K. Sono), held at the Vienna International Centre from 3 to 14 December, 1984.

Mr. Bergfelt was the IAPH Liaison Officer at the meetings of the working group of UNIDROIT in Rome regarding the draft convention on the Liability of International Terminal Operators.

The UNICITRAL Working Group, according to Mr. Sono, has been entrusted with the formulation of uniform legal rules on the liability of operators of transport terminals as the result of a decision of the Commission taken at its 17th session.

## "Protection of the North Sea": Report by Mr. A.J. Smith

As reported in the September issue of the journal, the meeting of the Environmental Ministers of North Coastal States and the Member of the European Economic Community (EEC) responsible for environmental protection was held in Bremen for the two days of October 31 and November 1, 1984.

A report on the meeting prepared by Mr. A.J. Smith, IAPH Liaison Officer with IMO, is reproduced on page 13 of this issue.



## **IAPH Observer attends ESCAP's 8th session of Comm. on Shipping, and Transport and Communications**

IAPH was invited to observe the above session by Mr. K. Nakagawa, Dy. Executive Secretary of ESCAP (UN's Economic Commission for Asia and the Pacific, Bangkok). Since Dr. Hajime Sato, IAPH Secretary-General, could not attend the meeting, which was scheduled to be convened in Bangkok from 8 to 14 January 1985, he asked Mr. Michio Morihira, Director, Construction Division, Bureau of Ports and Harbours, MOT, Japan, to act on his behalf at the session. A report on the Session will be featured as soon as it is made available.

## **Visitors**

### **Mr. Brown of ECLA visits IAPH**

On November 1, 1984, Mr. Robert T. Brown and Mr. Larry A. Burkhalter of the United Nations Economic Commission for Latin America (ECLA: Santiago, Chile) visited the Head Office and were received by Dr. Sato and his staff. It was noted by Mr. Brown that the Spanish version of excerpts of the IAPH journal "Ports and Harbors" which they receive from IAPH Foundation had proved to be a very useful resource and that reference was frequently made in ECLA publications for its member states. It was mutually confirmed that the two organizations should expand their communication ties. Mr. Brown was in Japan at the invitation of Maritime Int'l Cooperation Center (MICC: a quasipublic advisory/ technical cooperation institution specialising in maritime/ nautical affairs, located in Tokyo, Japan), to study the current situation concerning the Japanese shipping and shipbuilding industries. On October 1, he gave a lecture on "Latin America - Directions of Trade and Maritime Transport" at the Japanese Shipowners Club in Tokyo.

### **Oakland Trade Mission in Tokyo**

On the evening of November 13, 1984, the Oakland Trade Mission, California, gave a reception at the Palace Hotel in Tokyo, inviting some 300 guests from shipping, commercial and transportation circles. The 10-member Mission was headed by Mr. H. Wayne Goodroe, President of the Board of Port Commissioners, and included Mr. Walter A. Abernathy, Executive Director. From IAPH Mr. R. Kondoh and Ms. Kimiko Takeda were the guests on behalf of the Secretary General.

### **Mr. L.G. Mallon of US Congress Subcommittee Counsel in Japan**

On November 21, 1984, Mr. Lawrence G. Mallon, Counsel, Subcommittee on Merchant Marine, Committee on Merchant Marine and Fisheries, U.S. Congress, visited the Head Office and was received by Dr. Sato and his staff. He commented that he was appreciative of the IAPH stance and undertakings regarding the issues related to the London Dumping Convention, to which Dr. Sato replied that it was one typical example of international coordination work towards the improvement of ports throughout the world. Mr. Mallon was visiting Korea and Japan to study the current situation of the shipbuilding industries in the region.

### **Mr. Rémond of Marseilles Port in Tokyo**

On the evening of November 27, 1984, an event entitled "Marseilles Evening" was held by Mr. Y.P. Rémond, Commercial Director, Port of Marseilles, attended by representatives of shipping firms, trading houses and traders. In his presentation, he noted that trade with the Far East countries was increasing more rapidly than with any other region. Mr. Rémond had previously visited Beijing, Shanghai and other major ports in the People's Republic of China for 10 days for the purpose of promoting trade.

### **Officials of Port of Beaumont in Japan**

On December 6, 1984, Mr. James W. Martin, Port Director, accompanied by Mr. John Roby, Manager of Sales and Public Affairs, Mr. W.D. Howard, Assistant Vice-President of the Ryan-Walsh Stevedoring Company, and Mr. M. Yamashita, Resident Representative, Port of Beaumont, visited the Head Office. The Port of Beaumont, located in Texas, U.S.A., according to his presentation, was trying to expand its share of international trade, including that with countries in the Southeast Asian region. In response to a remark and request by the Head Office secretariat that the Port should join IAPH, Mr. Martin indicated that the matter would be given due consideration. He had, in fact, attended the Third IAPH Conference held in New Orleans in 1963 and the Fifth Conference in Tokyo in 1967.

### **Mr. W.M.A. Greene of North Carolina State P/A visits IAPH**

On December 7, 1984, Mr. William M.A. Greene, Executive Director, North Carolina State Ports Authority and Member of the IAPH Committee on Int'l Port Development (CIPD), accompanied by Mr. W.W. Edwards, Dy. Executive Director (Operations) and Mr. I. Iwawo, Resident Representative, visited the Head Office where they were received by Dr. Sato and his staff. Mr. Greene and Mr. Edwards were visiting Japan for the purpose of promoting trade between their port and Japan.

## **Membership Notes**

### **New Members**

#### **Regular Member**

##### **City of Kushiro**

100-17, Shinfuji-cho, Kushiro City 084, Hokkaido, Japan  
Office Phone: (Kushiro 0154) 23-5151 ex. 664  
(Kushiro 0154) 53-3371 (dial-in)  
(Mr. Toshiyuki Wanibuchi, Mayor of Kushiro City)

#### **Temporary Member**

##### **Jacksonville Port Authority**

P.O. Box 3005, Jacksonville, Florida 32206, U.S.A.  
Office Phone: (904) 633-5190  
(Mr. Paul D. deMariano, Managing Director)

### **Changes**

#### **Administracion General de Puertos (Argentina)**

Administrador General: Ing. Luis Adolfo Roura  
Sub-Administrador: Ing. Narciso Ankia Cohen

(Continued on next page bottom)

# IMO Reports by Mr. A.J. Smith

## IMO Council

The fifty-third session of the Council was held at IMO Headquarters from 12-16 November, under the Chairmanship of Mr. W.A. O'Neil (Canada). Thirty Member States attended the session and nineteen non-members of the Council were invited to attend the session as observers. There were five representatives from other United Nations Agencies, and twenty-three observers from inter-governmental and non-governmental organizations, including IAPH.

### Report on the Status of the Convention and Membership of the Organization

The Council welcomed the Government of the Socialist Republic of Vietnam as a Member of the Organization.

### Report on the Status of Conventions and Other Multilateral Instruments

The council noted with satisfaction that the requirements for the entry into force of the 1979 International Convention on Maritime Search and Rescue had been met and the Convention will enter into force on 22 June 1985.

With respect to the remaining treaty instruments and amendments which are not yet in force, the Council endorsed and supported the Secretary General's appeal to Governments to speed up their consideration of these treaty instruments and take early action to accept them.

Of principle interest to IAPH were the Council's reaction to the reports of the following Technical Committees.

1. Legal Committee
2. Marine Environment Protection Committee
3. Committee on Technical Co-operation
4. Facilitation Committee

### Report of the Legal Committee

The question of salvage and related issues will be the main item on the agenda of the Legal Committee's fifty-third session, when further consideration will be given to the draft convention prepared by the Comité Maritime International (CMI) and the proposals on public law aspects, including any proposals on the subject which might be submitted to the fifty-third session by Governments and interested organizations.

### Consideration of work in respect of maritime liens and mortgages

Considerable progress had been made by the relevant

### Membership Notes (continued)

#### Change in the membership & executive staff

##### The New Zealand Ports Authority (New Zealand)

Address: AA Centre 8F, 342 Lambton Quay, Wellington

Chairman: Rear Admiral K.M. Saull, C.B.

Members: Mr. K.S. Calder, O.B.E.

Mr. C.R. Hervey, Q.S.O.

The Hon. M.A. Connelly, Q.S.O.

Mr. S.P. Jennings

Chief Executive Officer:

Mr. I.M. McGibbon, O.B.E.

Secretary: Mr. W.H. Cox

officials of the IMO and the United Nations Conference on Trade and Development (UNCTAD) Secretariats in respect of a possible method of dealing with the subject which would avoid duplication of work by IMO and UNCTAD and, at the same time, facilitate effective cooperation between the two organizations.

With reference to the Committee's comments regarding a conference to deal with the revised draft of the Hazardous and Noxious Substances (HNS) convention, it was noted that wide differences of opinion on the matter still existed between Member States. The Council therefore asked the Legal Committee to consider these fundamental issues and report back.

### Report of the Marine Environmental Protection Committee

The Council approved in principle the convening of a second intersessional meeting of the Working Group on the Implementation of Annex II of MARPOL 73/78 as recommended by the Sub-Committee on Bulk Chemicals, in order to prepare comprehensive documents on amendments to Annex II, to provide a final revised version of the Standards for Control Procedures and Arrangements, and to prepare amendments to the Intermediate Bulk Containers (IBC) and Bulk Chemical (BCH) Codes.

The comprehensive programme of technical assistance activities in the field of marine environment protection includes some twenty-three projects completed or on-going, and thirty-eight technical advisory missions carried out by IMO inter-regional and regional advisors/consultants to developing countries throughout the world.

### Reports of the Committee on Technical Co-operation

The Council approved the report of the Committee on Technical Co-operation on its twenty-fourth session and noted with satisfaction that its comprehensive programme of fellowships was greatly appreciated by developing countries.

Council reiterated its total commitment to the World Maritime University and thanked all Governments, organizations and individuals for their financial support.

### Report of the Facilitation Committee

The Council agreed a series of proposals submitted by the Committee relating to the Facilitation Convention 1965 as subsequently amended. Ports have a particular interest in this Convention and ought to be closely identified with the Committee's work generally.

There is a particular need to be associated with the Committee's Working Group on Automatic Data Processing for which the Council agreed arrangements for an intersessional meeting in 1985.

### Other Matters

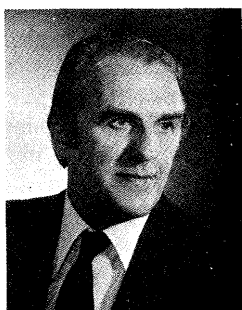
The Council agreed that the theme for World Maritime Day 1985 would be "Maritime Search and Rescue."

### Next Session of Council

The Council decided that its fifty-fourth regular session should take place from 25-28 June 1985 — with a meeting of the Pre-Council Budgetary Working Group on Monday 24th and the twenty-sixth session of the Technical Co-operation Committee on Thursday 27th June.

# Protection of the North Sea

**Report by  
Mr. A.J. Smith**



Environmental Ministers of North Sea coastal States, and the member of the European Community (EEC) responsible for environmental protection, met in Bremen, Federal Republic of Germany, on 31 October/1 November 1984 to agree a harmonised procedure for continuing the reduction of North Sea pollution and its long-term conservation.

IAPH was invited to participate in the preparatory work of the Ministerial Conference, and did so.

By common consent, studies of different areas of the North Sea confirm that the scale of its pollution is subject to wide geographical variation; the most affected areas are the German Bights, the Waddensee and adjoining estuarial areas. The central and northern North sea appear to be subject only to minor pollution at the present time.

It is widely accepted that rivers and the atmosphere together are by far the greatest source of North Sea pollution. The amounts of dumped, including dredged, material do not in general give rise to problems. Where waste disposal has had an adverse local impact the possibilities of control by licensing or, in the extreme, by prohibition, are always available. In applying that latter option, it is essential that the twin problems of the availability of land disposal sites and the cost of their construction and operation be satisfactorily resolved.

Ship-related pollution of the North Sea is not seen as a major problem. Implementation of MARPOL 73/78 will sharply reduce whatever pollution remains outstanding. In that regard, that the North Sea is tidal and has a fast exchange of water with the Atlantic Ocean suggests that it can absorb limited quantities of pollutants without difficulty.

Preliminary comments on the issues to be addressed by

the Conference were submitted to the Conference Secretariat in June by IAPH. The detail of these comments has been included in the journal "Ports and Harbors." In a verbal comment to the preparatory meeting in Bonn at the end of August, the IAPH representative stressed that whilst continuing to be fully committed to the anti-pollution lobby, port and harbour authorities were realists who necessarily had to face up to harsh economic facts in which costs feature highly. Ports were already committed to considerable investment in anti-pollution measures. Governments should now examine authoritative factual data on the current status of the North Sea to determine whether and to what extent realistic ameliorative measures should be adopted. In that regard, it was seen as essential by IAPH that Governments should mark their commitment to agreed objectives by acceptance, in the first instance, of the financial consequences of their decisions.

In the event, the Ministerial Conference did undertake a realistic appraisal of the facts presented. Differences of opinion or emphasis — some wide — were ultimately resolved, and participating Governments were able to declare their intentions:

- (i) to intensify their work towards the prevention of marine pollution due to the operation of ships, including greater effort on surveillance of ships under existing Conventions; stronger emphasis on inspection; exchange of information on violations and prosecution of violators;
- (ii) to implement their commitment to the provision of reception facilities for residues and mixtures of noxious liquid wastes with the adoption of practical procedures for their use;
- (iii) to work within IMO to bring the entry into force as soon as possible of regulations covering packaged harmful substances and garbage from ships;
- (iv) to tighten up port state control of sub-standard ships;
- (v) to look into the feasibility of establishing a joint environmental data base on the North Sea and North East Atlantic.

The possibilities of special status for the North Sea and a total prohibition of dumping of industrial wastes, including dredgings, which were of particular concern to IAPH members, featured prominently in closed discussions. The Conference concluded, however, that the present condition of the North Sea did not require either of the possibilities to be adopted.

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# HAMBURG—Host of the 14th IAPH World Port Conference

**By Joerg Rommerskirchen**  
**Head of the Port, Shipping and**  
**Transport Division**  
**Free and Hanseatic City of Hamburg**  
**Department of Economic Affairs,**  
**Transport and Agriculture**

(This is a reproduction of Mr. Rommerskirchen's paper contributed to the official organ "Hansa" to give a general view of the 14th IAPH World Port Conference.)

In the 30th year of its existence the International Association of Ports and Harbors (IAPH) will carry out its 14th World Port Conference in Hamburg from May 4-11, 1985. More than 600 delegates from about 75 countries are expected to take part in this congress, which will take place at the same time as the International Port Exhibition PORTEX '85.

The following article is intended to present IAPH as well as the programme for the 14th World Port Conference in Hamburg.

The International Association of Ports and Harbors was founded in 1955 on the initiative of Japanese ports. At present it comprises more than 200 members from 75 nations representing port authorities. The Federal Republic of Germany was already involved in the foundation of this voluntary combination. In 1966 Hamburg joined IAPH and also Bremen acquired membership of the Association some time ago. It is the intention of the International Association of Ports and Harbors to promote cooperation between ports as well as to intensify the exchange of ideas and information.

The following means are at the disposal of IAPH for the purpose of reaching its goals:

- The working groups of the Association (technical committees) manned with international experts will devote themselves to the discussion of port and shipping problems especially considering crucial points, and will make recommendations if the occasion arises.
- By order of the ports, Liaison Officers will keep up informal and technical contacts with international organizations, such as the International Maritime Organization (IMO) and the United Nations Conference on Trade and Development (UNCTAD).
- The Conferences of IAPH, in which besides the continuous work of the Association typical problems of the ports and port economics are discussed, take place in alternating harbor cities in a biennial cycle. They provide a suitable forum for achieving a thorough knowledge of the host port, for taking up personal contacts as well as deriving stimulation concerning various different port themes.
- Information about individual ports, comments relating to generally interesting problems and also the results of the Conferences are published by the IAPH-owned magazine "Ports and Harbors."

IAPH pays special attention to the ports of the developing countries. Partnerships between these ports and the

ports of industrialised nations are endorsed in order to safeguard the exchange of experience and know-how, especially between these differently patterned regions.

As Senator Lange stated on the occasion of the presentation of the programme for the 14th World Port Conference, Hamburg takes pride in being the host of this event in 1985. Thus once more the spirit and the order of the preamble of the Hamburgian Constitution would be observed which says: "The Harbour City of Hamburg intends to be an intermediary between all continents and nations of the world in the spirit of peace."

In the sense of this quotation from the Hamburgian Constitution the motto of the 14th World Port Conference "Communication through Ports" was chosen. Here, communication is understood in a comprehensive sense as the exchange of goods and information, both as a system of interrelation within and between the ports and between the ports and their hinterland.

Within the transport chain connecting shippers and receivers, i.e. manufacturers and consumers, the port provides an important link. It is part of the pattern of correlations between all transport carriers, their own hinterland, the ports "at the other end of the chain" and their hinterland, the junction between various transport carriers. The resulting interrelations are becoming more and more complex. The efficient organisation of transport is so decisive in a world marked by distribution of labour, that the use and combination of all links of the chain need concise considerations and exact coordinations.

Regardless of the particular organisation of the port and its ownership, its efficiency will particularly depend on how information and cooperation within the whole transport chain are handled. "Communication through Ports" is simultaneously both an assignment and an opportunity.

The discussion of this theme and of its most important aspects at the Hamburg IAPH World Port Conference in May 1985 will build on the work of earlier Conferences of IAPH.

It is subdivided into four themes, which will be discussed in four circles of experts. The themes of the individual working sessions are:

- The Requirements of Ports in Developing Countries,
- The Role of Communication in Ports,
- Free Ports — Preconditions, Systems, Importance and
- Men in Ports — Aims, Training, Working and Labour Relations.

Some short hints with regard to the contents of the working sessions make evident the range of the Conference slogan.

## **The Requirements of Ports in Developing Countries:**

The existence of an efficient port equipped with adequate and appropriate facilities plays a decisive role for the achievement of a satisfactory economic result, and nowhere more so than in export-oriented developing countries. However, capital for investment, both for port facilities and other purposes of application, is very scarce in many developing countries. This implies that it is absolutely necessary to avoid wasteful investments and to ensure that port investments are appropriate in their timing and scale.



They have to correspond to the knowledge and commercial change in transportation. These matters are viewed from two standpoints:

- the expectations concerning ports in developing countries and
- the inter-port cooperation, especially in the context of IAPH.

#### **The Role of Communication in Ports:**

This working session is an emphasis of the combination of the International Port Exhibition PORTEX'85 and the IAPH World Port Conference. Essential parts of this session are arranged in cooperation with the exhibitors of the fair.

The introduction of advanced technology in transport has led to very short ship turnaround times in ports with increases in the volumes of cargo handled per vessel. Thus the tasks and aims within the ports and for the ports have decisively changed. They have entailed the need to develop structures of organisations in an adequate way. How can and how shall the introduction of electronic data processing affect cargo handling and transport procedures in technically differently developed ports? Are varied regulations necessary? How can the chain of transport be complemented by a chain of information connected in parallel?

#### **Free Ports — Preconditions, Systems, Importance:**

Free ports and free trade zones serve to improve the international exchange of goods. In them goods designed for foreign trade are treated, stored and handled without the necessity of any import duty. However, there is no universal free port system. All over the world, depending on existing conditions and objectives, a number of variants have been realised, each geared to the requirements of the respective country. These different possibilities of realisation are to be discussed in a symposium, using as examples the ports of Johore, Colon and Hamburg.

The speakers will elaborate on both

- the specific organisational and functional patterns of individual free ports; and
- the legal, infrastructural, personnel and economic preconditions which have to be fulfilled in order that the respective modification of the free port idea can be realised.

#### **Men in Ports — Aims, Training, Working and Labour Relations:**

The port and the port economy are the workplaces of a large number of people. As elsewhere in the world of work, conditions in the port are undergoing permanent rapid changes. The causes of the changes, their results and the possibilities of mastering them shall be the subject of a meeting of experts. A wide exchange of experiences between the representatives of the individual ports present at this meeting will provide the most appropriate way to answer these questions. Therefore, after an introductory presentation this session will be subdivided into four working groups, each being in a position to deal thoroughly with the special themes. In a final plenary session the results of the working groups will be presented to all the participants. The discussions in the working groups are intended to provide the possibility to get acquainted with the different approaches to the solution of work problems in the port.

The themes of four working groups (Workshops) within

this special session will be:

- Experiences with working conditions in different ports,
- Work in the port, today and tomorrow,
- Working conditions in times of technological change and
- Development of training for work in the port of Hamburg — one example of many.

For all these themes the delegates shall receive working papers before the Conference starts, in order to render possible an extensive discussion of the themes. The presentations and discussions of the individual sessions will be simultaneously translated into four languages. Thus each delegate shall be enabled to participate in the talks. In order to make the results of these sessions of experts known to a large public the presentations and abstracts of the discussions are scheduled to be published in this magazine.

After the scientific part of the IAPH World Port Conference, the sessions of the different technical committees of the Association will take place, as well as permanent inspections of the port of Hamburg, its specialised terminals, the Port Training Centre and the Ship Handling and Simulation Facility SUSAN. The organiser as well as the four Federal States involved will do their best to demonstrate the advantages and amenities of German ports and their ranges to the guests of the World Port Conference. The importance of this event for the North-German region, especially the harbour cities, is underlined by the arrangement of specific parts of the overall programme in Bremen and Luebeck. The event does not only represent Hamburg but also the neighbouring coastal States. This is also emphasised by the fact that the Transport Ministers of the four coastal States of the Federal Republic of Germany have taken over the aegis of the event.

The significance of the twin-event of the IAPH World Port Conference and the PORTEX'85 is once more stressed by the arrangement of further simultaneous meetings of experts of transportation in Hamburg. Also, parliamentary bodies, e.g. the Transport Committee of the European Parliament have shown their interest in the event.

Thus, the event is not only an acknowledgement of Hamburg as an important port but also a challenge for the city as a centre for congresses, fairs and services in the North of the Federal Republic of Germany.

The very enthusiasm with which the German ports prepare for the arrival of an interested public from all over the world already at present proves the validity of the Conference slogan: "Communication through Ports".

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#### **(Continued from page 17)**

The city is also held in high repute for its fine cuisine. Many restaurants are recommended by word of mouth by lovers of fine food all over the world. The Fischmarkt, held since 1703, must be a highlight of any visit to Hamburg. Down by the riverside, from 6 to 10 a.m. every Sunday, fresh eels, plaice and other sea food are sold, and virtually everything that sells for money changes hands.

Last not least, there's the night life. The range extends from striptease on the Reeperbahn and bars where the lights are low to discotheques where they aren't. Music and events centres such as the Markthalle, the Fabrik and Onkel Pö are extremely popular, while fashionable parts of town for a night out such as the Grossneumarkt area are strongly recommended.

# Hamburg is more than just the Port and the Reeperbahn

Most people who mention Hamburg first think of the port and the Reeperbahn. But the city has much more to offer than its high-powered cargo-handling facilities and the world-famous red-light district of St. Pauli.

Spacious parks and waterways for instance are typical of the largest city in the Federal Republic of Germany, with a population of 1.6 million over an area of 755 square km. Linked by more bridges, 2,284, than there are in Venice, London or Amsterdam, they cover roughly half the city's surface area. The jewel of Hamburg is the Alster, a city-centre lake that is a paradise for yachters, sailboarders, paddleboaters and oarsmen.

Around the Alster life pulsates in a city centre with salient towers as its hallmark. There is action round the clock. Hamburg is anything but boring, and whether it's shopping in the city, going out to the opera or taking a walk by the banks of the Elbe, there's something to suit all tastes.

## Architectural heritage

At first glance Hamburg might seem to be a modern city, young and full of life. But closer scrutiny reveals magnificent buildings testifying to its Hanseatic past. A stroll through the city will bring to light almost undamaged survivors of the Great Fire of 1842, which gutted two thirds of the city centre, and the devastating Second World War air raids. And buildings destroyed or badly damaged by fire or bombing have been lovingly restored and rebuilt.



For a unique look at one of Hamburg's most beautiful sides, takes an excursion boat cruise on the Alster lake. The cruise departs from the fashionable Jungfernstieg — right downtown — and slowly winds its way through willow-lined canals.

Photo: Hamburg-Information

There is a complex of old Hamburg merchants' town houses of various styles in Deichstrasse. Many buildings date back to the second half of the 17th century. They were often a merchant family's office, warehouse and home at the same time. The Krameramt apartments, built as homes for members' widows by the guild of spice and cloth merchants, are the last remaining example of a typical 17th century Hamburg housing complex.

They nestle at the foot of the Michaelis church, one of Hamburg's hallmarks. Its tower is among the most popular in Germany, some 250,000 people a year ascent it to admire the view.



Romantic Old Hamburg at the foot of the Michaelis Church. In the half-timbered houses of the 17th century — formerly Mercers' Guild houses for poor widows — can today be found galleries, a restaurant and antique shops.

Photo: Hamburg-Information

Only a few minutes away the Rathaus, or city hall, towers in massive sandstone in the city centre. The seat of the city council and government, it was opened in 1897 and with its richly decorated interior is one of the finest in Europe.

## Cultural diversity and leisure activities

Cultural diversity is another hallmark of Hamburg. The Staatsopera, with world-famous ballet director John Neumeier, is a leading opera house. Major orchestras, conductors and soloists can be seen and heard at the Musikhalle. About 30 theatres provide stage fare to suit all tastes, while a wide range of public and private art galleries exhibit painting and sculpture. Many museums round off Hamburg's reputation as a city of readily accessible art and the arts.



One of the most charming views of Hamburg can be enjoyed from the water. In fine weather the Outer Alster offers a perfect stretch for sailing (left, the tower of the St. Nikolai Church; centre, the tower of the Hamburg City Hall).

Photo: Hamburg-Information

Hamburg is also a shopping paradise. It has the most shopping arcades on the Continent, eight alone in the city centre, between Gänsemarkt and the Alster. One of them, the Hanse-Viertel, is the longest single-storey glass-roofed arcade in Europe. The arcades are so closely-linked and near each other that in pouring rain you can tour them almost without getting your feet wet. They and the exclusive shops

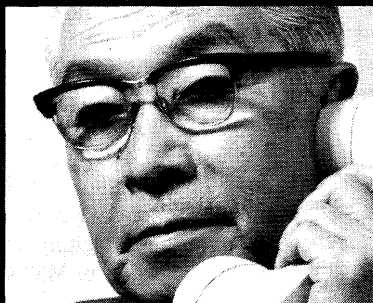
in the Jungfernstieg area, the department stores on Mönckebergstrasse, shops in the Antiques Centre near the Hauptbahnhof, or main railway station, round Gänsemarkt and in Pöseldorf and Eppendorf earn Hamburg its reputation as a shopping centre of world renown.

(Turn back to page 15 bottom)

# Marketing in Germany.

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## Open forum:

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# Activities of the Asian Development Bank in the Ports and Shipping Sectors

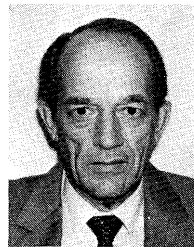
By:

**Wolf D. Kluber**

**Director, Infrastructure Department;  
&**

**Yuzo Akatsuka**

**Manager, Ports Railways and  
Telecommunications Division,  
The Asian Development Bank**



Mr. W.D. Kluber



Dr. Y. Akatsuka

The Asian Development Bank, an international partnership of 45 member nations, promotes economic and social progress in its developing member countries (DMCs) in the Asia-Pacific region. The Bank was established in December 1966 with its Headquarters in Manila, Philippines. In 18 years of operations the Bank has become a major catalyst in promoting the development of the most populous and fastest growing region in the world. The Bank's principal functions are (i) to make loans for the economic and social advancement of developing member countries; (ii) to provide technical assistance for the preparation and implementation of development projects, programs and advisory services; (iii) to promote investment of public and private capital for development purposes; and, (iv) to respond to requests for assistance in coordinating development policies and plans of member countries. The Bank gives special attention to the needs of the smaller or less developed countries and priority to regional, sub-regional and national projects and programs which will contribute to the harmonious economic growth of the region as a whole. As of 31 August 1984 the Bank had provided loans exceeding \$14 billion to support 621 projects in the agriculture, energy, transportation, industry, development finance and social infrastructure sectors. These loans have been complemented by technical assistance grants to member countries totalling \$135 million and regional technical assistance grants of nearly \$22 million.

The rapid growth of the regional economy and international trade has placed, and will continue to place, increasing demands on the shipping and ports sectors. Also technological changes, such as the introduction of containerization, have had major impacts on the maritime sector. During the past 18 years there have been marked improvements in ports in the region. The Asian Development Bank has contributed by assisting DMCs in designing, building, improving and expanding ports.

### Bank Operations in the Ports Sector

As of mid-1984, the Bank had extended loans totalling \$623 million to support 35 port projects, including three engineering loans to fund the preparation of detailed designs, in 17 DMCs. As shown in Figure 1 these projects have taken place in East Asia, Southeast Asia, South Asia and South Pacific countries. In addition, the Bank had

approved 30 technical assistance grants in the ports sector totalling \$5.1 million mainly for the financing of feasibility studies and programs for institutional improvements, particularly in the areas of financial management and tariffs. The details of the technical assistance grants are shown in Figure 2.

Reflecting the widely differing needs and sizes of its DMCs, Bank loans for port projects have included \$1 million for port improvement projects in the Cook Islands and Tonga and a \$86 million loan (total project cost \$158 million) for the expansion of Surabaya Port in Indonesia.

The Bank finances three broad types of port projects: (i) rehabilitation of existing port facilities; (ii) expansion of port facilities; and, (iii) development of new ports. Projects selected for Bank support have often resulted from long-range development plans drawn up under Bank-financed technical assistance. Within the framework of these master plans, Bank financing has focused on the most urgent investments such as those for the rehabilitation of existing port facilities. Depending on traffic demands, rehabilitation projects have sometimes been followed by projects to expand port facilities (e.g., Jakarta and Surabaya ports in Indonesia). In some cases, the rehabilitation and expansion of port facilities have been undertaken simultaneously. In other cases, continuous phased financing has been provided to expand port facilities in line with growing traffic demands (e.g., three Penang Port Expansion Projects in Malaysia, two Incheon Port Projects in the Republic of Korea). Where appropriate, specialised container facilities (e.g., Manila in the Philippines, Surabaya in Indonesia, Penang in Malaysia) and bulk cargo terminals (e.g., Penang in Malaysia, Port Qasim in Pakistan) have been funded.

Development of new ports to stimulate the economic and social development of certain regions or to handle traffic emanating from new industrial development has been assisted under Bank funding (e.g., Port Qasim in Pakistan, Bintulu and Kuantan Ports in Malaysia, Cotabato Port in the Philippines).

The need for port related equipment is routinely assessed when the Bank becomes involved in a port project. The Bank has financed the procurement of cargo handling and other port-related equipment such as tugs, dredgers, harbor craft, navigational aids and equipment maintenance



facilities.

Aside from extending technical assistance for project preparation, the Bank has also assisted in institution-building activities especially the establishment and strengthening of port authorities through the provision of experts in port operations, port engineering, equipment maintenance and financial management. In several cases, assistance has also been provided for tariff studies.

Twenty-two of the 35 Bank-assisted port projects, totalling \$259 million, have been completed. Of these 11, totalling over \$84 million, had been evaluated as of the end of 1983 to review project performance and to identify lessons of experience to improve the preparation of future

projects. These evaluations concluded that as a group the Bank-assisted port projects have performed well by contributing to the more efficient handling of increasing volumes of traffic, significant improvements in cargo handling capacity, marked increases in port throughput and more efficient port operations. Port authorities had also benefited from the institution-building support provided under Bank technical assistance. Overall, the economic impact of port projects has been good with the projects achieving an average rate of return of 17 per cent.

**Figure 1** **BANK-APPROVED PORT AND SHIPPING PROJECTS<sup>a/</sup>**  
(1968-1984)

Country	Project	Amount (\$ million)	Source <sup>b/</sup>	Year Approved
Malaysia	Kuching Port Expansion	5.000	OCR	1969
Republic of China	Hualien Harbor Development	0.990	OCR	1969
Sri Lanka	Colombo Port Tanker Berth	2.600	OCR	1970
Singapore	Jurong Wharves Expansion	8.310	OCR	1970
Malaysia	Sibu Port Expansion	3.500	OCR	1970
Philippines	Navotas Fisheries Port	4.500	OCR	1971
	Navotas Fisheries Port	1.000	SF	1971
Singapore	Port Expansion & Warehousing	8.100	OCR	1971
Indonesia	Tanjung Priok Port	5.300	SF	1972
	Surabaya Port Development	5.500	SF	1972
Philippines	Cotabato Port Development	6.600	OCR	1973
Republic of Korea	Incheon Port Development	16.300	OCR	1973
Bangladesh	Chittagong Port	3.600	SF	1973
	Chittagong Port	3.200	OCR	1973
Malaysia	Kuantan Port	30.400	OCR	1973
Malaysia	Penang Port Expansion	15.100	OCR	1974
Indonesia	Belawan & Surabaya Ports (Phase I)	4.350	OCR	1975
Pakistan	Port Qasim	37.800	OCR	1976
	Port Qasim	10.800	SF	1976
Malaysia	Second Penang Port Expansion	10.000	OCR	1977
Indonesia	Fourth Port	17.500	OCR	1977
Solomon Islands	Honiara Port Development	2.030	SF	1977
Thailand	Songkhla & Phuket Ports Dev.	1.500	OCR	1978
Indonesia	Fifth Port	26.300	OCR	1978
Fiji	Suva Port	7.000	OCR	1979
Philippines	Manila Port	27.000	OCR	1979
Malaysia	Bintulu Port	53.800	OCR	1979
Tonga	Multi Project Loan	1.000	SF	1979
Burma	Burma Outports	15.500	SF	1980
Republic of Korea	Second Incheon Port	54.000	OCR	1980
Cook Islands	Multi Project	1.500	SF	1980
Papua New Guinea	Lae Port	12.000	OCR	1980
	Lae Port	8.000	SF	1980
Tonga	Second Multi Project Loan	1.680	SF	1981
Maldives	Inter-island Transport	1.000	SF	1981
Thailand	Songkhla & Phuket Ports	71.400	OCR	1981
Indonesia	Sixth Port	5.400	OCR	1982
Maldives	Multi Project	2.380	SF	1984
Indonesia	Seventh Port	86.000	OCR	1984
Malaysia	Third Penang Port Expansion	45.800	OCR	1984
GRAND TOTAL --		623.740		

<sup>a/</sup> As of 31 August 1984.

<sup>b/</sup> OCR = Ordinary Capital Resources; SF = Special Funds

## Bank Operations in the Shipping Sector

Direct Bank involvement in the shipping sector has been limited. Development finance institutions in some DMCs (e.g., Bangladesh, Indonesia, Republic of Korea, Philippines, Singapore, Solomon Islands, Thailand) have received loans from the Bank and relent some of the proceeds to finance the acquisition of a wide range of vessels including tugboats, passenger boats, general cargo vessels, oil carriers and oil tankers. Such loans, amounting to \$80 million, have been provided for ships with a total tonnage of about 340,000 dwt. In 1981 the Bank made its first direct shipping loan (\$1 million) to the Maldives to assist in developing regular and reliable inter-island transport services through the acquisition of two passenger-cum-cargo boats. The Bank is currently funding an experimental study on sail/motor propulsion in Fiji with the aim of developing fuel efficient appropriate technologies.

One significant area of increasing Bank interest is ship repair. In many countries facilities for the repair and maintenance of ships are inadequate and delays in repairs

contribute to the inefficient use of ships and poor maritime safety records. Recognizing such needs, the Bank has recently provided technical assistance to explore ways and means of improving ship repair and construction facilities in Fiji and Kiribati, two of its South Pacific DMCs, and an 800 dwt slipway in the Maldives is being funded. Improved ship repair facilities for coastal shipping are also required in a number of Asian countries.

In the past, the attention of the Bank and its DMCs has been directed primarily toward sea ports and shipping. Inland waterways are, however, an important element of the transportation system in some DMCs. Rapid increases in fuel costs have improved the competitiveness of water transport in relation to land transport particularly for commodities such as food grains and fertilizer. The role of the inland waterway system in Bangladesh will be given special attention under an Inter-Modal Transport Study which is now underway. Inland waterways are also an important means of transportation in other countries such as Burma and Thailand.

**Figure 2 BANK-APPROVED PORTS AND SHIPPING TECHNICAL ASSISTANCE PROJECTS <sup>a/</sup>**  
(1968-1984)

Country	Project	Amount (\$ million)	Year Approved
Philippines	Fisheries Port	0.325	1968
Philippines	Fisheries Port	0.071	1971
Philippines	Cotabato Port	0.245	1971
Indonesia	Financial Management of Ports	0.250	1972
Bangladesh	Feasibility Study of Port	0.160	1973
	Expansion & Financial Management of Chittagong Port		
Indonesia	Ports Study	0.580	1973
Indonesia	Belawan & Surabaya Ports (Phase I)	0.100	1975
Thailand	Port Development	0.050	1976
Solomon Islands	Honiara Port Development	0.050	1976
Kiribati	Inter-Island Shipping	0.050	1976
Fiji	Suva Port Development	0.092	1977
Indonesia	Surabaya Port (Phase II)	0.150	1977
Solomon Islands	Port Tariff & Acctg/Mgt. Study	0.050	1977
Burma	Outports Improvement	0.250	1977
Republic of Korea	Second Incheon Port	0.150	1978
Indonesia	Belawan Port (Phase II)	0.150	1978
Papua New Guinea	Lae Port Development	0.150	1979
Maldives	Inter-Island Transport and Related Telecommunications	0.098	1979
Tonga	Project Identification, Programming & Planning	0.070	1979
Philippines	Manila Grain Terminal	0.150	1979
Cook Islands	Appraisal of Projects under Multi Project Loan	0.070	1980
Fiji	Lautoka Port	0.100	1981
Pakistan	Channel Maintenance Dredging Study	0.085	1982
Papua New Guinea	Port Development Study	0.250	1982
Indonesia	Sixth Port	0.150	1982
Fiji	Experimental Study on Sail/Motor Propulsion	0.250	1983
Kiribati	Betio Shipyard Improvement	0.225	1983
Fiji	Suva Shipyard Improvement	0.215	1983
Bangladesh	Inter-Modal Transport Study	0.355	1984
Maldives	Multi-Project	0.215	1984
GRAND TOTAL --		5.106	

<sup>a/</sup> As of 31 August 1984.

## Future Bank Lending to the Ports and Shipping Sectors

Ports and shipping are a crucial element of the infrastructure needed to support regional trade which is expected to grow substantially in the future. There will be a continuing need to develop major and feeder ports in the region by providing additional facilities, increasing cargo-handling productivity and improving port operations and management. There is also a need for complementary investments in the shipping sector, particularly for upgrading ship repair and maintenance facilities, improving navigational aids and developing inland waterways. The effective integration of such investments requires a concerted planning effort for the transportation sector as a whole and for the maritime sector in particular. The Bank is, therefore, examining the possibility of broadening its lending strategy for ports and related subsectors in the following manner.

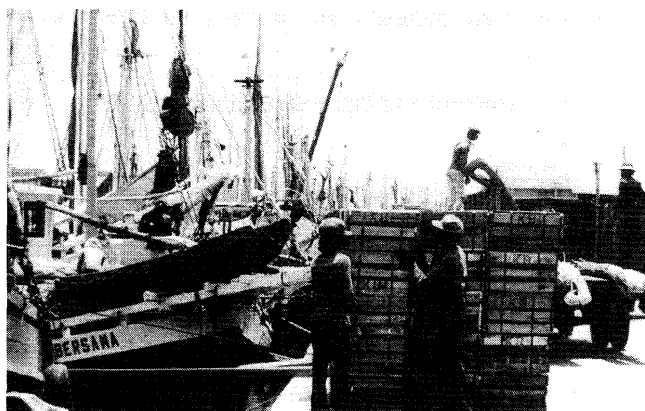
### (i) Sector Development Planning

National strategies to develop the ports and shipping sectors must be formulated within the framework of sound transportation plans to ensure balanced and coordinated development of the maritime sector in the context of overall transportation investments and national economic development. While maritime sector planning is well advanced in some countries further efforts are required in others. Bank assistance could be provided to help DMCs in the preparation of master plans covering the maritime sector as a whole. The end result of such studies should be a long-term plan for the development of the maritime sector which identifies future investment priorities. An important element of the sector development plan would be a review of the structure and responsibilities of the institutions involved in managing the sector and the policies and regulations which affect the sector.

### (ii) Continuing Assistance for Major Ports

Bank assistance will continue to be directed towards increasing the capacity of major ports and coping with technological change. The long-term objectives of Bank support for major ports are to ensure that: (i) adequate capacity is provided to handle future traffic; (ii) ports are well managed and efficiently operated; and, (iii) ports earn

\* \* \* \*



Because of congested facilities at feeder ports, vessels are often required to berth with their bows forward and their cargo to be handled manually over narrow gangways.

an adequate return on investments made. In addition to the need to expand facilities, the capacity of many ports can also be increased by making more efficient use of existing facilities — better management, improved staff training, improved maintenance and better coordination of operations. The Bank will continue to assist in such efforts.

### (iii) Continuing Assistance for New Ports

It is sometimes necessary to establish new ports to complement regional economic development or to cater to new industries. The Bank will continue to carefully assess such instances on a case by case basis and, as appropriate, provide assistance for the development of new facilities. Development of the organization to operate and manage the port would receive particular attention including establishing its legal framework, developing appropriate operating procedures and recruiting and training staff.

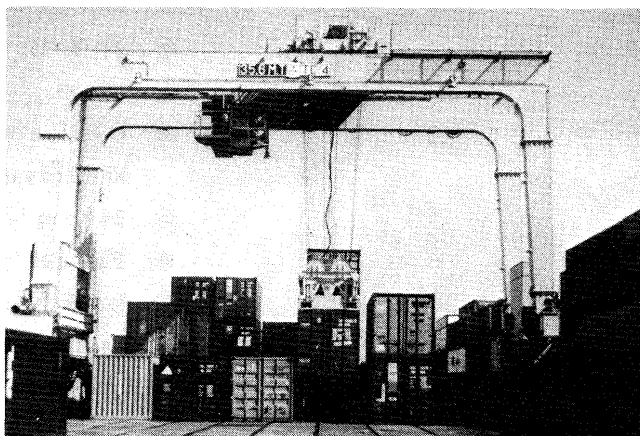
### (iv) Assistance for Feeder Ports

Feeder ports are a vital link in the transportation system of some DMCs, particularly the archipelagic nations. While some physical facilities and equipment may be required the question of appropriate technology is particularly import-

\* \* \* \*



Bagged cargo is unloaded directly onto trucks at Bank-financed facilities at the Port of Surabaya in Indonesia.



To efficiently handle rapidly-growing traffic, construction of this container yard was financed as part of the Second Penang Port Expansion Project in Malaysia.

ant for feeder ports. Also, in many cases, port capacity can be increased through improved cargo handling procedures, better operational practices and training. The Bank will consider lending to assist in the development of feeder ports in its DMCs — a logical extension of its past practice of lending for the development of major ports.

#### (v) Assistance for Maintenance Dredging

One important aspect of port efficiency is keeping the approach channel at the proper operational depth. This has become increasingly difficult and expensive with the advent of larger ships which require deeper drafts. Many ports in the region suffer in varying degrees from siltation of approach channels. Future Bank assistance for dredging projects could include procurement of appropriate dredging equipment, determination of optimal dredging programs, development of proper maintenance procedures, staff training and assistance for developing and strengthening appropriate institutions.

#### (vi) Assistance to the Shipping Sector

Bank assistance to the shipping sector has been channelled mainly through the medium of development finance institutions and this will continue to be the case in the future. There may, however, be a role that the Bank could play in assisting in the rehabilitation of interisland and coastal shipping fleets. Such assistance would be accompanied by measures to improve the operation and management of domestic fleets, a review of government policies regulating domestic shipping and complementary scrapping policies.

#### (vii) Assistance for Dockyards and Repair and Maintenance Facilities

One of the factors that contributes to poor utilization of ships is a lack of adequate repair and maintenance facilities. Bank assistance could be provided for the development of appropriate shipyards and related facilities in DMCs. In addition to providing physical facilities there is also a need to improve management and operations of the facilities and to provide necessary staff training.

#### (viii) Assistance for Navigational Aids

Reliable navigational aids are essential for safe navigation. Due to the construction of larger, more expensive ships with deeper drafts there has been increased demand for greater investment in navigational aids. Technological developments have led to the potential widespread use of solar power and plastics to reduce maintenance costs. Deficiencies are most evident in the archipelagic nations and in nations with long coast lines. The Bank may consider providing assistance for improving navigational aids on relevant shipping routes and at particular ports.

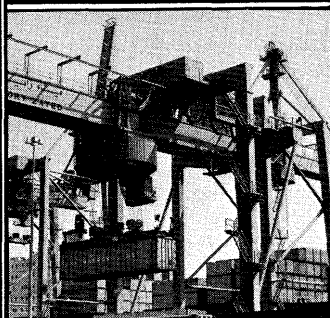
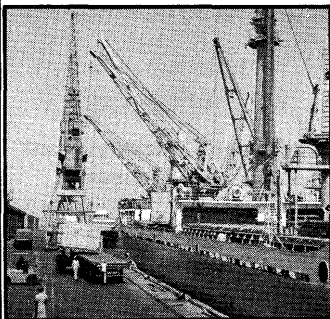
#### (ix) Assistance for Inland Waterways

The rehabilitation and improvement of inland waterways is needed to provide access for larger vessels, improve operational speeds and enhance safety. Provision of on-shore facilities (such as landing piers, ferry ramps, cargo and passenger sheds, maintenance workshops), provision of navigational aids, floating craft, erosion protection, institution building and staff training are also required. These are all areas of possible assistance from the Bank in the future.

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# Community Relations

**By William C.N. van Horssen**  
**Public Affairs Officer**  
**Port of Rotterdam**

(The present paper was lectured at the 10th Sister Ports Seminar of Seattle-Rotterdam-Kobe in Kobe on 22-24 October, 1984)

## Communication with community groups

A port functions not only in a natural and an economic environment, but also in a human one. The human environment is no less important than natural or economic factors for a port's prosperity. A port administration must strive for harmony between port and city, a difficult job, given the constant changes in both the harbour and society, which are always liable to upset the harmony. A basic condition for good relations between community and port is good communication.

This paper will survey the different community groups with which a port administration has to deal; the matters on which the attitudes of these groups towards the port depend; the means at a port administration's disposal to communicate with these groups; and the way the Port of Rotterdam maintains relations with the local population.

Port administrations not only have a wide range of duties, but also have relationships with many disparate groups. There are commercial groups such as port industries, service trades, shipowners and shippers; and non-commercial groups like authorities, politicians and the populace. The importance of proper contacts with the commercial groups is obvious. It is equally self-evident that a port must have good relations with authorities and politicians, given the impact which their decisions may have on port activities. The usefulness of good relations between port administration and populace, though, may need explaining.

In a port like Rotterdam's, where the port administration does not itself engage in industrial operations, this body leads a somewhat shadowy life. When people think of a port, whether in admiration or vexation, they envision the bustle of activities which, in Rotterdam, are carried on by private enterprises. Yet it is the port administration which makes these activities possible, by providing the infrastructure and maintaining order and safety. This makes the port administration a party to dealing with the community, even if it works more or less behind the scenes.

For both the functioning and the development of a port, good relations between port administration and community are of the essence. In a democracy the people can influence port policies indirectly, through their elected representatives. Besides, citizens can influence port projects through consultation and appeal procedures. And last but not least, part of the populace must be willing to work in the port.

## Too far from the port or too close

In the old days the population of port cities was closely involved with the goings-on at the docks. Ships moored close to the city centre to be loaded or unloaded. In the last decades things have changed as port expansions have

shifted the major harbour operations ever farther away from the city centre.

Rotterdam's newest docklands, for instance, are about 35 kilometres from the heart of the city. As a result, the urban population sees very little of the main port activities.

The citizens' involvement has also lessened of late because ever smaller numbers of people depend directly on the port for their livelihood. Containerisation and automation have reduced this number to some 80,000 in the Rotterdam region, accounting for around 20% of the work force.

A third cause of the gap between populace and port is the attention which the impact of port and industrial activities on the environment and safety came to receive in the 1970s.

If for most Rotterdam citizens the port is too far away, a minority complains that it has come too close. The rapid expansion of the port has engulfed suburbs and villages which were once havens of rural quiet. The port is making its presence felt through noise, dust, smells and busy traffic. Moreover, the handling, movement and processing of hazardous substances are making people anxious for their safety.

A similar problem — on a much smaller scale — occurs in the new residential developments in Rotterdam's old docklands, which are being restructured. The city authorities take care to lease adjacent sites only to industries whose impact on the environment is negligible.

## General and specific community groups

From the communication viewpoint, a useful distinction can be made between general and specific community groups. The general groups include the national and regional populations and inhabitants of the city and districts close to the docks. Specific groups are ward committees, administrations of neighbouring towns, environmentalist organisations, pressure groups and lobbies, but also clubs of port and shipping enthusiasts.

Communication with the vast general groups is virtually one-sided: the port administration gives out information but, apart from a few individual reactions, it gets no response. If it wants to know what these large groups are thinking, it must conduct a survey. Many port administrations have used this facility. The International Association of Ports and Harbors had such a survey conducted in three Australian ports at the beginning of this year to provide a base for attitude research in other ports. Rotterdam plans to start up such a survey in the coming months.

Only with specific groups is there any real two-way communication. These groups have as a rule clear opinions about the port, port activities and their impact. They also make these opinions known, often — but fortunately not always — in the form of criticism. Criticism of harbour activities is heard chiefly from groups representing people who live in close proximity to the docks and suffer the unpleasant consequences. On the other hand, people who depend on the port and its industries for their livelihood are more inclined to put up with the drawbacks of living close to their workplaces.

The manner of communication with these groups de-



depends on their status, of course, but also on the nature of their comments.

### **Criticism of the port**

Critical comment may relate to the port's swallowing up too much land, environmental pollution, hazards and political issues.

#### *Land use*

The land problem is highly topical today in Rotterdam's old docklands. In particular where residential districts are surrounded by docklands, there is constant conflict between the needs of industry and the population for more space. The population wants more room for recreation and especially for house-building in order to maintain the level of facilities such as schools, health services and shops. Industry on the other hand, needs more space to cope with growing trade. More industry means less room for housing and recreation, and vice versa. It is hard to make a choice, so that compromises have to be found, which satisfy neither party.

The land problem occurs not only in the docklands but also around the waterways. The Dutch government may decide to improve Rotterdam's river link with the German hinterland in the interest of push-tow shipping. The adjustment — which the Port of Rotterdam does not consider necessary — will affect a riverscape in the eastern Netherlands.

In Rotterdam the land problem was at its worst in the 1960s when the Europoort harbour was built. Two villages and an area of natural beauty had to be sacrificed.

#### *Environmental impact*

The effects of the docks, traffic and industry on the environment and living comfort are the main topics of criticism and complaints. In 1983, the environmental service of the Rotterdam-Rijnmond region received nearly 9,000 complaints from citizens about dust, smells and noise. In addition, there were complaints about soil and water pollution and traffic congestion.

Bulk handling of coal, ores and especially tapioca, raises a great deal of dust which settles on neighbouring residential districts downwind. New handling techniques have lessened but not wholly eliminated the nuisance. Dust, soot, smoke, vapours and droplets from terminals and industry accounted for about 5% of the complaints received by the environmental service in 1983.

The big petrochemical industry in the port of Rotterdam gives rise to complaints about smells, as do accidental spills during handling. Around 80% of the complaints from citizens in 1983 were about smells.

The terminals, road traffic and shipping are sources of noise. Together with aircraft and industry, they accounted for about 15% of the environmental complaints in 1983.

Legal and illegal waste discharges and spills during handling operations have polluted soil and water locally. A portion of the spoil dredged up from the river and dock basins is too badly polluted for dumping in the sea, so that it has to be dumped on land. Naturally, people living in the neighbourhood of these dumps are concerned about the environmental impact of the polluted spoil.

The port and its industry are moreover responsible for a more abstract kind of pollution, called "horizon pollution": cranes, smokestacks, stacked containers and other

high structures which dominate the landscape, are regarded as eyesores especially in rural and recreational areas. Much of this evil can be cured by screening the docklands and industrial sites with dunes or green zones.

Living comfort in the vicinity of docklands can be affected by congestions on roads serving both freight and private transport. People caught in traffic jams lose time and patience.

The degree of these environmental impacts varies locally within the Rotterdam area. Only part of them give rise to complaints, a portion of which find their way to the Rotterdam Municipal Port Administration.

#### *Safety*

Another matter for critical comment is the safety situation in and around the port. In Rotterdam large volumes of dangerous cargoes are landed, handled and loaded. People living close to these terminals or along transport routes are far from easy about their safety. In the recent past there have been complaints about chlorine and uranium transports and LPG transshipments, even though strenuous efforts are being made to minimise risks, especially through prescribed minimum distances between homes and port operations and through packing and handling rules.

#### *Political objections*

Some activities in ports may run into political objections. In Rotterdam there have been, for instance, actions against the possible transit of nuclear weapons and for a trade boycott of some countries.

### **Approaches**

Given the disparity of community groups and their widely different appreciations of what happens in the harbour, port administrations have to engage in a wide range of actions in order to establish and maintain relations with the community.

#### *to indifference or enthusiasm*

As for people in the country, region and city who are indifferent to the port, the port administration must try and get them interested. An excellent means to this end is having an "Open House" in the port. Other ways are port tours, exhibitions and the distribution of printed matter, such as folders, posters and stickers. Media publicity can also help.

Similar approaches may serve for people living in the proximity of docks and waterways, in which case activities should focus on what is happening under their noses. This can help to make people accept the less pleasant aspects of living so close to the docks. Door-to-door bulletins and lectures or film shows can be used to inform people of forthcoming developments in their neighbourhood.

Groups of port fans can be helped to persuade other people. Help in kind, such as making meeting rooms available, sending guest speakers or handling publicity, is often more agreeable to either party than shelling out money.

#### *to criticism*

Special attention must be paid to approaching people who are, or are likely to be, critical of port activities.

Prevention is better than cure, so that the main thing is for a port administration to try and make sure there will be no unpleasant effects for residential areas. The next

best thing is to advise the target groups in time about new port developments.

All the same, there will always be larger or smaller groups of people who object to certain transport and harbour operations, risks and impacts. These objections cannot be overcome by pretending that all is just fine. That is the surest way to lose credibility. Besides, committees and environmentalist groups often employ experts who are quite capable of exploding any lie or half-truth.

In communications with critical groups the first aim should be to give the clearest possible picture of the criticised operations, of the safety and environmental protection measures being taken, and of the economic and social import of the operations in question. Sometimes this means admitting that certain nuisances are unavoidable and that one hundred percent safety is unattainable in certain situations.

Unless the groups are too large, nothing can beat oral communication. Only then can one make the message fit the target groups, get direct response and furnish supplementary information immediately. Another advantage is that oral communication can establish contacts of value to both parties. It can take place in the form of group discussions, lectures or forum talks. Organising visits to companies about which there are complaints may be useful too. Standard information can be used only to a limited extent in communications with critical groups, although folders or brochures can be printed on subjects which are frequently brought up.

### How Rotterdam does it

Rotterdam is handling 230 million tonnes of cargo annually, loading and unloading 30,000 sea-going ships, 180,000 barges, and untold numbers of trucks and trains. There are many big industries in the port, including oil refineries, chemical plants and shipyards.

They accounted for 12% of Holland's gross national product in 1980 and are a source of income for a large portion of the one million inhabitants of the Rotterdam-Rijnmond region.

The industry of the Rotterdam region affects residential areas to a greater or lesser extent, swallowing up land, polluting the environment and compromising safety. These effects are limited by a body of environmental protection legislation. Compliance with these laws is supervised on the waterfront by the Municipal Port Administration and on the landside by the Rijnmond Authority. The latter operates a so-called notification and control room, to which the citizens can address complaints about environmental pollution and from where action is taken to deal with it.

As a result of this setup, citizens' complaints reaching the Municipal Port Administration are usually of the structural sort, concerning undesirable situations or recurrent nuisances at the interface of port and city. Such structural problems are raised as a rule by groups of citizens, ward committees, environmentalist organisations, etc.

Given the great economic importance of the Port of Rotterdam and the effect of harbour activities on residential areas, the Municipal Port Administration sets great store by good relations with the citizens. However, its experience of community relations is modest as compared with what it knows about, say, quay construction and vessel traffic management.

Within the 14-strong public relations department of the

Port Administration, three people spend part of their time on community relations. Two of them handle public events and exhibitions, while I have the task of establishing and maintaining contacts with specific groups.

With a view to its limited personnel capacity and the duties discharged by other organisations — such as the Rijnmond Authority, the Port Administration handles community relations along two tracks:

- 1) by arousing interest in the port among the city and regional public in general, and the inhabitants of districts adjacent to the docklands in particular,
- 2) by establishing and maintaining relations with groups that are critical of the port.

To these ends it carries on the following activities:

- 1) For the general public it organises an Open House Day (in the last week of September), coach tours of the port (in summer), exhibitions (at central places, such as recently in a big Rotterdam department store), and special projects (like installing playful works of art). There is a port stand in a holiday village for children.

The Port Administration has had a special film made on relations between port and population, for showing in community centres, etc. Recently, by way of experiment, a bulletin was distributed among inhabitants of a new development close to the docklands, telling them what was going to happen in their proximity. Furthermore, the Port Administration possesses all kinds of printed matter (folders, posters and stickers) for distribution during events.

The Port Administration supports organisations which organise events focusing on the port or shipping, especially the Rotterdam Port Association, a 35-year-old club of some 3,000 port fans. The support consists of publicity, loans of guest speakers and of meeting rooms. The Port Administration also has a representative on the Association's executive committee.

- 2) The specific groups are approached through establishing and maintaining contacts with:
  - elected bodies of town districts and submunicipalities bordering on the docklands (the former can make recommendations to city administrations, while the latter have a limited measure of autonomy); they function as "mouthpieces" of the citizens and can influence public opinion;
  - environmentalist organisations which, even when representing small groups, have a clear signalling function.

Communications with these groups are mainly oral: discussions in community centres or in the Port Administration's offices, lectures on special subjects, and information given by telephone.

Matters discussed with these groups in the recent past include:

- town and country planning: expansion of residential area versus expansion of port sites, use of port sites for motor-cross events, loss of an area of scenic beauty on a river bank in the event of adjustment of the waterway in the interest of six-barge push-tow shipping;
- environment: dust caused by tapioca handling, noise of cranes, ships' engines and freight transport, eyesores of stacked containers at terminals, soil pollution by dumping spoil on land;
- safety: LPG transshipment at buoys;
- traffic: congestions on roads also serving commuter traffic.

The Port Administration also works in other ways for harmony between port and population. In the old docklands a waterfront strip has been left vacant for a park, affording residents a view over the port. On the other hand, in the western docklands, a dune has been built to screen port operations from users of a nearby recreational area. A green zone over some 10 kilometers serves a similar purpose.

### **Harmony with the human environment**

The Port Administration informs the population and vice versa. The information coming from the citizens is often in the form of criticism, which is not always easy to take. At least Rotterdam's Municipal Port Administration officials occasionally find it hard to take criticism seriously. Yet criticism — even if coming from small or blinkard groups — can be useful in shaping and implementing port policies. Criticism can signal community developments that may be important for such policies and may require them to be duly adjusted. It goes without saying that a port administration, when shaping policies and implementing them in port projects, closely studies their impacts on physical planning, environment and safety, and considers such effects in the light of legal standards. Social developments may induce a port administration to go beyond strict statutory requirements, as laws tend to lag behind social developments. A port needs to go further for the sake of keeping in harmony with its human environment. For a port this environment is vital. A port is not an enclave but an integral part of the community. After all, a port is for the people and not the other way round.

### **Summary**

#### **Community Relations**

##### **Communication with community groups**

A port administration must strive for harmony between city and port. To this end good relations with the community must be built up and maintained through communication.

The citizens of a port city are today much less involved with their harbour than they were formerly, because port activities have moved away from the city centre, containerisation and automation have made port operations less labour-intensive, and people have become more conscious of the impact of port and industrial operations upon the environment and safety. For a minority, however, the port has come too close, either because the docklands have engulfed their once quiet suburbs or villages or because they have moved into new homes in the old docklands and now find themselves in the midst of port activities.

From the communication viewpoint a useful distinction can be made between general and specific community groups. General groups are the population of the country, the region, the city and the districts bordering on the port. Specific groups are: ward committees, administrations of neighbouring towns, environmentalist organisations, pressure groups and lobbies, and clubs of port and shipping fans. Communication with the general groups is one-sided. If one wants to know their opinions, one has to conduct surveys. Two-way communication is possible only with the specific groups. Their share in such communications often consists of criticism.

Criticism may relate to the swallowing up of land, environmental impacts, safety hazards and political issues. The land problem boils down to the question of whether

residential and recreational facilities should be sacrificed to harbour or transport interests. Dust, smells, noise, soil and water pollution, eyesores and road congestions caused by port activities can affect the living environment and give rise to complaints. The transport of hazardous cargoes makes people in the affected areas anxious for their safety. Some port activities may run afoul of political sensibilities.

To get general community groups in the country, region and city interested in the port, one can organise open house days, coach tours of the port, and exhibitions. The same approach can serve for inhabitants of districts bordering on the port, in which case such activities should be focused on what is happening next door. Groups of port fans can best be supported by aid 'in kind' such as meeting rooms, publicity and guest speakers.

Communication with critical groups should as far as possible be oral. Active information about new developments, frankness and fairness are vital for good relations with critical groups. Community and environmentalist groups these days often have the expertise to assess the information given to them. The first aim in communications with critical groups is to give them a fair picture of the criticised activities, the safety and environmental measures taken in their respect, and their economic and social importance. Groups discussions, lectures, forum talks and visits to criticised industries are useful means to this end.

The huge industrial activity in and around Rotterdam has effects on land, environment and safety. These impacts are limited by environmental protection laws, compliance with which is supervised on the waterfront by the Municipal Port Administration and on the landside by the Rijnmond environmental service, which also handles complaints from individual citizens. Complaints reaching the Port Administration are usually of a more structural kind, relating to problems at the interface between city and port.

The Municipal Port Administration of Rotterdam sets great store by community relations. Its experience in this area is modest, however, as compared with what it knows about, say, quay construction and vessel traffic management. The Port Administration works on community relations along two tracks:

- 1) by arousing interest in the port among the city and regional public in general, and among the inhabitants of districts bordering on the docklands in particular;
- 2) by establishing and maintaining relations with groups that are critical of the port, focusing attention on elected ward committees and administrations of sub-municipalities, and on the environmentalist associations.

Criticism of the port and port activities can be valuable for the shaping and implementation of port policies. It can signal community developments which are important for such policies. Community developments may induce a port administration to limit the impact of the port on land use, environment and safety beyond what is strictly required by law, in the interest of harmony between the port and its human environment.

## **The Port of Rotterdam—The Gateway to Europe**

**By Dr. R. den Dunnen**  
**Member of the Executive Committee**  
**and Commissioner for Port and**  
**Economic Affairs,**  
**City of Rotterdam**

**(From the speech presented at the Seminar held in Yokohama, on October 26, 1984)**

This Rotterdam presentation is to maintain and to extend our existing contacts and to investigate the mutual basis for expanding Japanese activities in relation to distribution and storage in the port of Rotterdam.

Rotterdam deems the trade relations with Japan extremely important. As far as sea-going traffic from N.W. Europe to Japan is concerned, Rotterdam is the leading European port with a market share that increased in the last five years from 29 to 35%. The same holds true for the sea-going traffic from Japan to the 8 most important N.W. European ports Rotterdam, with a share of 30%, is also leading there.

Many of you will be familiar with Rotterdam. For those who are not, I will explain in short our position.

In 1983, the port of Rotterdam handled 232 million tons of cargo. In fact the port of Rotterdam is not one port, but a combination of different ports, each having its own characteristics. It consists of:

- an oil port for 75 million tons;
- an oil-products port for 35 million tons;
- a dry bulk cargo port for 80 million tons (coal and ore 40, cereals 40);
- a general cargo port for 38 million tons;
- and, finally, the world's largest container port handling, 1.6 million boxes a year. (2.3 million TEU)

The importance of the Rotterdam port goes far beyond national interest. It is a European port. More than 80% of the 232 million tons of cargo have destinations outside the Netherlands.

Why have we grown to this position? First of all, because we are a blessed city — blessed by Mother Nature with our location on the busiest sea and the busiest river in the world, and blessed by mankind who built good road and railroad connections to every country in Europe. All the industrial centres of Germany, France, Belgium and the United Kingdom lie within a circle of 500 kilometres radius around Rotterdam, a radius in which 160 million people are living.

The second advantage is that Rotterdam, in contrast with, for instance, Antwerp, has an open connection to the sea, giving us the possibility to accommodate ships up to 300,000 tons. Apart from the time advantage there exists a definite price advantage as far as sea-transport is

concerned, not only for oil tankers but also in relation to ores and cereals.

Less known than the port is the distribution function of Rotterdam. A large number of warehouses are offering a wide variety of services, such as physical distribution, public warehousing and the storage of bufferstocks to react quickly to the demand of the market. The bonded storage capacity in Rotterdam is the largest in the world. During bonded storage foreign goods are free of duty and taxes.

Thousands of companies worldwide make use of these distribution facilities to overcome distance handicaps, to be in the European market themselves and to have their products delivered all over Europe in one or two days, or of course to Africa and the Middle East. This present position as a distribution centre could never have been reached without our flexible customs system.

Rotterdam has a strong position in international trade. A good example is the spot market in mineral oils. Approximately 2,000 large, medium-sized and small trading companies in the Rotterdam area are engaged in imports, exports and transit trade. The Dutch are traders by tradition and nature. Rotterdam is the home of the Royal Association of the Grain and Feed trade and of the international trade in tropical fruits, in tropical commodities, in chemicals, in timber and in mineral oils. Over 60% of the bonded stocks of the London Metal Exchange are stored in Rotterdam.

Looking to the overall figures I would like to pay attention to the Japanese part in them.

I mentioned earlier that the port of Rotterdam handles 35% of the sea-going traffic from N.W. Europe to Japan. The greater part of it are chemicals and chemical-based products, together with iron and steel scrap. In the second important category are food preparations, cereals, fruit and vegetable products, and meat and dairy products. The most important discharged products in Rotterdam are cars, electric machinery, chemical-based products and other manufactures.

It is also good to realize that, when shipping goods to for instance Germany, it is not always the best and most cost-effective way to choose automatically a German port. To give you an idea of what I mean, Rotterdam handles more cargo for Germany than all German ports do together.

Rotterdam already is an important distribution port for Japanese products all over Europe. Approx. 55% of the Japanese exports discharged in Rotterdam are transported to other European countries. Main destinations are Germany, Belgium and the United Kingdom.

Efforts to streamline distribution have led to new methods such as the 'physical distribution concept,' an integrated pattern controlling the process from producer to consumer.

**(Continued on next page bottom)**

# Port of Copenhagen

(Extracts from "Annual Report 1983, Port of Copenhagen Authority")

## Under the circumstances, a good year

1983 turned out to be, considering the circumstances, a good year for the Port of Copenhagen Authority. Thus the result derived from primary operations showed a marked improvement. This was counteracted by large allocations to the pension fund and a considerable loss by the Port Authority's subsidiary, Copenhagen Free Port and Stevedoring Company A/S, producing a negative group result, which showed a loss of D.Kr 16.7 mill.

The fact that 1983 can be regarded as a good year, despite this unsatisfactory economic result, can be attributed to the real start made in dealing with a number of serious problems.

Negotiations were thus entered with a view to agreeing on schemes that can solve the Group's major pensions problem. An analysis carried out early in the year showed that about 1/6th of the Group's aggregate income (a total of D.Kr 25.8 mill. for 1983) goes to meet pension commitments for employees with terms of employment corresponding to permanent civil servants with regard to pension entitlement.

This expense item will continue to grow until well into the next century, and it must be regarded as doubtful whether the Port can, in the long run, cope with this burden.

### New organisation

In May a report was issued on the relationship between the Port Authority and its subsidiary. Implementing this report, a new organisational structure was effected in 1983, setting up a joint management for the Group and intensify-

ing work on marketing, strategic planning, and on staff and management training. The report also pointed out certain possibilities for rationalisation. The Port management and employees have tackled these problems jointly, and certain changes can be expected in the course of 1984.

### Main events

Of the year's most important events the following are particularly noteworthy: (*extracts*)

- The desire to involve, to a greater extent, the Port's customers and users in an advisory capacity — on the Port's future — led to the setting up of the *Port Council for the Port of Copenhagen*. This body provides a forum, which will be able to make a valuable contribution towards further progress in raising the level of service and efficiency in the Port. The 16 organisations represented on the Port Council have in fact already helped to improve a number of conditions for the benefit of Port customers and users.

- The year opened with a *6-week strike* which affected all Danish Ports. Problems related to daily benefit caused the conflict. Neither the dockers nor society emerged as winners, and for the Port's users, who were not to blame, and for the Port itself it was a very costly work stoppage. Alternatives to sea transport were found with incredible speed.

In this context it is important to emphasise that Danish ports' existence is based on stability and service, even if sea transport is always cheapest for long distances. The strike thus served to prove yet again that when these basic requirements are not functioning properly, cargo quickly finds its way to a foreign port — despite the higher costs.

- When the strike ended, the Port of Copenhagen took immediate steps to regain the lost market. In co-operation with Denmark's other base port — the Port of Arhus — a *brochure on the importance of the base ports* for the Danish Business community was produced. The transport

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(Continued from page 27)

There are no standard solutions to all transportation problems. Our favourably located port, together with our knowledge of international trade and transport, are at the disposal of Japanese companies.

However favourable the conditions in Rotterdam may be, it did not prevent the economic recession from having its impact on our regional economic situation. The growth pattern was interrupted and Rotterdam was confronted with severe problems.

In spite of the economic situation of the moment, we have set into operation an investment plan amounting up to 426 million dollars, to be executed this decade.

These investments include:

- deepening of the entrance channel to 72 feet, so that the port can accommodate ships of up to 350,000 tons dwt;
- a dry bulk cargo terminal aimed at the increasing quantity of coal and ore, also anticipating developments to larger vessels in this sector;
- a new container terminal near the seaside (we expect a further growth in the coming years);
- a new fruit terminal, together with a rearrangement of stevedoring companies in such a way that they are able

to perform more efficiently;

- and, to end this summary, a new traffic guidance system to further improve the safety of the port.

Another way to improve Rotterdam's attractiveness is the introduction of a sophisticated communication and information system. This system should be seen in tight relation with physical distribution: it should give both producer and buyer up-to-date information in every aspect of transport, storage and distribution. It is a new profile: Rotterdam as information port. The basic studies are finished. Now we are in the phase of planning.

These municipal investments will keep the port modern and highly efficient. In addition, the business community will double this amount by their own investments.

Talking about investments, we are aware of the fact that also in your country high priority is given to the development of the infrastructure both in general and in relation to the ports. The results of these developments in Japan are really impressive.

This Rotterdam delegation is here to strengthen the ties with Japanese enterprises and to try to find new ways and opportunities to enlarge the flow of Japanese goods to Europe through Rotterdam, to the benefit of our mutual economies.



gain for business firms provided by the two base ports was calculated to reach a total of about D.Kr 1,000 mill. per year. The base ports thus represent an essential advantage in terms of business gains and national economy, and should be kept and further extended in the years to come.

The ports are also important in terms of employment. In 1983 the Port of Copenhagen Authority and its subsidiary — Copenhagen Free Port and Stevedoring Company A/S — had 496 fulltime employees. Additionally, the port area provides work for several thousand persons in private and public employment.

In recent years the nature of work in the Port has undergone changes. Large cranes, huge trucks and an increased tempo in the container sections have made it necessary to forbid entrance to the actual work areas for outsiders. Accordingly, the citizens of Copenhagen are, to a large extent, prevented from observing an efficient and smoothly functioning place of work in operation.

- On the other hand, the Port of Copenhagen is a popular attraction with a special atmosphere for many Copenhageners and tourists.

In 1983 another beautiful park was inaugurated on the harbour front — *Amaliehaven*.

- 1983 was also the year in which the Port could celebrate the 125th anniversary of the Act stipulating its form of government.

### The future

1984 promises to be an exciting and significant year for the Group — the Port of Copenhagen Authority.

Work will continue on measures to strengthen the Group's economy and earnings. These measures will include completion of the *rationalisation* programme, already being implemented, with regard to port operations. The Port's customers and users must be made to feel sure that operations are rational and well planned, so that the rates can be kept as low as possible.

With effect from 1 April 1984, a *new rates System* will come into force. The new system involves considerable changes in ships' and cargo dues for specific items of cargo and forms of traffic, and has therefore been discussed, prior to introducing the system, with user representatives on the Port Council. This discussion proved to be extremely positive for the Port Authority and formed the basis of several improvements in the original draft.

It is also hoped that 1984 will produce a solution to the *pension problems*. In this connection the employees have proposed an investigation of the possibilities of selling some of the Port's properties, without adversely affecting the Port's future potential in terms of earnings and employment. This requires approval of the local plan by the municipal authorities. Obviously, these possibilities will have to be investigated thoroughly in 1984.

*Development and training* of the Port's management group and other staff will be continued in 1984. The Group's newly established organisation has created an especially positive management climate, and steps will be taken to maintain and improve it.

There is every indication that in 1984 DSB — Danish State Railways — will conclude negotiations on the issue of *Sweden's use of the eastern Denmark Route*. At the same time it seems that Copenhagen Free Port will become the Danish shipping and receiver port for the Swedish rail transit cargo to and from the continent.

The Port must, on the other hand, expect a further decline in *oil products* turnover. Savings in oil consumption, the introduction of natural gas and the establishing of a preparatory pipeline from Kalundborg to Hedehusene have combined to produce a situation where "Provestenen" — the Oil Harbour — will soon be using only 50% of its capacity.

It is thus highly relevant to consider alternative use of this area of the Port. Achieving better utilisation of Copenhagen Free Port and Stevedoring Company's total investment in sites and equipment is another very important task in 1984.

This project has been referred to as "opening the Free Port" — a slogan that points to increased turnover with the same consumption of resources.

Utilisation of the Port's accumulated knowledge of market conditions will be intensified in the course of the year ahead. The steep decline in cargo turnover and ships entered which has gradually taken place during the last decade must be reversed. Through vigorous and continuous efforts the Port's new marketing division must ensure a stabilisation of existing turnover.

Steps will also be taken to improve the local population's impression of the Port. The splendid harbour and its special efforts on behalf of the business community should once more become a topic of favourable comment by Copenhageners.

Utilisation of the port area and its interplay with the city milieu has always attracted widespread attention. "Byggeriets Realkreditfond" — The Building Real Estate Credit Fund — has on the occasion of its 25th anniversary made available a large sum as a prize to be awarded for a Scandinavian ideas competition — similar to the one held for Oslo's port.

The Municipality of Copenhagen and "Akademisk Arkitektforening" — the architects' association, will support this exciting move to mobilise the wealth of ideas throughout Scandinavia for the pleasure and benefit of the Port of Copenhagen, the city and its population.

## Profit and loss account (Port of Copenhagen Group)

for the year ended 31 December 1983

	1983 D.Kr 1,000	1982 D.Kr 1,000
<b>Turnover</b>	<b>149,316</b>	<b>137,677</b>
Work carried out for own account and entered under assets	5,683	4,477
	<b>155,000</b>	<b>142,154</b>
Operating expenses	26,915	25,499
Administration expenses	12,456	9,189
Personnel expenses	99,977	95,995
Depreciation on material assets	16,821	17,264
Allocation to icebreaking fund	300	300
<b>Total expenses</b>	<b>156,470</b>	<b>148,247</b>
<b>Result for Primary Operations</b>	<b>-1,470</b>	<b>-6,093</b>
Dividend from Provestenens Dampforsyning Nord ApS	3	3
Interest income	11,223	
Interest expenses	18,731	
	<b>-7,507</b>	<b>-4,637</b>
<b>Result before Extraordinary Items</b>	<b>-8,975</b>	<b>-10,727</b>
Extraordinary income	3,918	

Extraordinary expenses	440	
	<u>3,477</u>	<u>4,082</u>
	-5,497	-6,645
Allocation to meet adjustment of pension commitments	-11,192	0
<b>Result for the Year, Deficit</b>	<b>-16,689</b>	<b>-6,645</b>

## Balance sheet (Port of Copenhagen Group)

as at 31 December 1983

Assets	1983 D.Kr 1,000	1982 D.Kr 1,000
<b>Fixed Assets</b>		
<i>Material fixed assets</i>		
Sites and buildings	261,228	248,965
Port installations and machines	33,650	22,337
Operational equipment and fittings	33,714	38,567
Material fixed assets under construction	<u>19,225</u>	<u>42,320</u>
	347,819	352,189
<i>Financial fixed assets</i>		
Capital shares in Provstenens Dampforsyning Nord ApS	52	53
Other securities and capital shares	473	816
Other outstanding accounts	<u>7,265</u>	<u>9,125</u>
	7,791	9,994
<b>Total Fixed Assets</b>	<b>355,610</b>	<b>362,183</b>
<b>Liquid Assets</b>		
<i>Stocks</i>	1,677	1,720
<i>Outstanding amounts</i>		
Outstanding amounts re. operations	22,868	19,810
Other outstanding amounts	4,658	4,659
Period delimitation items	<u>1,721</u>	<u>1,683</u>
	29,248	26,152

<i>Bonds</i>	54,986	41,557
<i>Cash in hand etc.</i>	<u>4,469</u>	<u>10,620</u>
<b>Total Liquid Assets</b>	<b>90,383</b>	<b>80,049</b>
<b>Total Assets</b>	<b>445,993</b>	<b>442,232</b>

### Liabilities

	1983 D.Kr 1,000	1982 D.Kr 1,000
<b>Net Capital</b>		
Reserve fund	123,454	155,521
Icebreaking fund	5,790	5,635
Writing-up allocations	<u>15,892</u>	<u>0</u>
<b>Net Capital, total</b>	<b>145,137</b>	<b>161,156</b>
<b>Transfers</b>		
Pension fund	156,000	131,479
Relief fund	<u>1,389</u>	<u>1,173</u>
	157,389	132,652
<b>Long-term Debts</b>		
Mortgage debts etc.	6,933	7,742
Debenture loans etc.	61,532	64,566
Acceptance debts	4,510	8,213
Nordisk Investeringsbank	<u>11,076</u>	<u>12,000</u>
	84,052	92,521
<b>Short-term Debts</b>		
Long-term debts payable next year	8,467	7,023
Bank debts (Max. D.Kr 29.5 mill.)	18,662	20,074
Suppliers of goods and services	9,264	10,086
Debt to Provstenens Dampforsyning Nord ApS	123	353
Deposits	1,087	631
Other debts	20,851	16,560
Period delimitation items	<u>955</u>	<u>1,176</u>
	59,413	55,903
<b>Transfers and Debts, total</b>	<b>300,855</b>	<b>281,076</b>
<b>Total Liabilities</b>	<b>445,993</b>	<b>442,232</b>

# Limerick Harbour

## Chairman's address (extracts)

I am deeply appreciative of the honour conferred on me by the Commissioners in electing me as Chairman for the nineteenth successive year at a most important and challenging time for the port and harbour of Limerick.

Traffic through the port is currently at its highest ever level and, barring some unforeseen catastrophe, will continue to increase in the years to come. During the twelve months ended 30th September last the volume of goods moved through the port and harbour amounted to 2.7M tonnes. Present indications are that in the current calendar year total trade will exceed 2.8M tonnes—an increase of sixty per cent over the volume of 1.74M tonnes in 1983. Forecasts for 1985 and 1986 respectively indicate that port traffic will achieve levels of 3.7 and 4.2M tonnes. These projected increases demonstrate, in volume terms, the continuation of the harbours surge towards the top of the Irish port industry.

The major contributor to the ports spectacular progress in recent years has undoubtedly been Aughinish Alumina Limited. Imports and exports by the company in this current year will exceed 1.5M tonnes. The magnificent

alumina plant, located by choice on the Shannon Estuary, is an enterprise in which the Mid-West and indeed the Irish nation can take justifiable pride. To Mr. Senecal-Tremblay and his team, we offer our sincere congratulations on the success of their operations to-date and extend a very good wish for their continuing success in the near future. I am optimistic that, in the not too distant future, as world demand for aluminium improves, the capacity of the Aughinish plant will be expanded to its ultimate level of 2.4M tonnes per annum of alumina. If, and when, this level of production is achieved total annual traffic to the marine terminal at Aughinish will be in the region of 8M tonnes with considerable consequent benefits to Limerick and the Mid-West Region.

It is hardly necessary to remind you that some two to three years ago there were over five thousand people employed on the building of the Aughinish plant. Notwithstanding the transitory nature of this constructional activity the workforce injected considerable wealth into the region and provided a most welcome and a necessary cushion against the worst effects of the recession in the early 1980's.

A similar bonus to employment opportunities is cur-

rently being provided through the construction of the coal-fired power station at Moneypoint. Work on this major project is progressing very well and it is expected that the first production phase will commence in mid-1985, when the initial 300 megawatt generating set will come onstream. The first shipment of coal is scheduled to arrive in early 1985 and it is expected that around 1M tonnes will be imported next year. In subsequent years as the second and third generating sets come onstream, the build-up of coal imports will rise to a level of 2M tonnes in 1988. This impressive total could well be exceeded if efforts to obtain transshipment business, now being actively pursued by the E.S.B. and the Harbour Commissioners, are successful. I wish the E.S.B. every success with this project which will substantially reduce the current heavy dependence on oil imports and place the nation's electricity generating system in a much better economic and strategic position to cope with the vicissitudes of a volatile and uncertain international fuel market. I have no doubt that, despite some recent criticisms, the decision of the E.S.B. made in 1977 to proceed with the construction of Moneypoint power station, will be fully vindicated in future years, when the demand for electric power, hopefully at competitive industrial rates, will begin to rise again.

I am pleased to report that, notwithstanding the current world recession business at Shannon Airport Oil Jetty has been particularly buoyant over the past year, due to the impressive increase in traffic at the airport. This improvement in air traffic, largely due to the activities of "Aeroflot" Russian Airlines and to the increase in the numbers of U.S. tourists attracted by favourable exchange rates for the strong dollar, is of major significance to the Mid-West Region and to the nation as a whole. It is to the lasting credit of the Commissioners that their farsighted decision in the early 1970's to build an oil jetty near Shannon Airport at a cost of £250,000 was a major factor in attracting "Aeroflot" to the airport by enabling the airline to import its fuel direct from the Soviet Union. In this respect it is encouraging to note that in recent years Aer Rianta have been successful in attracting further traffic to the airport because of the availability of cheaper aviation fuel imported via the oil jetty.

In the general services area Limerick Cargo Handling Limited, in its stevedoring activities, and Shannon Marine Limited, in its towage operations, have both provided excellent services to shipping and importers and exporters. The Commissioners have a significant interest in both companies and I would like to take this opportunity of complimenting the management and staffs involved in these operations for their successful efforts.

As an island nation, heavily dependent on external trade, Ireland is vitally concerned to obtain imported bulk commodities for industry and agriculture at the lowest possible cost. This can only be done through the availability of efficient facilities for the discharge of large ocean-going bulk carriers of the 100,000 tonnes and upwards class. At present the country cannot handle carriers of this size and imports of bulk commodities such as coal, grain and animal feedstuffs can only be delivered to Irish ports in small vessels or by transshipment from E.E.C. ports at additional costs of between £6 and £12 per tonne. This means in effect that Irish farmers are paying as much as 10% more than their European counterparts for some agricultural inputs. A bulk facility located in the Shannon Estuary

for handling ships of 100,000 tonnes and over would effectively reduce these costs and also would enable vessels to be lightened to an acceptable draft for direct shipment to other Irish ports, thus achieving allround savings in the national interest. This is an area of activity which is constantly under investigation by the Limerick Harbour Commissioners. Relative to Europe the Irish market is comparatively small and, consequently, the facilities envisaged could only be provided through some form of State assistance. The resultant improvement in the competitive situation of industry and agriculture would surely justify the investment which, in comparison with the huge sums made available to air and rail transport, would be relatively small.

In recent years considerable improvements and additions to navigational aids, pilotage facilities, tug boats, and berthage facilities for oil tankers at Shannon Airport have been provided by the Harbour Commissioners, at a cost of £1.2M from their own resources. It has been conservatively estimated that if such capital works had to be carried out at to-day's prices, investment of the order of £3M would be required. This prudent and timely investment programme fully vindicates the effectiveness of the Commissioners policy decisions over the years.

Looking to the future, it is safe to assume that the upsurge in traffic over the next ten years will present many further challenges to the Harbour Commissioners in meeting demands for improved services and facilities. The Commissioners capital expenditure programme estimated to cost some £20M over the next decade, is already underway and includes provision for improved berthage facilities, tug boats, pilot cutters, dredging for vessels over 200,000 tonnes, additional navigational and communicational equipment, monitoring waves and currents and improved storage and other facilities. By the end of the decade vessels of up to 200,000 tonnes will be moving in and out of the Estuary and the high level of service demanded by these gigantic vessels must be available.

Notwithstanding the impressive record of improvements in the Shannon Estuary by the Commissioners over the past decade or so, the full potential of our great river cannot be realized without positive government support. For this reason I must highlight once again the vital need for a government commitment to the development of the Shannon Estuary as the primary deepwater port in Ireland for heavy maritime industry. The Estuary has already demonstrated its outstanding advantages as one of the safest deepwater harbours in Europe by the location in its waters of the huge plants at Aughinish and at Moneypoint. These important locational decisions were influenced by the knowledge that at present the Estuary can handle vessels of up to 200,000 tonnes and with the comparatively small expenditure of around £6M could raise this capacity to ships of 400,000 tonnes and over, as outlined in the "Lievense" Report published by the Commissioners last year. The provision of comparable facilities in any other European port would cost tens of millions of pounds. In the light of this evidence and the expert opinion of world-wide consultants, it surely makes sound national common-sense to designate the Estuary as the country's primary deepwater port as a prerequisite to the maximum exploitation of its unique natural advantages, thereby creating badly needed jobs to the great benefit of the Mid-West Region.

**G.E. Russell, Chairman**

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## International maritime information: World port news:

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### Port signals draft circular approved: IMO News

A draft circular dealing with international port signals was prepared and, if approved by the MSC, will be circulated to Member Governments.

The subject of port signals was raised by three international organizations which have consultative status with IMO — the International Association of Lighthouse Authorities (IALA), the Permanent International Association of Navigation Congresses (PIANC) and the International Association of Ports and Harbors (IAPH).

The three organizations stated in a paper submitted to the subcommittee at its 28th session that there was some risk of confusion to the mariner due to the multiplication of different port traffic signals in use. The only current international agreement on unification of port signals was drawn up in 1930 and had been ratified by very few countries. It provided only very basic day and night signals, using lights and day shapes to the standard of technology of the time.

Since these did not meet the needs of modern shipping, lighthouse and port authorities had designed their own signals and there are now many different signals in use.

The three organizations therefore established a committee to review the problem and had agreed on a new system of port traffic signals to be followed to control traffic movements in ports and port approaches throughout the world.

This system was considered by the sub-committee and a draft circular prepared which invites Governments which have not yet made regulations for port traffic signals or are planning to amend their existing regulations to take into account the recommendations made by IALA, IAPH and PIANC.

### 2 October 1984 deadline for reception facilities: IMO News

Reception facilities for oily wastes are required in certain ports of all Contracting Parties to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) from 2 October 1984.

An underlying principle of MARPOL 73/78, which entered into force on 2 October 1983, is that wastes should be retained on board for eventual discharge into shore reception facilities.

Regulation 12 of Annex I of MARPOL 73/78 specifically reflects the undertaking of Parties to the Convention to ensure the provision at oil loading terminals, repair ports, and in other ports in which ships have oily residues to discharge, of facilities adequate to meet the needs of the ship using them without causing undue delay.

It is further stipulated that such facilities shall be made available not later than one year from the date of entry into force of the Convention, that is by 2 October 1984.

Furthermore, Regulation 10 of Annex I designates the Mediterranean Sea, Baltic Sea and Black Sea as 'Special Areas' in which discharge of oil from ships is prohibited. The need for reception facilities in ports in these areas is therefore even more pressing.

Although the provision of reception facilities is crucial to the effective implementation of MARPOL in many areas, it is known that there is a shortage of suitable reception facilities in many places. IMO has sought to assist governments in providing facilities in a number of ways, the latest being a two-day seminar on the subject which was held at IMO headquarters at the end of August last.

### IMO's programme of meetings 1 January — 31 December 1985

14-18 January	Sub-Committee on Ship Design and Equipment — 28th session
4-8 February	Sub-Committee on Fire Protection — 30th session
18-22 February	Sub-Committee on Containers and Cargoes — 26th session
25 February — 1 March	Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety — 30th session
25-29 March	Legal Committee — 54th session
15-19 April	Sub-Committee on Radiocommunications — 29th session
22-26 April	Marine Environment Protection Committee — 21st session
13-17 May	Sub-Committee on the Carriage of Dangerous Goods — 37th session
20-24 May	Maritime Safety Committee — 51st session
24 June	Pre-Council Budgetary Group
25-28 June	Council — 54th session
27 June	Committee on Technical Co-operation — 26th session
8-12 July	*Sub-Committee on Safety of Navigation — 31st session
2-6 September	*Sub-Committee on Bulk Chemicals — 15th session
9-13 September	Sub-Committee on Standards of Training and Watchkeeping — 18th session

23-27 September	Ninth Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter
30 September – 4 October	International Oil Pollution Compensation Fund – Assembly, 8th session
7-11 October	Legal Committee – 55th session
14-18 October	Sub-Committee on Radiocommunications – 30th session
8 November	*Council – 13th Extraordinary session
11-22 November	*Assembly – 14th session
22 November	*Council – 55th session
2-6 December	Marine Environment Protection Committee – 22nd session
9-13 December	Maritime Safety Committee – 52nd session
16-20 December	**Joint IMO/ILO Committee on Training – 7th session

\* Tentative

\*\* Without interpretation

## Port Forum and Training Institute: Port of Marseilles Authority

The Port Forum and Training Institute of the Port of Marseilles Authority organizes, *each year*, two types of training session:

– *Inter-company seminars and courses* meeting widespread requirements. They are scheduled at fixed dates and are intended for all personnel interested in port and maritime activities.

In 1985, the Port Forum and Training Institute of the Port of Marseilles Authority will organize inter-company training session scheduled according to the attached programme.

Except for the “Anti-pollution Instructors Training” course which will take place from 7 to 25 October 1985, these sessions will be held *in French*.

– *Intra-company seminars and courses* meeting specific training requirements are designed further to contacts with applicant organization heads of staff and to detailed analyses of applications put in by prospective trainees. They are scheduled at *dates requested* by the applicant and can *only* take trainees sent by the applicant organization.

Please contact us, either to organize an inter-company session held in the language of your choice, or to meet specific needs organized as an intra-company session (“à la carte”).

### PORT OF MARSEILLES AUTHORITY

#### IFEP

23, place de la Joliette  
B.P. 1965  
13226 MARSEILLE CEDEX 02  
Télex: 440.746 Portauto-Marsl.  
Téléphone (91) 91 90 66 ext. 230

## PFTI 1985 Programme

REF	Fields of training – Titles of seminars and courses	Date Day, Month	Intended for (3)	Dura- tion (days)	Registra- tion Fees (5)
1	<<DESIGN, CONSTRUCTION AND MAINTENANCE OF INFRASTRUC- TURES AND SUPERSTRUCTURES>> INTER-COMPANY (1)				
1.1	Applied geotechnics and hydrography	23.1/7.2	B.C	12	10.800
1.2	Floodlights for large areas	15/19.4	A.B	5	5.500
1.3	Technical management of maritime and port structures	8/18.10	B	9	9.900
1.4	Leading technology for port works and operations	19/22.11	A.B	4	5.200
	INTRA-COMPANY (2)	(4)	A.B.C.D		
2	<<DESIGN, MANAGEMENT AND MAINTENANCE OF HANDLING EQUIPMENT>> INTEA-COMPANY (1)				
2.1	Design, choice and acquisition of handling equipment	18/22.3	A.B	5	5.500
2.2	Running port handling equipment	25/29.3	A.B	5	5.500
2.3	Maintenance for port handling equipment	1/5.4	A.B	5	5.500
2.4	Management of port handling equipment	18.3/5.4	A.B	15	16.500
2.5	How to optimize port handling equipment	28/31.10	B.C	4	4.400
2.6	Computer assisted maintenance	5/8.11	B.C	4	4.400
	INTRA-COMPANY (2)	(4)	A.B.C.D		
3	<<RUNNING PORT FACILITIES>> INTER-COMPANY (1)				
3.1	Advanced training port officers	5.2/15.3	B.C	29	18.850
3.2	Shipping freshwater	6/7.2	A	2	2.600
3.3	Computer-managed running port facilities	12/15.2	A.B.C	4	4.400
3.4	Organisation and running a port	19/21.2	A.B.C	3	3.300
3.5	Managing the stores in a port	20.5/7.6	B.C.D	14	12.600
3.6	Running a port	3/28.6	B.C.D	19	12.350
3.4	Organisation and running a port	17/19.9	A.B.C	3	3.300
	INTRA-COMPANY (2)	(4)	A.B.C.D		
4	<<ECONOMY, PLANNING, STATISTICS>> ACTIONS INTER-ENTREPRISES (1) INTER-COMPANY (1)				
4.1	A statistics information system	26.2/14.3	A.B.C	13	11.700
4.2	Fixing port tariffs	24.4/3.5	A.B	7	7.700
4.3	Planning for and choosing port investments	15/25.10	A.B	9	9.900
	ACTIONS INTRA-ENTREPRISES (2) INTRA-COMPANY (2)	(4)	A.B.C.		
5	<<HANDLING>> INTER-COMPANY (1)				
5.1	Organisation of port handling	18/22.3	A.B	5	5.500
5.2	Instructor training for crane, travelling crane and sling operators	20.5/7.6	C.D	14	12.600
	INTRA-COMPANY (2)	(4)	A.B.C.D		
6	<<ADMINISTRATION, MANAGEMENT, HUMAN RELATIONS>> INTER-COMPANY (1)				
6.1	Port computer system	12/22.11	A.B	9	11.700
6.2	Techniques for leading expression groups	25/29.11	B.C	5	5.500
6.3	Staff management	3/20.12	B.C	14	12.600
6.4	Port administration and regulations	10/20.12	A.B	9	9.900
	INTRA-COMPANY (2)	(4)	A.B.C.D		
7	<<SAFETY AND SECURITY>> INTER-COMPANY (1)				
7.1	Port pollution and fire control	13.2/13.3	B.C.D	21	13.650
7.2	Port risk preventive measures	25/29.3	B.C	5	5.500
7.3	Safety on board tankers and methane carriers	2/26.4	B.C	18	16.200
7.4	Port productivity and risk management	2/3.5	A.B	2	2.600
7.5	How to combat oil pollution	30.9/4.10	B.C.D	5	5.500
7.6	Organising pollution combat in a port	4/8.11	A.B	5	6.500
7.7	Organising fire fighting in a port	25/29.11	A.B	5	5.500
7.8	Training port safety and security officers	2/13.12	B.C	10	11.000
	INTRA-COMPANY (2)	(4)	A.B.C.D		
8	<<INSTRUCTOR TRAINING>> INTER-COMPANY (1)				
8.1	Instructor training for port operations	3.6/12.7	B.C	29	18.850
8.2	Instructor training for port safety and security	10/28.6	B.C	14	12.600
8.3	Instructor training for pollution combat (French)	9/27.9	B.C	15	13.500
8.4	Instructor training for pollution combat (English)	7/25.10	B.C	15	21.000
	INTRA-COMPANY (2)	(4)	B.C		



- (1) Organised in Marseilles
- (2) Organised in Marseilles or on the spot
- (3) A: Management Executives B: Engineers and Managerial staff  
C: Lower salaried staff D: Foreman/Supervisory staff
- (4) from March to June and from September to December
- (5) Taxes not included

## World Bank port projects

The World Bank agreed to provide more than \$333 million in financing for three port projects during the fiscal year ending June 30, 1984. The projects included a new container and bulk-freight port, with associated dredging of access channels at a site about 20 kilometers from Bombay. The bank, through its International Bank for Reconstruction and Development (IBRD) affiliate, will provide \$250 million towards the total cost of \$722 million. The project is expected to accommodate forecasted marine freight at Bombay through the year 1993. The financing also includes training in port operations.

IBRD will also provide \$76.3 million to improve operations at existing marine terminals in the industrial port of Lazaro Cardenas, Mexico. The loan will help finance a \$112.7 million project which, in addition to operational improvements, will also strengthen access to the industrial port installations and improve pollution and flood control measures.

The World Bank, through its International Development Association (IDA) affiliate, will provide \$7.5 million to Senegal for the construction of new container handling facilities and the rehabilitation of several existing port facilities. The improvements are part of a \$27.55 million project which also includes the training and strengthening of operations and management at the port of Dakar. As a result of this project, it is anticipated that freight costs for Senegal's interior will be reduced and Dakar's position as a port of transfer for neighboring countries will be enhanced.

(AAPA ADVISORY)

## Brazilian ports news in brief

- President of Codeba (Companhia Docas da Bahia), engineer Mário Antenor de Carvalho Muricy, explained during a presentation for officers of the Navy that Brazil's present legislation, dated 1934, is in need of a deep reformulation, since it is one of the main obstacles to the optimization of port operations and the reduction of its costs.
- São Francisco do Sul, a port at the coast of the State of Santa Catarina, is one of the milestones of the expansion of the handling of containerized cargo all over Brazil.
- Cloraldino Severo, Minister of Transportation, referring to the discussion about the viability of establishing stevedoring companies to replace the port workers' unions, stated that he is not going to accept any kind of veto.
- Portobrás and Petrobrás are jointly studying a project for the establishment of two new shipping lines to the Port of Recife, for the transportation of oil products (light and heavy).

(PORTOS e NAVIOS)

## Easy access to inland transport key in Port of Halifax's future

The container industry in 1984 has been marked by an accelerated trend from the "era of containerization" to the "era of intermodalism," Paul F. Richardson told the more than 600 people attending the annual Port Day Banquet.

Held at the new World Trade and Convention Centre, the banquet was attended by the Lieutenant-Governor of Nova Scotia, Alan R. Abraham, Premier John Buchanan, the newly appointed federal Minister of Transport Don Mazankowski and several MP's and MLA's, as well as municipal leaders from the metropolitan area.

Mr. Richardson, keynote speaker, gave a brief review of the evolution of intermodalism, citing three significant factors which acted as catalysts: U.S. deregulation, which destroyed traditional non-competitive inland relationships between ports and brought about severe inland rate competition, manifesting itself with intermodal rate-making and rationalization; the Federal Maritime Commission approved seven North Atlantic Conference agreement modifications allowing intermodal authority or through rates and independent action on 30-day notice; passage of the U.S. Shipping Act of 1984, allowing liner conference carriers to effect many operational efficiencies not possible before, including rationalization of service and/or ports, space chartering and the quotation of single-factor intermodal rates.

The effect on port competition, he said, will be evident as single factor through rates from all conferences tend to become the norm.

In the future, Mr. Richardson explained, "... the ocean carriers' total economics, vessel time and cost, plus terminal cost, plus inland rates, will determine that most cost effective port."

Specific to the Port of Halifax, the former president of Sea-Land and current president of an international maritime consulting firm, highlighted Halifax's strategic position in the burgeoning Europe-North America trade route.

"Deep water, adequate land area for efficient terminal operations and easy access to road and rail transportation networks," are three major advantages, Mr. Richardson said.

"The biggest challenge to the Port of Halifax in the next three to five years," he said, "is in easy access to road and rail transportation networks. ... how can this easy access ... be translated into low cost, efficient land transportation. Considerable enlargement of intermodal rail facilities is obviously a high priority item at key ports throughout North America."

(Port of Halifax)

## Cargo moving through the Port of Halifax continues to indicate near record tonnages for 1984

Container traffic in the first three-quarters has jumped 40 per cent over the same period in 1983, and break bulk shipments have risen 36 per cent. Approximately 1.495 million tonnes of container traffic passed over Port of Halifax facilities between January and September of 1984, and 273,000 tonnes of break bulk traffic was recorded during

the same period.

Refined oil shipments at 2.947 million tonnes represent a 28 per cent rise from the same period in 1983 and gypsum movements were up 10 per cent. Bulk cargo showed an overall increase of 11.2 per cent in the first three quarters and general cargo showed a 35.8 per cent increase in the same period. The overall increase in cargo in the first three quarters of 1984 was up 15 per cent over the same period of 1983.

## More than 9,000 visitors used Nanaimo Harbour Boat Basin last summer

A record number of boating visitors used the downtown boat basin operated by Nanaimo Harbour Commission, during the months of July and August.

The popular pleasure boat mooring facilities attracted a total of 3,195 boats, bringing a total of 9,194 visitors to Nanaimo. Last year in the same period, the records show 2,949 boats and 8,605 crew members were here.

The 1983 figures show 2,066 pleasure boats from United States and 883 Canadian vessels. The crew figures for the period were 6,138 American and 2,467 Canadian. The figures were compiled by Dock Manager Ross Dickenson and his wharfinger staff.

The visitors both American and Canadian, have been favourably impressed with Nanaimo, the Boat Basin, and particularly with Nanaimo Harbour Commission wharfinger staff. Elsewhere, in this issue of the Harbour News, there is a letter from a Canadian boater indicating appreciation of the service received while staying at C.I.B.B.

The majority of visiting boats are here for one night only, according to a survey made during the summer of 1983. Other facts discovered in the survey are; most boats were in the 21 ft. to 30 ft. range; power boats edged out sail 59 against 41 percent; it was a first visit to Nanaimo for more than 23 percent of the visitors.

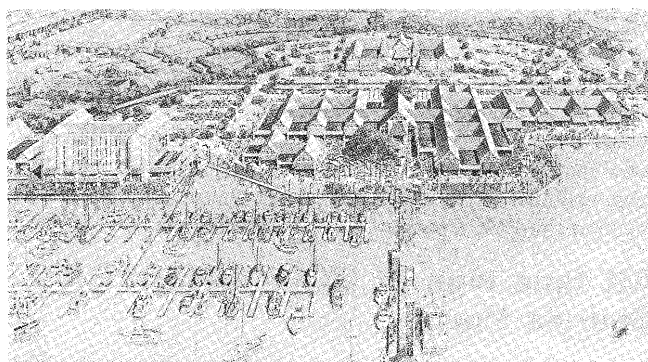
The Boat Basin provides more than 500 ft. of berthing space, toilet and shower facilities, a dockside hoist and V.H.F. communication. *(Nanaimo Harbour News)*

## Waterfront public market proposed for North Arm site: North Fraser Harbour

Plans for a \$20 million waterfront public market on land held by the North Fraser Harbour Commission have been submitted to Richmond Municipal Hall, with an application to rezone the site.

The property covers 6 hectares (nearly 15 acres), at the south end of the Oak Street Bridge. It has been vacant for 23 years and is currently zoned 'general manufacturing', a zoning not considered suitable for the uses proposed in the application.

The proposal is a joint venture between the Vladimir Plavsic Group (architects, planners and designers) and First City Development of Vancouver. They would sub-lease the land from the Harbour Commission for 57 years. (The land is owned by the Province which has leased it — and other properties on the North Fraser — to the North Fraser Harbour Commission for administrative purposes.)



Proposed waterfront public market on North Fraser, as shown in sketch submitted to Richmond Council with plans for the development.

Named 'Bridgeport Harbour Market', the project would include a public market, public plaza and pier, marina, restaurants, hotel, a theatre and cinemas. It would be built in three stages with the first, the market place, to be completed in the spring of 1986, in time for Expo. The third stage would be completed in 1990.

A public meeting was held June last to outline the proposal to residents of Bridgeport as well as those who work in the area. The concept was favorably received by the majority.

Also last June, Municipal Council approved the proposal in principle.

Before Richmond Council holds a formal public hearing to consider rezoning the site for the project, two studies must be completed, one dealing with environmental impact, the other with traffic.

The Commission would maintain some controls on the project through the lease but it would not be actively involved in its development or operation.

A letter to the Richmond Planning Department, signed by Commission Chairman Graham H. Kedgley, says that:

"The Commission would like to see a waterfront oriented development which takes advantage of the unique location and its amenities. The goal is to create a new 'people place' offering a public access pier and boardwalk along the waterfront, marine related services, and a mix of entertainment and commercial facilities. The development would serve as the gateway for residents and tourists entering Richmond over the Oak Street and Arthur Laing Bridges." *(PORT REPORT)*

## FMC Task Force studying automated tariff filing

The Federal Maritime Commission has formed a Task Force to explore more fully the feasibility of inaugurating an Automated Tariff Filing and Information System. (AFTI). It is headed by Commission vice chairman Joseph Carey. The move has been spurred by provisions of the Shipping Act of 1984.

On November 14, 1983, the Federal Maritime Commission issued a Notice of Inquiry pertaining to implementation of an electronic tariff filing. Comments received from members of industry and government indicated significant interest in proceeding with efforts to develop an automated tariff filing and information system which would be respon-

sive to the needs of both the public and private sectors.

Much of the work associated with implementation of the Shipping Act has been completed and the FMC is now contacting members of government and industry who either have experience with similar automated systems or who may be affected by the proposed program. Further responsibilities include a detailed internal review and assessment of the FMC's present and future data needs.

## **All time high at CONTAINERPORT: Georgia Ports**

Handling 244,397 tons of containerized cargo, the Georgia Ports Authority's CONTAINERPORT set an all-time record during the month of October last.

As of November 28, 1984, containerized tonnages have increased 32 percent over previous year's figures, with 2,154,965 tons handled. This time in 1983 1,636,943 containerized tons had crossed the terminals. CONTAINERPORT's fiscal year 1984 figures also skyrocketed to new highs with over 2.25 million tons handled.

Savannah's CONTAINERPORT, located at the Garden City Terminal, is currently comprised of 3,675 lineal feet of berthing space, six high-speed container cranes, a 14-lane interchange and 180 acres of paved storage served by 15 toplifts and six straddle cranes. These transtainers work stacks of containers six-wide and three-high. Industry surveys have found this system, which requires ample available land, to offer operating efficiency and safety over four or five high configurations.

To accommodate the mushrooming container trend in Savannah, GPA has begun construction on container berth five. Upon completion in late 1985, this berth will add another 1,000 lineal feet of berthing space, 65 acres of paved storage, three of the fastest container cranes in the world, two toplifts, three straddle cranes, several rail sidings, and eight more lanes of interchange.

Berth five adjoins existing container facilities providing expansion with the maximum efficiency afforded by centralized operations. This consolidation of all the port's container-handling capability at a single site assures the utmost in rapid processing, equipment control, and manpower utilization.

## **Port of Houston Bulk Materials Handling Plant installs new \$4.7 million shiploading system**

A new \$4.7 million shiploading system which increases efficiency and improves turn-around-time for ships calling at the Port of Houston Authority's Bulk Materials Handling Plant became operable this month, according to Richard P. Leach, executive director of the Port Authority.

The system includes a \$3.4 million travelling shiploader, dust suppression system and a new conveyor belt system.

The shiploader, with an ultimate design capacity of 3,000 tons per hour, initially increases loading efficiency at the plant by 50 percent, from 1,200 tons per hour to 1,800 tons per hour.

The loader can travel the length of the wharf, while the loading chute mounted on the loader's boom can travel from wharfside to a point 66 feet from the face of the

wharf.

While the entire system is designed to reduce dust, the new dust suppression system, which will be operable within the first quarter of 1985, will enable the bulk plant to handle "just about anything," said Thomas Kornegay, chief engineer for the Port Authority. He noted that the bulk plant could not previously handle very dusty commodities, such as petroleum coke, soda ash, bentonite clay, perlite and some agricultural products like alfalfa pellets and soybean meal. Dust-filled air is pulled through cyclones and into a scrubber system that sprays the dusty air with a mist, causing the dust to turn into sludge so it can be discharged. Formerly dusty commodities had to be sprayed with oil prior to handling, Kornegay said.

Noting that the bulk plant is a multiple product facility, Bulk Plant Manager Les Sandefer said, "The new dust system enables the plant to be more versatile, handling a wider range of products." These improvements are part of continuous efforts to upgrade the bulk plant, which is located on the Houston Ship Channel at Green's Bayou, about four hours sailing time from the Gulf of Mexico.

Refurbishing of the plant began in 1981 when the 650-foot dock received a new concrete deck. The \$200,000 two-lane, paved service road, which was built in 1983 to improve access, can be expanded as more tenants use the facility. Crane rails for the loading and unloading towers were replaced earlier this year at a cost of \$340,635.

## **Port of Los Angeles sets up a system for environmental credits**

The Los Angeles Harbor Commission has approved a memorandum of understanding between the Harbor Department, the State Department of Fish and Game, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service, setting up a system for environmental credits. The agreement will permit the Harbor Department to receive credit for creating new marine habitat or otherwise enhancing the marine environment. These credits can then be used when the Port undertakes to construct a landfill for selected construction projects.

For example, construction of Cabrillo Marina, which created 17.7 acres of new water space, was "banked" to offset the creation of 13.7 acres of landfill at Overseas (Slip 228 fill) and National Metals (Berths 212-13) Terminals on Terminal Island. The agreement is considered a more economical tool for handling mitigation of landfills.

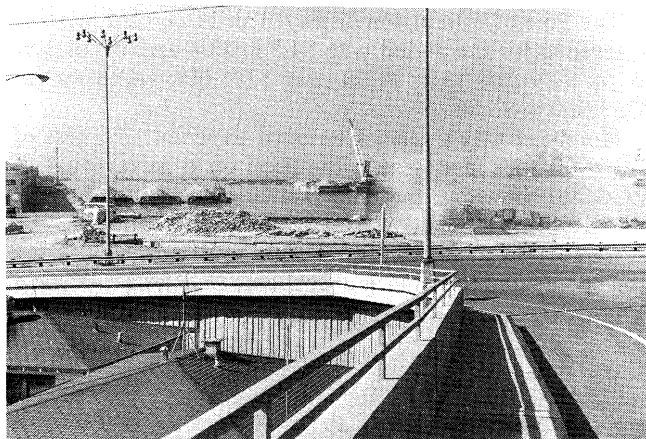
## **"ACCEPT" customs clearance program launches at Long Beach**

U.S. Customs Service procedures relating to inbound cargo clearances underwent significant streamlining in the Port of Long Beach last November as Customs' new ACCEPT system — Automated Cargo Clearance Entry Processing — became fully operational.

With the Long Beach Harbor Department providing office space at Pier A-11, 1130 El Embarcadero, as well as the necessary computer equipment, the new electronic Customs procedures relating to clearance and inspection of imports are expected to speed cargoes from ship to consignee with a minimum of delay.

Implementation of ACCEPT by the U.S. Customs in this district will bring Long Beach Harbor inbound movements into the computer age as a first step towards near-total automation of cargo clearance procedures.

## Now you see it. . . Now you don't! Port of Long Beach



Conversion of much of the Port of Long Beach's original seaward expansion of Pier A from breakbulk to containerized cargo terminal is well underway, with the transit shed at Berth 5 gone and the even larger sheds at Berths 7 and 8 presently being demolished to make way for the future. Top photo shows the building built right after World War II at Berth 5 as it looked on a recent morning. The second photo was taken a few hours later, when bulldozers were busy clearing off the site. Dredge and rock barges in background are creating another 24 acres of land to help expand the new 85-acre container facility slated for completion early in 1986. This will bring the total area devoted to containers at Long Beach to 450 acres, with some 25 gantry cranes and dozens of Portainers, the largest container complex on the Pacific Coast. Last year, Long Beach handled nearly 20 million mrt of containerized cargo.

## Cargo increases at Port of Baltimore's Dundalk Marine Terminal

Dundalk Marine Terminal, the port of Baltimore's largest general cargo facility, set an all-time record for the handling of container cargo in a single month during October

1984, the Maryland Port Administration announces.

A record volume of 398,498 tons of container cargo crossed the terminal's bulkheads during the month surpassing the previous high of 377,848 tons of container goods during the month of April 1984. The measured cargo was all in foreign commerce. A previous record month was reached in March 1984, making it three times in one year that the monthly record high was surpassed at the terminal.

In other figures, all cargo handled at Dundalk Marine Terminal, including breakbulk, increased 28.49 percent in January-October 1984 over a comparable ten-month period in 1983, the Administration reports.

A total of 4,427,192 net tons of cargo was handled at the 550-acre terminal in January-October 1984. Just 3,445,607 net tons of cargo was handled at Dundalk in January-October 1983.

## Port of New Orleans reports 26% cargo rise during FY 1983-84

Paced by an 80% increase in breakbulk import tonnage, the Port of New Orleans has reported for the fiscal year ending June 30, 1984 a 26% increase in the tonnage of cargo passing over its public facilities. A total of 17,730,457 tons was handled at the Port compared with 14,089,144 tons during the previous fiscal year.

General cargo, which includes both breakbulk and containerized tonnage, rose 27%, with imports increasing 56% while exports remained level. Balancing the leap in breakbulk imports was a 27% decline in breakbulk export tonnage. On the other hand, containerized tonnage moved up a total of 26%, with import tonnage rising 35% and export tonnage increasing 20%.

Bulk cargo also showed gains during the fiscal year, with the rise divided almost evenly between imports (+28%) and exports (+25%). Ro/ro ships continued to increase their use of the Port of New Orleans, with tonnage handled by these ships at the Port rising 12%. Again the largest increase was in short tonnage (+27%) while export tonnage was up 5%. The total for ro/ro ships was 673,157 tons, another record high.

"The turnaround in the volume of cargo handled by the Port of New Orleans during the past fiscal year is certainly encouraging," stated Henry G. Joffray, acting executive port director/general manager. "We are particularly delighted to see the sharp rise in container traffic, which should mount even higher when the first of our two planned container terminals on the river goes into operation in 1985", he added. (*Port Record*)

## Port training program described by director, University of New Orleans

International Program for Port Planning and Management (IPPM), an intensive three-week training program that is the first of its kind, will be held from January 17 to February 9, 1985, in New Orleans. Sponsored by the American Association of Port Authorities, the International Trade Mart, the Port of New Orleans, and the University of New Orleans, the program is directed by Paul Kent of UNO, who described it at the monthly luncheon meeting of the

Intermodal Club of Greater New Orleans.

Kent, who heads the Louisiana Urban Technical Assistance Center in the School of Urban and Regional Studies at UNO, pointed out that the program is especially aimed at port officials in the Caribbean Basin area, but anyone involved in port operations particularly in developing nations as well as in this country is eligible to apply. He stressed, however, that the class will be limited to 40 participants.

In general, acceptance will be based on those who apply first combined with the goal of obtaining a class with a diversity of backgrounds. The fee for the course is \$1200, but financial assistance may be obtained for foreign participants from the U.S. State Department's Agency for International Development (AID).

Lecturers for the three-week program will include top business executives, port managers, academicians, and researchers. The course will cover every aspect of port operations, including such subjects as design and construction of marine terminals, accounting and finance, development of computerized marketing information systems, cargo documentation, port security, and dredging.

Classroom work will be conducted in the International Trade Mart building, which houses the offices of the Port of New Orleans as well as the offices of steamship agencies, freight forwarders, and other companies associated with the maritime industry. Field work will be performed at Port facilities.

Kent stated that one of the great advantages of the IPPM course is access to port officials from various nations and management backgrounds. There will be small study groups and informal meetings in which there will be opportunities for extended discussions with officials from other areas of the world. Consultations will also be arranged with appropriate experts after course hours to assist in resolving problems experienced by a participant at his home port.

Kent announced that port officials from El Salvador have already applied as well as representatives of the U.S. Coast Guard and U.S. Army Corps of Engineers. He indicated that the program is likely to be continued on an annual basis if sufficient interest is demonstrated.

Further information can be obtained by writing to the Director, International Program for Port Planning and management, School of Urban and Regional Studies, University of New Orleans, New Orleans, La. 70148, U.S.A.

(Port Record)

## Governors sign \$1 billion waterfront development bill: Port of NY & NJ

To commemorate historic legislation authorizing The Port Authority of New York and New Jersey to launch a \$1 billion waterfront development program, New Jersey Governor Thomas H. Kean and Governor Mario M. Cuomo of New York participated in two bill signing ceremonies recently.

The signing ceremonies marked a symbolic display of bi-state cooperation for mutual development. The governors were joined by Mayor Edward I. Koch of New York, Mayor Steven Capiello of Hoboken, Queens Borough President Donald Manes, Port Authority Chairman Alan Sagner

and Executive Director Peter C. Goldmark, Jr., among other dignitaries.

The Port Authority has earmarked approximately \$250 million to be spent on vital infrastructure improvements for mixed-use development of the Hoboken and Hunters Point locations, with the remainder of funds to be invested by the private sector. This revitalization program will create approximately 20,000 construction jobs, with 10,000 permanent jobs anticipated by 1990. (VIA Port of NY-NJ)

## Profit shown at North Carolina Ports four months into Fiscal 84-85

Four months into Fiscal 1984-85, the North Carolina State Ports Authority continues to show a profit, according to a financial report released to its board of directors.

Combined operations for the period at Wilmington and Morehead City state facilities showed a net profit of \$441,739 on gross revenues of \$5,334,521. Revenue figures were up eight percent over last year's \$4.9 million whereas the profit was down 29 percent from last year's \$618,000.

The reason for the decrease in profit was attributed to the 10 percent pay hike given state employees in July and a general increase in operating expenses.

The Port of Wilmington displayed an 11 percent increase in revenue for the period with \$4.3 million earned compared to \$3.9 last year. Profit was \$575,000 compared to \$753,000 in 83-84.

Morehead City's general terminal experienced a loss of \$130,000 four months into the fiscal on gross revenues of \$954,000. However, the Bulk Handling Facility at the port netted a profit of \$380,812 on \$514,882 in revenues.

Cargo flow at the two state ports four months into the fiscal compared to last year at the same time is as follows:

Wilmington:	770,806.67 (1984)	886,552.11 (1983)	Total Tonnage.
	28,956	13,549	Containers
	202	198	Ships

Major imports at the port were steel products, and major exports were logs, lumber, coke, tobacco and woodpulp.

Morehead City:	1,128,699.94 (1984)	1,332,863.02 (1983)
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(Total tonnage includes Bulk Handling Facility)

13

48 Ships

At Morehead City, major imports were linerboard, plywood, and bulk fishmeal and urea. Exports included linerboard, tobacco and woodpulp.

## Non-stop weekly train service links inland terminal with Wilmington Port

Direct, non-stop weekly train service between the North Carolina State Port of Wilmington and the Charlotte Intermodal Terminal inaugurated November last.

The unit train concept allows shippers and receivers from all over the southeastern United States direct rail line access between the North Carolina State Ports Authority's inland terminal and its Wilmington facility.



"This new piggyback service along with a very favorable rate structure is exactly the type of catalyst the Charlotte Intermodal Terminal has needed to assure its success," said Adm. William M.A. Greene, SPA executive director. "With this new rail/port association with Seaboard, the CIT will become a major gateway for cargo throughout the southeastern United States."

The director added that this service also offers better cargo control since it all moves together and is scheduled according to the shippers' needs. "This, along with the cost-savings and efficiency makes the concept even more advantageous," he said.

## Securities totaling \$85 million sold by Port of Oakland

Securities in the total amount of \$85 million have been sold by the Port of Oakland to fund capital improvement projects at the agency's airport and marine terminal facilities and at the commercial real estate development known as Jack London Square, and to retire existing bond anticipation notes of \$35 million which mature on December 1, 1984.

The securities, designated Port of Oakland Subordinated Revenue Adjustable Convertible Extendable Securities (ACES), Series 1984, have been purchased by a group of underwriters composed of The First Boston Corporation as lead underwriter, E.F. Hutton & Company, Inc., Shearson Lehman/American Express and Grigsby & Associates, Inc.

The securities are long term debt instruments which are subordinated to the outstanding senior lien bonds and junior lien bonds of the Port of Oakland. They are payable from, but not secured by, Port revenues after expenses for maintenance and operations have been met. In contrast to revenue bonds previously issued by the Port to fund capital improvement programs, for which interest is fixed at the time of sale but whose market value fluctuates as interest rates rise and fall, the new certificates have a "floating" interest rate which is determined at short term intervals—initially weekly but are always sold at par. Bondholders have the option, on one week's notice, to sell the bonds back at par for remarketing.

The variable interest rate of the ACES enables the Port to take advantage of the lower interest rates in the short term market as compared to the long term market. The difference in interest costs could be as much as \$2.5 million per year during the first years of the issue, it is estimated by Port officials. The ACES mature in the year 2014. They are issued in minimum denominations of \$100,000 and are purchased primarily by pension funds, insurance companies and other institutional investors.

The capital improvement projects to which the \$40 million of sale proceeds will be allocated include:

- Completion at Oakland International Airport of a 137,000 square foot addition to the passenger terminal, and construction of a new air cargo facility, taxiways, roadways, utilities and related improvements;
- Construction of a new 30 acre container terminal on the site of the former Carnation Company plant on the Oakland Outer Harbor;
- Engineering, design and construction of streets and

- pedestrian malls in the Jack London Square office, retail and hotel development; and
- Yard expansion and other improvements to complete the Charles Howard Terminal on the Oakland Estuary.

## Percentage of total cargo tonnage by trade route fiscal year 1984: Port of San Francisco

The trade route breakdown by percent of total cargo tonnage has remained relatively constant in fiscal year 1984.

Port of San Francisco's corner on trade (%)

Transpacific	49
Southeast Asia	17
Canada	12
South/Central America	10
Australia/New Zealand	8
Europe	4

Transpacific countries are again the major trading partners for the Port of San Francisco, accounting for 49% of all imports/exports. Leading commodities in this trade route are: export—wastepaper, synthetic resin and cotton; import—foodstuffs, consumer goods and metals.

Trade with Europe increased from 2% to 4% due primarily to its automobile imports.

With the expanded service of Evergreen and Lykes, the transpacific is expected to become a substantially larger percentage of San Francisco's trade by 1985. (*Wharfside*)

## Port of Seattle orders four PACECO Portainer\* cranes

The new cranes are being designed to service the "New Generation" container ships (VLCS) which are now coming on line. To unload the larger ships will require faster speeds, longer outreach, more clear underspreader height, and more lifting capacity. To satisfy the new parameters without adding to the weight, PACECO is optimizing its design. Cumulative fatigue factors and eccentric loads are being reexamined. The overall result will be a bigger and stronger crane weighing several hundred thousand pounds less than a similar size crane of previous designs. In addition to having a longer operating life expectancy, the new cranes are designed for easier maintenance.

Principal Dimensions		Speeds	
Outreach	145'	Hoist w/load	165 FPM
Backreach	50'	Hoist w/o load	385 FPM
Span	100'	Gantry	150 FPM
C.U.S.	95'	Trolley	500 FPM
Total Lift	145'	Boom	5 mins
Clear bet. Legs	55'		

The Port of Seattle currently operates four other PACECO Portainer cranes. The first two cranes have been in operation for approximately seventeen years. The other two were erected in 1968 and 1970. (*News Paceco, Inc.*)

\* Registered Trade Name

## Remarks on U.S. trade and travel policies: Port of Seattle

*Members of the U.S. Congress House Ways and Means Subcommittee on Trade gathered in Seattle last summer to hear recommendations from industry leaders about U.S. trade policies.*

*Port of Seattle Executive Director Richard D. Ford addressed the panel. The following excerpts are from his prepared remarks.*

"I'd like to give you a brief picture of what we see happening in international trade and then talk a little about international tourism.

The economic revolution that is taking place in the Far East today is going to have far-reaching effects on how the world does business. It will have an even greater impact on the West Coast of the United States.

Since 1980, when more cargo crossed the Pacific than the Atlantic for the first time in history, the value gap has grown by more than \$20 billion, and is increasing rapidly each year.

We believe this trend will continue for many years. East Asia will expand and grow as a world manufacturing center, and trade across the Pacific will parallel that growth.

That should not be a rallying cry for legislative protection of U.S. interests. We do have to insist on fair competition. And we must protect the rights of U.S. companies against those who would pirate away their technological advantage. But even more importantly, we must prepare and adjust to new economic realities.

I do not believe that our current trade imbalance is irreversible, or that American products cannot compete. We can compete, but it must be in areas where we are strong and can expect to stay strong.

U.S. exports of agricultural products, tourism, high technology and services will expand. And while the volume of cargo imported always will outweigh the volume exported, the dollar value should balance or be in our favor.

What we must not do is injure our strong industries in an effort to protect weak industries. I am sure it sounds like a broken record, but the strong dollar is at the center of our current export problems. Until we deal with this central issue, there is little hope that other programs can be of much help.

Increased trade across the Pacific offers many economic benefits to this region and to other parts of the country. But we must be ready. We need more than just modern facilities. We need a regional and national policy that makes it possible for us to take full advantage of the opportunities.

Let me give you an example. At Sea-Tac International Airport last year, U.S. Customs cleared nearly 500,000 arriving passengers, an increase of more than 12 percent over 1982. Customs did the job with only 34 full-time journeymen inspectors—an actual decrease of one position since 1977, when only 340,000 passengers arrived at the Airport.

To its credit, Customs has stream-lined its procedures and initiated new programs to move passengers faster. But new programs and procedures take time to test and implement. And there are limits to what can be accomplish-

ed in the name of efficiency.

At the Port of Seattle, we are moving quickly to capture a larger share of the international tourism market—especially in Japan, where four million people venture overseas each year. By the end of next year, we will have completed a three-year, \$18 million program to expand and improve the international arrival area at Sea-Tac.

And we have begun an intensive, five-year direct tourism promotion campaign in Japan.

To make this effort succeed, and to respond to what is happening in international travel, we need the active involvement and support of other segments of the community, including the federal government.

What clearly is needed is a national policy on international tourism to guide federal agencies and to give leadership to private industry. We all must pull in the same direction to take advantage of the economic benefits international tourism offers.

It already is the nation's fourth largest export industry, improving our balance of trade by more than \$11 billion. To the extent that government policies or regulations make visits by overseas visitors difficult, we are limiting the growth of that industry to our own economic detriment.

Congress should establish a national policy on international tourism to address everything—from Customs and Immigration to airport development programs and international airline agreements to education and training.

I mention education—a traditional area of government concern—because we need more bilingual citizens, and that will require sustained financial support of our schools and colleges over a long period of time.

Congress should set funding priorities in other areas as well so that there is steady, solid support for the kind of promotion necessary to attract visitors.

Finally, let me say I appreciate this subcommittee's interest, and thank you for coming to Seattle for this hearing." (TRADELINES)

## '84 proving banner container cargo year: Port of Charleston

Container volume at the Port of Charleston continued at a record pace through the first nine months of 1984, promising another banner year.

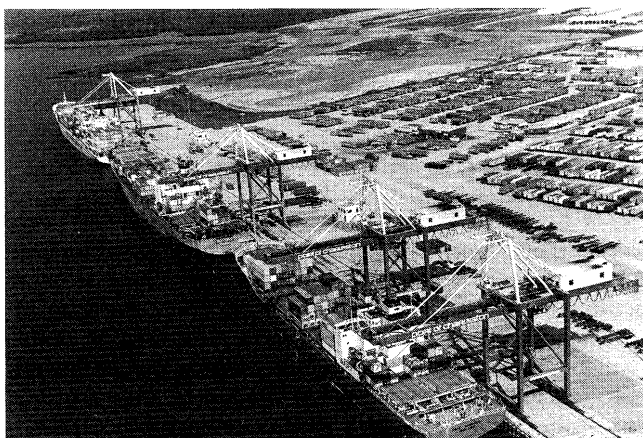
Through the month of September 1984, container tonnage totalled 2,115,124 tons, 18 percent ahead of the like period in 1983. Based upon the monthly average container volume of 235,014 tons recorded by the port from January through September, the annual total should exceed 2.8 million tons. Traditionally, Charleston's monthly container volume increases from October through December.

TEUs (twenty-foot-equivalent units) handled at Charleston for the January through September 1984 period totalled 323,797, a monthly average of nearly 36,000 units.

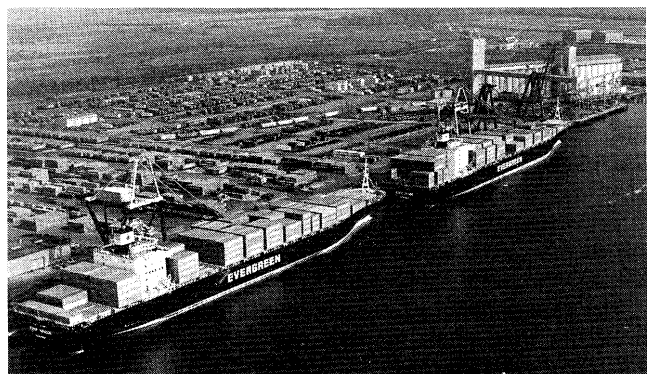
The container volume also propelled the port's total general cargo throughput to an eight percent increase during the first nine months, at 2,791,407 tons, as compared with 2,581,573 tons for last year's like period.

Special cargo (including bulk and leased facilities) totalled 820,375 tons for the first three quarters of 1984, 30 percent ahead of last year's corresponding period record of 632,208 tons.

## Photo news from Port of Charleston



The Port of Charleston's ultra-modern *Wando Terminal*, an all-container operation, is adding 40 acres to its container open storage area, at right. Extension of the 2,427-foot linear berth and construction of a second 200,000-sq.-ft. container freight station are also planned at the 561-acre site. Here four container cranes service three containerships simultaneously, a scene that is becoming more frequent at the three-year-old terminal. The Wando Terminal's throughput, for its latest completed year of operation, surpassed the 1-million-ton mark, making it the second busiest of Charleston's three container terminals.



*North Charleston Terminal*, 10 miles upstream on the Cooper River from Charleston's downtown terminals, is the busiest of the port's three container operations. In recent months, North Charleston has added a container crane and razed old warehouses near dockside to develop a 40-acre container open storage addition. The terminal, being converted from general cargo to an all-container facility, is the Charleston operational base of Evergreen Lines, which began its "round-the-world" service in 1984. North Charleston also accommodates several other major container lines and a host of general cargo carriers offering container service capability. New equipment purchased as part of the \$8-million conversion of the terminal includes several sophisticated yard handlers, one of which can stack containers five-high.

## South Louisiana Port audit favorable

An investigation by the state legislative auditor has "disclosed no... material weakness" in the South Louisiana

Port Commission's accounts, reports Dr. Ray Matherne, Port Director.

As of April 30, 1984, the South Louisiana Port Commission reported assets and offsetting liabilities of \$178,036,809.

The largest amount of revenue was obtained from earned interest, which brought in \$15.9 million in fiscal year 1983-84. Interest paid out on revenue bonds made up the largest single expense item, costing the Port \$16.3 million in that period.

The Port Commission earned over \$3.6 million in operating revenues in 1983-84. Most of this came from dockage fees, the rest from rentals and harbor fees.

Operating expenses of \$1.5 million were recorded in 1983-84. The largest single expense was \$437,210 for salaries. Depreciation was also a major expense, costing the Port \$322,243.

With non-operating revenues and expenses included, the Port enjoyed a net income of \$1.9 million. Combined with earnings retained over previous years, the Port now has retained earnings totalling almost \$12 million.

The South Louisiana Port Commission has investments of \$8.9 million in time deposits, U.S. Treasury bills and federated treasury obligations.

The Port issued two industrial revenue bonds in 1983 worth over \$18 million. GATX Terminals Corporation and Hall-Buck Marine Services received this financial aid from the Port.

Presently the Port has a total of \$160 million in bonds payable. *(Port View)*

## Switzerland and the Port of Le Havre

The Port of Le Havre held two trade information days in Switzerland last spring so that present and potential Swiss customers (manufacturers, forwarding agents and international businessmen) could get up to date news on the advantages and possibilities the port can offer. For very many years Switzerland has found a natural outlet in the port of Le Havre, which handles part of its overseas trade, especially with North America, the Far East and, of course, Great Britain.

Only the figures for rail traffic between Switzerland and Le Havre are known exactly, but they alone account for 50,000 tonnes of general cargo.

The statistics do not at present include goods carried by road.

Swiss imports via Le Havre consist mainly of coffee, plastics, chemicals, citrus fruits, and transport equipment, while exports are mainly of chemicals, manufactured goods, machinery and parts, dyes, cocoa and chocolate.

Rail traffic between Switzerland and the port of Le Havre made notable progress in 1983, rising by 18.2% compared with the previous year. In the case of containers exported from Switzerland by rail, Le Havre was the leading French port in 1983, handling 1770 TEU, ahead of Marseilles (1394 TEU). There could well be a further sizeable increase, since the interest shown by Swiss shippers at the Basle and Zürich events and the many contacts then made provide good reason for optimism. *(Flashes)*

## Port of Rouen going ahead to cope with grain boom

An extension of UCACEL elevator located at Grand-Couronne has just been commissioned bringing its storage capacity from 42,000 tons to 142,000 tons. The total capacity of UCACEL including the Presqu'île Elie Silo is now 192,000 tons.

The Port of Rouen overall capacity has now reached 420,000 tons.

The 1984-1985 season is expected to be an alltime record somewhere above 6.5 million tons of exported grain (mainly wheat and barley).

## Bremen Ports announce increase in handling figures

In the first ten months of 1984 ocean-cargo handling has increased in the Bremen ports by 7.5 percent — to a total of practically 23.6 million tons. This rate of increase clearly places the universal ports on the Weser above the average for the 13 most important seaports in Germany. This positive development is exclusively due to the general-cargo traffic, the percentage of which — compared with the total handling — has meanwhile increased to over 65%. The general-cargo which passed over the Bremen and Bremerhaven quays from January to October amounted to 15.4 million tons; thereby amounting to 12.7 percent more than for the same period of the previous year: Whereas bulk-commodity quantities remained stagnant at about the same level as the year before.

The sphere of most significant growth was that of the container traffic which, with nearly 7.3 million tons developed with a double-figure rate of increase and so further advanced its general-cargo traffic proportion to a good 47 percent.

*(Bremen International)*

## Coffee — record results for the Bremen Ports

The Bremen Coffee Association has observed that Bremen was able to maintain its position as the main port for coffee-importation into the Federal Republic of Germany. Bremen/Bremerhaven handling of green-coffee in 1983 exceeded 5.42 million bags (à 60 kg), whereby coffee was the most important of the traditional import commodities. This positive tendency continued for the Bremen ports during the first half-year in 1984, as is to be clearly noted from the figures for imports which are now to hand. Computer estimates for up to the end of the year permit the expectation of a further, if only minor, increase as compared with the previous year.

Signs are to hand of a change developing as far as the countries of origin are concerned for imports coming through the Bremen ports. Certainly Columbia and Brazil are continuing, as before, as the most important of the supplying countries — but the similarly high-value East-African types are coming increasingly to the fore. The coffee lands of Kenya, Ethiopia and Tanzania are gaining ever more importance — and this to the detriment of the traditional coffee suppliers in Central America.

The reason for this, according to the Bremen Coffee

Association, is the Customs preference which, as compared to Central America, equals five percent of the wares' value. This is an important factor for the roasters. In addition to this comes the more favourable ratio in the freight costs from East-Africa, as compared to Central America.

*(Bremen International)*

## Further growth of transshipment in last 9 months: Port of Amsterdam

The transshipment of goods in the port of Amsterdam continues to develop favourably. During the past nine months, there was an increase of 7.1%, in comparison to the same period in the previous year, to a total of about 19 million tons. This applies to bulk cargo as well as general cargo (excluding forest products) which is so important for port labour; both bulk and general cargo show improvements. Also, the total number of ships arriving as well as their gross size, increased. The Amsterdam Port Management (GHB) which made these figures public, expects that the total transshipment in the port of the year 1984 shall probably reach the 25 million metric ton level.

The largest growth in the bulk goods sector was seen in coal and animal fodders/oilseeds. Coal increased most sharply, by 57% to about 2.8 million tons. Animal fodders/oilseeds increased by 51% to almost 3.6 million tons.

For the first time in a long time, there was an increase in ore traffic. It booked an increase of 11.3%, to a level of 913,000 tons. Molasses traffic increased from 449,000 tons last year to 470,000 tons (+4.7%).

The total general cargo package fell back somewhat (1.3%). Within this sector, the transshipment of conventional general cargo increased by 2.6% to about 875,000 tons. Container traffic increased by 5.6% to 582,000 tons. The import of automobiles showed the greatest increase — 39% — and reached a volume of about 200,000 tons.

The category "other goods" (including fertilizers, sand and gravel) continued to increase. In the past nine months, 864,000 tons were handled, an increase of 25%.

The total number of ocean-going ships increased by 283 to 3591. Total gross tonnage was 21.9 million tons, an increase of 400,000 tons.

## Dar es Salaam port development

The civil project which is to be jointly financed by the Tanzania Harbours Authority and World Bank, will provide Tanzania with a modern container terminal at Berths 10 and 11 in the Port of Dar es Salaam and new rail terminal for transfer of containers between trailers and the two Tanzanian rail systems — TRC and TZR. The project also provides for the conversion of an existing depot at Ubungu into an Inland Container Depot for the stuffing and stripping of containers and for the construction of a Warehouse at Kurasini for imported cargo destined for Zambia.

New container handling equipment is expected to be provided by the Danish and Finnish Governments under bi-lateral aid agreements with the Tanzania Government. Two ship to shore and rail mounted gantry cranes are expected to be provided by the Danes and rubber tyred gantry cranes, tractor/trailer units and FLT's are expected to be provided by the Finns.

*(Berlin and Partners)*

## Industry Task Force to inquire into shore-based shipping costs: Transport Australia

A leading transport executive will head a special industry Task Force which has been given the job of examining ways of reducing Australia's shore-based shipping costs.

He is Mr. Ian Webber, Managing Director of Mayne Nickless Ltd.

Announcing the establishment of the Task Force, the Federal Minister for Transport, Mr. Peter Morris, said that he was concerned by the shore-based transport problems and costs which constrained the development of Australia's domestic and overseas trade.

"It is not widely recognized that more than half the door-to-door costs of transporting our international trade relates to shore-based operations," he said.

The recent national seminar on shore-based shipping costs, organized by the Bureau of Transport Economics (BTE) at the direction of the Minister, highlighted the need for a task force.

Mr. Morris said the seminar, which brought together senior executives from all parts of the industry, raised a large number of issues underlining the need for change and improvement in the shore-based side of shipping.

"It is an Industry Task Force, not a Government Inquiry," the Minister said. "It is to be a co-operative effort between relevant sectors of the industry. The Task Force will operate so as to ensure effective consultation with all parties involved," he added.

Mr. Morris said members of the Task Force team had been chosen for their breadth of knowledge and experience of the industry and their own personal abilities and not as representatives of particular organizations or companies.

The members of the team are:

Mr. Ian Webber, Managing Director of Mayne Nickless Ltd., Mr. Simon Crean, Senior Vice-President of the ACTU, Mr. Chris Hampson, Managing Director, ICI Australia Ltd., Mr. John Jenkins, Chairman and Chief Executive of Overseas Containers Australia Ltd., Mr. Ian Stoney, Assistant Director, General of Transport (Ports), Victoria, and Chairman of the Victorian Ports Advisory Board, Mr. Keith Reid, Director of the Bureau of Transport Economics.

Alternative nominated representatives are Mr. Tas Bull, Acting General Secretary of the Waterside Workers Federation of Australia as alternate for Mr. Simon Crean, and Mr. Colin Jordan, General Manager of the Port of Melbourne Authority as alternate for Mr. Ian Stoney.

The terms of reference require the Task Force to provide an interim report to the Minister for Transport by December 1984 and to complete its work by December 1985.

## Minister appeals for co-operation on sea safety: Transport Australia

The Federal Transport Minister, Mr. Peter Morris, appealed to the boating industry to join a campaign for greater public awareness of the dangers of going to sea in small boats.

Mr. Morris said the boating industry could give greater emphasis in the marketing of boats for the need for users to:

- follow manufacturers' recommendations concerning engine power and load limits,
- ensure all safety gear is in good condition and properly stowed before putting to sea,
- carry adequate means of communication either by marine radio or Emergency Position Indicating Radio Beacon (EPIRB), and,
- tell someone where they are going and their estimated time of return, enabling the alarm to be raised as quickly as possible in an emergency.

Mr. Morris commended those marine dealers who are using the provision of essential safety gear as a sales promotion item.

"This practice should be taken up by the industry as a whole," he said.

"The need for greater public awareness of sea safety practices is made more urgent by the approach of the boating season.

"Nearly one million small craft will be around our coastal waters this summer, making the task of search and rescue enormous."

Mr. Morris said about 500 incidents involving small craft were investigated each year by the Federal Sea Safety and Surveillance Centre in Canberra. Each year about 50 major sea search missions were launched around Australia, most of them for small boats.

"On the basis that prevention is better than cure, the Federal Government is sponsoring a Sea Safety program targeted primarily at small craft owners.

"In association with the responsible State authorities we aim to improve boating safety generally and to offer assistance in developing the training capacity of volunteer search and rescue organizations.

"The First strand of the Sea Safety program will involve a print and electronic Media campaign promoting safety practices.

"The second strand will concern officers of the Federal Sea Safety and Surveillance Centre attending appropriate boating venues.

"The third strand involves establishing stronger links with volunteer organizations so that the Commonwealth can offer some assistance in developing training program.

Mr. Morris invited the Media to give similar support to improving sea safety as was being offered to road safety.

## Agreement on third F.I. terminal: Port of Brisbane

The Port of Brisbane Authority and Patrick Operations Pty. Ltd. have signed heads of agreement covering the operation and construction of a third ro-ro/container terminal on the Fisherman Islands.

The terminal, which will cost about \$14 million, is expected to be functional before the end of 1986. Construction will be financed by the Authority.

It will have the capacity to handle both ro-ro and container ships, giving it the same versatility as the present (No. 1 and 2) terminals, now being operated by Brisbane Amalgamated Terminals Ltd., under lease from the Authority.

The Minister for Water Resources and Maritime Services (the Hon. J.P. Goleby) and the Authority's Chairman

(the Hon. A.M. Hodges), who jointly announced the planned new development, said the Patrick group would be offered comparable lease conditions to those now enjoyed by B.A.T.L.

This would ensure that the two companies were able to work in a climate of free and fair competition.

The Patrick organization has been part of the Port of Brisbane scene for more than 50 years.

Currently, it handles container and ro-ro traffic across the Maritime Wharves, 15 km. upstream of the Fisherman Islands. Since 1976, the islands have been the focus for \$70 million in new port development, most of it generated by Port of Brisbane Authority initiatives and considerable capital.

Mr. Hodges said: "There can be no doubt that the future of Brisbane — a major port-city — is firmly tied to the islands' growth and success as a trading centre.

"Historically, geographically and economically, this is where our port had to go. "The policies of the Authority in pursuing that goal are now coming to fruition."

The Patrick's terminal will be immediately upstream of the islands' No.'s 1 and 2 terminals. Initially, it will have about five ha. of space.

The Authority has been progressively reclaiming the site over a period of about 18 months.

Terminal plans are being prepared. Construction work is expected to begin early in the new year.

*(Brisbane Portrait)*

## Development plan—It's all happening here: Port of Geelong

When the Port of Geelong Authority released its ambitious forward development plan last year, the emphasis was very firmly on implementation.

Cognisant of the adage that actions speak louder than words, the Authority has been quick to roll up its collective sleeves and get on with the job.

The latest project under way is the \$3 million dredging to deepen the access channel to the pier serving Alcoa's Point Henry aluminium works.

400,000 cubic metres of mud, sand and shellgrit are being excavated over a period of 18 weeks to take the channel from its present depth of 9 metres down to 11 metres. The deeper channel will accommodate Alcoa's new 48,000 tonne *Pathfinder II*, which is due to begin a regular run early in 1985 carrying petroleum coke to Point Henry and caustic soda to the company's Western Australian alumina refineries.

Dredging work is being carried out by the Port of Melbourne Authority, in the first commercial contract it has undertaken outside Melbourne. A crew of 80 is working three shifts, 24 hours a day, to ensure completion on time.

In a progressive improvement programme, berthing dolphins have been replaced and upgraded on Berths 1 and 2, and the refinery is installing a sophisticated new fire protection system.

Installation of a new remote control security system is currently nearing completion. The new system will significantly reduce operating costs at the pier.

One of the first Development Plan goals to be achieved, the new Siwertell dust-free unloader was installed in November 1983 at a cost of \$4.8 million.

With its 600 tonnes/hr capacity, the Siwertell puts Geelong ahead of any other Australian port in terms of speed, cost-efficiency and environmental protection when it comes to handling dry bulk cargo. *(Portside)*

## Minister for Ports commissions new firefighting system at Bulk Liquids Berth: The Maritime Services Board of N.S.W.

The Minister for Public Works and Ports, Mr. Laurie Brereton, commissioned a \$4.3 million fire fighting system at the Bulk Liquids Berth, Port Botany.

The Berth is used for the import and export of a wide variety of liquefied products, ranging from non-hazardous vegetable oils and tallow to highly volatile products such as ethylene.

"Current throughput of all products, excluding LPG, is approximately 180,000 kilolitres," Mr. Brereton said.

"By the end of 1985 that total is expected to reach one million kilolitres, of which 680,000 kilolitres will be liquefied petroleum gas.

"It is essential to safeguard the lives of crew members and other personnel working on or near the Berth and to ensure maximum levels of safety for the Port Botany community and environs.

"The Maritime Services Board of New South Wales has recently concluded intensive studies into the safety of bulk liquids berths Australia-wide," he continued.

"The contract for the fire fighting equipment was awarded to Wormald International Ltd., who are recognized as world experts in this field," the minister said.

He explained that the work consisted of two tower-mounted spray nozzles positioned some 27 metres above low water level. They can rotate through 360 degrees and can eject nearly 1.5 million litres of water and/or foam over any vessel at the Berth.

The foam is a special biodegradable type which is suitable for extinguishing fires fuelled by any of the flammable products likely to be handled at the Berth, Mr. Brereton said.

A deluge protection system sprays water and foam over loading arms and pipes at the wharf, while sophisticated personnel protection systems on the wharf access, the working platform of the wharf, and the access walkways of the wharf, will provide a vast curtain of water above these areas to ensure the safe exit of personnel in any emergency.

A direct link to the Fire Brigade can be activated in a variety of emergency situations.

In the event of an alarm being triggered, all fire fighting equipment will automatically come into play and an automatic dialler will alert the Board's Port Operations and Control Tower in Darling Harbour, Sydney.

The Minister said that an extensive training system had been initiated within the MSB to ensure that trained personnel will be available at all times during the discharge or receipt of hazardous cargoes at the Berth.

"In addition, operators from the terminal companies



such as Boral, ICI, P.D.O.C.S., and others are undergoing specialist training, as are a number of officers from the Board of Fire Commissioners," Mr. Brereton said.

(Ports)

## 10 biggest news items of 1984 at Nagoya Port

### 1. Opening of Nagoya Port Building marked by Gala Nagoya Port Building Festival '84

Beginning July 19, a four-day series of events was held to celebrate the opening of the recently completed Nagoya Port Building.

The new landmark appears already to have achieved its purpose of making the Port more attractive to Nagoyans: about 430,000 flocked to visit it during the four-day festival.

Also in July, the excursion boat *Kinko* (*Golden Dolphin*) made her maiden voyage from the port, and crowds of passengers have since enjoyed cruises aboard the ship.



Visitors look around the Nagoya Maritime Museum in the Nagoya Port Building.

### 2. Cargo traffic exceeds 100 million tons for the eighth year running; container cargo soars.

Although in recent years the total volume of cargo handled has tended to decline, this year it suddenly showed an upsurge and is now expected to hit the 120-million-ton level, the second highest in history. The figure represents the eighth consecutive year in which a level of about 100 million tons has been achieved.

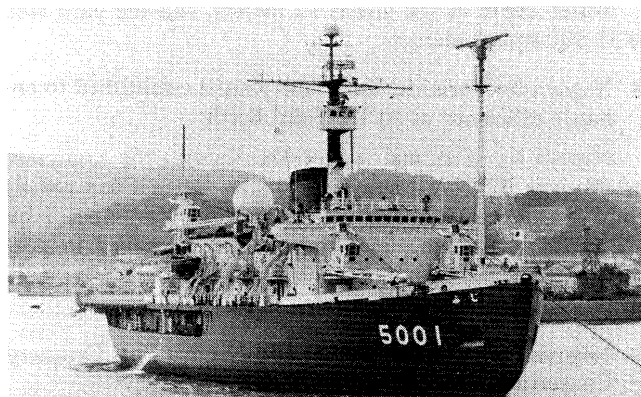
Container freight volume showed a particularly sharp upward curve, as in the preceding year. The total for 1984 is expected to be about 6 million tons, a 20 percent rise.

The percentage of roll-on-roll-off ships has increased in recent years. On February 26, 1984, the largest RO/RO ship in the world, the *Barber Tampa* (44,000 deadweight tons), called at the Port.

### 3. Former Antarctic icebreaker *Fuji* moves to Nagoya Port

The icebreaker *Fuji* (5,250 tons), which from 1965 served for 18 years as a support ship for Japan's Antarctic Expedition, has been replaced by the *Shirase*. The government decided that Nagoya Port should be the *Fuji*'s permanent home.

After partial remodeling, the icebreaker will begin a new career as a marine museum in the latter part of August 1985.



The Icebreaker "Fuji", which once served as a support ship for Japan's Antarctic Expedition, begins her new life in the Port of Nagoya.

### 4. Second series of overseas port sales held.

Beginning October 19, a port sales activities was conducted for 12 days at various locations in China under the auspices of the Nagoya Port Authority and the Nagoya Chamber of Commerce and Industry, as part of efforts to encourage foreign ships to call at Nagoya.

A 21-man Nagoya Port delegation to China, headed by Executive Vice President Yoshiro Haraguchi of the Nagoya Port Authority, visited Beijing, Tianjin, Shanghai and Guangzhou to hold discussions.

A port promotion campaign has been held once previously, in North America in 1983.

### 5. The Norwegian luxury liner *Royal Viking Star*, the three-masted sailing vessel *Nippon Maru*, and the JC *Youth Ship* dock at Nagoya Port.

The *Royal Viking Star* (28,000 tons), a luxury liner, entered the port on November 14. The last such ship to call was the *Europa*, a West German liner, which docked in April 1983.

The *Youth Ship*, chartered by the Junior Chamber, left for China in June with 550 youths from the four Tokai region prefectures. During visits by the icebreakers *Fuji* and *Shirase* and the *Nippon Maru*, the port hosted large crowds of people daily.

### 6. Meiko-Nishi-Hashi Bridge completed.

The 758-meter-long Meiko-Nishi-Hashi Bridge, the world's longest cable-stressed steel bridge, linking Kinjo Pier with the West 2 Section, was completed on the morning of July 17 when the two cantilevers extending from both sides were joined.

The elegantly designed bridge will be thoroughly cleaned before its official opening in March 1985 during the World Import Fair.

### 7. West 4 Section heavy cargo pier opened.

As part of the Sixth Port Improvement Five-Year Plan, the West 4 Section heavy cargo pier is being renovated. In March it was opened partially and in November a large-size

cargo-handling machine, a yard, and lighting fixtures were installed, signaling the start of operations for the long-awaited pier for large vessels.

Water depth at the pier is 12 meters, and the yard area is 51,000 square meters.

#### **8. Nagoya-Ko Terminal Kabushiki Kaisha established to enhance efficiency of NCB's Third Berth**

Nagoya-Ko Terminal Kabushiki Kaisha, the company established to serve Nagoya Container Berth Co.'s (NCB) third berth, was formally inaugurated on November 1 by six Japanese shipping lines and six firms engaged in port services. The company is considering upgrading its port facilities to accommodate foreign ships.

#### **9. Nagoya Port Cultural Center and Nagoya Port Greenery Conservation Society inaugurated.**

The Nagoya Port Cultural Center and The Nagoya Port Greenery Conservation Society, both nonprofit foundations, have been founded to further contribute to the port's popularity with Nagoya citizens.

#### **10. 'Molik Pag,' the world's first mobile caisson oil drill, completed at Nagoya Port, leaves for the Arctic Sea.**

The world's first mobile arctic caisson rig, capable of operating at minus 50 degrees centigrade, was completed at the Aichi Plant of Ishikawajima-Harima Heavy Industries at Chita City, and was sent to the Beaufort Sea off Alaska on June 11. The structure is 29 meters high and has a 112-square-meter base. It was ordered by Gulf-Canada Resources Inc. of Canada and cost 32 billion yen to build.

### **Mr. Kohmura speaks on the importance of community relations**

Mr. Fumio Kohmura, President of Nagoya Container Berth Co., Ltd. and an Executive Committee member of IAPH, was the speaker at a regular alumni meeting of the Aichi Dai-ichi High School held in Nagoya recently. Mr. Kohmura, before becoming the President of the NCB, served as the Executive Vice-President of the Nagoya Port Authority for 13 years, and is one of the key members who has guided the Port of Nagoya to its present position as one of the world's leading ports.

In his address, Mr. Kohmura recounted the historical developments of the Port of Nagoya, highlighting the recent completion of the Garden Pier which includes the "Nagoya Port Building", opened to the public in July 1984. This newly opened 63 m-high building looks like "a white sailboat floating on the sea", and boasts excellent facilities. He stressed the importance of community relations, referring to the tireless efforts which have been directed by the people of the Port of Nagoya towards promoting community relations. An outline of his speech was as follows:

The tonnage figures handled annually at the Port of Nagoya exceeded 100 million tons in 1977, thus enabling the Port of Nagoya to be ranked as one of the 10 largest ports in the world. It was the Authority's long-term efforts in port promotion and community relations which culminated in the completion of the Garden Pier, with the "Nagoya Port Building" as the central attraction. This is the first time in Japan that such facilities have been created on

land reclaimed from the sea.

On the Garden Pier, there is a garden of trees representing the different countries from which the IAPH Executive Committee members are appointed, planted by the members of the Executive Committee on the occasion of the 12th Conference of IAPH held in Nagoya in 1981. The saplings of trees thus planted by the Executive Committee members have been growing in this garden since then, and visitors can rest here, dwelling on the countries these trees are from. The idea of creating "a garden of trees from all over the world" is also surely unique.

### **Ports of Adelaide (S. Australia) and Mizushima (Okayama, Japan) inaugurate sister ports affiliation**

On November 29, 1984, at the Mizushima Kokusai Hotel, Kurashiki City, Okayama Pref., a ceremony inaugurating the sister ports affiliation between the Port of Adelaide, South Australia, Australia and the Port of Mizushima, Okayama Prefecture, Japan, was held.

Before the audience encompassing various industries, traders and chambers of commerce located in Okayama Prefecture, including those of Kurashiki City where the Port is located, The Hon. Roy Kitto Abbott, Minister of Marine of South Australia, and Mr. Shiro Nagano, Governor of Okayama Prefecture, Japan, concluded and announced the proclamation, as follow:—

The Port of Adelaide and the Port of Mizushima hereby proclaim the commencement of sister ports relationship on this day of the 29th November, 1984. It is the purpose of both ports to contribute to the promotion of trade as well as economic, cultural and social exchanges between Australia and Japan. Moreover, both ports are enjoined to do their utmost to deepen mutual understanding and confidence and to bring about the prosperity for both countries.

Those witnessing the ceremony on behalf of the Port of Adelaide were:

Mr. J.M. McMillan Jenkin, Director of Marine and Harbors

Mr. Keith R. Freeman, Director, Administration and Finance

Mr. John Raymond Page, Senior Maritime Safety Officer

Mr. Ian Noel Roberts, Senior Resident Engineer Representing Okayama Prefecture, the body responsible for Mizushima Port, were:

Mr. Isao Watanabe, Vice-Governor

Mr. Shigeomi Samukawa, Director, Public Works Department

Mr. Satoshi Sadakane, Director, Commerce and Industry Department

Mr. Risuke Yakushiji, Director, Local Development

Mr. Teiichi Imai, General Director, Kurashiki District Development Bureau, Dy. Director, Public Works Department

Mr. Osamu Kiyama, Director, Mizushima Port and Urban Development Bureau

Mr. Ryuji Tomago, Chief, Administration Section,

Public Works Dept.

Mr. Eitaro Nahara, Chief, Ports and Harbors Section,  
Public Works Dept.

Mr. Yoshio Takizawa, Mayor, Kurashiki City

Invited to witness the event were the Australian Ambassador to Japan (represented by Mr. W.A. Wise, 1st Secretary); Mr. Gilbert George, Director, Australia-Japan Foundation; the Director-General, Bureau of Ports and Harbours, Ministry of Transport (represented by Mr. Iijima, Director-General, 3rd District Bureau of Construction, MOT); and Dr. Hajime Sato, IAPH Secretary-General (represented by Mr. R. Kondoh).



The Hon. Roy Kitto Abbott declares the proclamation of the sister ports affiliation between the two ports.



Mr. Shiro Nagano, Governor of Okayama Prefecture and Minister Abbott exchange the proclamation after signing.

In his congratulatory address, Dr. Sato stated: "Such a relationship does indeed contribute to the development of fair and free trade and cultural exchange. True international cooperation must be constructed upon a foundation firm enough to overcome all the difficulties that may arise due to national boundaries, language barriers, or differences in culture. Today, the word "internationalisation" enjoys wide currency. However, it is worth pointing out that it is easy to talk about, but far more difficult to achieve."

"I understand" he continued, "that the sister ports affiliation between the two great ports represented today has its origin in the idea of each learning the special expertise of its counterpart. Thus the Port of Adelaide, being a commercial port, and the Port of Mizushima, having more

of an industrial character, can contribute uniquely to each other's development."

He concluded: "I am confident that the ties inaugurated today will gain the understanding and support of the people in the communities which constitute each port and will further contribute to the development of cultural exchange."

Included in the two-day event were visits to the Office of the Governor of Okayama Prefecture, the Office of the Mayor of Kurashiki City, the Port of Mizushima, the construction site of the Honshu-Shikoku Bridge (A set of two bridges linking the mainland and Shikoku Island), the Mizushima Factory of Mitsubishi Motor Corp., the Mizushima Plant of Kawasaki Steel Corporation, and the tape-cutting ceremony of the Australian Goods Exhibition and Sales Event, held at Tenmaya Department Store in Kurashiki City.

On December 3, Mr. Page and Mr. Roberts observed the Port of Tokyo on board the "Shin-Tokyo Maru" in the morning and visited the Ohi Container Terminal complex in the afternoon. On the same afternoon, Minister Abbott, Mr. Jenkin and Mr. Freeman visited the Head Office of IAPH and were received by Dr. Sato and his staff. On the following day, the party visited the Port of Yokohama and were received by Mr. H. Kobayashi, the Director-General and observed the port facilities.

## Port facilities to be drastically expanded: KMPA

The government has decided to expand port facilities on a large scale this year in preparation for an increase in the quantity of export/import cargoes, while expanding available tonnages at a continued pace. The Korea Maritime and Port Administration (KMPA), expecting that export/import cargoes this year will amount to a total of 138 million tons, an increase of 9% over last year, plans to increase oceangoing ships from last year's 7,362 thousand tons to 7,841 thousand tons this year with coastal ships growing to 432 thousand tons from 404 thousand tons. For the expansion of international liners, KMPA also plans to develop the southern coastal route of Africa as exclusive container route and assign seven full-container ships to North America, while developing a passenger ship route between Pusan and Osaka.

As to port development projects, KMPA plans to invest a total of 22,100 million won to construct the 8th pier and stevedoring facilities at a continued pace and to execute the 60-meter embankment works and 230-meter long breakwater lower part. On the other hand, KMPA will construct a 101.9-meter long east breakway and a 40-meter long west breakway to increase an annual stevedoring capacity to 1,430 thousand tons and to enable six 30,000-ton class ships to come alongside the pier in Kamchon port. KMPA will also invest a total of 10,591 million won in four port of Cheju area to construct a 156-meter long breakway and a 300-meter long embankment with the recovery of 108,000 m<sup>2</sup> land from sea in Cheju port, a 102-meter long breakway in Sukwipo port and a 130-meter long breakway in Hanrim port. (*Korean Maritime News*)

## TRAINMAR Course Developers' Workshop I: Port of Penang

"The Malaysian Government welcomes the move by UNDP/UNCTAD in their efforts to assist nations in the region, develop Management Training capabilities in the Maritime field."

In describing the move as timely, the Secretary-General of the Ministry of Transport, Datuk Ishak Tadin, D.P.C.M., J.M.N., stressed the need for training port personnel to meet the changes in shipping technology.

"Port operations with expanding facilities and expenditure will assume more complexities and demand more skills and expertise," he added.

Datuk Ishak was speaking at the opening of the UNDP/UNCTAD (TRAINMAR) Course Developers' Workshop, Part I at the Penang Port Commission. Some 16 participants from India, Singapore and the Port Authorities of Kelang, Johore and Penang attended the two-week workshop which ended on last July 20. The workshop was jointly organised by UNCTAD/TRAINMAR and the Malaysian Ministry of Transport.

On the workshop, Datuk Ishak pointed out that course development is an integral aspect of training and as such it should be designed to bridge the gap between the present level of skills, knowledge and attitude to the level required to accomplish a specific task.

He called on Port Authorities in the country to render quality service so as to satisfy the port users.

He also assured that the government would continue to invest public funds into port development as it recognises

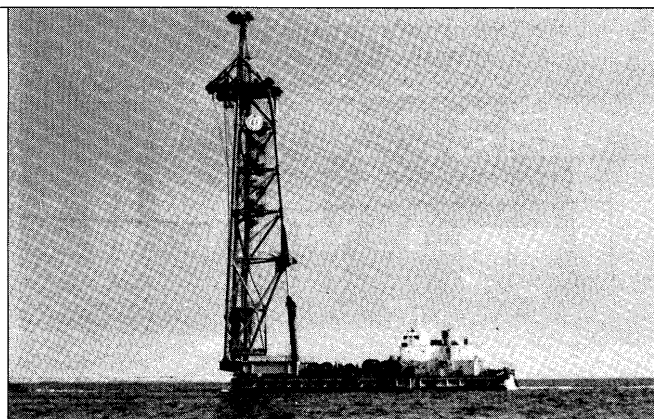
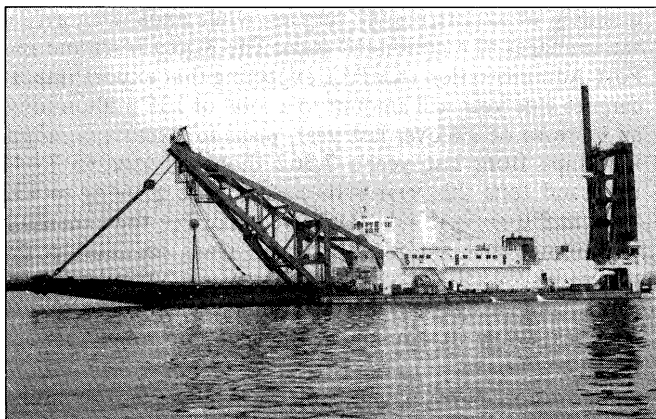
the importance of having adequate port facilities to cope with the expanding trade in both commodities and manufactured goods.

## January start for new berth at bulk cargo terminal: Port of Penang

Come January 1985, the Bulk Cargo Terminal (B.C.T.) at Prai will have an additional berth, to service dry and liquid bulk carriers. With the setting up of the dual-faced berth, which is a southward extension of the present berth, the terminal will be able to accommodate two vessels simultaneously. Currently only one vessel can berth at the terminal at a time. Present facilities include a 140.2 metre long concrete wharf supported by dolphins on either side to assist in the mooring of vessels up to a length of 213 metres and a conveyor belt system with a kangaroo luffing crane to facilitate the handling of dry bulk cargo. Private pipelines are used for the discharge of liquid bulk cargo from vessels.

Although present terminal facilities are adequate to handle the growing volume of cargo, the provision of only one berth has increased the waiting time of vessels for the berth due to bunching of vessels. Thus with the availability of a second berth at the terminal, the waiting time of vessels for berth will be reduced.

Construction of the \$23 million terminal made up of a main berth of 198 metres and an inner berth of 154 metres, is being undertaken by a local engineering firm since July last year. To date, 65% of the construction work has been completed. (*BERITA*)



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