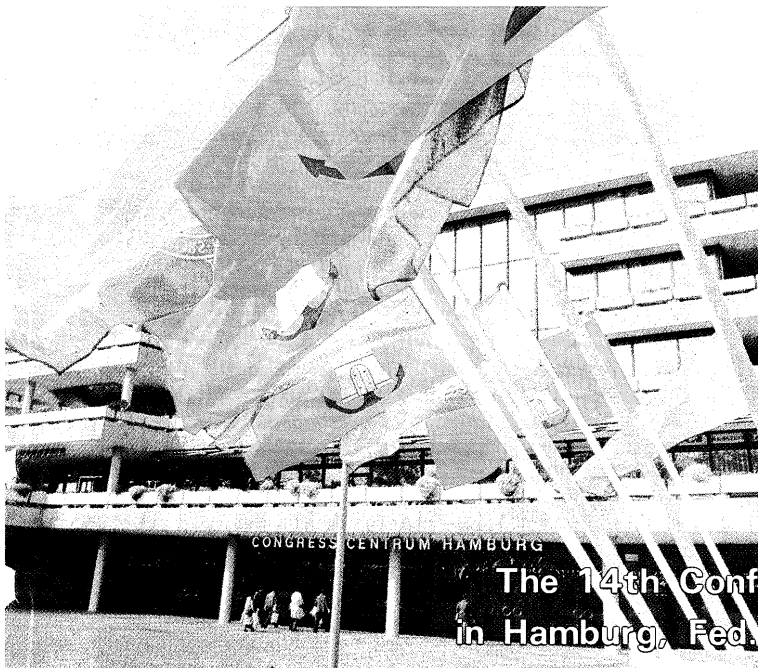


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July-August, 1985 Vol. 30, No. 7-8



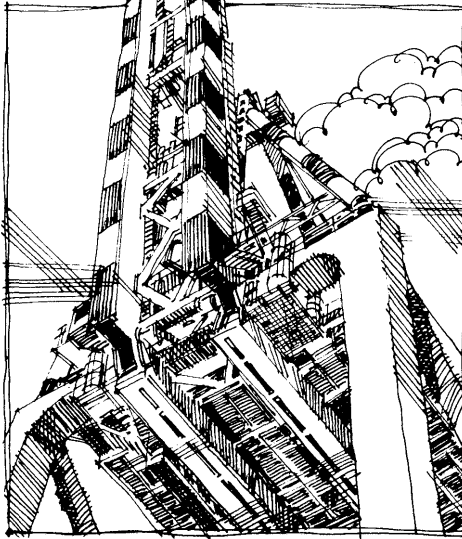
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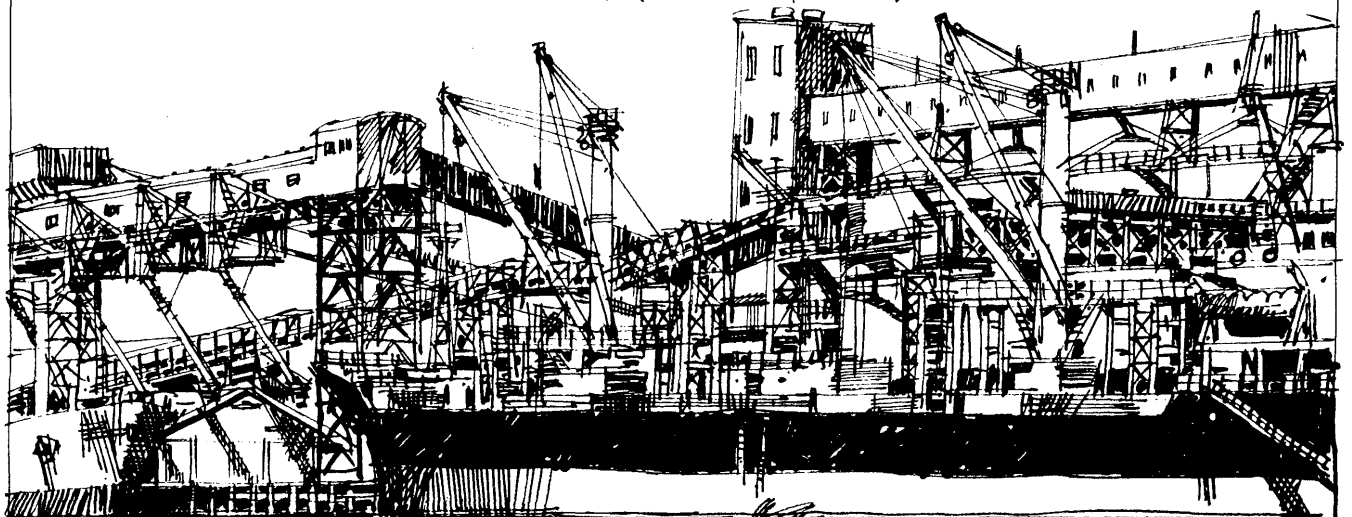
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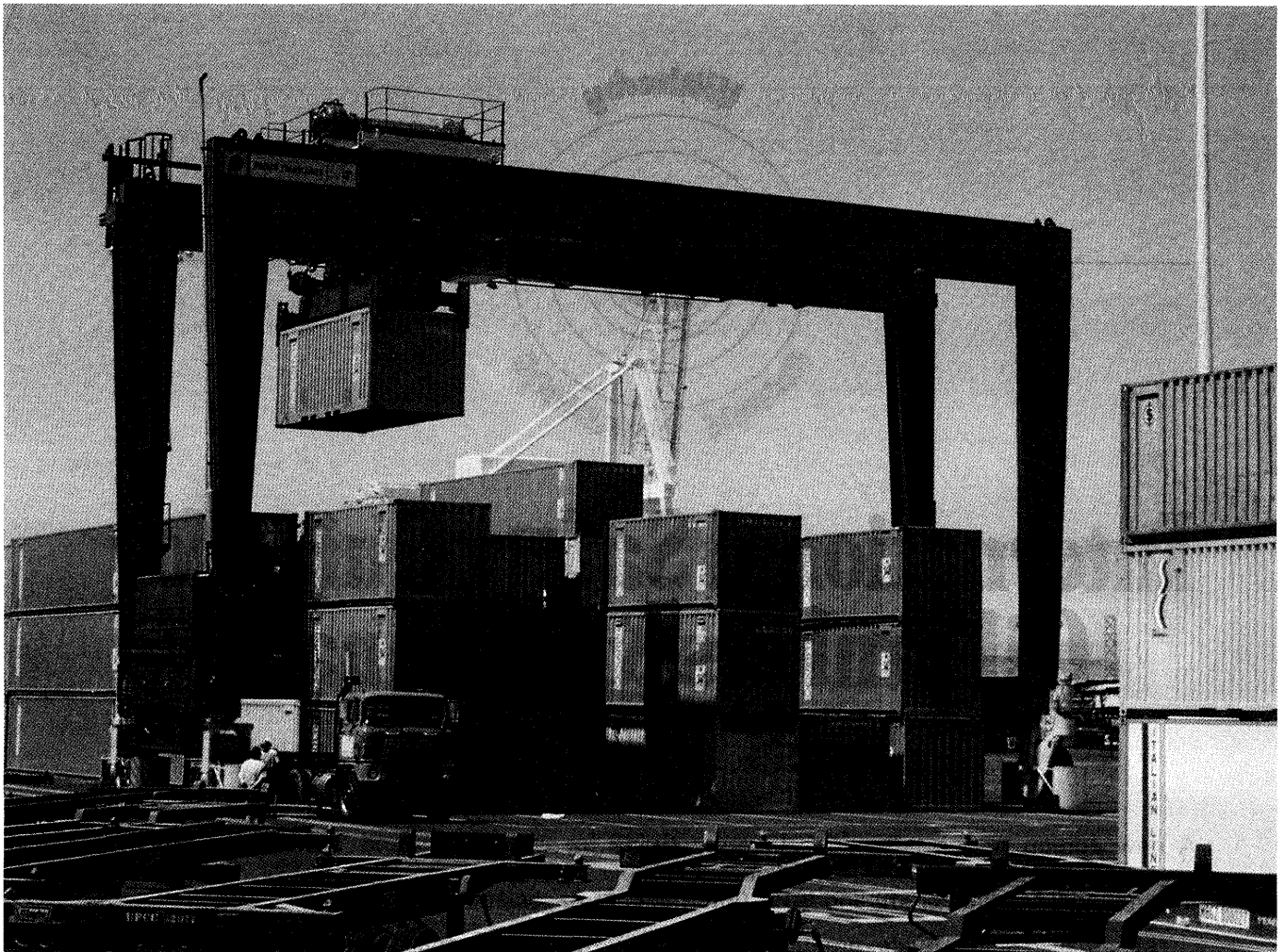
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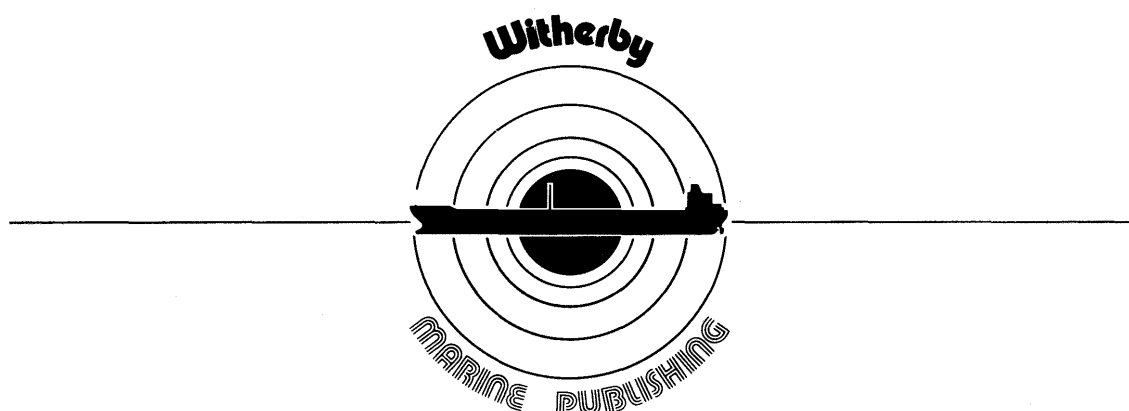
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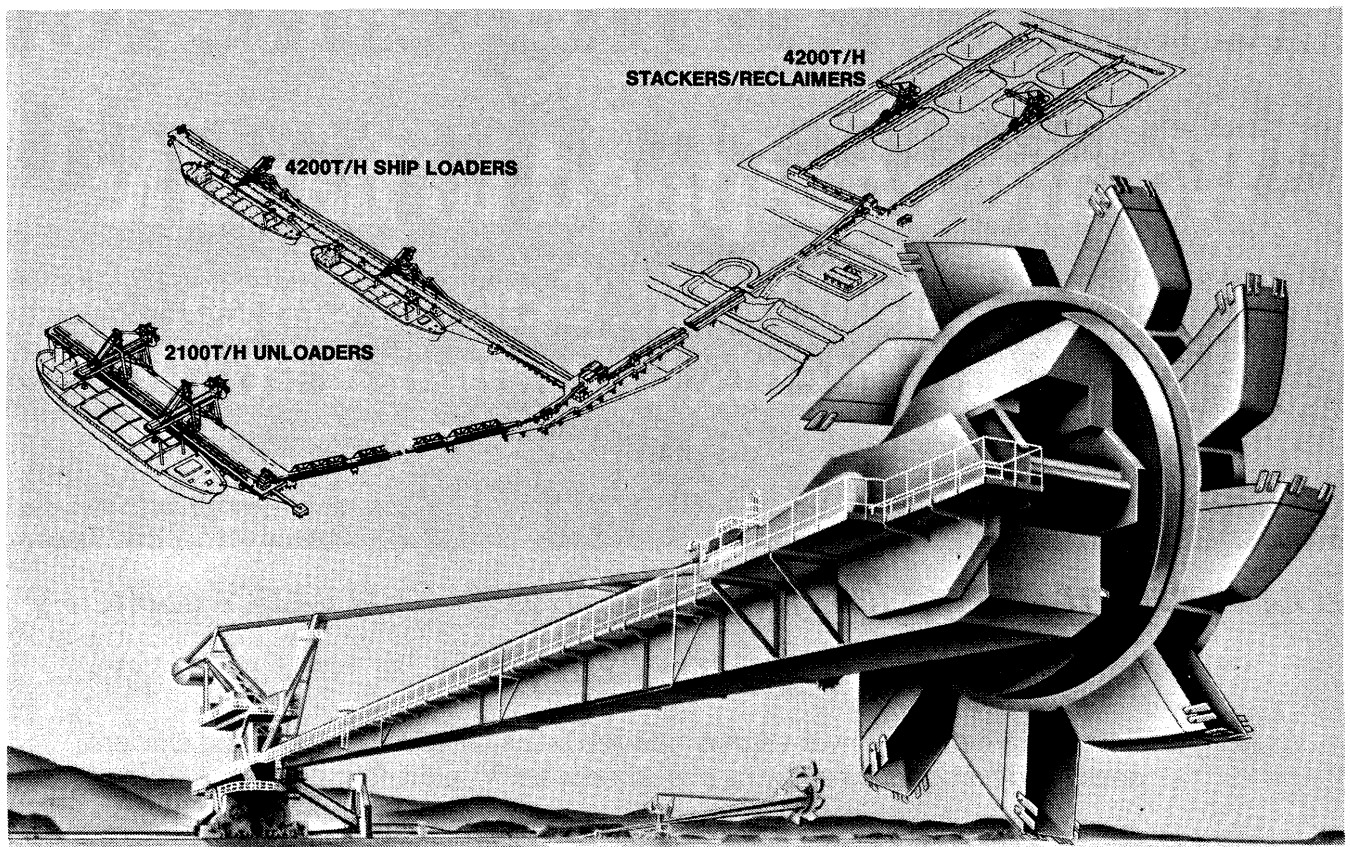
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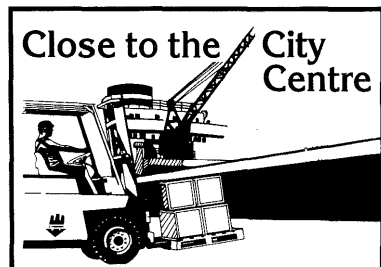
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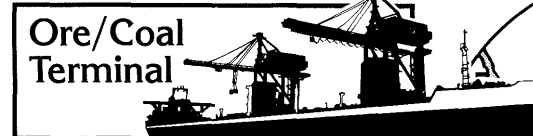
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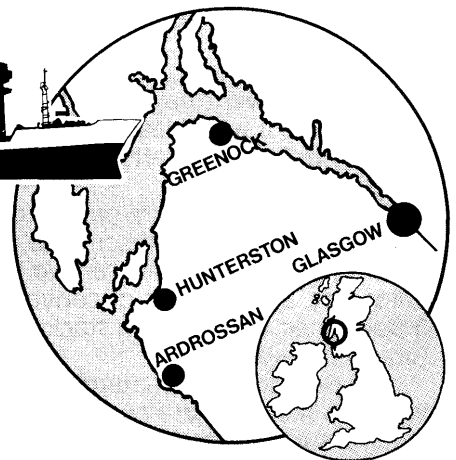
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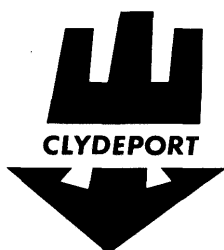
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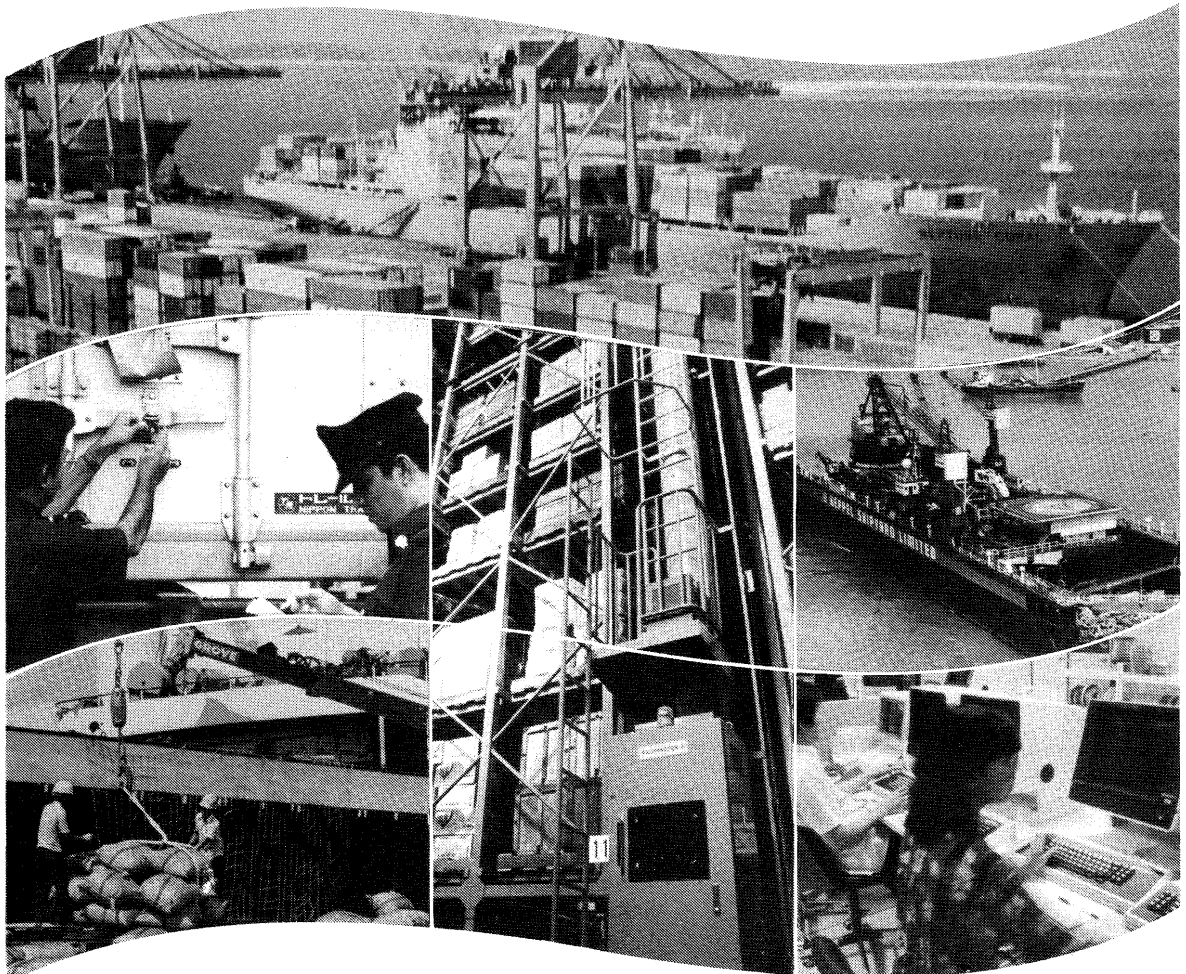
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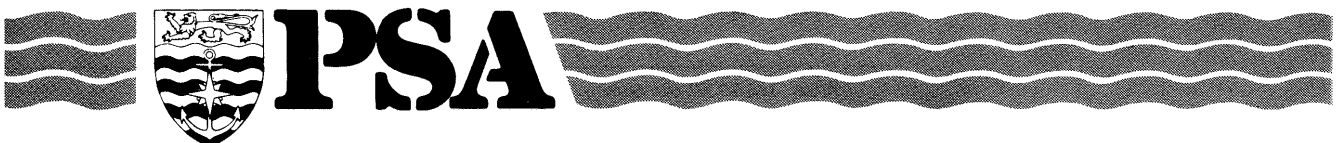
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IAPH announcements and news

The 14th Conference at Hamburg World Ports reflect on technological change



Official guests and IAPH delegates assembled for the Opening Ceremony

The 14th biennial conference of IAPH was convened from 4 to 10 May 1985 at the Congress Centrum Hamburg in Hamburg, Federal Republic of Germany, under the theme "Communication through Ports". It was hosted by the Free and Hanseatic City of Hamburg and attended by 542 delegates and guests, together with 212 accompanying ladies, from 58 countries.

For some committee chairmen, the Hamburg Conference was the last opportunity to chair the meetings of their committees and to report to the plenary sessions. Mr. Andre Pages, Chairman of the Committee on Legal Protection of Port Interests, Mr. Robert L.M. Vleugels, Chairman of Trade Facilitation, Mr. J.F. Stewart, Chairman of the Committee on Constitution and By-Laws, and Mr. R.T. Lorimer, Chairman of the Committee on Cargo Handling Operations, were all due to retire from their posts after long and varied careers with them.

The Conference at work

The topics dealt with in the working sessions of the past Conferences always reflected the issues of prime importance facing the world ports at those particular times. The

subjects chosen for the Hamburg Conference were no less relevant to the participants as they reflected on the technological changes affecting the world ports.

The topic for Working Session No. 1, where Mr. J.K. Stuart, Chairman of the Committee on International Port Development, acted as moderator with President Tozzoli providing additional illuminating comments, was "Requirements of Ports in Developing Countries".

Mr. V.R. Mehta of the Asian Development Bank set the tone for the discussion on this theme. He emphasized needs to optimize the use of the existing facilities and to ensure that investments in new facilities be made with regard to the expansion of maritime trade and the changes in marine technology taking place in the developing countries. Mr. Mehta was formerly Director (Ports), Ministry of Shipping and Transport, India, and was responsible for policy formulation and the development and management of all major ports in India.

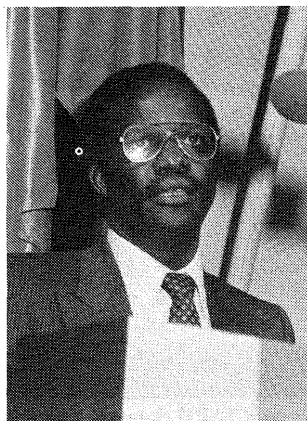
In the same working session, Mr. P.C. Bakilana of the Tanzania Harbours Authority spoke on "The Role of IAPH and the Scope for Inter-port Co-operation." He provided a thorough picture of the needs of ports in the developing countries and suggested appropriate forms of assistance for

them. While expressing appreciation for the role of IAPH in helping to solve the problems of developing ports, he suggested ways in which our Association could expand upon such activities in the future. Finally, he provided some ideas on how ports could help each other, focussing both on the assistance the ports in advanced countries could offer to their less developed counterparts and on ways for the developing ports to cooperate among themselves and benefit from one another's experiences.

"The Role of Communications in Ports" was the focus of Working Session No. 2. In this session Mr. H.F.H. Hansen, Representative-General of the Port of Hamburg, made a presentation on the topic "Aims and Objectives of the Use of EDP for Cargo-Handling and Transport Operations in a Highly-Technicalized Port". He contended that the use of EDP for cargo-handling and transport operations provided an answer to the problem of "ports and communication", or the ways in which the various partners in a port communicate with one another, and to that of "the creation of information transmitting chains" (the linking-up of all information in a single system). He elaborated on the many advantages of employing EDP systems in ports. In the same session, Mr. Abdoulaye Diouf, Director General of the Port Autonome de Dakar, Senegal, addressed the topic of "The Use of EDP for Cargo-Handling and Transport Operations in a Less Technologically-equipped Port".



Mr. V.R. Mehta



Mr. P.C. Bakilana

Working Session No. 3 was devoted to a discussion on "Free Ports". Professor E.G. Frankel, Ports and Shipping Advisor of the World Bank, spoke on the concept of free ports and recounted the major role they have played over past decades. On the same theme, Professor Frankel warned that the effective establishment and operation of free ports require a long-term commitment to the concept, consistent policies in support of the principle, effective marketing abroad and domestic acceptance of the idea.

Another speaker for this session was Mr. Hans Rebhan, Head of the Free Port Office of the City of Hamburg. He mentioned that free ports currently number some 420 in over 80 countries. Germany accounts for six of these, all established between 1881 and 1920 in the ports of Hamburg, Bremen/Bremerhaven, Emden, Cuxhaven and Kiel. Mr. Rebhan stated that the Port of Hamburg owed its present eminent position in no small measure to its status as a free port. Nonetheless, he also stressed that a free-port status is no substitute for the basic facilities, equipment and structures needed to ensure rapid operations, nor a panacea for weaknesses in a port's set-up.

Contrasting with the presentation on a port with a century-old set-up was the address from Mr. Abdul Ghani, General Manager of the Johor Ports Authority, Malaysia, whose youthful port has only been in operation since 1977. Mr. Ghani's case study of the Free Port Zone in Johor Port was most stimulating, being accompanied by various suggestions applicable to many of the emerging ports.

Working Session No. 4 dealt with the topic "Men in Ports — Aims, Training, Working and Labour Relations". In this session, Mr. Boer of the International Labour Office, Geneva, made a presentation on the activities of the ILO in dealing with the social repercussions resulting from the technological development in ports and the labour issues involved in port modernization. He argued that ports will have to react wisely in their capacity as the predominant element in the transport chain as it is developing today.

Particular attention will have to be paid to the need for new infrastructures and the existing limitations on port expansion caused by the proximity of cities—an issue which ports in some countries have already had to face. Finally, he pointed out that the people involved in ports will have to face the challenge posed by the continuing evolution of ports and their related industries, and will have to display the professionalism that such a trend calls for.



Working Session No. 2



Working Session No. 4

Mr. Akio Hagiwara's contribution to the discussion concerned the way in which the people of Yokohama successfully adapted to the containerization. The secret for this success, Mr. Hagiwara disclosed, was the constant efforts made for expanding the port's range of services. These efforts encompassed advances in the efficiency of port operations, improvements in the working conditions, safety and welfare of port workers, increased utilization of port areas and, of course, the provision of communication systems and new container facilities.

In his presentation on "Working Conditions in Times of Technological Change", Mr. R.T. Lorimer of the Auckland Harbour Board stressed the importance of proper and continuing communication—not only that between port employers and their counterparts in the other ports, but liaising among staff of all levels. Mr. Lorimer also emphasized an educational role to be played by port managements in persuading workers of the inevitability of technological change so that they will view innovations in a positive light and make the necessary adjustments to them.

Another aspect of the theme of this session was addressed by Mr. J. Stelling of Hamburger Hafen – und Lagerhaus AG. In his address on “The Vocational and Advanced Training of Dockworkers in Hamburg”, he emphasized the importance of staff training, pointing out that it should be seen as an aspect of customer service, investment in the port and encouragement to employees. The prime ingredients of staff training today are those which foster qualities relevant to changing technical conditions, such as the speed of people’s reactions, their stamina and concentration during routine activities and their sensitivity to matters of security and cost.

Busy, Diverse Conference Activities

Our conference in Hamburg, held simultaneously with “Portex ’85,” required considerable reserves of energy on the part of all the participants as they took part in the full schedule of activities of the Conference. Nonetheless, no lack of their enthusiasm was evident. No one seemed in any doubt as to the value of the IAPH Conference for deepening their insights into the roles they will be called upon to play as they strive for the future development of their ports.

The Conference was a success in substance and form. The efficient stewardship of the Conference Officials ensured that the business of the Conference, carried out in the Plenaries and the Committee meetings, went smoothly. A brief recount of the business meetings follows.

— By Kimiko Takeda

Opening Ceremony:



The Hamburg Young Orchestra performs for the IAPH Conference.

The official Opening Ceremony was held at Hall 2, the large auditorium of the CCH from 08:30 on Monday, May 6th. The ceremony was honored by Dr. Werner Dollinger, Minister of Transport of the Federal Republic of Germany, Dr. Klaus von Dohnanyi, Mayor of the Free and Hanseatic City of Hamburg, and Senator Volker Lange, State Minister of Economic Affairs, Transport and Agriculture, City of Hamburg who served as Chairman of the Honorary Committee for the Hamburg Conference along with Mr. Joerg Rommerskirchen, Conference Chairman. Among the guests, the presence of Mr. C.P. Srivastava, Secretary-General of the International Maritime Organization (IMO), was especially noteworthy.

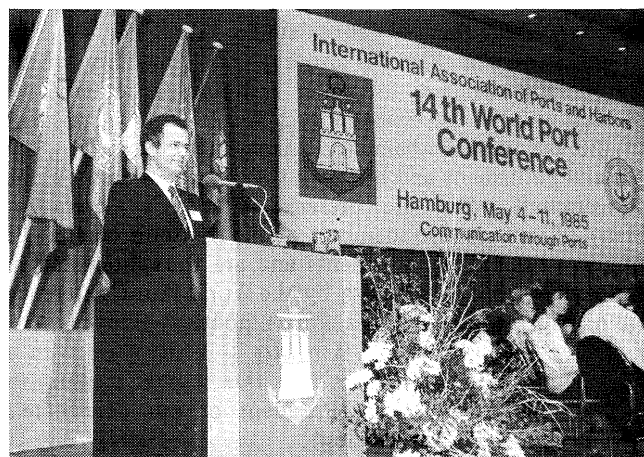
A surprise was in store for the delegates who gathered

for the opening ceremony in the morning. Instead of seeing the dignitaries and IAPH Officers take their seats on the stage, the participants were greeted by the sight of the entire Hamburg Youth Orchestra taking up their positions to perform Georg Friedrich Handel’s “The Water Music”.

The orchestra, the official youth orchestra of the Free and Hanseatic City of Hamburg formed in 1968, which is made up of 80 young musicians aged between 14 and 26, remained until the end of the ceremony, finishing up with a performance of Johannes Brahms’ “Hungarian Dance No. 5”, thus reminding the audience that they were in the city where that eminent musician had been born.

The addresses delivered at the opening ceremony by Mr. Joerg Rommerskirchen, Conference Chairman, Dr. Klaus von Dohnanyi, Mayor of the Free and Hanseatic City of Hamburg, Mr. Anthony J. Tozzoli, IAPH President, Dr. Werner Dollinger, Federal German Minister of Transport and Mr. C.P. Srivastava, IMO Secretary-General, follow:

Opening Speech by Joerg Rommerskirchen, Conference Chairman of the 14th Conference of IAPH



Honourable Minister, Mr. Mayor and President of the Senate, Mr. President of the Hamburg Parliament, Ministers and Senators, Mr. President of the IAPH, Mr. Secretary-General of the IMO, Mr. Secretary General of the IAPH, your Excellencies, distinguished guests, ladies and gentlemen.

As Conference Vice-President and Chairman of the Local Organizing Committee of the 14th IAPH World Port Conference I should like to extend a very warm welcome to you all here in Hamburg – this historic Free and Hanseatic City celebrating the 796th birthday of its port this very week.

We are particularly glad to welcome so many delegates and their companions from the world’s leading ports and harbours. My first words of welcome are to you, ladies and gentlemen, who have come to this Conference from all over the world and merely by being here provide a shining vindication of our motto – Communication through Ports. I hope that you will enjoy your stay in Hamburg and besides completing the work that has to be done will find time to discover some of the sights and beautiful scenery in our city and throughout the whole of Northern Germany.

It is, ladies and gentlemen, the very first time in the 30-year history of the IAPH that a World Port Conference is

taking place in a German city. Thus, a heart-felt word of welcome is due to the representative of the Federal German Government, Dr. Werner Dollinger, the Federal Minister of Transport. Thank you, Honourable Minister, for illustrating through your presence with us today the Federal Government's interest in the World Port Conference. Thank you, too, for agreeing to perform the official opening of the Conference and honouring us with a speech.

It is with joy and gratitude that I welcome the Patrons of the 14th IAPH World Port Conference — Madam Minister Breuel, Mr. Senator Brinkmann, Mr. Senator Lange and Mr. Minister Westphal. The presence of all of you here today draws particular attention to the fact that the whole of this region, in other words the four coastal states of the Federal Republic of Germany, have been involved in bringing about this World Port Conference. It is also a clear indication of the keen interest shown in the events about to unfold in the coming week.

We are very grateful to you, Mr. Srivastava, as Secretary-General of the International Maritime Organisation for joining us today as a personal representative of your own Organisation which feels such close ties to the IAPH. We are glad, Mr. Secretary, that you will be speaking to us as well.

We are most honoured to have with us today the Doyen of the Hamburg Diplomatic Corps, the Consul-General of Turkey, Mr. Ezen, and with him so many distinguished members of the Hamburg consulate corps.

Our particular thanks is also due to the members of the European Parliament — of whom I should particularly like to welcome Mr. Jan Klinkenborg, The First Vice-President of the European Parliament's Transport Committee —, the Federal Parliament and our own City-State Parliament, the Bürgerschaft, who are present at today's Ceremony. Many of you are also members of the transport committee of your respective parliaments and are thus interested in the matters to be dealt with by the World Port Conference from a specialist as well as from a political point-of-view.

Ladies and gentlemen, Hamburg is a city-state with a long parliamentary tradition. It is thus a great pleasure to welcome Mr. Schulz, the President of our City-State's Parliament, as one of our guests.

Mr. Tozzoli, as President of the IAPH, we are especially thankful to you and your Vice-Presidents for the confidence you have placed in us and the friendly and close co-operation which has characterized the preparation for this Conference. Mr. President, we are also looking forward to the words you will address to us at this Ceremony today. Whilst wishing you, Dr. Sato as Secretary General and your unforgettable predecessor, Mr. Akiyama, the members of the Executive Committee and the staff of the IAPH Head Office a very warm welcome, I should also like to express my own best wishes for a productive and in every respect successful 14th IAPH World Port Conference.

Please allow me, Mr. Tozzoli, to pass on, on your behalf as well, a most sincere word of welcome to the President of the Senate of the Free and Hanseatic City of Hamburg, the Mayor, Dr. Klaus von Dohnanyi. We are most grateful to you, Mr. Mayor, for agreeing to pass on the host city's greetings to the Conference participants. We also extend a special welcome to your distinguished Senatorial colleagues.

Last but far from least, I should like to welcome the member of the Honorary Committee whose practical advice and assistance have played quite a decisive role in helping to provide a solid basis and suitable framework for this World Port Conference. In expressing my thanks to you,

gentlemen, I should like to mention of my friends in the Local Organizing Committee along with all those hardworking helpers — in the true sense of word, VIPs — without whom this World Port Conference could never have taken place. Of course, their names are legion but as representatives of this indefatigable host I am especially glad to mention Mrs. Struck-Beimel and Mr. Rieger.

Ladies and gentlemen, I must draw up to a close. It is up to you to examine whether "Communication through Ports" is a motto which does true justice to what your host port has to offer. Scrutinize us with a critical eye but make sure, at the same time, that you enjoy all that Hamburg and Northern Germany have put great efforts into preparing for you.

It is now my great pleasure to call upon the Mayor of Hamburg, Dr. Klaus von Dohnanyi, to deliver his address to the 14th World Port Conference.

Thank you very much.

Address by Dr. Klaus von Dohnanyi, Mayor of the Free and Hanseatic City of Hamburg

(The original was given in German)



Mr. President, Mr. Minister, Madam Minister Breuel, Senator Brinkmann, Minister Westphal, ladies and gentlemen.

I should like to extend a very warm welcome to you all at this 14th World Port Conference on behalf of the Senate of the Free and Hanseatic City of Hamburg.

As Mr. Rommerskirchen has just said, Hamburg is a port city with a great deal of tradition and our port is still very much Hamburg's life-blood.

Normally, when I am welcoming guests to our city, I can tell them a lot about the beautiful and romantic sides of the port. But in your case I feel that would be like carrying coals to Newcastle! All of you know about the beauty of ports and about their romantic side, too. But you also know about the harshness of work in ports and in particular about the changes, the structural changes which all ports and harbours are undergoing. Ladies and gentlemen, I believe that there is scarcely any other sector of the economy which has experienced structural change during the past 30 years to such a degree as the transport economy has. Moreover, despite the fact that one can talk a great deal about production and increases in productivity in manufacturing industry, it is probably true to say that growth in productivity has been greater in the transport economy, and particularly in ports, than anywhere else.

Experts have worked out that nowadays 200 times more can be loaded and unloaded with the same manpower in the same time than in 1950. Rationalization has had a considerable effect in this sector of the economy but despite this huge industrial advance through rationalization in our ports, we are still facing increasing competition from other means of transport; rail, road, air or pipelines have more and more become rivals of waterborne traffic as means of transport. And of course we have felt the effects of this development in our ports in the course of the structural changes within the economy. Sometimes we do ask ourselves, Mr. Minister, whether the other means of transport do in fact bear their own costs to the same extent as waterborne traffic does. When I think of the consequences for our environment and its protection which are tied up with the motor-car, for example, and of the far-reaching economic effects of the damage to the environment caused by the motor-car, I sometimes wonder whether justice is being done to waterborne traffic in economic or business terms.

The common problems we are facing are greater than our economic rivalry — whereby I will not deny that Hamburg sometimes casts a jealous glance at Rotterdam or Antwerp. But despite all this competition, we have got more in common, more that links us and more common concerns, too. The industries located in our port cities are changing rapidly as a result of changes in the structures of processing industries throughout the world. When the first and second stages of manufacturing within the processing sector actually begin in the primary-producing countries, which is absolutely in our interest economically speaking, this hits the processing industries located in ports. And as far as environmental protection is concerned, ladies and gentlemen, I sometimes wonder about a situation in which the work that is done in ports nowadays is carried out extremely cleanly whereas the stuff which is sent to us by those bordering on the rivers on which our ports are usually situated and then lands up in our ports in the form of silt amounts to the kind of problem which exceeds the capacities of individual port cities.

Ladies and gentlemen, the world economy is growing and the common link remains shipping and ports. Thus, freedom of trade and the freedom of the world economy are an extremely vital factor for all of us gathered here today for this 14th World Port Conference. We here in the Federal Republic of Germany do not believe that trade embargos, irrespective of who imposes them, can in any way make a positive contribution to the development of the world economy.

Ladies and gentlemen, trade is a component part of peace. The intertwining of economic relations and economic interests leads to a strengthening of peace. In earlier times ports acted as ambassadors of their own particular country receiving guests from all over the world. This is a role that I hope Hamburg will be able to fulfil on the occasion of the 14th World Port Conference. I hope as well that besides taking part in the important meetings and consultations at this Conference, you will also have the chance to enjoy our city, its culture and the leisure activities it has to offer. I don't know which one of you brought this nice weather with you yesterday afternoon but this city is certainly very grateful! I should like to wish you all a successful Conference.

Address by Anthony J. Tozzoli, President of IAPH



Your Excellencies, distinguished guests, fellow delegates, ladies and gentlemen:

As President of the International Association of Ports and Harbors, I am extremely privileged and honored to express, on behalf of all our delegates and their ladies, our deepest gratitude and appreciation to our hosts at the Port of Hamburg for their warm and generous hospitality in welcoming us all to the 14th Conference.

We are particularly appreciative that his Excellency Dr. Werner Dollinger, Minister of Transport of the Federal Republic of Germany, took time from his busy schedule to join us for our Opening Ceremony this morning. His presence today is certainly fitting when we recall our Houston Conference in 1977 when Senator Wilhelm Nölling at that time the Minister for Economics, Transport and Agriculture, and Dr. Karl-Ludwig Mönkemeier, our good friend and the Port Director of Hamburg, told our Board members of Hamburg's great interest in hosting the 1985 Conference.

As many of you know, Hamburg was also one of the ports considered for the 11th Conference which was hosted by the Port of Le Havre Authority at Deauville, in 1979. I am sharing this background to let you all know that our hosts have been extremely patient over the years awaiting acceptance of their generous invitation to meet here in Hamburg, certainly one of the world's most interesting and captivating commercial centers.

We are also very appreciative of the warm greetings offered by the Ministers and other distinguished guests who graced our opening ceremony with their presence this morning. We are of course, very thankful to Senator Volker Lange, Chairman of the Honorary Committee, and Mr. Rommerskirchen, Chairman of the Organizing Committee, for their herculean efforts in planning and organizing this Conference.

I also want to take this opportunity to thank Mr. Srivastava, Secretary-General of the International Maritime Organization, and representatives from the other international agencies which have worked closely with us, for joining our Conference.

Without question we are all very pleased to be here to fully participate, in what I am certain will be a very successful Conference under the theme "Communication Through Ports."

The program planned by our organizing committee, working very closely with IAPH Head Office staff in Tokyo, offers a perfect blend of business and relaxation for our members from throughout the world. For many of us, this may be a first visit to Germany, and I encourage you all to take full advantage of Hamburg's rich cultural traditions and recreational opportunities. Hamburg's reputation as a world-class seaport and leading commercial center is matched only by its renown as a most delightful place to visit.

We will also have the opportunity to visit the Ports of Bremen and Bremerhaven as guests of Bremer Lagerhaus-Gesellschaft, and I am sure we will all find that to be a most exciting and informative day.

We all recognize the technological and protectionist challenges besetting seaports, inland harbors and port-related businesses world-wide. International trade is the key to the interdependence of nations and fosters the relationships which underlie the harmony we seek among the ports of the world.

Without question, our Association has a unique and singular role in the sphere of world commerce. As we individually continue to enhance our physical facilities and services to the trade and shipping community, we further the universal aims of peace and prosperity. We have developed the ability to communicate with each other when many around us appear to be working in different directions. To further develop the real strength of our Association and keep our lines of communication open, it is essential that both developing and established ports be represented and participate fully in the workings of our organization. As you are all aware, our Association has been demonstrating its genuine interest in furthering international cooperation by providing various assistance programs for the membership. I sincerely hope that our colleagues from developing ports will freely share their concerns with us.

Aside from the professional and personal aspects of our visit to Hamburg, we are all delighted, of course, to have the opportunity to meet so many old friends and make new ones throughout the world. In fact it is only by meeting and working with peoples from different nations that we broaden our horizons and increase our understanding, thereby fostering international peace, the bedrock concept of our Association's founding 30 years ago. As many of you will recall, the late Gaku Matsumoto, one of our founding fathers, coined the motto – "World Peace through World Trade" – "World Trade through World Ports."

We are assembled here today as an Association in Hamburg, to further the concepts of our founding fathers and to contribute in a very positive and meaningful manner to the development of the ports and harbors throughout the world.

I am deeply convinced that the Hamburg Conference will provide a unique opportunity for the exchange of ideas relative to the trends that are taking place in our industry. Furthermore, I trust that our deliberations here will prove worthwhile and further enhance the international prestige of our Association, now and for the future.

Thank you

Speech by Dr. Werner Dollinger, the Federal Minister of Transport

(The original was given in German)



It is for me a great pleasure and honour to be given this opportunity of opening the 14th World Port Conference of the International Association of Ports and Harbors. I should like to extend a very hearty welcome to all the participants here in the Federal Republic of Germany. We are extremely glad that this important Conference is taking place in our country this year.

The IAPH represents more than 220 ports and harbours from 75 countries. These facts alone reveal the cosmopolitan significance of this Association for the international seaport economy.

The situation facing many seaports has become more difficult in recent years in view of the political and economic changes which have occurred during this period. The ever increasing interwovenness of national economies within the world economy has led to ever greater demands being made on the operative capacity of ports and harbours. The never-ending efforts of the forwarding industry at introducing more innovations and greater rationalization have always been a stimulus to the search for better solutions in the transport and handling of goods. This development has not stopped yet – a further increase in the exchange of goods between North and South, the continuing efforts to reduce transport times and costs even further, the never-ceasing competitive pressure from other traffic carriers as well as new traffic routes (e.g. the Siberia route as opposed to the traditional route by sea or the Klaipeda ferry service) all help to keep this process in motion.

Besides all this, seaports have had to come to terms with spectacular developments in sea-borne traffic – the containerization of goods, the setting-up of inter-modal transport chains and the specialization in shipping units are just a few examples of this. These developments have led to changes in seaports which would have been unimaginable just a few years ago. What is more, they are developments which are continuing with the extension work being carried on in certain areas on container terminals, port basins and logistic information systems.

All this quite clearly indicates that ports are no longer just cargo-handling centres linking transport by land and by sea. They are increasingly becoming an integral part of world-wide transport chains. Their development is dependent to some considerable degree on their ability to recognize the changes taking place on the world sea-borne trade markets early enough and adapt to these changes.

The intensification of competition in the world markets has led to the setting-up of transport chains, i.e. linking the optimum performance sectors of individual firms (such as transport, cargo handling or storage) to one another.

This has been taking place, and still is, in full awareness of the fact that operational efficiency in logistical terms can help to make up for price advantages which the products of others in the market may enjoy and is of increasing significance in maintaining one's present market share or even increasing it. This applies in particular to the world-wide trade in goods and thus especially to ocean-going shipping and the seaport economy — where the reliability and speed of logistical operations can give a port the edge over its rivals. The pre-condition for this is the willingness to keep step with technological innovations (in particular in the field of communications technology) and to make the best possible use of their potential applications, which are indeed diverse — particularly in the field of logistics.

A wide range of specialist skills and knowledge is required to organize inter-continental transport chains. For this reason, in the Federal Republic of Germany it was the seaport cargo-handling sector and the container shipping companies who were first to offer logistical systems for the transport economy, systems which were also able to meet the information requirements of a rational distribution of goods.

The Federal Republic of Germany is dependent upon imports of raw materials and semi-finished goods and upon exports of high-quality manufactured goods. More than a quarter of the entire German foreign trade volume is handled by seaports. In 1983 a total of 183.5 m t. of goods were imported into the Federal Republic by sea, 75.2 m. t. of which (40.6%) came through German seaports and the rest, 110.1 m t., (59.1%) via foreign ports. With exports the share of German ports was 44.9% as opposed to a foreign one of 55.1%. Efficient seaports as links in the chain to their respective hinterland are thus of particular significance for the economic prosperity of our country. However, seaports are also dependent on developments in the world transport markets as well as on economic and technical influences and changes.

All over the world, protectionist measures taken by states to safeguard certain sectors of their national economies have resulted in a scarcely imaginable level of excess tonnage in world shipping. Another contributory factor has been a number of mistakes made in calculating the demand for shipping capacity for the transport of certain goods (e.g. oil consumption lower than predicted, under-estimates of conveyance capacity of pipelines). Not even the increase in world trade, which was evident in 1984 and looks like continuing in the coming years, will be able to effect much consolidation of the shipping markets under the present conditions. At present, well over 1,000 ships with a total tonnage of more than 31 millions are lying idle.

This is why the Federal Republic of Germany pleads for as free trade as possible in the maritime sector. We are convinced that free competition is the pre-condition — in the world of shipping, too! — for technical and economic innovation and for helping to prevent negative developments, which are surely something that none of the world's seafaring nations would want.

The difficulties facing countries that only build up their merchant fleet because they want to be involved in the transport of their own foreign-trade commodities are apparent; they are often unable to face open competition

with the shipping companies of the traditional shipping nations. The aim of the UN Code of Conduct for Liner Conferences is to reconcile these opposing interests. The Federal Republic of Germany has ratified this Code because in our view it is a suitable way of linking our interests with those of developing countries and of enabling developing countries to enjoy a fair participation in world sea-borne trade. At the same time, however, we are — as was mentioned before — concerned to maintain competition as a necessary regulative factor in ensuring the continued existence of the best possible standards of performance in sea-borne transport.

A great many economic and structural changes emanating from the world economy and world shipping permanently affect national merchant fleets. These same changes lead to never-ending fluctuations in the general overall situation facing world shipping. When changes like these are due to commercial factors, governments ought to restrain from undertaking any attempts at preventing the effects of such changes by means of administrative measures — which amounts to a distortion of competition. State measures should be restricted to guaranteeing that the pre-conditions for fair commercial competition do exist. Any more radical intervention only prevents the early recognition of impending new developments. Shipping and the port economy in particular require a clear and predictable vision of the future because in these sectors decisions on long-term investment have to be taken.

In the international line trade we can make out the outlines of new developments which would seem to be of a magnitude to change the structure of the world shipping market in a decisive manner. I am referring to the so-called fourth-generation container ships, some of which are already in service, with the help of which round-the-world services can be set up. The Federal German Government regards technological conceptional developments in sea-borne cargo traffic as an integral part of permanent processes of development which have existed ever since international shipping first began. It is probable that these new services will have considerable rationalization effects. The setting-up of these round-the-world transport services is one of the greatest challenges which the conference-orientated liner trade has ever been confronted with.

The same applies to seaports — they have to meet the demands of international cargo transport through permanent innovation and increased efficiency and with the entrepreneurial spirit of private enterprise and the willingness to take a risk.

Nowadays, nearly all the world's seaports find themselves faced with the necessity of coming to terms with invariably new and rapidly changing problems. The task they face — offering high-quality and favourably-priced logistical services within the transport chain which enable goods to flow as effectively (i.e. quickly), reliably and cheaply as possible — requires a vast amount of information on the basis of modern means of communication. This is the only way to facilitate the decision-making process for all those involved in trade and transport. This objective has been taken into full account by the subject-matter of the 14th World Port Conference — "Communication through Ports". What matters most is to come closer to a solution to a host of existing problems in the field of communications. This makes this World Port Conference all the more important. Thus, I should like to wish you and all the participants

profitable discussions and an informative and pleasant stay in the Federal Republic of Germany.

I herewith declare the 14th World Port Conference of the International Association of Ports and Harbors officially opened and wish it every success.

Address by Mr. C.P. Srivastava, Secretary-General of the International Maritime Organization



Your Excellencies, My Lord Mayor, Mr. President, Mr. Secretary General, Distinguished Delegates and Honoured Guests,

It gives me great pleasure to have been invited to address you on this occasion of your 14th biennial conference which I believe marks the 30th year of your Association.

In the period which has passed since the foundation of your Association a great deal of change has taken place in the fleets of the world, the ports that they use and in the attitudes of the Governments and peoples of the world towards maritime transportation and the protection of marine environment. Admittedly, growth in ship size is nothing new to port authorities and port designers — ships have grown in size since man first ventured on the water — but the growth in size of ships in the past 20 years has been phenomenal. As a result, ports have faced many difficulties in attempting to provide for the needs of ever larger vessels. Larger ships have meant deeper, wider and very carefully designed channels with bends controlled not only by the shape of the natural channel but also by the manoeuvring capabilities of the largest ship which is expected to use the port facilities. These developments have called for ever greater co-operation between port authority, port designer, national maritime safety authority, naval architect and ship-owner. In these regards quite appropriately IAPH has played a dynamic role.

However, even the changes in maritime transport wrought by the growth in the size of ships has been dwarfed by the vast revolutionary changes brought about in maritime transport by containerization.

These great changes have altered entire trading patterns; some ports have grown beyond recognition yet others have declined to the point of extinction. Such are the radical changes we are called upon to cope with in our times. Here again your Association has provided a most useful link for the exchange of information and the identification of causal factors and trends.

Because of containerization the independent link in the transport chain once provided by shipping has been transformed into a highly interdependent part of the door-to-

door, factory to consumer transportation system.

Port workers skilled in loading cargo into ships' holds have been largely replaced in the break-bulk loading and discharge operations by those personnel who load and discharge freight containers at points which may be thousands of miles removed from the port at which the containers are to be loaded aboard or discharged from the ship. The quality of container packing has quite often left much to be desired and has unwittingly put at risk the well-being of those who handle the containers, those who work in or near container berths in ports or in or near transfer points inland and those in whose ships they are transported. In consultation with ILO, IMO has responded to these problems and has provided guidelines for packing containers. The contributions made by IAPH to the IMO bodies responsible for these and other matters is much appreciated.

The trends to greater size of ship and to containerization show every sign of continuing except that the growth in ship size in tanker fleets and possibly bulk carrier fleets has probably peaked.

It is now many years since IAPH became a body having consultative status with IMO and the cooperation between our two organizations has been strengthened over the years. The quantity and quality of work produced by IMO is of course controlled mainly by the initiatives and contributions of our Member Governments but the specialist input provided by non-governmental organizations such as IAPH is essential to the quality of the work as a whole and is much appreciated. We are deeply indebted to the various organizations in consultative status for their whole-hearted cooperation, advice and assistance in developing the various safety and marine environment protection measures which IMO has developed over the years. I look forward to our two organizations continuing to co-operate closely in the development of standards affecting the safety and technical operation of ports and harbours.

The general growth in maritime traffic and the size of ships has increased the safety problems in many ports and their approaches. It is now many years since IMO Member Governments recognized this growing problem and recommended to its Members in November 1968 the judicious use of port advisory services (Assembly resolution A.158(ES. IV)). These initial steps were supplemented over the years by similar recommendations intended to enhance the safe navigation of ships in port and port approaches. The growth of ship reporting systems and the various services which gradually evolved and became known as Vessel Traffic Services gave rise to the need for international coordination concerning the various procedures and reporting formats used. Coordination of procedures and formats are considered essential if shipmasters and ships' officers who are required to participate in these systems are to have a clear understanding of what is expected of them and what they may expect of the shore authorities.

The cooperative work in this area carried out by your Association in concert with the International Association of Lighthouse Authorities (IALA), the International Federation of Shipmasters' Association (IFSMA) and with the International Maritime Pilots' Association (IMPA) provided a most valuable input to the development of the IMO Assembly resolution on general principles for ship reporting systems (A.531(13)) and the draft resolution on guidelines for vessel traffic services which is being submitted to the IMO Assembly for adoption at its fourteenth session in November of this year.

Another recent area of cooperation between our two organizations has been the adoption of Recommendations for Port Traffic Signals which were promulgated earlier this year (SN/Circ.123, 13 February 1985).

The theme of your present conference — Communications through Ports — is particularly appropriate to the development of trade and communications on a global basis. The objective of your Association of increasing the efficiency of ports and harbours through the development and dissemination of information useful to port and harbour administrations in the interests of furthering water-borne commerce is of particular interest to the International Maritime Organization.

The importance of ports and harbours to the economic growth and well-being of both developing and developed countries cannot be over-estimated. As every shipowner knows a ship in port is spending money rather than earning it and the efficient turn round of ships in port is essential to the success of any shipping enterprise.

Since 1966 IMO has provided technical assistance to developing countries and currently maintains a comprehensive programme which includes the provision of technical advice in the technical aspects of port operations.

In these undertakings we seek from time to time as necessary the advice of your Association in respect of the appointment of technical experts of a suitable calibre and background.

One of the greatest obstacles to progress in developing countries is the initial dearth of expertise of all types. Recognizing this IMO has since its foundation, given the highest priority to all aspects of maritime training including the training of port personnel.

Assistance was provided in establishing many maritime training institutions at the national, sub-regional and even regional levels. In reviewing the situation in the early 1980s, it was appreciated that whilst much had been accomplished in the early years, much remained to be done in this most important field. It was recognized that some forms of training, essential to the development of a cadre of key personnel within the maritime and ports administration of a country and within its merchant shipping sector, cannot be provided economically at the national or even regional levels. The type of training involved is that for maritime teachers, surveyors, examiners, technical advisors to governments, general maritime administrators and technical managers of shipping companies.

Accordingly, advantage was taken of a most generous offer made by the Government of Sweden and the City of Malmö to establish a World Maritime University in Malmö, Sweden, under the auspices of the International Maritime Organization.

Since its establishment in July 1983, the World Maritime University has provided training for more than 200 students drawn from 74 countries and the M.Sc. degree provided by WMU has already been recognized by the University of Wales. Two-year post-graduate courses are offered by WMU in General Maritime Administration (including ports and port safety); Maritime Safety Administration in the nautical and marine engineering fields; Maritime Education and the Technical Management of Shipping Companies (marine and engineering superintendence). One-year courses are also offered.

The annual operational budget of the WMU is approximately \$4 million US and a substantial part of this funding has already been secured on a continuing basis. However,

to ensure the continued provision of the balance of operational funds needed each year, I launched an appeal fund on the occasion of World Maritime Day 1984 to raise \$25 million US and thus secure the future funding of WMU courses. While the fund got off to a modest start this worthy project is receiving growing support from the maritime community at large.

Mr. President, Ladies and Gentlemen, before I conclude I would like to refer to one other matter which I am sure is of the same keen interest to you as it is to me. This is about the provision of urgently needed technical assistance to many developing countries with a view to enabling them to enhance the operational efficiency of their ports. During the course of my visits to developing countries of Africa, Asia and Latin America, I have seen some ports which have already attained the highest standards in every aspect of port operations. There are, however, unfortunately many many more where conditions are very different. It is my firm belief that with improved training of operational personnel, the efficiency of a large number of ports can be enhanced even with present investment in facilities and equipment or perhaps with some additional marginal investment. Already in the field of shipping we have found that short-term technical missions for a period of about two weeks to developing countries are very useful. Such missions have enabled developing countries to improve their maritime infrastructure in a variety of ways. Similar short-term technical missions in the area of port management would be most useful and are, indeed, much needed. As the only Specialized Agency of the United Nations system dedicated solely to technical matters related to shipping and ports, we would be most grateful for the support and co-operation of port authorities in the developed maritime countries in this regard. I wish to appeal to the distinguished dignitaries of port administrations gathered here today to consider this matter and to advise me if they can support such a programme of technical co-operation. If each of the leading ports of the world could possibly provide technical expertise and financial support even for one or two such missions per annum, the total effort would be most impressive. And it is hardly necessary for me to emphasize that improvement in port efficiency anywhere will benefit not only the country in which the port may be located but indeed all other countries whose ships may visit the port. Even a day saved in turn round is a saving well worth making. I do earnestly hope that this appeal will receive your kind attention.

Mr. President, Mr. Secretary General, I must now conclude and in doing so may I express once again my sincere gratitude for the opportunity to address this distinguished gathering and may I wish you a most successful, fruitful and memorable conference.

First Plenary Session

The session was held on Monday, May 6 from 10:00 to 12:00 in the Hall 2 of the CCH, presided over by President Tozzoli.

Mr. R.N. Hayes, General Manager, Dublin Port and Docks Board, in his capacity as the Chairman of the Credentials Committee, reported that the number of Regular Members present in person or by proxy constituted a quorum as required in the By-Laws. Then the Secretary General, Dr. Hajime Sato, delivered his address, outlining in his report to the 14th Conference the activities of the Association during the past two years since the 13th Conference in

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



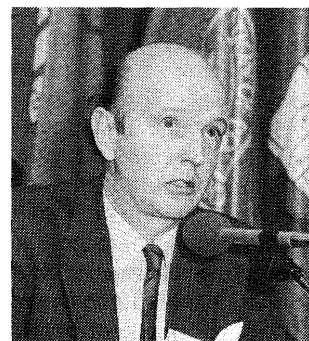
Mr. R.N. Hayes
Credentials Committee



Mr. A.G. Field
Finance Committee



Mr. J.F. Stewart
Constitution and By-Laws



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

Vancouver, 1983.

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

Following the report and recommendations by the Budget Committee Chairman, Mr. A.G. Field (Chairman of Townsville Harbour Board, Australia), the settlement of accounts for the years 1983 and 1984 was duly approved. Then the budget for 1985 and 1986 was proposed after Chairman Field explained the background to the proposals. Mr. Field pointed out that the proposed budget takes the following assumptions:

- 1) There will be no dues increase in 1986;
- 2) The number of dues units will remain the same in 1986;
- 3) The transactions will continue to be based on the SDR (Special Drawing Rights) System.

Under "Special Projects" in the budget, the following projects were proposed;

- 1) Continuation for a further year of the production of

French version of the "IAPH announcements and news" section of "Ports and Harbors". (The project has started from the January-February 1985 issue on a trial basis in accordance with a decision reached at the Executive Committee in Glasgow in 1984.)

- 2) Production of a book entitled "Port Administration and Management", authored by Prof. J. Baudelaire.
- 3) Yet to be determined by the Board.

Policy for Special Projects Funding was later announced by President Tozzoli. (See the box on page 30)

The members approved the 1985 and 1986 budgets in the form in which they were proposed. For the members' reference, Tables are attached on the Budget as approved by the Conference. (See page 30).

Mr. Field's report included the recommendations of the Board of Directors concerning the request from IMO for contributions for the IMO World Maritime University, which has been established to provide training to seamen from developing nations. The Board and the Budget/Finance Committee concluded that a resolution should be passed to encourage individual IAPH members to make contributions to the Maritime University where they see fit, while IAPH as the organization finds it inappropriate to make a financial contribution to it. As a result, the Resolution No. 1 was passed to this effect. (See page 25)

Secretary General's Address to the First Plenary Session

Mr. President and fellow members:

May I, first of all, extend my gratitude to all of you who have taken time out of your busy schedules to attend this conference in Hamburg. It is a pleasant duty for me to report on the activities of our Association for the period which has elapsed since the last conference held in Vancouver two years ago.

Today, our Association has 222 Regular and 146 Associate members in 76 countries — not counting 14 Temporary members, who will no doubt join us as Regular members after their one-year trial period. One of the significant things about our Association, I feel, is that our members have ably overcome the obstacles presented by the distances which separate them by fostering close ties of cooperation. The leadership provided by the President and Vice-Presidents in this regard has been most significant. As the theme for this conference "Communication through Ports" indicates, the close communication enjoyed by our members throughout the world has been one of the key elements behind the development of our Association.

Under the Board of Directors, the Association has a 21-member Executive Committee, 3 internal committees, 6 technical committees and a committee of Legal Counselors. The efficiency with which these bodies function is testimony to the dedication of the people serving on them.

The numerous achievements of the Association's members and committees, together with appropriate reference to all those who have energetically participated in our various activities, are covered in my report and those from the respective committees, both in the form of publications and of presentations by the Chairmen which will be made in this session.

I have no doubt that the 14th Conference will provide a forum for us all to work together for our common objectives and thus to maximize the benefits we can provide to the ports of the world. I trust that the future will show our efforts to have been worthwhile.

I, together with all the staff members of the Head Office will spare no effort to lead the Association to even greater success in the future. We look forward to your continued support in the challenging times ahead.

Also reported by Mr. Field was the situation concerning the "Special Port Development Technical Assistance Fund", to remind members that the fund has become depleted, prior to the appeal which Mr. J.K. Stuart, Chairman of the International Port Development Committee, made in his report to the conference which followed.

Following the report by Mr. J.F. Stewart, Chairman of the Committee on the Constitution and By-Laws, concerning the proposed amendments to the By-Laws, Mr. P.J. Falvey, Chairman of the Resolutions and Bills Committee, made recommendations supporting the proposed amendments, which were duly adopted by the members there.

Then Mr. John Mather, Managing Director, Clyde Port Authority, presented a report from the Membership Committee on behalf of Mr. Paul Bastard, Chairman of the Committee, as the latter was unable to attend the Conference. Mr. Mather in his report stressed the need for continued efforts to be made by the Association in its membership campaign, and urged the delegates to assist the Committee in its work to bring more members into IAPH.

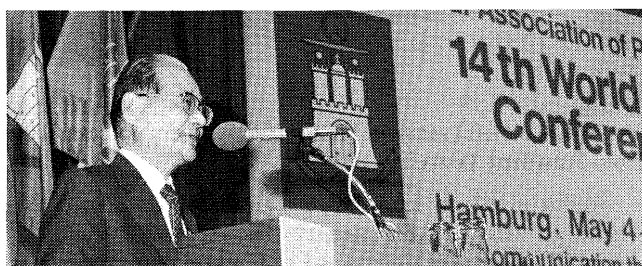


Mr. D. Nunkoo



Mr. M. Meletiou

(The "Akiyama Prize" winner)



Mr. Toru Akiyama

Then the reports by the chairmen of the technical committees followed. The first report was from the Committee on International Port Development. Following his report on the various activities of the IPD and the IAPH Award Scheme in particular, Chairman Stuart introduced the two recipients of the "Akiyama" prize. They were Mr. D. Nunkoo, Mauritius Marine Authority and Mr. M. Meletiou, Cyprus Ports Authority who were there at the invitation of the IAPH to receive a silver medal and a certificate from President Tozzoli in the presence of all the delegates. Both recipients expressed their thanks for the honor the Association had granted them and received a congratulatory speech from Mr. Toru Akiyama, the donor of the funds for the "Akiyama Prize" and the President of the IAPH Foundation.

In his remarks on the situation concerning the Bursary Scheme, Chairman Stuart emphasized the need for money to be raised for a fund to be used for this program and appealed to the gathering for their contributions. Immediately, a response came from a delegate from the Port of Rotterdam, pledging a donation of 3,000 US Dollars to the fund and President Tozzoli received a promissory note on the spot.

The Resolution No. 2 was passed to ensure the continuation of the Bursary Scheme to benefit ports in developing countries.

Next came the reports from Mr. J. Dubois (Port of Le Havre), Chairman of the Committee on Port Safety, Environment & Construction Committee, by Mr. R.T. Lorimer (Auckland Harbours Board), Chairman of the Cargo Handling Operations Committee, Mr. Robert L.M. Vleugels (Port of Antwerp), Chairman of the Trade Facilitation Committee and Liaison Officer with CCC, and Mr. F.M. Wilson, Chairman of the Public Affairs Committee, respectively. However, due to the insufficient time available, the report by the Chairman of the Committee on Legal Protection of Port Interests had to be postponed until the Second Plenary Session on Friday, May 10th.



Mr. J. Dubois, Port Safety, Environment and Construction



Mr. R.T. Lorimer, Cargo Handling Operations



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



Mr. F.M. Wilson, Public Affairs

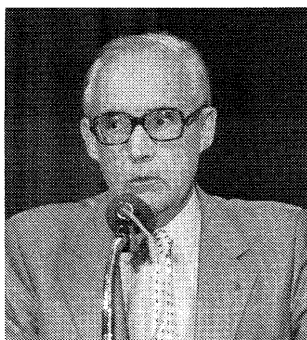
Second Plenary Session

The session was held on Friday, May 10, at 14:30 in Hall 2 of the CCH. President Tozzoli opened the session. Before the start of business, Mr. J.K. King, President of the Harbours Association of New Zealand, was allowed to express the New Zealand members' appreciation to Mr. R.T. Lorimer and Mr. J.F. Stewart, for the great efforts they had made in leading all New Zealand members to contribute to IAPH activities. With these veteran members about to retire from their posts after the Hamburg Conference, Mr. King's remarks were particularly appropriate.

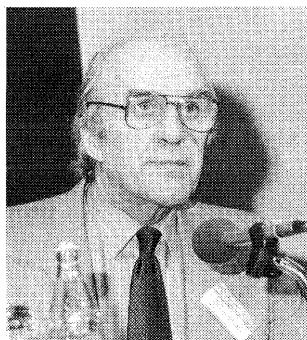
Following the recommendation by Mr. P.K. Falvey, Chairman of the Resolution and Bills Committee, a Resolution of Condolence was passed to honor the memory of Dr. Jen-Ling Huang, former President and Honorary Member of IAPH. The resolution was followed by a moment of silent prayer.

Then the reports by Mr. Andre Pages, Chairman of the Committee on Legal Protection of Port Interests and Mr. A.J. Smith, IAPH Liaison Officer with IMO, followed.

Afterwards, Mr. Falvey again took the podium to complete his report on all other resolutions and bills, which were duly passed. All resolutions (No. 1 through No. 9) and bills (No. 1 through No. 4) at the plenary sessions, as well as the Board resolutions (No. 1 and No. 2), are reproduced on pages 25 – 27.



Mr. Andre Pages



Mr. A.J. Smith



Mr. P.K. Falvey



Mr. W.G. Halpin

Mr. W. Gregory Halpin, Maryland Port Administration, U.S.A., in his capacity as the Chairman of the Honorary Membership Committee, reported on his committee's recommendation that the following members be elected as Honorary Members.

- Mr. A.J. Tozzoli (President of IAPH), Director, Port Department, The Port Authority of New York and New Jersey, U.S.A.
- Mr. J.M. Wallace (2nd Vice-President of IAPH), Former President, the Maritime Services Board of N.S.W., Sydney, Australia

- Mr. R.T. Lorimer (Executive Committee Member and Chairman of the Cargo Handling Operations Committee of IAPH), General Manager, Auckland Harbour Board, New Zealand
- Mr. Andre Pages (Chairman of IAPH Committee on Legal Protection of Port Interests), Ingenieur General des Pont et Chaussees, France
- Mr. J.F. Stewart (Chairman of Constitution and By-Laws Committee), Former General Manager, Wellington Harbour Board, New Zealand

Their election was duly approved, and certificates of honorary membership designed on specially-made parchment were presented to the newly-elected Honorary Members as the delegates applauded in appreciation of the years of dedicated service they had given the Association.

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

- President: Ir. J. den Toom, Managing Director, Port Management of Amsterdam, Netherlands
- 1st Vice-President: Mr. Wong, Hung-Khim, General Manager, Port of Singapore Authority
- 2nd Vice-President: Mr. Henri Allard, General Manager, Port of Quebec, Canada
- 3rd Vice-President: Mr. J.K. Stuart, Chairman, Associated British Ports, U.K.



Mr. Wallace (left) receives Honorary Membership certificate from President Tozzoli

Furthermore, in accordance with Resolution No. 9, Mr. Cheung, Yuen-Sei, Administrator, Korea Maritime and Port Administration, was elected as Conference Vice-President.

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

Ir. den Toom, the new President, then delivered his inaugural address, and announced the six "Appointive Members" of the Executive Committee for the new term. They and those "Elective Members" are introduced on page 21 of this issue. Also the new President announced the names of Chairmen of the internal and technical committees as listed on page 22.

Mr. Cheung Yeun-Sei was called on to deliver an invitation address to the 15th Conference which the KMPA is hosting in April/May 1987. The delegates enjoyed his speech and a film presentation followed.

Mr. Rommerskirchen, the Conference Chairman, announced the closure of the 14th Conference at 16:30.

Outgoing Presidential Speech

by Mr. A.J. Tozzoli

For the past two years I have had the honor of serving as President of the IAPH, and I state with all sincerity that my experience with this organization has been one of the high points of my career. I truly believe in this organization's potential and the goals it has set to make our world ports a true medium for cooperation, understanding, progress and prosperity.

The people I have had the pleasure of working with at the IAPH have made my job both a pleasure and an exciting intellectual experience. Their dedication to the standards and ideals of the association, as well as its fundamental practical concerns, has been of the highest professional calibre that I have ever encountered. It has also been a great source of pride for me to be associated with such eager and inspired professionals whose work speaks for itself in terms of excellence.

As you know, the IAPH has grown financially stronger with each year and continues to grow more influential in the realm of world trade. The momentum we have established in our recent efforts can virtually guarantee tomorrow's port leaders with a new and better level of expertise, and I am proud to have played a part in fulfilling that promise with your support.

My many hopes for the IAPH have only been increased by the great things I have seen it already accomplish during my membership and Presidency. I envision our association becoming a truly effective force in promoting international trade. I would personally like to see the ports in each nation unite in a common bond to oppose protectionism and tariff barriers so that the entire world community may benefit from the tremendous advances that can only be realized from a free and fair trade system. Our trade facilities are literally and philosophically a portal to each nation and to its people, and I like to think of our association as a universal key that could unlock countless possibilities.

The question is, do we have the courage to aspire that high? I think we do, because of the positive energy we have already experienced in working together. We have learned, firsthand, that the sum of our experience is greater than the total of its parts. And we also know that free trade appeals to both the subjective and objective motivations of human nature. With it, we are able to help ourselves as we help each other, and that concept is not merely high sounding idealism but an infinitely practical concept that has always worked.

During the past two decades we have seen major changes in transportation and cargo handling which have literally reshaped the industry and the ports we represent. The advent of containerization is usually hailed as the greatest advance in recent years, one which revolutionized our operations from one end of the globe to the other. There is a tendency for many of us to think, "Well, we have seen one monumental change in our lifetime, so we can sit back now and let it roll along, because nothing of that magnitude is likely to happen again."

The dust has no sooner settled from the wave of containerization when a new whirlwind has presented itself. The new generation of container ships are now challenging our entire concept of scale and they may represent only the tip of the iceberg in a trend towards bigger and bigger ships

with ever greater cargo handling capacity and efficiency. Today's giant ships are actually dictating the shape of tomorrow's ports and we have to start rewriting the book on how to adequately handle not only their massive size, but their enormous cargo volumes.

For these ships to operate efficiently, they have to be full and they must function in a total system that keeps them that way. Ports have to grow into major load centers and the writing is on the wall that this is going to have serious and permanent impact on all the ports of the world. Major ports not only have to accommodate them with deeper channels, but efficiently process their huge cargo loads in much shorter periods of time. Smaller ports will have to gear-up to handle things like feeder service and all the ports are going to have to provide nothing less than excellent inland transportation systems and support facilities.

Even in the clerical realm, the days of the stubby pencil and pad are long gone in terms of keeping track of cargoes, containers, ships, trucks, and dozens of other details. The processing of paperwork alone represents a revolution as far-reaching as any of the operational factors. Computerization and data processing is no longer a technological luxury but an operational necessity. We need to involve customs officials, government agencies and other "goblins" from our many bureaucracies to help slay these paper dragons and get our cargoes moving.

It is at times like this that it may help to recall what the ancient Greeks had to say. "All is flux. Nothing stays still. Nothing endures but change." Those words were never truer than they are in today's world of trade and our ports will reflect them over and over again in the near and distant future. If we can't avoid change, we might as well engage it eagerly. I believe that spirit is at the very core of the IAPH, for we know we are in an evolving industry and have arrived at a stage where we can and must deal with it collectively. We are all in the same boat — or should I say, port — with respect to these changes. It is appropriate to mention that during this conference we have heard discussions about the needs of ports in developing countries but in a very real sense all of our ports, no matter how structured, are developing under as many challenges as their smaller sisters.

These are the challenges which brought us together in the first place and these are the challenges that will perpetuate the IAPH in the years to come. I know you will all continue to help each other meet them with the same superlative effort that you have demonstrated during my term and I sincerely thank you for making that term of office such a proud and positive experience.

In closing, I wish to thank the Vice Presidents, particularly, Mr. Joerg Rommerskirchen for his outstanding work in organizing our conference and John Wallace who has been very supportive.

The Members of our Executive Committee.

All our Directors and Alternate Directors.

The Chairman and members of the Technical and Internal Committees, particularly, Mr. Bob Lorimer; Mr. Jacques Dubois; Mr. Robert Vleugels; Mr. Keith Stuart; Mr. Andre Pages; and Mr. Frank Wilson.

(Continued on page 21 bottom)

Inaugural Address by Ir. J. den Toom, New President



Distinguished guests, ladies and gentlemen,

I promise to give you a short address. It is a privilege and an honour for me to be the President of the International Association of Ports and Harbors during the next two years. I thank the membership, the Board and the Executive Committee that they have given to me the opportunity to serve the Association in this leading position.

It gives me great satisfaction that I can take over the presidency in a period when the financial situation of the Association is better than ever before. We are a really independent international association, standing on our own feet.

The backbone of our Association is the work of the technical and internal committees. Participation of the members in the work of the committees is the best method to make our Association attractive for the members and for still more ports. It was very encouraging that during this conference some new members entered the Association.

Of particular interest and importance is the work of this Association for the ports in the developing world, for the developed ports have to do their utmost to give full attention to the needs of developing ports. The Association, and especially the Committee on International Port Development, is a platform where developed and developing ports can meet and can plan to overcome the gaps among ports in terms of knowledge and facilities. Give the developing ports the tools and they will do the job!

I wholeheartedly share the resolution of appreciation and thanks to Hamburg and offer my appreciation to the North German ports and all the people involved, who did such a marvelous job. Our German hosts understood so very well that one of the objects of our Association is to develop and foster good relations and collaboration among all ports and harbors of the world. They showed it in the way they organized the congress and in their personal approach.

As President of the Association, I will do my best to serve the Association. With the full support of the Board of Directors, the Executive Committee and all the other committees, and—last but not least—the Head Office, we—together with all the membership—will have another fruitful period in the coming two years.

Let us go on in the coming years to work via our Association for the benefit of and for better understanding among the ports of the world.

Invitation Address by Cheung Yeun-Sei, Administrator, Korea Maritime and Port Administration



Mr. President, fellow delegates and ladies and gentlemen. Today I take great pleasure in confirming that the 15th Conference of the International Association of Ports and Harbors will be held in Seoul. This is indeed a great honor for us, for which I wish to express my heartfelt gratitude. On behalf of the 10 million citizens of Seoul and the entire staff of Korean shipping industry and port authorities, I am much pleased to extend to you my cordial invitation.

Needless to say, every port today plays an important "gate way" role in contributing to the development of both the national and world economy. Trade expansion carries with it the momentum for port growth. A balanced port development program, which is adjusted to commercial needs, will in turn accelerate expansion of international trade. From this point of view, IAPH plays a crucial role in world trade expansion by acting as an international organization whose purpose is to achieve balanced world port development through the exchange of information among its members. In this context, the opening of the 15th IAPH Conference in Seoul, will be a turning-point for development of Korean shipping and ports.

The city of Seoul, the center of political, economic, social, cultural and educational activities in Korea, has many attractive facilities which we shall be proud to show you while attending the 15th IAPH Conference from April 25 — May 2, 1987. Seoul is fully prepared to serve you to your complete satisfaction during your stay for the Conference.

As the capital of the Yi Dynasty since the 13th century, Seoul possesses many cultural inheritances filled with Korean history. The capital city is also proud of the many old but well maintained palaces. Seoul, 1985 having 10 million inhabitants friendly to foreign visitors is a modern city with pleasant surroundings, excellent hotels, entertainment, transportation and Conference facilities.

Seoul really is well harmonized with the new and old. The port of Incheon, Korea's second largest port, is located only a short distance from Seoul. I am fully confident that the 15th IAPH Conference will be most successful as the entire nation fully supports our careful preparations for the meeting. To this end, we have established, during my term of office, an organization known as the "Preparation Committee for the 15th IAPH Seoul Conference". This committee has already begun its fullfledged activities to

plan and execute all the details of the Conference in the most efficient and reliable way.

As stated in our pamphlet, the Mayor of Seoul extends his warmest welcome to you. This welcome is also extended by nine Associations associated with shipping and ports, such as Korea Shipowners Association, Korea Stevedoring Association, Korean Register of Shipping, and others. These organizations are actively providing us with their support and assistance in an effort to make the Conference a success in every respect. The month of May in Korea is the most pleasant season of the year, with its fragrant, balmy breezes, flowers and green trees, festivals and other community events actively organized. "Seeing is believing" — as the proverb says, in a few minutes a film will be shown to give you a visual profile of the many charms of Seoul and Korea. We can promise that our Conference Committee will do their utmost to provide a visitation program not only for the port of Incheon, but also for the 1988 Olympic facilities and other fascinating places in and around Seoul. Available post-Conference excursions will include Kyongju, the capital of the Shilla Kingdom which existed more than 1,300 years ago and other interesting places. We intend to provide a wide choice of Korean cultural heritages to visit.

Ladies and gentlemen, you have been kind enough to confirm the choice of Seoul as the venue of the 1987 Conference. Accordingly I wish to express to you our deepest gratitude on this 10th day of May 1985, for the international recognition of the Korean shipping and ports whom I serve in the name of all Korean shipping industries and port authorities.

As has been the case with all Conference so far, including this Conference which is now drawing to a close, I can promise you that everything possible shall be done to ensure that the 15th IAPH Conference, to be held at Seoul in 1987, will also be long remembered for its accomplishments.

I am looking forward to meeting all of you in good health again in Seoul.



Mr. Tozzoli's speech

(Continued from page 19)

Burt Field, for his outstanding work in the financial area and Pat Falvey, our Legal Counselor and good friend from New York.

Stan Mayne, my immediate predecessor as President and Paul Bastard, who was Stan's predecessor and a strong supporter of the Organization.

The General Membership.

Secretary General Emeritus Toru Akiyama; and

Secretary General Dr. Sato and his staff in Tokyo, particularly, Deputy Secretary General Mr. Kusaka and Under Secretaries Mr. Onso, Mr. Kondo, and Ms. Takeda.

Without the support of all my colleagues, it would not have been possible for me to do my job as President of this Organization.

Thank you very much.

Welcoming Message by Hon. Sohn Soo-Ik, Minister of Transportation, Republic of Korea

Mr. President, Mr. Secretary General and ladies and gentlemen!

I would like to take this opportunity to express my deepest gratitude for your active support and guidance extended to us in the selection of Seoul as the venue of the next IAPH Conference.

I believe all of you fully share the consensus that the port industry increases its importance in the national economy as the international marine transportation expands in response to the growing worldwide trade volume. In this respect, it is my sincere hope that the IAPH Conference will provide all the participants with an ample opportunity to have a frank and constructive exchange of views to take the initiative for the port development and the promotion of the multilateral cooperation based on the technological innovations in this field.

It is indeed a great honour and privilege for us to host such an important international conference in the capital city of Seoul with long historical traditions and many places of interest in May 1987. In an effort to make the Seoul Conference most successful and meaningful in every respect, we pledge our utmost endeavours to render minute care to the preparations of this historic Conference. I further wish to assure you that your stay in Korea during the Seoul Conference shall be most comfortable, enjoyable and memorable in your whole life.

Looking forward to the pleasure of welcoming all of you in Seoul, in May 1987, I would like you to accept my best wishes for your good health and prosperity.

The Dates and Venue of the 15th Conference of IAPH

It was decided that the 15th Biennial Conference of this Association will be held at the Hotel Lotte, Seoul, Korea, for the period of April 25 — May 2, 1987, under the hostship of the Korea Maritime and Port Administration.

The dates originally suggested were May 9 — 16, 1987. However, thanks to the prompt action taken by the Host, the dates have been advanced by two weeks in order to accommodate the unanimous hope expressed by the Moslem delegates that the event not clash with Ramadan, which is a special religious event of prime importance to the people of Islamic countries.

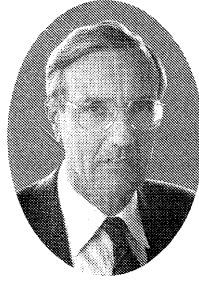
Major Aspects of the 15th Conference.

- 1) Dates: April 25, 1987/May 2, 1987
- 2) Venue: Hotel Lotte, Seoul, Korea
- 3) Conference Theme: "PORTS LOOKING INTO THE 21ST CENTURY"



New Officers at the post-conf. joint meeting of the Board/EXCO. From left, Messrs. Tozzoli, Henri Allard (2nd V.P.), den Toom (President), Wong Hung-Khim (1st V.P.), Cheung, Yeun-Sei (C.V.P.) and Dr. Sato (S.G.).

Executive Committee (1985-1987)



President
Mr. J. den Toom
Managing Director
Port Management of Amsterdam
The Netherlands



1st Vice-President
Mr. Wong, Hung-Khim
General Manager
Port of Singapore Authority,
Singapore



2nd Vice-President
Mr. Henri Allard
General Manager
Port of Quebec, Canada



3rd Vice-President
Mr. J.K. Stuart
Chairman
Associated British Ports, U.K.



Conference Vice-President
Mr. Cheung, Yeun-Sei
Administrator, Korea
Maritime and Port
Administration, Korea



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



Mr. Aftab Alam, General
Manager (Planning &
Development), Karachi Port
Trust, Pakistan



Mr. J. Dubois
General Manager
Port of Le Havre
France



Mr. Fred Gingell
Commissioner
Fraser River Harbour Commission
Canada



Mr. T. Hirota
Director-General
Port & Harbour Research
Institute, Ministry of Transport
Japan



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



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



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



Mr. P. Okundi
Managing Director
Kenya Ports Authority
Kenya



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



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



Mr. F.L.H. Suykens
Director General
Port of Antwerp, Belgium



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



Mr. F.M. Wilson
General Manager
Port of Brisbane Authority
Australia

Note:

The original list included Mr. A.G. Field, Chairman, Townsville Harbour Board and Mr. W.M.A. Greene, North Carolina State Ports Authority. However, they have retired from their organizations after the Hamburg Conference and thus resigned as IAPH EXCO member.

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

1) Internal Committees

(1) Finance Committee:

Fred Gingell, Commissioner, Fraser River Harbour Commission, Canada

(Note: Following his appointment as Chairman of the Finance Committee in Hamburg, Mr. A.G. Field resigned all positions he held in IAPH due to the fact that he has not re-elected by the Government as Chairman of the Townsville Harbour Board. In the situation, Mr. Gingell was appointed by President den Toom on June 24, 1985 to chair the Committee.)

(2) Membership Committee:

J. Mather, Managing Director, Clyde Port Authority, U.K.

(3) Constitution and By-Laws:

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

2) Technical Committees

(1) International Port Development:

C.B. Kruk, Head, Technical and Managerial Port Assistance Office (TEMPO), External and Commercial Affairs, Port of Rotterdam, The Netherlands

(2) Cargo Handling Operations:

(To be appointed in due course)

(Note: Originally Mr. W.M.A. Greene of North Carolina State Ports Authority was appointed as the Chairman. However, due to his retirement from the Ports Authority in the middle of June, the chairman is to be newly appointed.)

(3) Port Safety, Environment and Construction:

J. Dubois, General Manager, Port Autonome du Havre, France

i: Marine Safety, Sub-Committee:

G.T. Monks, Harbour Master, Port Hedland Port Authority, Australia

ii: Port Safety Sub-Committee:

P.H. Olson, Port Operations Analyst, Port of Gothenburg, Sweden

iii: Engineering Sub-Committee:

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

iv: Ship Sub-Committee:

J. Smagghe, Director General, Port Autonome de Nantes-St. Nazaire, France

v: Dredging Task Force:

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

(4) Trade Facilitation:

Fernand L.H. Suykens, Director-General, Port of Antwerp, Belgium

(5) Legal Protection of Port Interests:

Paul Valls, Director General, Port Autonome de Bordeaux, France

(6) Public Affairs:

F.M. Wilson, General Manager, Port of Brisbane Authority, Australia

Chairman of Legal Counselors:

Patrick Falvey, General Counsel/Assistant Executive Director, Port Authority of New York and New Jersey, U.S.A.

Legal Counselor newly appointed:

Ibrahim Makki, Director-General, Ports Public Authority, Kuwait

Liaison Officers with

ECOSOC: A.J. Tozzoli, Director, Port Department, Port Authority of NY & NJ, U.S.A.

CCC: Fernand L.H. Suykens, Director-General, Port of Antwerp, Belgium

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

UNCTAD: C.B. Kruk, Head, Technical and Managerial Port Assistance Office (TEMPO), External and Commercial Affairs, Port of Rotterdam, The Netherlands

The Executive Committee Meeting in 1986

At the post-conference meeting of the Executive Committee held in Hamburg on May 10, 1985, it was decided that the next regular meeting of the Executive Committee would be in Auckland, New Zealand, under the hostship of Auckland Harbour Board. The Port of Bombay, Ministry Shipping & Transport, the Government of India, was another enthusiastic candidate, but as a result of the voting, Auckland was chosen.

The dates for the meetings of the Executive Committee will be April 9 (Wed) and 10 (Thu), 1986, with the previous two days, April 7 (Mon) and 8 (Tue) being scheduled for the meetings of the internal and technical committees, which may be organized subject to the respective committees' confirmation.

The Auckland Harbour Board has tentatively reserved accommodation for 55 members at the Regent Hotel for that period. The hotel is located within walking distance of the new Harbour Board building, where the meetings will be held.

The 16th Conference of IAPH in 1989

There are five candidates for the 16th Conference of IAPH to be held in the American Region in 1989, as follows: —

- Port of Portland, Oregon, U.S.A.
- Port of Quebec, Quebec, Canada
- Port of Miami, Florida, U.S.A.
- Ports of Los Angeles and Long Beach, Calif., U.S.A.
- Port of Seattle, Washington, U.S.A.

Presentations by the respective ports were made at the post-conference Board meeting in Hamburg on May 10. However, due to the fact this item was the last substantive matter on the agenda and since, unfortunately, there had at that point ceased to be a quorum present, the voting to decide the site, which was due to take place on the basis of presentations by the respective candidate host ports, was not actually carried out. In the circumstances, it was agreed to hold a meeting of the Board of Directors by correspondence at a later stage to decide the site.

Contribution to the Special Port Development Technical Assistance Fund solicited

The Bursary Scheme which IAPH has made available to personnel in developing ports for the training is financed by the Special Port Development Technical Assistance Fund ("Special Fund") which, in turn exists thanks to voluntary contributions previously made by the Association's members and the IAPH Foundation.

Since the introduction of the Scheme in 1976, the bursary was awarded to 40 port staff from developing countries enabling the beneficiaries to participate in training courses and seminars conducted at various places. As a result, this fund is now severely depleted.

Reflecting the situation, the Association at the Hamburg Conference decided to replenish its Special Fund, by means of asking IAPH members, to contribute to the Fund, and the Resolutions No. 2 and No. 4 were passed to this effect (see page 26 of this issue).

The targeted amount to be raised for the Fund during the forthcoming two years is US\$70,000, which is sufficient to cover 10 bursaries each year.

In accordance with the Hamburg resolutions, the Secretary General has recently circulated a letter (No. 24/85/CIPD - June 5, 1985) to all IAPH members soliciting their contributions to the Fund.

In response to the appeal, as of July 15, 1985, the contributions have been received from the members as listed in the box below.

All members' general support to the fulfilment of the targeted amount is sincerely requested by the Secretary General.

Contributions to the Special Fund (As of July 15, 1985)	
Contributors	Amount
<i><u>Paid:</u></i>	(US\$)
Port of London:	750
Port of Copenhagen:	350
Port Services Corp., Oman	500
Associated British Ports:	3,000
Port of Houston:	1,000
<i><u>Pledged:</u></i>	
Port of Rotterdam:	3,000
Directorate-General of Shipping and Maritime Affairs, Netherlands	720

ISO reacts to Resolution No. 7

In accordance with Resolution No. 7, passed at the Hamburg Conference, on consideration by the ISO of the standard size of containers, this resolution was telexed to Mr. O. Sturen, ISO Secretary General, on May 24, 1985. The following telexed response was received:

"We are pleased to inform you that ISO/TC 104 at its plenary meeting held in Stockholm decided to continue the study of whether to increase the height of ISO containers but not to include it for the time being in the revised of ISO 668 - 'Series 1: Freight containers - Classification,

External dimension and Rating'. The only change in ISO 668 was the upgrading of the gross mass of the 20 foot container from 20 to 24 tons. Signed: O. Sturen, ISO Secretary General."

UNCTAD/IAPH Monograph No. 4 completed

The IAPH Head Office has recently circulated a copy of the English version of Monograph No. 4 entitled "Operations Planning in Ports" to all Regular Members. This is authored by B.J. Thomas, Senior Lecturer, Department of Maritime Studies, University of Wales Institute of Science and Technology (UWIST), Cardiff, U.K., and is the fourth such monograph in the series prepared by UNCTAD in collaboration with IAPH.

The monographs previously distributed to IAPH Regular Members were:

- No. 1 Changing from Daywork Plus Overtime to Two-Shift Working
by Stuart Bradley, Deputy Docks Manager, Port of Hull, B.T.D.B.
- No. 2 Planning Land Use in Port Areas: Getting the Most out of Port Infrastructure
by R.E. Take, Estate Surveyor, South Wales Ports, B.T.D.B.
- No. 3 Steps to Effective Equipment Maintenance
by Earl D. Munday, Industrial Engineer, Port of Seattle

Visitors

On June 7, 1985, Mr. J.F. Stewart, Immediate Past Chairman of the Constitution and By-Laws Committee, a newly elected Honorary Member of IAPH, and ex-General Manager of Wellington Harbour Board on his way home from Europe visited the head office.

On June 26, 1985, Mr. Mike Mundy, Editor of journal "Port Development International" visited the head office and exchanged views and comments on the current port development plans in Japan. He was visiting Japan and Korea for the purpose of covering the current port situations in the region.

Mr. Bill Ware, a Churchill Fellowship Recipient of 1985 and Ship Controller, Tilbury Docks of the Port of London Authority, visited Japan for six weeks from May 26 to July 8, on his study mission on the container terminal operation systems and dockworker situations in Japan. During his stay, he visited the major ports of Japan, including Tokyo, Yokohama, Nagoya, Osaka, Kobe, Hiroshima and Nagasaki and was received by the officials of the respective port management bodies, shipping and stevedoring firms as well as dockworkers who were invited to exchange views and comments with him.

Container terminals he visited were: MOL's Ohi terminal, and Shinagawa common use terminal in Tokyo, NYK's Daikoku terminal and Honmoku common use terminal in Yokohama, Kinjo terminal of Nagoya Container Berths Company in Nagoya, NYK's Port Island's terminal and K Lines Port Island's terminal in Kobe, and K-Lines Nanko terminal (South Port) in Osaka. Also included were visit to the Japan Harbour Transportation Association, the International Exhibition Center in Osaka, a common use container terminal and Mazda's car-export terminal in Hiroshima, and conventional cargo terminals in Nagasaki.

Bills and Resolutions

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

BILL NO. 1

TO AMEND THE BY-LAWS IN RELATION TO ELECTION AND VOTING OF BOARD OF DIRECTORS

BE IT ENACTED by THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS in PLENARY SESSION convened on the 6th day of May, 1985 THAT

Sec. 1. Section 10 of the By-Laws is hereby amended to provide as follows:

- a) delete the terms following after "Members," in line 12 thereof and ending and including "General." in line 28 thereof; and
- b) insert the following after the term "Members," in line 12 thereof: —

"each such election may be held at any time and from time to time, in such manner and with such conditions and limitations set forth, if any, as to the term of office or otherwise in respect of the elected positions as are not inconsistent with the Constitution and By-Laws and provided that not less than one such election is held by each such group of Members in each period between Conferences not later than thirty days before each Conference.

Each Director and Alternate Director elected as aforesaid shall hold office for such period as may be specified in the terms of each such respective election or until the next such election or, if no period is specified, until the closing of the Conference next succeeding that which follows each such election and in every case until a successor has been elected and taken office.

The results of every election by each such group of Members shall be communicated forthwith to the Secretary General including in addition to the names and descriptions of the persons elected any specified terms of office."

Sec. 2. Section 9 of the By-Laws is amended by inserting the following after the term "Association," in line 12 thereof: —

"any elective Alternate Director elected to be a member of the Executive Committee in pursuance of Section 15 of Article III,"

Sec. 3. Section 14 of the By-Laws is amended by deleting the first paragraph thereof and inserting the following as the first paragraph thereof: —

"Each member of the Board of Directors shall be entitled to one vote at any meeting of the Board."

Sec. 4. This BILL shall be effective upon ENACTMENT.

BILL NO. 2

TO AMEND THE BY-LAWS IN RELATION TO THE LEGAL COUNSELORS

BE IT ENACTED by THE INTERNATIONAL ASSO-

CIATION OF PORTS AND HARBORS in PLENARY SESSION convened on the 6th day of May, 1985 THAT

Sec. 1. Section 21 of the By-Laws is hereby amended by striking the word "seven" in line three thereof and by inserting the word "nine" in substitution for "seven" therein.

Sec. 2. This BILL shall take effect upon ENACTMENT.

BILL NO. 3

TO AMEND THE BY-LAWS IN RELATION TO TERMS OF OFFICE

BE IT ENACTED by THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS in PLENARY SESSION convened on the 10th day of May, 1985 THAT

Sec. 1. Section 22 of Article V of the By-Laws is amended to include the following as the penultimate paragraph thereof: —

"Notwithstanding the other provisions of the By-Laws, if the President, or the First Vice President, or the Second Vice President, or the Third Vice President ceases to be a delegate or representative of any Regular Member, such Officer may complete the term of office provided that, in the judgement of the Executive Committee, (a) the Officer had been engaged in port administration or management for at least 5 years, (b) the Officer had been an active participant in IAPH affairs through Committees, Board and Conference proceedings for at least 4 years, (c) the Officer's new or changed status does not constitute a conflict of personal and IAPH interests or an impediment to the performance of the Officer's IAPH duties, and (d) that the Regular Member with which the Officer had most recently been associated does not object in writing to the completion of the term by the Officer."

Sec. 2. This BILL shall take effect upon ENACTMENT.

BILL NO. 4

TO AMEND THE BY-LAWS IN RELATION TO EXECUTIVE COMMITTEE MEMBERSHIP

BE IT ENACTED by THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS in PLENARY SESSION convened on the 10th day of May, 1985 THAT

Sec. 1. Section 15, Article III of the By-Laws is amended by adding after the term "Association" in the 10th line of the second paragraph thereof the following: —

"and from among the Honorary Members of this Association"

Sec. 2. This BILL shall take effect upon ENACTMENT.

RESOLUTION NO. 1

RESOLUTION TO ENCOURAGE INDIVIDUAL IAPH MEMBERS TO MAKE VOLUNTARY FINANCIAL CONTRIBUTIONS TO THE WORLD MARITIME UNIVERSITY

WHEREAS, the WORLD MARITIME UNIVERSITY has

been founded in Malmö, Sweden, under the auspices of the INTERNATIONAL MARITIME ORGANIZATION (IMO), with a view to training senior specialist maritime personnel mostly for the developing countries;

WHEREAS, the IAPH recognizes that such training as will be provided by the World Maritime University should enhance the safe and efficient operations of the world's shipping and ports, and will thereby serve the interest of the world's port community and;

WHEREAS, the IMO has requested financial contributions to the capital fund established in support of the World Maritime University;

BE IT RESOLVED, THEREFORE, THAT the 14th Conference of the IAPH strongly urges its constituent members to make voluntary contributions to the aforementioned capital fund and to otherwise support the WORLD MARITIME UNIVERSITY and its objectives.

RESOLUTION NO. 2

RESOLUTION ON ASSESSMENT OF "SPECIAL DUES" FOR REPLENISHING SPECIAL PORT DEVELOPMENT TECHNICAL ASSISTANCE FUND

WHEREAS, the Special Port Development Technical Assistance Fund (the "Fund"), which was established by the Association for the training of personnel in developing ports, has been meaningfully utilized for the stated purpose;

WHEREAS, the Association's Committee on International Port Development determined that the continuation of the Fund is necessary for the Association to provide sustained support to the developing ports; and

WHEREAS, the Fund has been depleted to the extent where it is inadequate to provide support for the desired level of activities for the benefit of the developing ports;

THEREFORE, BE IT RESOLVED on this 6th day of May, 1985, on the occasion of the 14th Conference of the Association, THAT pursuant to Section 45 of the By-Laws of the Association, said Association assess "special dues" on its members, regardless of their membership categories, with a view to raising an aggregate sum of not under 70,000 U.S. Dollars thereby, which amount is recognized to be the minimum necessary amount for supporting the aforesaid activities for the next two years.

BE IT FURTHER RESOLVED THAT, notwithstanding the foregoing, members may be exonerated from the "special dues" assessment where, on a case by case basis, such assessment is determined to pose a serious hardship on the assessed member.

RESOLUTION NO. 3

RESOLUTION OF CONDOLENCE ON THE PASSING OF DR. JEN-LING HUANG

WHEREAS, an untimely death has taken Dr. Jen-Ling Huang, a former Chairman of the Board of Directors, the China Merchants Steam Navigation Co., Ltd., President and Honorary Member of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, and

WHEREAS, Dr. Jen-Ling Huang served as the President of the Association during the period of June 1961-May 1963, successfully attracted major American and European ports to the Association, a recipient of the commendation accorded on the occasion of the Twenty-fifth anniversary

of the Association, and a sincere friend and staunch supporter of this Association, and

WHEREAS, the members of this Association desire to record their cherished memory of him and their respect, esteem and affection for him, particularly for his great assistance to the growth of the Association,

NOW, THEREFORE, BE IT RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS hereby testifies to its deep sorrow on his passing and to its sincere feeling of loss and that this Fourteenth Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS shall recess for a minute of silence in memory of him as an expression of the friendship and affection its members bore for him.

RESOLUTION NO. 4

RESOLUTION ON VOLUNTARY CONTRIBUTIONS FOR THE SPECIAL PORT DEVELOPMENT TECHNICAL ASSISTANCE FUND

WHEREAS, the IAPH acting in plenary session on May 6, 1985, resolved to permit the Secretary General to assess "special dues" on the members of IAPH to replenish the Special Port Development Technical Assistance Fund to the effect of at least 70,000 U.S. dollars, and

WHEREAS, the Finance and Budget Committees and the Board of Directors wish to clarify that initially voluntary contributions should be sought; now

THEREFORE, BE IT RESOLVED that the Secretary General shall initially solicit from IAPH members voluntary contributions in order to replenish the Special Port Development Technical Assistance Fund to the minimum of 70,000 U.S. dollars, and be it further.

RESOLVED that the Secretary General shall implement Resolution No. 2 of this Conference only if the voluntary contributions do not amount to 70,000 U.S. dollars by January 31, 1986 and then only to assess special dues to the extent necessary to cover the difference between the total of the voluntary contributions and 70,000 U.S. dollars; provided, however, that the Secretary General in calculating any "special dues" assessment shall give appropriate effect to voluntary contributions made by the members.

RESOLUTION NO. 5

RESOLUTION REQUESTING ALL MEMBERS OF IAPH TO NOTIFY BOTH THE COMMITTEE ON PORT SAFETY, ENVIRONMENT AND CONSTRUCTION AND THE COMMITTEE ON LEGAL PROTECTION OF PORT INTERESTS OF ACCIDENTS OR INCIDENTS INVOLVING USE OR INVOLVEMENT OF HAZARDOUS MATERIALS

WHEREAS, all members of IAPH have an interest in preventing accidents within their ports and harbors; and

WHEREAS, in order to gather as much information as possible about the causes of accidents or incidents involving hazardous materials the PSECC and CLPPI wish to have all members of IAPH notify each of them with details of such accidents and incidents;

BE IT RESOLVED, THEREFORE, that the 14th Conference of THE INTERNATIONAL ASSOCIATION

OF PORTS AND HARBORS strongly urges all members to notify both the Committee on Port Safety, Environment and Construction and the Committee on Legal Protection of Port Interests of accidents or incidents coming to their attention which involve either

- (1) the transport of hazardous products, or
- (2) fire and explosion on board tankers when either unladen or under operation, or
- (3) the dangerous or possible illegal use of crude oil for propulsion of tankers,

and including in each notice the consequences of the accident or incident on personnel, port installations, port users and the environment.

RESOLUTION NO. 6

RESOLUTION URGING MEMBERS OF IAPH TO PRESS THEIR RESPECTIVE GOVERNMENTS TO RATIFY CERTAIN CONVENTIONS WHICH PROVIDE VICTIMS OF MARITIME ACCIDENTS WITH IMPROVED COMPENSATION

WHEREAS, it is acknowledged that certain International Maritime Conventions improve the amounts of compensation payable to the victims of maritime accidents; and

WHEREAS, it is important that the respective governments of IAPH members ratify these conventions;

BE IT RESOLVED, THEREFORE, that the 14th Conference of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS urges all of its members to press their respective governments to ratify the following International Maritime Conventions:

- (1) The 1984 Protocol to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969
- (2) The 1984 Protocol to amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971
- (3) The 1976 Convention on Limitation of Maritime Claims, with the proviso that governments be encouraged to use the reservation clause in Article 18 (1) thereof.

RESOLUTION NO. 7

RESOLUTION ON CONSIDERATION BY INTERNATIONAL ORGANIZATION FOR STANDARDIZATION OF STANDARD SIZE OF CONTAINERS

WHEREAS, the Committee on Legal Protection of Port Interests has reported that a committee of International Organization for Standardization is to consider on the 25th day of May, 1985, an increase in the permitted height of standard containers; and

WHEREAS, such action, if taken, would adversely affect the intermodal use of containers and could make obsolete significant existing infrastructure and transportation investment in cargo handling facilities;

NOW, THEREFORE, BE IT RESOLVED that the International Association of Ports and Harbors, in Plenary Session convened on the 10th day of May, 1985, hereby states to the International Organization for Standardization that the International Association of Ports and Harbors

opposes any change in standard container size which would make inefficient or uneconomic the full intermodal use of containers handled in and through ports and harbors.

RESOLUTION NO. 8

RESOLUTION EXPRESSING APPRECIATION

RESOLVED that THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS does hereby express its deep appreciation to the Honorary Committee, headed by Senator Volker Lange, Minister of State Department of Economic Affairs, Transport and Agriculture, and the Local Organizing Committee, headed by Mr. Joerg Rommerskirchen, Head of the Port, Shipping and Transport Division, who also is the Conference Chairman.

Our thanks also go to the Speakers, Moderators of Working Sessions, Luncheon Speakers and others who took part in the Sessions, to the Sponsors, Exhibitors to Portex '85 and to the media for their respective contribution to the success and enjoyment of the conference.

Last but not least, our gratitude goes to Mrs. Annegret Struck-Beimel, Conference Coordinator, Mr. Matthias Rieger and the people of Hamburg Conference Center and those other people who in various capacities have the support of the Fourteenth Conference, without their help, the Conference would not have been a success.

RESOLUTION NO. 9

RESOLUTION ON CONFERENCE VICE-PRESIDENT

BE IT RESOLVED by THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS at a plenary meeting of its 14th Conference assembled at Hamburg, Germany on the 10th day of May, 1985 that

Mr. Cheung, Yeun-Sei is hereby elected as the Conference Vice-President of THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, (and therefore an ex-officio member of the Executive Committee and of the Board of Directors,) during the term commencing on the closing day of the Fourteenth Conference, to do the work specially assigned by the President, consistent with the Constitution and By-Laws, including arranging for the conduct of the forthcoming Fifteenth Conference.

BOARD RESOLUTION NO. 1

RESOLUTION TO AMEND IAPH/BPA AGREEMENT ON REPRESENTATION

The Board of Directors of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, at its meeting held jointly with its Executive Committee on the Fifth day of May, 1985 in Hamburg, Germany does hereby act as follows: —

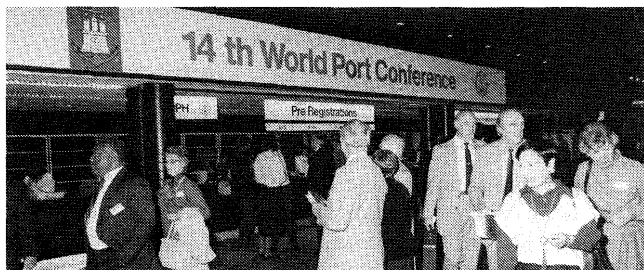
Clause 6) of Sec. 7 of the Agreement is amended by inserting the following after the first sentence thereof: —

“Such cancellation and termination shall take effect on the 31st day of December of the calendar year in which such notice is given.”

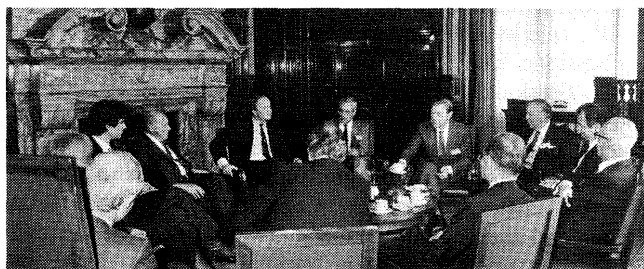
BOARD RESOLUTION NO. 2

RESOLUTION TO REAFFIRM THE CONDITIONS FOR THE IAPH TEMPORARY MEMBERSHIP

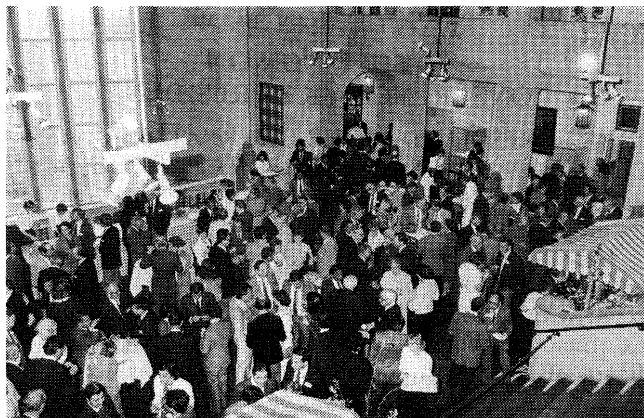
Some Scenes from



Registration Counter



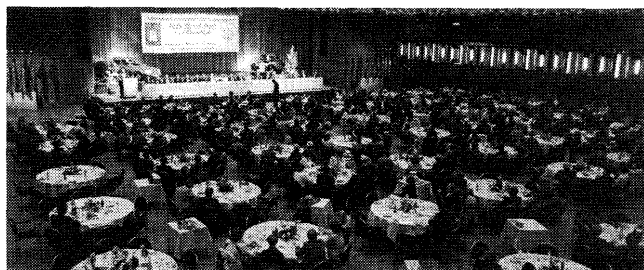
IAPH Officers pay a courtesy call to Senator Volker Lange (3rd from left) on May 5.



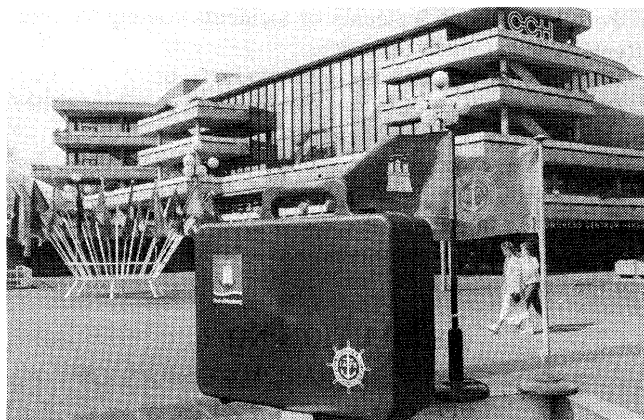
IAPH Reception at the Museum of Hamburgian History on May 5.



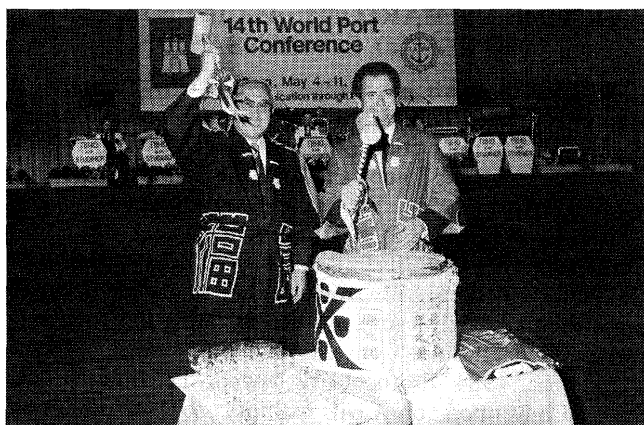
Mrs. Birgit Breuel Minister of Economic Affairs and Transport, State of Niedersachsen, addresses at the luncheon on May 6.



The luncheon hosted by Diamler Benz AG on May 10.



The document case for delegates. The background is the Congress Centrum Hamburg (CCH).

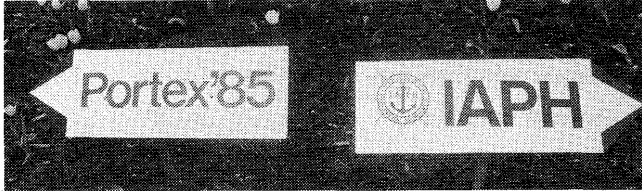


Mr. Ikezawa, Deputy Mayor of Yokohama (left) and Mr. Rommerskirchen open a "sake" barrel, donated by the Port of Yokohama, for the dinner party on May 6.

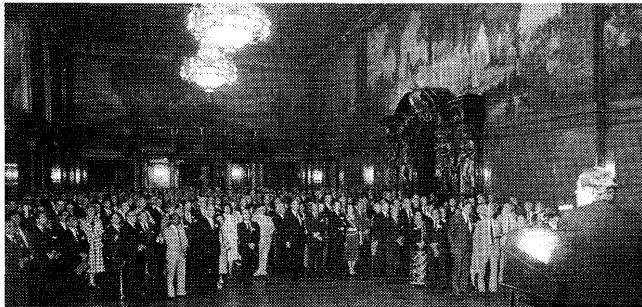


Delegates enjoy a special performance of "Carmen" at the Hamburg Opera House on May 9.

the Hamburg Conference



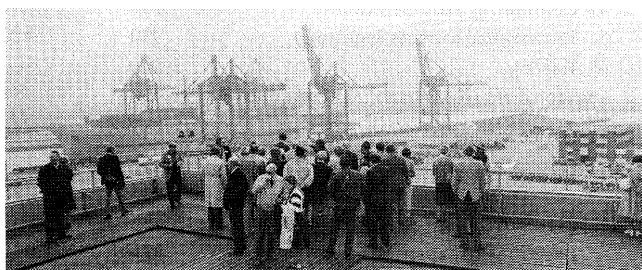
Waymark on promenade.



Mayor of Hamburg Dr. von Dohnanyi welcomes IAPH delegates at the "Rathaus" on May 6.



Delegates leave for Bremen by a special train from Dammtor Station on the morning of May 9.



In Bremen delegates visit the Container Terminal "Wilhelm Kaisen".



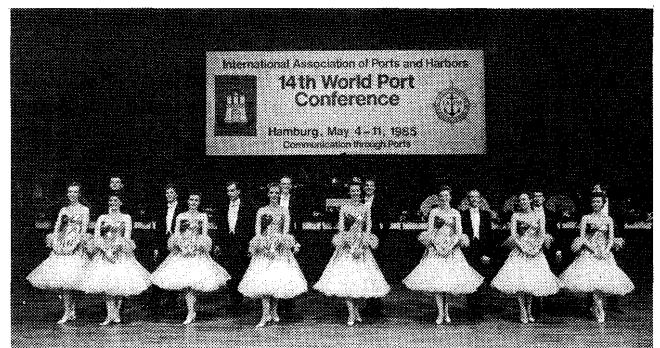
A flag with the participants' signatures on, was presented to the IAPH President. From left, Mrs. Struck-Beimel, Dr. Monkemeier, Mr. Rommerskirchen and Mr. Tozzoli, the outgoing President.



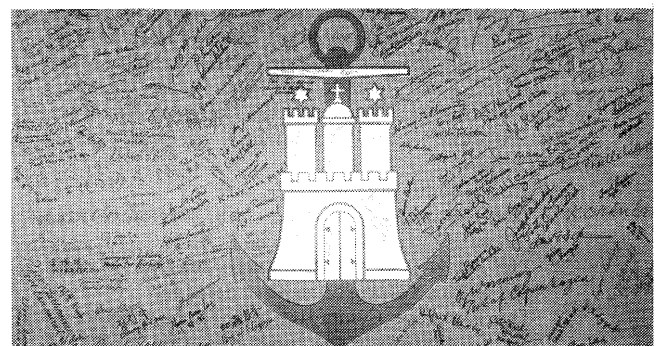
Night in the Docks on May 8.



Port Information Tour in Hamburg.



Vienna Waltz at "Farewell Dinner & Dance" on May 10.



The Hamburg Conference participants enrolled their signatures.

WHEREAS, at a regular meeting held during the Fourteenth Conference of the INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS, the Membership Committee, an internal committee of the Association, resolved to recommend to the Board of Directors and the Executive Committee to continue the Temporary Membership Scheme which has been in effect since 1980,

WHEREAS, the said Board of Directors and Executive Committee at their joint meeting held on the Fifth day of May 1985 in Hamburg, Germany concurred with the Membership Committee,

WHEREAS, the Budget Committee, a Conference Committee, at its meeting held on the Fourth day of May 1985 in Hamburg, expressed its support for the continuance of the Temporary Membership Scheme,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the Temporary Membership Scheme shall be continued on the following conditions: —

- (1) The temporary membership may be granted to non-member ports for one period only as hereinafter specified and may not be granted to prior Temporary Members.
- (2) Temporary Members shall be admitted to the Association for twelve (12) months from the date of their application or until the end of the Biennial Conference following the date of their application, whichever is longer.
- (3) After expiration of one of the above mentioned periods, the temporary members shall either join the Association as a Regular Member and fully comply with the Constitution and By-Laws of the Association, otherwise the temporary membership will lapse.
- (4) Temporary Members shall pay membership dues of SDR500 at the time of submission of the application.
- (5) Temporary Members shall be privileged to receive publications of the Association as all Regular Members.
- (6) Temporary Members shall be eligible to attend the 15th Biennial Conference to be held at Seoul, Korea, with the full privileges of a Regular Member except the right to vote during the Conference.

POLICY FOR SPECIAL PROJECTS FUNDING

The Ad Hoc Committee for Special Projects met with the Officers and the Chairmen of the Technical Committees to agree on the policy and procedure for using the 30 million yen budgeted for Special Projects.

The policy is that expenses for the carrying out of normal committee activities must come from the regular budget of the IAPH and not from Special Projects funds.

Specific single projects requiring outside technical assistance will be eligible for Special Projects funds. (Examples are the Dredging Task Force and the Public Affairs' Community Attitude Survey which have received Special Projects funds.)

The procedure for funding will be that: —

- 1) The technical Committees will prepare written proposal for funding of Special Projects.
- 2) The Ad Hoc Committee will review the proposal and make a positive or negative decision.
- 3) The Executive Committee will decide whether or not to appropriate the funds requested by the Ad Hoc Committee for each Special Project.

BUDGET FOR 1985 AND 1986

(Unit: 1,000 Yen)

Items	1985	1986
REVENUE	343,882	335,512
1. Amount carried over from the last term	182,286	173,916
2. Revenues in this term	161,596	161,596
1) Membership dues	143,506	143,506
(1) Regular Members	126,097	126,097
(2) Associate Members	17,409	17,409
(3) Temporary Members	0	0
2) Contributions & donations	0	0
3) Interest receivable	6,000	6,000
4) Other incomes	12,090	12,090
(1) Advertisement fees	10,540	10,540
a. Ports and Harbors	8,000	8,000
b. Membership Directory	2,540	2,540
(2) Publications	1,550	1,550
5) Miscellaneous incomes	0	0
EXPENSE* (see the breakdown below)	169,966	153,685
1. Personnel Expenses	57,912	60,701
2. Non-Personnel Expenses	91,054	71,984
3. IAPH Liaison Work	6,000	6,000
4. Special Projects	15,000	15,000
BALANCE	173,916	181,827

Breakdown of Expenses

Items	1985	1986
EXPENSE	169,966	153,685
1. Division One (Personnel Expense)	57,912	60,701
1) Wages and allowances	44,324	46,541
2) Retirement allowance fund reserve	4,992	5,242
3) Social insurance and welfare	4,924	5,171
4) Commuting remuneration	782	837
5) Professional services (auditing)	390	410
6) Reserve	2,500	2,500
2. Division Two (Non-Personnel Expenses)	91,054	71,984
1) Office expenses	14,134	14,117
(1) Office rents	6,455	6,778
(2) Office utilities	845	888
(3) Equipment and supplies	5,836	5,403
(4) Traffic expenses	998	1,048
2) Correspondence	4,785	3,782
3) Publications	35,485	34,794
(1) Ports and Harbors	22,229	21,879
(2) Membership Directory	5,463	5,737
(3) Others	7,793	7,178
4) Overseas travel expenses	14,395	8,800
5) Data collection	975	975
6) Social expense	1,936	1,936
7) Conference expenses	15,000	3,236
8) Miscellaneous	1,344	1,344
9) Reserve	3,000	3,000
3. IAPH Liaison Work	6,000	6,000
4. Special Projects	15,000	15,000
1) French Version of P&H	6,000	3,000
2) Production of book entitled "Port Administration and Management" authored by Prof. J. Baudelaire	2,500	2,500
3) Yet to be determined by the Board	6,500	9,500

Press Release About The Port Safety Environment And Construction Committee Activities

(J. Dubois, Le Havre – 20 June 1985)

The Port Safety Environment and Construction Committee met at several times in Hamburg during the 14th biennial Conference. These meetings were good opportunity to make the point on the activities undertaken during the last Conference and to be done for the next two years.

The chairman of the Committee – Mr. Jacques DUBOIS has been appointed again for the next two years, with the assistance of Alex SMITH as vice chairman.

One of the main activities of the Committee is to revise and to keep up-dated the "Guidelines on Port Safety and Environmental Protection". A draft document has been circulated in Hamburg. A definitive version will be sent by our General Secretariat before the end of the year to all IAPH members with a number of copies equivalent to the membership units. One important point is to keep in mind that these guidelines are circulated in a binder form which enables to change – as often as necessary – some pages in order to update the document. The Port Safety Environment and Construction Committee would be pleased to receive any comments on the contents of these guidelines.

When regarding the activities done or to be done by the Committee, the best thing is to review the task and the terms of reference of each Sub-Committee.

The Marine Safety Sub-Committee (chaired by Captain Geff MONKS of Port Hedland – Australia) is aware of the work undertaken in IMO about the guidelines on Vessel Traffic Services. It has been recognized that there is a need for harmonising the procedures of differing VTS. And it is important for IAPH to assert the point of view of port authorities on this subject in IMO as well as any other appropriate forum.

This Sub-Committee will also identify the main technical problems in the field of marine operation and advise ports who have a particular problem in the same field. Papers would be presented at the next Conference on these technical matters.

The Port Safety Sub-Committee (chaired by Per OLSON of Gothenburg – Sweden) changed its name (it was formerly Terminal Safety) in order to tackle every safety problems – as for example pollution fighting – which are not nautical but may arise out from terminals. The Sub-Committee has been very active in the field of the revision of the ISGOTT (International Safety Guide On Oil Tankers and Terminals) and in a PIANC working group on handling of dangerous goods in ports. The Sub-Committee is fully aware of the IMO activities such as the coming in force of the annexe II of the Marpol Convention (a letter would be sent by the IAPH President to the IMO General Secretary) or the disposal of wastes. It will also act with ICS in a revision of the Tanker Safety Guide (chemicals). In the same field, an article will be produced in this magazine about the water washing of chemicals ships tanks.

More generally, the Committee will deal with any matter related to dangerous substances, management of wastes, security and contingency and crisis management.

The Ships Sub-Committee (chaired by Jean SMAGGHE – Port of Nantes – France) has inquired and commented –

and will go on – on trends in the characteristics of ships and on port requirements for ship design and equipment.

The Engineering Sub-Committee (chaired by Aftab ALAM – Port of KARACHI – Pakistan) has undertaken a great work in drafting a new chapter 3 in the Guidelines on Port Safety. It also started a new task by preparing recommendations – in liaison with UNEP – for preservation of the coastal environment, marine eco-system and quality of life, in an environmentally related port. It is expected to present a report on this subject at the next Conference.

The Dredging Task Force (chaired by Herbert HAAR – Port of New Orleans – USA) defended the port interests in several occasions such as the London Dumping Convention Ad Hoc Experts Group in London (July 1984), L.D.C. Scientific Group in London (March 1985) PIANC Dredging Committee in London (March 1985). The Sub-Committee is ready to attend the next meetings related to the LDC applications. It will keep under review the major matters relating to seaport and inland port dredging and dredging equipment. It will keep IAPH members informed on its activities, more often by articles in this magazine. It will also keep under review the booklet "Port and Dredging in the Developing Countries".

As you may see, there are a lot of technical problems related, to safety, environment protection and engineering which are tackled by the PSECC. There are a lot of actions to be undertaken by the Committee. If you see some interest in some activities, and more precisely if you wish to become member of the PSECC, please contact its chairman: Mr. Jacques DUBOIS – General Manager of the Port of Le Havre – France.

Membership Notes

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Open forum:

Some Aspects of Sea Port Management in the USSR

By Prof. V. Gruzinov
State Research & Project Development
Institute of Merchant Marine, and
Eng. O. Terechov
Sea Commercial Port of Leningrad

The system of sea port management in the USSR is a flexible one, constantly improving under the influence of many factors.

The efficiency of the port management system is determined first of all by the level of sophistication of the forms and methods of management as well as by the technical means used for the solution of managerial problems.

The important feature of the management system is its organizational structure, which reflects the distribution of labour and the cooperation between the structural subdivisions and separate performers.

It is the above-stated elements, namely structure, methods and technical means, that constitute the major components of the ever-improving system of port management. The elements are interconnected, for their further improvement creates conditions for the development of each one as well as that of the port management system as a whole.

The composition and the number of structural subdivisions, the proportions of managers, specialists and performers in each structural subdivision as well as the ways of ensuring efficient functions depend to a great extent on the methods and means of processing information, which is the focus of their activities in the course of management.

Beginning from the early seventies, the port management system within the Ministry of Merchant Marine has been undergoing improvements on the basis of broadscale computerization.

In 1972 the Minister of Merchant Marine, T.B. Ghujhenko approved the draft design of the automatic control system (ACS) "Port", which determined the long-term programme of computerization of the management of port operations.

The draft design provided for the creation of the ASC "Port" as an integrated system, including the control system of cargo transshipment and the loading/unloading of transport facilities at the terminals (ACS TP) as well as the port management system as a whole (ACSP).

The creation of the integrated ACS was conditioned by the peculiarities of the sea port operations which manifested themselves in the continuity of cargo transshipments and the handling of transport facilities as well as the varying solutions to general port problems, the geographical isolation and mobility of the subjects of management, and the distribution of management problems throughout the subdivisions and differing levels of management.

The present-day management structure and the organization of the operational process can be divided into the following main sections: management departments, the management of specialized cargo areas; and transshipment complexes, including operative zones (berth warehouses).

While the draft design of the ACS "Port" focussed more attention on control over the handling of specific facilities (a vessel or a group of vans), provision was also made for the creation of operative areas within the framework of the ports' specialized areas.

It was during this time that vigorous efforts were made to find ways of improving port organizational structures. As a result, increasing centralization of the separate management functions in the departments and services of port management as well as the creation of groups of engineer — organizers and stevedoring "fives", experimental/demonstration and operational areas and the suchlike, emerged.

There arose the special problem of abolishing the role of specialized cargo areas as part of the major port operative subdivisions and shifting the burden in port operations to the transshipment complexes (terminals). It was prompted by the necessity to bring the managing body closer to the focus of its activities, the labour resources and technical facilities, keeping it free from all former auxiliary managing functions. (The latter are centralized at the departments of port management.) As a result of all these measures, the present-day structure of port management is based on the major operational subdivision — the industrial transshipment complex (ITC) — and the functioning subdivisions of the port, with the centralized system of management.

The creation of the ITC has made it possible to cut down the time for handling ships and other transport facilities, due to the concerted efforts of the managing body aimed at increasing the efficiency and quality of loading/unloading and because it has been freed from its auxiliary and provisional functions now that these have been turned over to the appropriate departments of port management.

The specialized cargo areas are to be abolished and the following major functions are to be centralized:

- maintenance and repair of cargo handling equipment (mechanization department);
- technical aspects of loading/unloading (technical department);
- planning and accounting for loading/unloading (planning and economic department);
- rate setting for loading/unloading (labour and payments department); and
- selection and allocation of personnel (personnel department).

Also created are:

- a production complex for the mechanization of loading/unloading;

- a complex for social and welfare facilities related to loading/unloading;
- a group responsible for technical matters; and
- a group for work-rate setting and accounting for work performed and time spent (rate-setters, economists, time-keepers).

The control, coordination and organization of cargo loading/unloading and the handling of transport facilities is carried out by the 1st deputy of the Harbour Master — the master of cargo loading/unloading, to whom subordinates are the port control house, the transport forwarding office (TEO) or department of freight and commerce operations, the department of labour organization and payment (DLOP), the technical department and the industrial transshipment complexes.

The typical experimental port management structure with no specialized cargo areas is shown in Fig. 1.

The ITCs have at their disposal the industrial resources of the ports (berths, warehouses, cargo handling equipment, etc.), which provide for loading/unloading, the receipt, storage and sending of specialized cargoes as well as for the handling of transport facilities.

The ITC provides for the simultaneous handling of from one to three vessels, according to the norms approved for every port.

The working staff of the ITC is headed by the manager and his deputy and comprises dockers' gangs (enlarged dockers' gang-EDG, self-supporting enlarged dockers' gang-SSEDG), warehouse superintendents, tallymen and shift-time stevedores who are in charge of not only on-board operations but also other activities, including the duties of the shift-time warehouse superintendent.

When it is necessary, the post of the shift-time warehouse deputy superintendent may be appointed at the IRCs which handle specially valuable cargoes.

The enlarged dockers' gang may include cargo handling equipment maintenance operators and stevedores, and the ITC may also take on staff warehouse cargo handling workers.

The typical structure of the ITC management is presented in Fig. 2.

The main indices of planning and evaluation of the ITC operation are:

- volume of cargoes handled;
- observation of the handling norms of transport facilities; and
- quality of cargo handling.

The restructuring of port management is taking place within the approved limits of the size of the workforce and the budget.

The introduction of the new management structure is intended to provide for:

- an increase in the ship handling rate of not less than 6 per cent, a reduction in demurrages of vessels of 8 per cent, and a reduction in the number of vans — of 1.5 per cent; and
- an increase in labour productivity of not less than 3 per cent through a reduction in the shift idle times of dockers' gangs, which will result in the release of a certain number of workers.

These improvements are all due to the convergence of production methods with the economic interests of all the members of the ITC staff and the achievement of high operational indices, as well as to the concerted efforts of the ITC managing body, with its main aim of achieving the

dynamic and speedy handling of transport facilities.

In fact, many problems requiring a thorough examination of the new port structure's operational efficiency have arisen. For example, if the specialized cargo areas are abolished, the number of main operational subdivisions in the port will consequently increase 3—4 times. The amount of work to be done by the main control house will rise dramatically, since it will have to provide for operational planning and the control and regulation of production processes in view of the abolition of the specialized bodies for controlling the cargo areas. This situation will in turn place greater technical demands on the information processing and communication system.

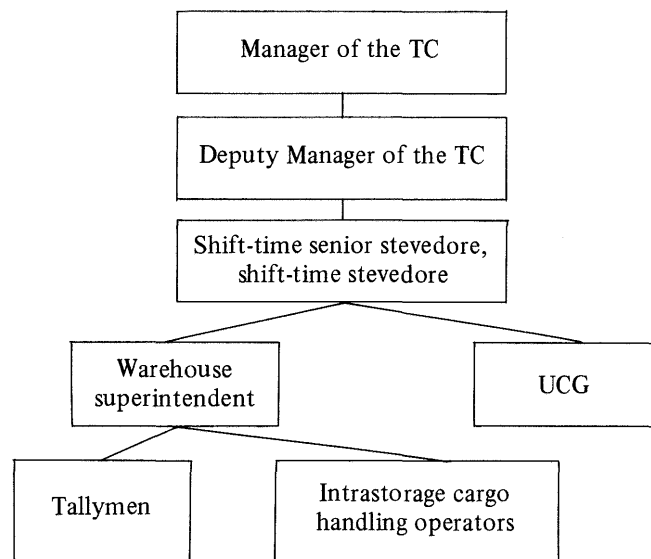
The basic solutions for the realization of the two-level port organizational structure in which the transshipment complex is regarded as the primary section constitute the foundation for the elaboration of new methods for tackling all sorts of operational problems associated with the control over cargo loading/unloading and the handling of transportation facilities.

The results of investigations based on a thorough analysis of port operations have prompted changes in the regulations for the maintenance of a continuous plan for port operations (CSPPO) and in the methods of rate-setting and the system of mutual payments for vessel handling times. These changes are all reflected in the new Regulations for organizing the handling and servicing of dry cargo fleets in sea ports.

These Regulations provide for the organization of vessel handling in ports on the basis of the CSPPO and are aimed at cutting down the berth waiting time in port and at the fulfillment of plan commitments concerning the volume of cargo to be handled.

The main way to achieve this aim is to fully use the ports' capacities.

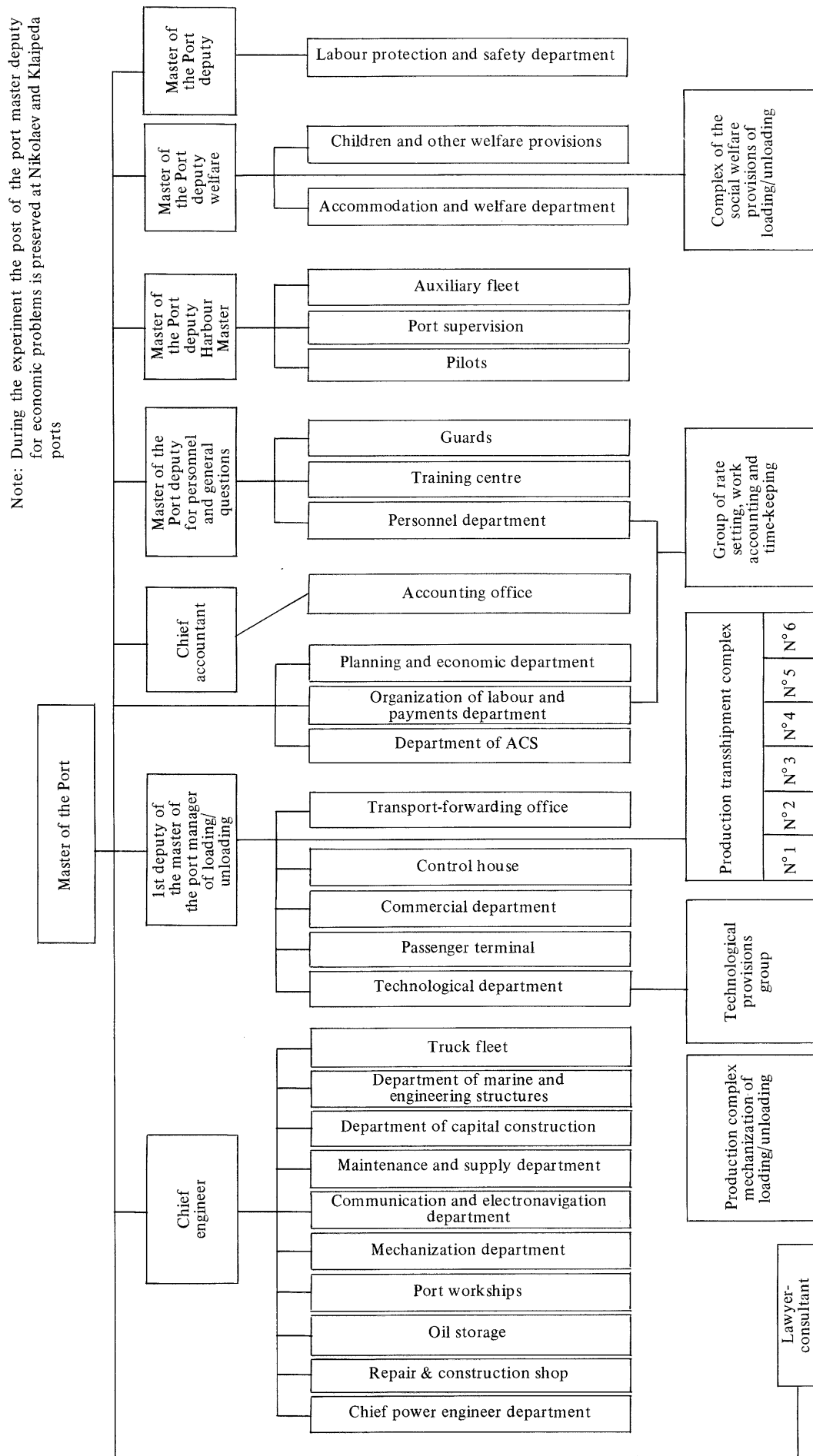
Fig. 2 Typical Management Structure of The Transshipment Complex



Notes:

1. The shift-time senior stevedore (shift-time stevedore) performs not only on-board functions but also others, including the duties of the shift-time deputy warehouse superintendent.
2. A shift-time deputy warehouse superintendent may be provided at complexes handling especially valuable cargoes.
3. The UCG may also include a section of workers for the maintenance and repair of handling equipment.

Fig. 1 Management Structure of The 1st Category Sea Ports (Experimental)



The system of standards for maintaining the CSPPO determines the ports' capabilities and deals with throughput capacities of transshipment complexes, which are the main factors in the organization of labour, operations and controls at the ports.

It includes:

- the norms for the quantity of simultaneously operating transshipment complexes in port (STC);
- unified rates for vessel handling (US); and
- the norms for time spent on auxiliary operations.

The standard for the quantity of simultaneously operating transshipment complexes (STC) determines the quantity of simultaneously handled vessels in port with regard to the maximum interchangeability of the transshipment complexes for each quarter of the planned year.

This provides for the fulfillment of the cargo handling plan in port and unified rates for vessel handling. The rates agreed with the shipping companies are applied to the port by the Ministry of Merchant Marine.

The Regulations deal with the unified rates for vessel handling based on the actual throughput capacities of the port transshipment complexes. In fact these are gross norms for handling vessels at berth. The usage of the unified rates enables the port to regulate within a certain range the intensity of this or that vessel's handling; in other words it makes possible creative solutions to the problem of the organization and coordination of the handling of transport facilities with regard to the operating conditions at the transportation centre.

In that connection the Regulations provide for the evaluation of the work for the organization of vessel handling in port according to the resulting (monthly) indices, which gives impetus not so much to the occasional "speedy" handling of separate vessels at the port as to the improvement of the whole system of operations.

The unified rates for vessel handling provide for possible interruptions in loading/unloading caused by weather conditions, and thus make it possible to determine from the very beginning the most probable duration of a vessel's handling, thus increasing the stability of the CSPPO and the trustworthiness of the CSFO (continuous schedule of fleet operations).

A cruising vessel is thus put on the same level as a liner

sailing under a fixed schedule, from the viewpoint of the cargo handling time limits set by the CSPPO.

The STC and the unified rates of vessel handling determine the capacities of the port and are the main indices by which it can be decided who is responsible for the time spent by a vessel at berth — the port or the shipowner.

The standards introduced now make it possible to determine the capacities of all the ports of the Merchant Marine, to achieve more effective solutions for port specialization, to trends of the port facilities development, to operational management of the ports (distribution of fleet, plans for vans handling, regulations of ports usage, etc.).

The Regulations also provide for certain changes in the system of mutual payments for the time spent by vessels in port, and are aimed at increasing the responsibility of a shipping company in its capacity as a major integrated facility of the branch for the handling of all the vessels at the subordinate ports.

The introduction of the new guideline documents regulating the order of the delivery and handling of fleets in sea ports, and the system governing the relations and mutual responsibility of all the participants of the transportation process have become feasible due to the broad-scale usage of computers for such functions as the solution of problems concerning the forecasting of the operational situation in port during the 25-to 35-day period (CSPPO), the optimum distribution and usage of labour and the technical resources of the port (day-shift planning).

The main methodological principles of building up the organizational structure and the management system of the port operations serve as a basis for the typical solutions within the ACS "Port" structure.

The unified operational structure of the ACS "Port" is given in Fig. 3. For the list of main subsystems and major complexes of problems, with the distribution according to the levels of management, see Table 1.

Developed and introduced as the primary ones were complexes of problems of the subsystem "Operational management of the main activity of the port", which provide for the realization of the planning functions, accounting and control, regulation of loading/unloading and the technical process of transport facilities on the basis of the intracoordinated continuous schedule-plans

Fig. 3 Structure of The ACS "Port"

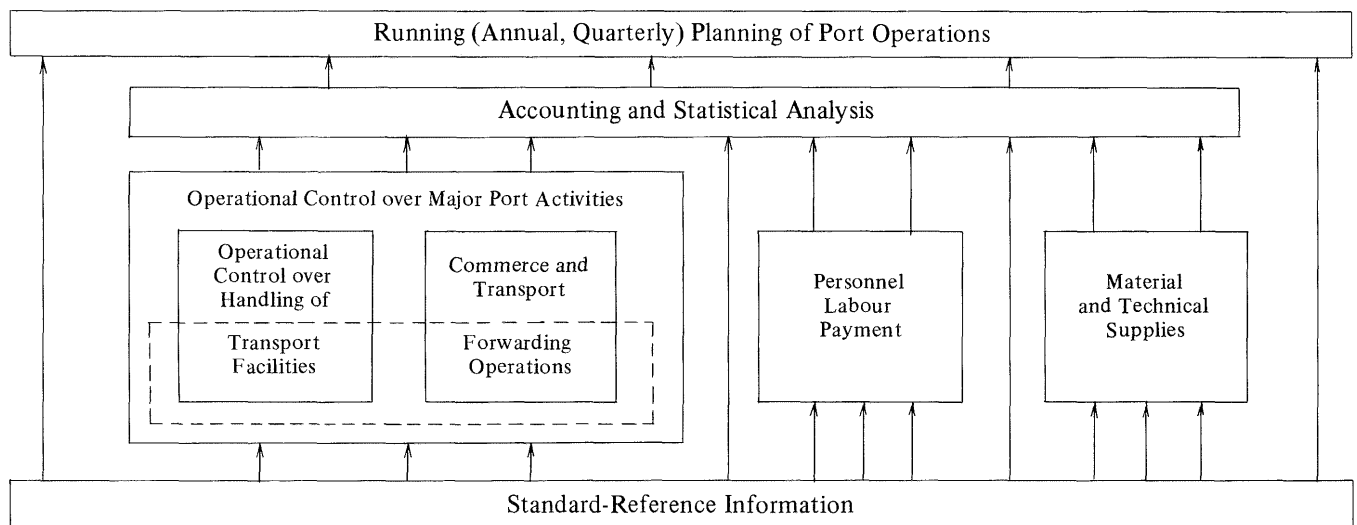


Table 1.

Nos and name	Availability of typical design solutions in XI-th five-year period (P-design stage)	Level		
		CCC	PCC	Working place
1	2	3	4	5
1. "Operational control over main port activities" subsystem				
1.1. Continuous planning of port-transportation centre operations	+	+		
1.2. Shift-day-period planning of port operations	+	+		
1.3. Shift-day and shift planning of transshipment	P		+	
1.4. Exchange of information with allied organizations		+		
1.5. Operational accounting, control and analysis of port operations	+	+		
1.6. Operational accounting, control of transshipment complex operations	P		+	
1.7. Information-inquiry system for main port activities		+	+	
1.8. Optimal planning of capacity usage for a given period		+	+	
1.9. Preparation of shift assignments for performers				+
1.10. Operative storage accounting for cargoes			+	+
1.11. Material accounting for cargoes		+	+	
1.12. Cost estimate of port services for cargo transshipments		+	+	
1.13. Planning of cargo transfer at port		+	+	
1.14. Preparation of vessels' cargo plans	+	+	+	
1.15. Planning of delivery and handling of vans		+	+	
1.16. Operative accounting for van handling			+	+
1.17. Operative accounting for truck handling			+	
1.18. Operative analysis of handling of transport facilities		+	+	
2. Automatic systems of control over technical processes at specialized transshipment complexes				
2.1. Container terminals	+			
2.2. Vehicle handling terminals	P			
2.3. Ferry links	P			
2.4. Grain terminals				
3. "Personnel, labour payment" subsystem				
3.1. Operative accounts for personnel	+	+		
3.2. Statistic accounts for personnel	+	+		
3.3. Accounts for reprimands	+	+		
3.4. Accounts and analysis of personnel fluctuations	+	+		
3.5. Processing of orders-assignments	P	+	+	+
3.6. Crediting under payment by the job/piece		+	+	
3.7. Crediting under payment by the hour		+	+	
3.8. Preparation of alternative reports		+		
4. "Maintenance and materials supply" subsystem				
4.1. Operative control of material transfer by warehouses			+	+
4.2. Operative control of fund realization by materials			+	
4.3. Evaluation of supplies by warehouses			+	
4.4. Evaluation of sufficiency of material supplies by warehouses			+	
4.5. Evaluation of material demands for the period			+	
5. "Book-keeping and statistical analysis" subsystem				
5.1. Material estimation		+	+	
5.2. Production supplies estimation		+	+	
5.3. Evaluation of payment for lodgings		+		
5.4. Estimation of payment for kindergartens		+		
5.5. Estimation of payment to "TORGMORTTRANS" agency		+		
5.6. Estimation of payments of ATX users		+		
5.7. Estimation of revenues for services and work		+		
5.8. Preparation of accounting reports		+		
5.9. Summary report of analytical and statistical analysis		+		
5.10. Control of equipment operations		+	+	

Table 1. (continued)

Nos and name	Availability of typical design solutions in XI-th five-year period (P-design stage)	Level		
		CCC	PCC	Working place
1	2	3	4	5
5.1.1. Accounts for port truck fleets		+	+	
5.1.2. Statistical accounts for cargo flow and fleet routes by type of navigation		+		
6. "Current planning" subsystem				
6.1. Evaluation of optimal workforce for ports		+		
6.2. Evaluation of port capacities		+		
6.3. Evaluation of rated labour input for plan assignments		+		
7. Subsystem of information on standards and rates		+	+	+
8. Other problems				
8.1. Control of execution of documents		+		
8.2. Integrated system of labour quality control in seaports (1st stage)		+	+	

of the fleets, ports, and the allied operations of transport facilities. The functioning of the specified subsystem's complexes of problems at the ports has contributed much to the efficient introduction of the new form of transportation process control on the basis of the complex system of continuous planning. The annual economic benefit derived from the introduction in ports, as of January 1st, 1984 of the new standard documents and typical design solutions of the computerized CSPPO keeping problems, have amounted to more than 2 m roubles. The problems in operational management are being dealt with at all the levels of the ACS "Port". The composition and interrelation of the subsystem's problems as well as their information ties are given in Fig. 4.

The unified methodological approach also manifests itself in the supporting subsystems of the ACS "Port". The major among them — information and technical support — reflect the organizational structure of port management.

The information support is based on the functioning of:

- the centre of automatic control of the port (CAC);
- the points of operative control (POC) over cargo handling at transshipment complexes; and
- the points of information collection (PIC) at working places (WP), and subscribers' points (SP) in managing bodies, working in cooperation with the CAC and POC.

The complex of technical means (CTM), providing for functioning of the ACS "Port", is a network of computer centres and includes:

- central computer centre (CCC);
- regional controlling computer centres (RCC);
- technical facilities of computerized working places (CWP); and
- communication facilities providing for completion of the CTM.

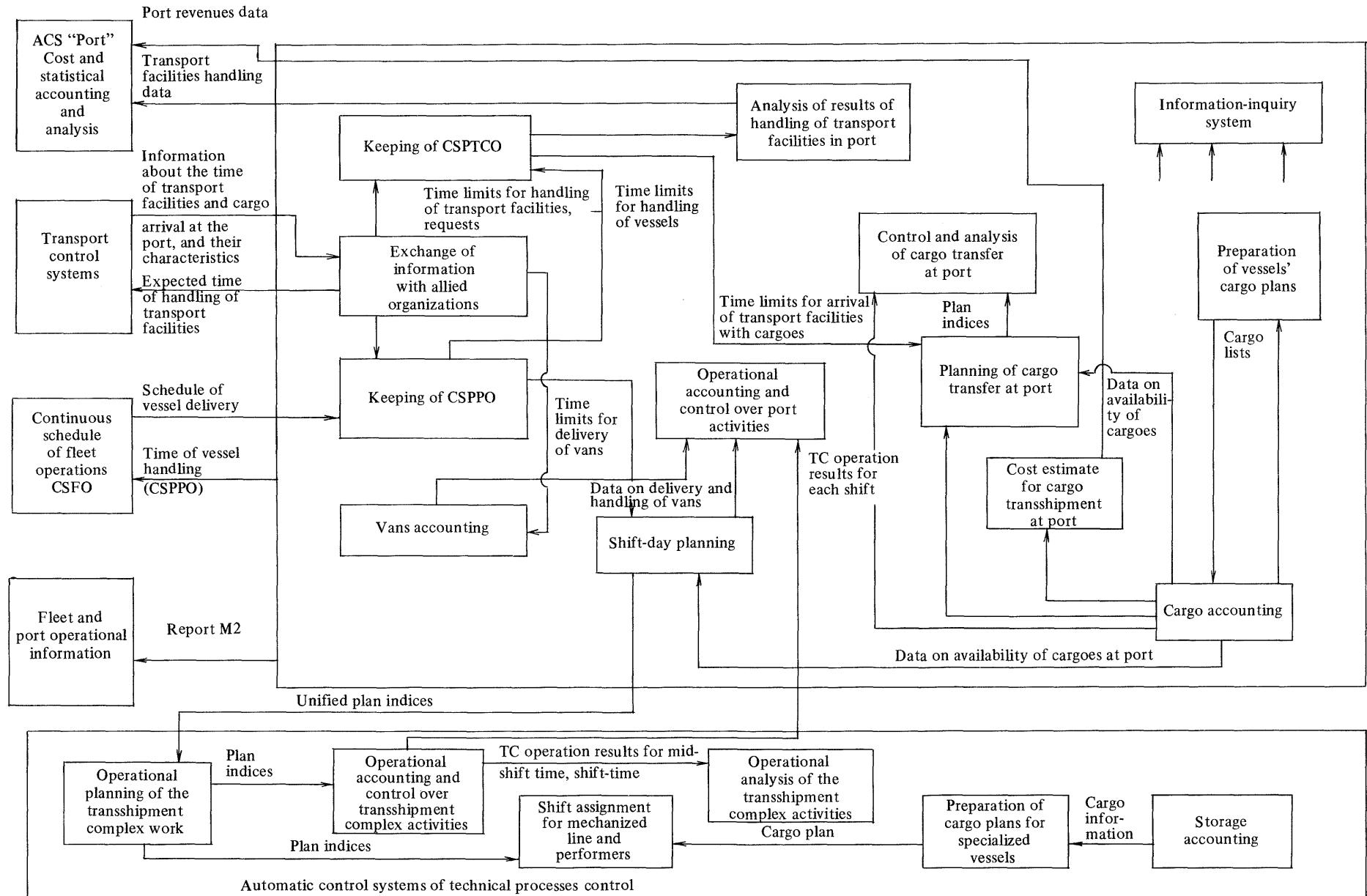
The CCC is based on the universal computer 'ES', types RIAD-1 and RIAD-2, and provides for the solution of the ACSP problems, and their interaction with the allied ACS of the transportation centre facilities.

The RCC is centered on specialized computer complexes (CM-4), based on two processors of the CM-1420 type, which provide for the increased fidelity of the functioning of the ACS TP at the transshipment complexes group and their interaction with the CCC.

The CWP is based on the technical resources of the data

(Continued on page 38)

Fig. 4 "Operational Control over the Main Activities of the Port" Subsystem (Main Information Relations)



Appropriate Port Planning in Papua New Guinea

By:

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R.R. Noakes, Consulting Economist
A.J. Vaughan, Chief Engineer,
Papua New Guinea Harbours Board**

Background

Papua New Guinea, with a population of little more than 3 million scattered over some 600 islands with a total land area of 463,000 square kilometres is almost completely dependant on maritime transport for domestic and overseas trade. The hinterland includes dense rain forests, mountains rising to 4,500 metres and hills with steep unstable slopes. Active volcanoes exist in some areas of the country and in others large river and lake systems are bordered by swamps. The physical characteristics of the country, combined with a heavy rainfall and small scattered communities, thus present major problems for road construction and as a result the country does not possess an integrated road network. With the exception of goods being transported between the Highlands and Lae therefore, virtually all domestic cargo movements are by sea.

The declared ports of Papua New Guinea are controlled by the Harbours Board which is a Statutory Authority constituted under the Harbours Board Act and responsible to the Minister for Transport. The Papua New Guinea Harbours Board (PNGHB) was established in 1967 originally with six ports but this has gradually increased and today the Board is responsible for the administration, operation and control of sixteen ports. The location of these ports is shown in Fig. 1. They include all those servicing overseas vessels, with the exception of the Bougainville Copper Pty. Ltd. industrial port at Anewa Bay north of Kieta and

various log exporting facilities, and a major part of the coastal trade. In addition there are numerous privately and publicly operated small jetties and landings administered by Provincial Governments.

The Harbours Board has been appointed as a Pilotage Authority and is responsible for the control of pilotage services in all declared ports. The Board does not undertake stevedoring but issues licences to Contractors to carry out these functions.

The Board's sixteen ports range in size from small single jetties handling less than ten thousand revenue tonnes per year to the larger ports of Lae and Port Moresby each of which have five berths and handle approximately seven hundred thousand revenue tonnes dry cargo per year. Table 1 shows the throughput at each of the PNGHB ports in 1983.

Having sixteen ports of such varying sizes and traffic patterns had caused problems in identifying priorities for development in terms of the need for economically viable projects which would as far as possible provide an overall satisfactory rate of return for PNG Harbours Board.

Therefore during 1982 PNGHB decided that a study was needed to review the requirements of its ports system and to prepare a 20 year master plan for each port and from that basis to formulate a rehabilitation and development programme which would enable each port to effectively and economically handle the forecast traffic to 1992. In 1983 the Asian Development Bank provided technical assistance to the Board to undertake the PNG Ports Development Study and recruited Maunsell Consultants to carry it out.

One feature of the technical assistance agreement between the Bank and PNGHB required PNGHB to provide three full time counterpart personnel to the Study team. This arrangement was to provide the Board with an excellent opportunity for training three of its national staff in all tasks associated with the Study.

The remainder of this paper sets out broadly the approach to and the conclusions of the PNG Ports Development Study.

The Papua New Guinea Economy

Papua New Guinea's economy may be defined as dualistic, with a large and relatively static rural subsistence sector and a smaller modern sector, which has been growing rapidly. The modern sector of the economy is dominated by the mining sector (Bougainville Copper and Ok Tedi, in particular), by private sector investments based in Port Moresby and Lae, and by the commercial production of palm oil, coffee, cocoa, timber, fish and copra. The public sector, centred on Port Moresby and supported by a system of provincial governments, represents an important element of modern sector consumption. The modern sector also includes a broad range of trading, banking, manufacturing and transport/shipping services.

The capital and largest city, Port Moresby, is an urban enclave situated in the south coast of PNG. Port Moresby

(Continued from page 36)

teleprocessing systems and, depending upon the functions of the user, may interact with the CCC or with the RCC. The working places are also equipped with the mini-computers "ISKRA-226" (ISKRA-250).

As a result of the ambitious efforts aimed at the improvement of the management system, 26 major sea ports of this country had computer centres and departments of the ACS equipped with modern hardware, as of January 1st, 1985.

In the period 1978-1982, the Merchant Marine Commission authorized creation of the second stage of the ACS "Port" based on the typical design solutions at 22 sea ports.

The 1st stage of the ACS of the technological processes at the universal and specialized transshipment complexes has been adopted at 15 sea ports.

Altogether, within the framework of the ACS "Port" more than 200 complexes of problems with annual economic benefits of more than 7 m roubles are operational at the ports of the Merchant Marine.

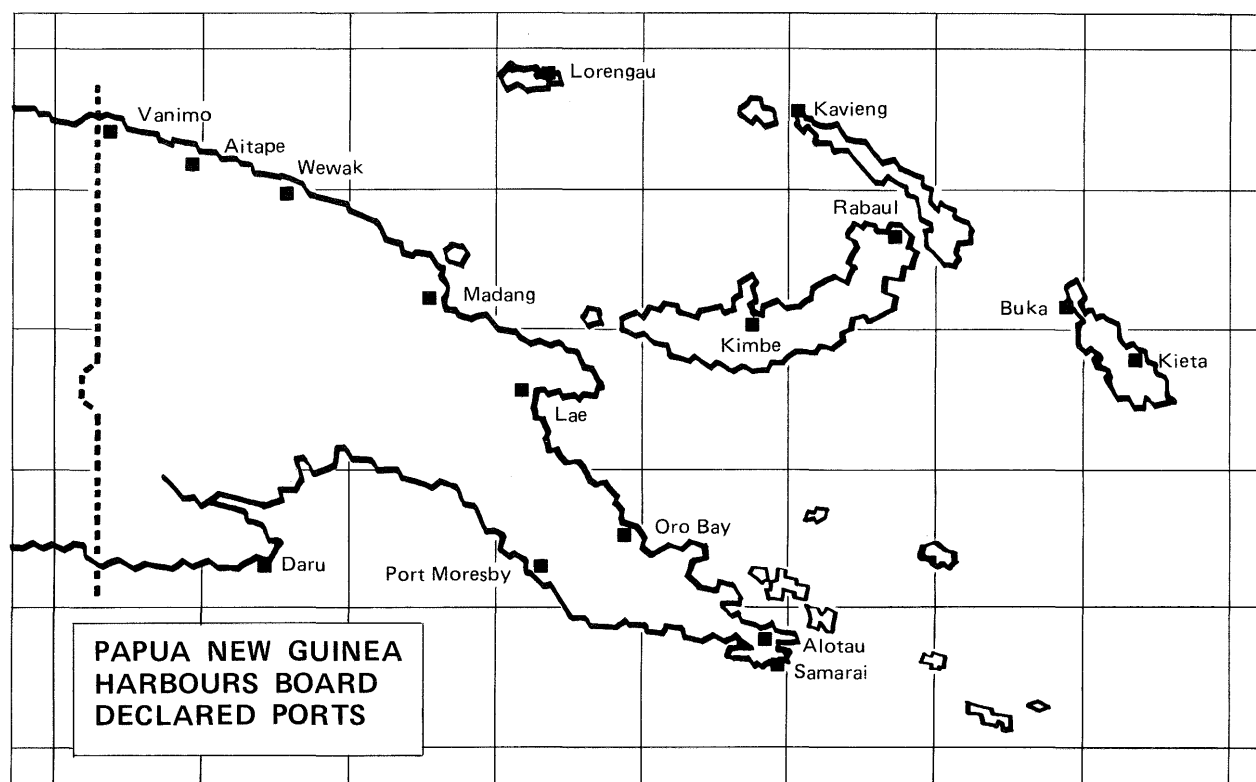


Fig. 1

has a limited agricultural hinterland and is accessible to the rest of the country only by sea or air. There are no road links to the highlands region or the cities on the north coast due to the rugged mountain range dividing the main island. PNG also has numerous scattered islands, linked to each other and the main island by expensive air services and by sea transport.

The lack of transport infrastructure has been recognised as a major constraint to commercial development in parts of PNG. The road system is fragmented and does not extend to many areas of the country, although the network has expanded rapidly over the past 20 years. Air transport has been used extensively, but is expensive, and the price of most primary products is too low to justify air freight. The main coastal towns are served by overseas wharves, but large areas of lowland with development potential have no access to a port.

The dominant role of ports and shipping as the primary means of domestic and overseas transport is likely to remain for the foreseeable future.

An average annual rate of population growth in PNG of 2.3 percent is expected over the period 1983–1992. Significant exceptions to this growth rate are expected at Port Moresby (4 per cent) and at the developing oil palm areas of Kimbe and Oro Bay (each 6 per cent). Traffic forecasts were prepared on this basis and adjusted for individual commodities where these were expected to be at variance with average population growth rates.

The Ports, Their Traffic and Operation

Whilst each of the declared ports is unique in terms of environment, trade, operation and physical characteristics, it is possible to make some broad groupings.

Table 2 ranks the sixteen ports in terms of fixed asset value and indicates the principal groupings of each.

Table 1 1983 Cargo Throughputs (Revenue tonnes x 1000)

Port	Dry Cargo					Liquid Cargo (includes palm oil)
	Overseas		Coastal		Total	
	Inward	Outward	Inward	Outward		
Aitape	—	—	1.4	0.6	2.0	—
Alotau	7.2	5.6	14.6	1.8	29.2	2.2
Buka	—	—	7.7	10.4	18.1	—
Daru	—	—	10.7	1.9	12.6	—
Kavieng	7.7	14.9	9.3	2.4	34.3	7.1
Kieta	55.5	28.7	39.7	17.9	141.8	—
Kimbe*	23.8	29.0	18.2	5.4	76.4	88.9
Lae	441.6	107.9	33.5	81.7	664.7	156.2
Lorengau	0.7	—	7.2	1.3	9.2	3.6
Madang	36.3	30.5	11.3	6.0	84.1	20.6
Oro Bay*	10.4	6.1	14.7	3.3	34.5	29.0
Port Moresby	453.3	45.6	52.7	154.1	705.7	97.6
Rabaul	82.9	18.2	18.4	9.6	129.1	103.5
Samarai	—	—	0.8	0.6	1.4	0.8
Vanimo	—	16.8	7.9	3.9	28.6	2.2
Wewak	27.1	6.0	22.2	10.6	65.9	—
Total	2,037.6					511.7

* Principal palm oil export ports

Development of overseas trade in recent years has put considerable pressure on many of the ports. The two dominant influencing factors have been the penetration of container traffic into the overseas trade and the substantial increase in the size of overseas vessels calling. Apart from

the ports of Lae and Kimbe, increase in trade volumes have not caused vessel queuing problems and port congestion.

Most of the ports were planned and designed around a break-bulk/palletised general cargo operation, with a hierarchy system whereby only short-sea vessels called at secondary overseas ports. These secondary ports are now visited by deep-sea vessels and must handle general cargoes with container penetrations as high as 80 percent.

Port operators have adapted well to these trade pressures, and whilst container handling rates other than at Port Moresby and Lae are low by world standards, they are generally adequate when the relatively small volumes are considered. Container handling methods have evolved around the limitations of facilities. Containers are generally handled at the smaller ports with ships gear directly onto tractor-trailers; forklift trucks or Arbilifts are used to handle containers in the yards. At the larger ports, where land-backed berths and container yard facilities are provided, the operators prefer to handle units exclusively with heavy duty forklift trucks.

Almost without exception, the smaller ports are handling vessels many times larger than the vessels for which facilities were designed. As an example, the small T-head jetty at Oro Bay was designed for vessels of 5,000 DWT. Oil carriers in excess of 20,000 DWT now call at this facility. Even although great care is exercised during berthing and unberthing operations, the risk of serious damage to the facility due to vessel impact is very high.

At the opposite end of the scale, suitable facilities must be provided for the very small coastal vessels which call in large numbers at some ports. These vessels, which range in size from 10 to 20 metres in length, provide an important trade link with villages, plantations and missions. Some PNG Harbours Board facilities are unsuited to this trade. As an example, the coastal berth at Alotau has a cope level which is too high to permit the safe handling of cargo from these small vessels.

Appropriate Developments

The planning issues confronting the study team were diverse in nature, but the common thread present in all 16 ports was the very small to modest scale in terms of cargo throughput, and the mixed nature of the shipping and cargoes to be handled. It became quickly apparent that there was a general requirement to provide for flexible operations with minimal investment in fixed assets.

Master plans were developed for each port, generally on the basis of a 20 year time frame. First stage development projects were then defined within master plan constraints and for a 10 year time frame. These projects were wide ranging but generally very small in scope with a mix of rehabilitation, upgrading and development works. This paper will not endeavour to cover all recommendations but rather to indicate, by several examples, the type of developments which were considered appropriate.

At the ports of Lae and Kimbe, existing facilities are not adequate to cope with projected traffic increases. Developments proposed to overcome this capacity shortfall use existing facilities as the foundation blocks upon which to build. For example, at Lae, port capacity is being substantially increased by the following measures:

- (1) Provision of a dedicated tanker berth to remove tankers from the general cargo berths.

Table 2 Port Groupings

Port	Oversea Trade		Coastal Trade		Palm oil export ports
	Major 1/	Minor 3/	Inter-main ports 2/	Small feeder	
1. Port Moresby	*		*		
2. Lae	*		*		
3. Rabaul	*		*		
4. Madang		*	*		
5. Kieta		*	*		
6. Alotau		*	*		
7. Wewak		*	*		
8. Kavieng		*	*		
9. Kimbe	*		*		*
10. Oro Bay		*	*		*
11. Lorengau				*	
12. Samarai				*	
13. Buka				*	
14. Aitape				*	
15. Daru				*	
16. Vanimo				*	

1/ Throughput more than 100,000 revenue tonnes in 1983.

2/ Regular port of call for PNG Shipping Corporation and Consort Express Line vessels.

3/ Throughputs less than 1,000 revenue tonnes considered negligible.

- (2) Extension of the existing overseas berth and reconstruction of an older section to double the length of fully land-backed berth.

- (3) Substantial rationalisation and modernisation of the back-up area, including the provision of a dedicated container yard and a small on port container freight station.

Other examples of developments proposed are briefly outlined below.

At the ports of Vanimo, Oro Bay, Kimbe and Port Moresby, the T-head berths are at considerable risk of impact damage resulting from berthing of larger than design vessels. Protective berthing dolphins and strengthening measures were proposed to reduce this risk to acceptable levels.

At Alotau, an inexpensive facility was proposed for the very small range of coastal vessels which now call in large numbers. Whilst existing facilities at this port are substantially under-utilised, a new small-ships berth is necessary to provide a low cope level for the manual handling methods used.

At Port Moresby, the facilities are split geographically and there is presently a need to move containers along a public road between the older T-head wharf facility and the new Container Terminal. A modest reclamation development has been proposed behind the T-head wharf which will allow for the storage of containers thus reducing movements along the public road.

Economic and Financial Aspects

Port Project Selection, Screening, Appraisal and Ranking

Many governments and port authorities, particularly in developing nations, are faced with the problems of how to reduce the time and costs associated with the appraisal of ports investments. The problem is particularly acute since most developing nations have limited qualified staff and

have numerous ports to upgrade. For many governments, the appraisal of small port investments cannot demand the same amount of time as that required by highways or large irrigation projects.

The port project selection and screening methods which were developed and utilised in the PNG study, represent both novel and appropriate techniques for port engineers and planners elsewhere, faced with similar project selection problems. The approach which was developed for PNG represented a combination and further development of methods used in appraisal studies and other project preparation documents for roads and ports and adopted by agencies such as the Asian Development Bank and World Bank.

The process required to identify the number of port projects to be finally selected for investment by the PNG Harbours Board involved the following steps:—

- (a) initial selection of the various ports to be considered for upgrading;
- (b) technical pre-screening or ranking;
- (c) screening based on economic criteria;
- (d) outline ranking of all initial port projects.

For each of the ports, the indicative screening procedures developed a crude measure of priority of works, based on technical and economic assessments, conducted separately.

Following the completion of the technical screening process, where no detailed economic justification was involved, the question that remained to be asked was: “are the potential benefits of each project/port development programme likely to offset the potential costs?”

For each of the initial fourteen ports, (excluding Aitape and Buka) capital expenditure estimates were then developed, and economic estimates were assigned to the range of benefits relevant to each port. All cost estimates were netted of local taxes.

Determination of the likely economic and social worth of the individual port investment programmes involved the internal rate of return method of estimation. An economic internal rate of return (EIRR) is the highest discount (interest) rate which will generate a zero NPV (discounted cash flow). Where the EIRR of a particular port investment exceeded the required rate of return, known as the cut-off rate, the project was considered acceptable. If not, it was rejected. For Papua New Guinea, the Department of National Planning/Department of Finance cut-off rate was 10 percent.

Using an EIRR cut-off point of 10.0, twelve of the initial fourteen proposed port investment proposals were accepted for further detailed analysis. Each of these project ports were then ranked in order of magnitude of the EIRR estimate.

Economic Appraisal

In determining the potential economic viability of the individual port packages, a major underlying assumption was made in relation to the public nature of the proposed investments. As the PNG Harbours Board is a public authority, the proposed investments were appraised initially on to the extent to which they were likely to serve the development aims of Papua New Guinea. The inclusion of a wide range of possible benefits in each of the ports, made the appraisal process quite complex, in terms of data and resources. It also presented certain difficulties in correctly identifying both the direct benefits and social opportunity cost savings to be expected at each of the ports.

Adopting UNCTAD and ADB conventions, a range of separate economic benefits were identified and quantified in terms of Kina, for each of the individual port projects. Each of the benefits were subsequently ‘pooled’ to develop an aggregate appraisal of the total ports investment programme.

The major quantifiable economic benefits associated with the various projects individually (and collectively) included:

- (i) ship time savings
- (ii) savings in freight/charter rates associated with the use of larger vessels
- (iii) social opportunity cost savings associated with loss of trade
- (iv) savings in cargo handling
- (v) savings in loss and damage of cargo
- (vi) savings in equipment maintenance and repairs

The major secondary or extra market benefits which have been identified for the various project ports, include:—

- (vii) increased regional trade (generated traffic)
- (viii) improved employment opportunities
- (ix) improvements in shipping services (frequencies and/or size of vessels).

For each of the individual projects, and for the recommended total investment programme, a range of standard sensitivity tests were completed. This was to ensure that investments would be economically viable, even under adverse conditions, such as increased project costs, delayed completion, reduced trade, etc.

As with the individual PNG ports, almost every port project has a group of costs and benefits which may be regarded as intangible.

These may include better income distribution, national integration, national defense, or just a better life for rural people. Such intangibles are real and reflect true values. They do not, however, lend themselves well to valuation, although an attempt is sometimes made. In most cases, it would seem economic and financial analysis is an inappropriate tool to use for dealing with intangible effects. In any event, the final selection of a project depends on a whole range of considerations which must to some degree rest on subjective judgment. In the case of PNG a major consideration was the extent to which the distribution of benefits ‘on-shore’ was likely to take place. The need to minimise the ‘leakage’ of economic and financial benefits to foreign shipping lines was seen as an important intangible consideration for a number of PNG ports.

Financial Issues

As a statutory authority, the PNG Harbours Board continues to enjoy a significant degree of financial autonomy. PNG Harbours Board’s annual operating maintenance and capital expenditure budgets are approved internally by its Board.

In 1982, PNG Harbours Board’s total operating revenue was K10.139 million. Allowing for depreciation, total operating expenses excluding interest on loans and including asset insurance transfer were estimated at K6.929 million. Net operating income before tax was K3.210 million. The pre-tax ROR on net fixed assets was 8.1 percent. This represented a high liquid position from which the Board could consider external financing of its proposed investment programme.

Allowing for the proposed investment programme, the

pre-tax ROR on net fixed assets was estimated to increase from 5.7 percent in 1983 to 7.4 percent in 1989. The achievement of a pre-tax ROR of at least 7 percent for the PNG Harbours Board as whole, is necessary to meet the rate of return requirements of the IBRD and the ADB.

In terms of individual contributions to total additional PNG Harbours Board revenue to be anticipated from the various projects, the ports of Lae, Port Moresby and Wewak were found to be most significant. Given that Lae and Port Moresby collectively generate approximately two thirds of total PNG Harbours Board revenue, it was important to recognise the extent to which such relatively large ports must continue to cross-subsidise the small ports within the overall ports system.

Funding

The Final Report which was published in July 1984 produced a rehabilitation and development programme for each of the Board's sixteen ports over the period 1985-89 and identified a project comprising work at the following eight ports as being suitable for funding by international lending agencies.

Port	Project Cost Kina (millions at Nov. 1983 prices)
Alotau	0.103
Kimbe	5.329
Lae	12.588
Lorengau	0.210
Oro Bay	0.371
Port Moresby	1.205
Vanimo	0.190
Wewak	1.912
Total Project	21.908

PNG Harbours Board accepted the Study's recommendations for rehabilitation and development but carried out a reappraisal of the method of funding the work.

A loan agreement already existed between the PNG Government and the ADB for the Lae Tidal Basin Project, which had been cancelled in 1982 as a result of contractual difficulties arising from land rights issues. It was possible to renegotiate this loan to provide for the change of scope of the Lae Port Project recommended by the Study. Maunsell Consultants were recruited in October 1984 to provide engineering services for this project.

At Wewak the Study had recommended rehabilitation of the approach causeway to the wharf. However, PNGHB had already recognised this requirement following an earlier breaching of the causeway, and the engineering of the rehabilitation work was already well under way. Because of the urgency of this work (to minimise the chances of a further breach) and the probability of a lengthy lead time to obtain Bank finance it was decided to fund this work from PNGHB resources.

Of the remaining six ports those works recommended at Alotau, Lorengau and Vanimo were considered of insufficient size to warrant funding by an aid agency and these items were therefore also designated for funding from PNGHB resources.

The remaining three ports of Kimbe, Oro Bay and Port Moresby were considered of a suitable size for funding by the ADB.

Following the Ports Development Study, the Board

carried out, in 1984, an in-house study into the provision of a palm oil loading berth at Bialla in West New Britain. At present palm oil is shipped by coastal tankers to Kimbe where it is stored before being exported. The additional transport, handling and storage costs associated with this operation result in lower farm gate prices for the oil palm smallholders and the Study concluded that palm oil volumes are now large enough to make the provision of an oil loading berth at Bialla a feasible proposition.

The cost of the Bialla offshore loading berth is estimated to be K2,950,000 including escalation. This project, together with those at Kimbe, Oro Bay and Port Moresby, will form the PNG Ports Development Project which is estimated to cost approximately K14.0 millions including escalation. The project is programmed to commence in 1985 and to be completed in 1989.

Acknowledgement

The authors express their appreciation to the General Manager of the PNG Harbours Board and to the Asian Development Bank for permission to publish this paper.

IAPH delegates in Copenhagen

On May 12, 1985, the Port of Copenhagen welcomed some 40 IAPH delegates and their wives who were on a post-conference tour to Copenhagen following the Hamburg Conference. All delegates spent an enjoyable afternoon in visiting the Port on board an old steam vessel, the s/s "Skjilskør". After the cruise, a luncheon was given by the Port Authority at the Langelinie Pavillion which is located adjacent to the statuette of the Little Mermaid.



International maritime information: World port news:

Draft resolution on VTS prepared: IMO

A draft Assembly resolution on guidelines for vessel traffic services was prepared by the Sub-Committee and submitted to the Maritime Safety Committee for approval.

Vessel traffic services (VTS) have been provided in a number of areas for some years and have made a valuable contribution to safety of navigation, improved efficiency of traffic flow and reduced risk of pollution and a number of Governments and international organizations have sought guidance from IMO concerning them. The draft resolution recommends Member Governments to encourage masters of vessels navigating in an area for which a VTS is provided to make use of the service.

The draft guidelines are divided into two chapters, one dealing with objectives and procedures and the second giving advice on planning a VTS.

A VTS is defined as any service implemented by a competent authority, designed to improve safety and efficiency of traffic and the protection of the environment. It may range from the provision of simple information messages to extensive management of traffic within a port area or associated waterways.

The reasons for establishing a VTS may include assistance to navigation in appropriate areas; organization of vessel movements to facilitate an efficient traffic flow in the VTS area; handling of data relating to ships involved; participation in actions in case of accident; and support of allied activities.

VTS is particularly appropriate in the approaches and access channels of a port and in areas having one or more of the following characteristics: high traffic density; traffic with noxious or dangerous cargoes; navigational difficulties; narrow channels; and environmental sensitivity.

The Sub-Committee agreed that vessel traffic systems, if mandatory, should be restricted to territorial waters.

(IMO NEWS)

Hendrik Rootliep elected ICHCA President

Mr. Hendrik Rootliep, currently Chief Executive Officer, Nedlloyd Lines has been elected President of the International Cargo Handling Co-ordination Association at their Biennial General Assembly held in Rotterdam 13th May 1985.

The term of office will be two years leading up to the next Biennial Assembly to be held in Brisbane, Australia, in 1987.

IFSMA continues to grow and attracts international recognition



The International Federation of Shipmasters' Associations (IFSMA) held its 11th Annual General Assembly in London on 23 and 24 May 1985.

Formed in 1974 after discussions in Rotterdam, IFSMA moved to London and, in November 1975, was granted Consultative Status at IMCO (IMO), where it has the opportunity to speak on professional matters and to take part in the Committees and Sub-Committees where the Shipmasters' professional view is welcomed.

Membership has steadily grown to around 4,000 sea-going Shipmasters represented by up to 19 national associations and some 15 Individual Members. This year IFSMA welcomed The Japan Captains' Association and the Shipmaster members of The Swedish Ship Officers' Association, bringing the total membership to over 6,000.

At the Dinner held to celebrate their eleven years of operation, IFSMA presented the highest distinction of Honorary Membership to Mr. C.P. Srivastava, Secretary-General of The International Maritime Organisation (IMO) who, in his acceptance speech, praised the work of IFSMA and its ability to combine the support of so many national and international bodies in the field of Safety at Sea.

Topics discussed at the General Assembly included 'Views on Masters keeping Watch at sea'; The Sub-division and Safety of Ro-Ro Vessels; 'Manning Trends and the Educational needs of Shipmasters'; Aspects of Personnel Safety in Arctic Waters; and 'Problems concerned with the Transport of Concentrates at Sea'. Presentations were made by representatives from The Seatrade Academy and the Helicopter Division of Aerospatiale.

IFSMA is confident for the future, welcomes new members, and looks forward to its 12th General Assembly in Oslo, Norway, in 1986.

Don Beaton elected Chairman: Nanaimo Harbour Commission

Nanaimo Harbour Commissioner Don Beaton, all 11-year veteran of the Commission, was elected chairman at a regular meeting of the Commission last month.

Commissioner Beaton takes over the chairman's job from Don Rawlins who had held the position since 1977. Mr. Rawlins has completed his term as a commissioner, having been appointed by the federal government in 1976.

The new member of the five-man commission is Deane Finlayson, Nanaimo realtor, president of Wellington Management and Woodgrove Investments.

Chairman Don Beaton was appointed to Nanaimo Harbour Commission in February, 1974. He has also served as a director of Canadian Ports and Harbour Association and as president of the Pacific Coast Association of Port Authorities. (*Nanaimo Harbour News*)

Port of Saint John 1984 tonnage exceeds 1983 figures

Lead by a substantial increase in bulk cargo tonnage, shipments over Canada Ports Corporation docks increased by 20.9% for the year, from 2,491,000 tonnes in 1983 to 3,012,000 tonnes in 1984, according to Mr. Gordon C. Mouland, General Manager. Most of the increase was in petroleum, up 139% from 264,000 tonnes to 631,000 tonnes; and the advent of potash shipments, which totalled 98,000 tonnes in 1984.

The substantial increase in petroleum shipments through Ports Canada facilities was due to problems at privately owned Canaport, and reflected in lower shipments through that facility.

Tonnage for the total harbour was up 3.0% for the year, from 8,347,000 tonnes to 8,597,000 tonnes, Mr. Mouland said.

1613 vessels called at the Port of Saint John last year, down 26 from 1983. Average tonnage per vessel increased from 5,093 tonnes to 5,330 tonnes. (*PORT NEWS*)

GPA's Executive Director G. Nichols values teamwork

In his annual State of the Port address, George Nichols called for increased cooperation between the various transportation entities, such as those represented by Savannah's Propeller Club, to whom he spoke.

The surge of imports' one-way haul, the recession, steamship overtonnaging, and increased inland competition, have combined to produce a great shakeout in the transportation industry, Nichols said, one that is just getting started.

Nichols said the shakeout seen by the steamship industry is similar to the one that recently hit Wall Street, reflected by increasing mergers, acquisitions, and consortiums. The results may well be new alliances and relationships between lines within certain trade routes and redeployment of port rotations, he suggested.

"You've got to feel the changes," Nichols charged his audience. He said that the shipper is again in the driver's seat and has the means (cargo) to stay there. He said he

expects the shipper to forcefully push for efficiency, better transit times, top dollar value, and reliability.

"The theme will be point to point, with the railroads, trucking lines, and steamship lines even more interdependent," said Nichols. "It will be an integrated transportation system, with a completely different profile."

Concluding that no longer may transportation interests act alone, Nichols said, "We can not simply do business by putting together transactions anymore." He called for greater local representation of the Savannah maritime community, for example in the political debate surrounding the dredging of U.S. ports.

Nichols said over \$8 billion in customs is collected each year and only \$400 million finds its way back for the maintenance of U.S. ports. "There is no way to bring ships into our country's ports without enough water to handle them. Our founding fathers realized all regions of the United States needed to be developed economically, which included dredging. Nothing has happened within the last 200 years to validate a change in that." (*Georgia AnchorAge*)

Chairman Fentress Bracewell resigned after completing a 15-year tenure: Port of Houston

Port of Houston Authority Chairman Fentress Bracewell resigned his post June 11, one day after completing a 15-year tenure, longest of any chairman in the port's 71-year history.

Bracewell said that reaching that milestone of service was the point he had set to step down. His resignation was effective immediately.

With the chairmanship vacant, senior Port Commissioner Mrs. Marcella D. Perry will serve as acting chairman.

The chairmanship is a joint appointment by the City of Houston and Harris County, sitting as the Navigation Board. Each body separately appoints two of the four port commissioners.

In his resignation statement, Bracewell stated:

"Since 1970, the Port has expended \$197.4 million for capital improvements and major maintenance to give Houston the most modern, efficient Port with facilities second to none. It is a tribute to all who work at or serve the Port to know that more than half of those funds came from general obligation bonds passed overwhelmingly by the public."

He stated that he considered among the major improvements at the Port during his tenure:

- Construction of the \$150 million ultra-modern inter-modal Barbour's Cut Terminal, the most successful on the Gulf.
- Formation of the Port Development Corporation, which has 132 agreements to issue \$1.5 Billion in revenue bonds to build, expand or modernize plants or facilities creating thousands of jobs in the area.
- Formation of the Foreign Trade Zone to attract new job-creating manufacturing and processing plants into the Port's service areas.
- Purchase of two large facilities, the Long Reach Docks and the Dickinson Gun Plant, giving the Port room for future expansion.

- Increased emphasis on construction of new wharves and facilities and modernization of existing ones.
- Enactment of legislation changing the Port's governing body from a navigation district to a full Port Authority, with broader powers.
- Funding an economic study as a basis for long-range planning, which showed the Port generates \$3 Billion annually in revenue and is responsible for 160,000 jobs.

"We have built, have under construction or planned the facilities needed to carry us far into the future," Bracewell said.

"Now, the Port must capitalize upon the opportunities brought about through deregulation of the land transportation and the maritime industries. Time and cost are now the dominant factors dictating cargo movements. Deregulation has given these two transportation services the rate-making flexibility and decision-making power which will determine maritime cargo flow, which in the future will be based upon cost.

"That alone should prompt all who provide port services to forge a common bond to maintain a high level of productivity," he emphasized.

Port opposes new laws governing tax exempt bonds: Port of Los Angeles

The Port of Los Angeles joins other ports in opposition to proposed legislation changing the federal laws governing tax exempt bonds. The Port of Los Angeles alone has committed approximately \$100 million annually to capital development, while the American Association of Port Authorities has estimated the national investment by ports at \$1 billion for new facilities.

The proposal to curtail the use of tax exempt bonds by state and local governments is contained in the tax simplification plan developed last year by the Treasury Department. The plan is under review by the White House.

(WORLDPORTLETTER)

Gunter elected Dock Board President: Port of New Orleans

Lucien J. Gunter was elected president of the Board of Commissioners of the Port of New Orleans at the Board's regular meeting. He replaced C. Alvin Bertel, Jr., whose five-year term as a Dock Board Commissioner has expired.

In addition to Gunter, new officers chosen were Charles C. Teamer, Sr., who was selected for the post of vice president, and Joseph Knecht who was elected secretary-treasurer.

Gunter has been a commissioner on the Dock Board since March 16, 1983. He serves as executive vice president of Jefferson Guaranty Bank, Gretna, Louisiana. His administrative responsibilities with the bank include marketing, public affairs, and business development. (Port Record)

A year for the record books: Port of Oakland

The Port of Oakland handled a record 12,981,314

revenue tons of cargo in 1984, according to preliminary figures.

This is an increase of 10.8 percent compared with the 1983 figure of 11,712,763 revenue tons.

Some 90 percent of the total 1984 tonnage consisted of container cargo (11,376,472 revenue tons).

The new record tonnage was attributed primarily to a sharp increase in inbound cargo. Total imports to Oakland amounted to 6,365,216 revenue tons in 1984, an increase of 31 percent compared with the 1983 figure of 4,843,331 revenue tons.

In the past, Oakland traditionally has been an export port, with the ratio of exports to imports at about 60-40. As a result of the surge of import business in 1984, the ratio now is nearly 50-50. Outbound cargo amounted to 6,616,098 revenue tons in 1984.

In terms of TEU (twenty-foot equivalent unit) container throughput, the Port of Oakland handled an estimated 850,000 TEUs in 1984, an increase of 5.6 percent over the 1983 figure of 804,551 TEUs.

Welcoming the Port's achievement, H. Wayne Goodroe, President of the Oakland Board of Port Commissioners, said that the Port's growing appeal to importers stems from a number of factors.

For one, the exceptional strength of the United States dollar has made American products expensive overseas while attracting lower-priced foreign goods into the U.S., he said.

The ports' marketing strategy over the past few years to identify Oakland as an excellent gateway for import goods has begun to achieve significant results. (Port Progress)

More container and auto berths planned for Terminal 6: Port of Portland

Port of Portland commissioners have approved recommendations for long-term development of the Port's Terminal 6 container facility and surrounding area, which will ultimately result in doubling of container, auto and rail handling capabilities.

Specifically, the long-term layout concept would provide the opportunity for six to eight container berths and one or two auto berths at full development with options for additional auto or other low capital intensive uses in the interim.

The Commission action enables staff to proceed with steps necessary to relocate rail trackage, allowing for continuation and expansion of on-terminal rail capabilities.

According to Captain Peter Norwood, Marine Department director, there is also an immediate need to expand the Terminal 6 gearlocker and pave additional container yard area. Adoption of the plan will allow these activities to take place in the context of a cohesive plan.

Captain Norwood said that the construction of the next container berth could occur within the next five years, depending on market conditions.

Predicted baseline growth of 10 percent in the container and auto import markets coupled with significant container volume gains during the past two years created the need to refine the long-term expansion plans for Terminal 6. (PORTSIDE)

1984 cargo tonnage up: Port of Richmond

Richmond experienced a substantial increase in cargo during 1984. Almost 16 million short tons of general cargo, and liquid and dry bulk commodities moved across the docks, an increase of nearly one-half million tons over the previous year. In terms of tonnage, the Port of Richmond remains the leader among northern California ports.

There were 1,989 ship and barge calls from 27 different shipping lines. At the city-owned terminals, the emphasis was on exports, with 55 percent of the cargo destined for overseas countries. (*Port Profiles*)

Intermodal railyard to be Port of Seattle's new neighbor

Construction is well under way on Burlington Northern's new intermodal railyard at the railroad's Stacy Street yard. The new facility is dedicated specifically to high-speed handling of international container cargo moving through the Port of Seattle.

Scheduled to start operating in July 1985, the international railyard — which will double BN's cargo handling capacity — will be literally across the street from the Port of Seattle's Terminal 25 container facility and within easy access of all the Port's major terminals.

Up to now, BN has been using its intermodal yard in south Seattle for both international and domestic cargo. "With the new yard's proximity to the water, we will streamline our handling of international cargo — an increasingly important contributor to Seattle's economy," said Roger Stiles, intermodal hub manager for BN.

Because 75 percent of the imports handled at the Port of Seattle are bound for Midwest and East Coast markets, with much of the cargo moving by rail, the new yard is a major development for Far East shippers using Seattle as a gateway port.

"BN's new railyard will save the Port's shipping customers time and money," said Port of Seattle Commission President Jack S. Block. "Because the yard is located virtually at the water's edge and is designed to handle international cargo exclusively, the cost savings will be substantial. Trucking costs alone from the docks to the yard will be reduced more than 50 percent."

Block called the new facility an example of the highly successful partnership between the Port of Seattle and Burlington Northern. "The new intermodal international railyard is a sign of BN's emergence as an innovative handler of international container cargo," he said. (*TRADELINES*)

Port seeks \$3.5 million from State: Port of Duluth

For the second time since 1957, the Seaway Port Authority of Duluth is seeking capital improvement funds from the State of Minnesota to maintain the Port's competitiveness in handling general cargo.

The funds would be used to purchase two non-stationary cranes and related cargo handling equipment (\$3 million) and to build a new Foreign-Trade Zone warehouse to

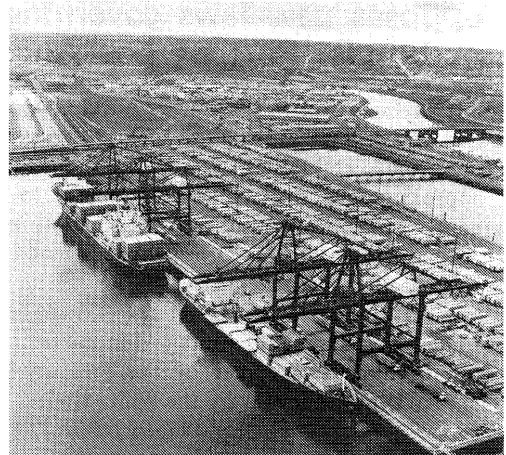
handle our expanding zone traffic (\$500,000).

The replacement cranes, larger, faster and at a separate berth from the existing 90-ton gantry cranes, would enable the Port to retain existing cargoes and to generate new cargoes. Multi-purpose, these new cranes would be stationed near the new East Warehouse. The existing cranes and berths would be used for selected cargoes.

The new warehouse would serve existing tenants and new users in an area designated for accessibility and expansion. The new FTZ facility would develop a new site and the existing facility would revert to conventional cargo storage.

In commenting on the state request, Executive Director Davis Helberg called the package, "vital for productivity, efficiency, safety . . . and competitiveness." Said Helberg, "There's nothing mysterious or magical about it ships and shippers go where they can get the best service for the lowest cost. A port stays competitive or it doesn't stay in business." (*Minnesota's WORLD PORT*)

New Sea-Land Terminal highlights port of Tacoma's advantages



Sea-Land's long-anticipated move to Tacoma became reality on May 12, when the "Sea-Land Endurance" called at Sea-Land's new 76-acre facility at the Port of Tacoma for the first time. The state-of-the-art facility, which has four Hitachi 100-foot gauge container cranes, parking for 2,500 containers, and separate truck entrances for its international and domestic cargoes, represents part of the largest terminal construction project ever undertaken by the Port of Tacoma.

Container volume up 3% for nine months: Port of Charleston

The Port of Charleston's container volume, for the nine months ended March 31, climbed three percent ahead of the like period a year ago to 2,101,310 tons.

Spurred by a record month in March, of 276,326 tons, the current nine-month container volume even exceeds the entire container cargo total of two years ago (Fiscal 1983), when Charleston first broke the two-million-ton mark in that category.

Although containerized cargo took the performance lead for the nine months of port operations just ended, all categories were ahead of the previous year's comparable period totals.

General cargo for the nine months was 2,811,427 tons. This total is up 58,892 tons, or two percent, from the previous year's nine-month tally of 2,752,835 tons.

Breakbulk cargo, totalling 710,117 tons for the first three quarters of the current fiscal year, improved slightly; exceeding the comparable 1984 period figure, 706,109 by 4,008 tons, or one percent.

In terms of TEUs (twenty-foot equivalent units) Charleston's container throughput reached 298,348 units for the nine months ended March 31.

1984: Top year for the Port of Antwerp

From unofficial data provided by the port authorities it appears that in 1984 the port of Antwerp handled a record cargo turnover of 90,338,446 tons. This represented a cargo traffic increase of 12.5% over the 1983 result or an absolute increase of 10 million tons of goods.

With this result several new records were set. In addition to the overall traffic record these included records for the total general cargo traffic, the container traffic and the volume of outgoing cargo (shipments). The latter already amounted to 40.3 million tons as opposed to a total volume of incoming cargo (dischargings) of 50 million tons.

With 38.35 million tons the general cargo traffic rose to a level never reached before. Thus the former record year of 1983 was exceeded by 18.6%. The increase was more strongly marked with outgoing cargo (+ 22.1% to 27.41 million tons) than with incoming cargo (+ 10.7% to 10.94 million tons).

At the basis of this increase was a strong growth of 2.4 million tons or 36.9% of European exports of iron and steel products via the port.

Other important general cargo traffics which recorded a considerable gain in 1984 included the flour and sugar traffic (1.60 million tons, + 14.2%), traffic of bagged cereals (1.60 million tons, + 24.1%) and the fruit traffic (780.000 tons, + 18.6%).

Bulk cargo traffic increased by 8.3% and amounted to a total of 51.98 million tons. Also in this case the increase was more strongly marked with outgoing cargo (+ 13% to 12.9 million tons) than with incoming cargo (+ 6.9% to 39.1 million tons).

The main bulk cargo traffic remained the oil traffic which amounted to a total of 20.76 million tons, 4.43 million tons of which were crude oil (+ 29.7%) and 15.30 million tons of which were oil derivatives (+ 0.2%).

The largest increase, however, was recorded for the iron ore traffic which rose by 30.3% to a total of 12.44 million tons. Also coal traffic grew considerably (+ 29.3%) and amounted to 6.11 million tons.

Creation of Bonded Warehouses, study on introduction of a Free Zone approved: Port of Bordeaux

With the aim of attracting and developing new trade to the Port of Bordeaux – Le Verdon, the Board of Administration decided last March to examine the introduction of simplified Customs and Exercise procedures. During its meeting on the 20th May, 1985, under the chairmanship of President Robert O'QUIN, the Board approved the conclusions of a Protocol between the Customs and Exercise Service and the Port Authority, for the creation of bonded warehousing at Le Verdon and Bordeaux.

Being the largest regular line service port of call between Le Havre and Bilbao, the Port of Bordeaux Authority has a particular interest in creating bonded warehousing, since this will make it even more attractive to shippers.

The new regime is to be applied to several storage areas, located at different Port Zones between Le Verdon and Bordeaux, so as to take into account the technical restrictions in handling and the needs of trade. In addition, with Spain's entry into the Common Market and the lack of back-up areas in its Cantabrian ports, Bordeaux will be in a position to serve as a transit port for certain Spanish cargoes, attracted by the physical capacities, (vast and numerous storage areas) and administrative facilities, (customs regime), which the port provides.

In order to strengthen its vocation as an international transit port and to facilitate industrial and commercial plant location, the Port of Bordeaux Authority's Board also decided to examine the creation of a true Free Zone. Located at Le Verdon, it would enable greater volumes of cargo to be handled and also provide the industrial or processing activities of French or foreign products with all the advantages involved in such areas, (v.a.t. exemption, for example). The Verdon sector, at the mouth of the Gironde and on the Northern point of the Medoc, is easy to isolate and the available fenced zones in themselves, provide an excellent location for a first phase, which few ports are able to offer, without involving major investment.

Record general cargo figures in 1984: Port of Le Havre

Despite the continuing gloom on the international scene, the Port of Le Havre turned in slightly better results in 1984 than in 1983, the year's highlight being the excellent figures for general cargo.

Overall traffic in 1984 was slightly up on 1983 and stood at 55MT, an advance of 0.7% (bunkering included) on the previous year's total of 54.6MT.

Liquid bulks: -2.9%

Liquid bulks totalled 36.9MT, compared with 38MT in 1983 (-2.9%).

Solid Bulks: + 2.5%

Solid bulks were up by 2.5%, rising from 7,683,329 t in 1983 to 7,875,992 t in 1984.

General cargo: + 17.6%

General cargo came to 9,159,278 t, beating the 1981 record and showing an increase of 17.6% over 1983. Imports, at 3.6MT, were 13.2% up and exports, amounting to 5.6MT, were 19.5% up.

Containers

The figure here was 6MT, an increase of almost 1MT on 1983 (exports up 20.3% and imports up 18.6%). The actual number of containers handled during the year was 613,333 TEU compared with 514,067 TEU in 1983, a figure never previously reached. The rise in the value of the dollar and the economic recovery in the USA were not unconnected with the steep rise in exports, but other factors were also involved, such as the development of exports to the Middle East, the increase in trade with South America in step with the introduction of container services, the rapid growth in the international transit trade (which more than doubled over 1983) and the inauguration of round-the-world services by Evergreen.

Roll-on/Roll-off

1,956,724 t compared with 1,873,366 t (+ 4.4%). The cross-Channel trade accounted for 85% of the total.

Conventional

Total tonnage came to 1.2MT, which was an increase of 34%, attributable to the bagged grain trade.

1984 was therefore an excellent year for general cargo, with the efforts deployed by the port authority and all others concerned in the field well rewarded.

Passengers:

1,014,844 compared with 999,996 in 1983 (+ 1.5%).
(Flashes)

**Traffic in 1984 — another increase:
Port of Rouen**

After dropping to 18.9 million tonnes in 1982, traffic through the port of Rouen has confirmed the recovery it made in 1983 by topping 20 million tonnes for the second year running.

Strong growth in exports of general cargo and refined oil products gave Rouen its second consecutive year of traffic growth in 1984.

Overall, traffic rose 2.5 per cent to 20.6 million tonnes last year, continuing the climb back to the all-time record set in 1980 of 22.2 million tonnes.

Bulk cereals exports, the port's principal bulk traffic, was just short of the 1983 total at 6.4 million tonnes, but this shortfall was more than compensated by exports of refined oil products, which increased 24.5 per cent to 2.26 million tonnes, and general cargo exports, which rose 18.7 per cent to 2.49 million tonnes.

Exports overall were up 7.3 per cent to 11.75 million tonnes, while imports fell back 3.2 per cent to 8.9 million tonnes.

In the general cargo sector, total traffic climbed 12.58 per cent to 3.3 million tonnes, despite a two per cent drop

in imports. Presenting the port's results to journalists at a press conference, port director Mr. Alain Gauthier said that a sharp recovery in exports of flour in sacks, notably to Egypt, and the growth of container import traffic from Africa were two principal features in Rouen's good performance in the general cargo sector in 1984.

Mr. Gauthier said that the port's traffic results could be considered good in the current economic situation, particularly given the import role played in them by the growth in general cargo traffic, which brought the port the maximum benefit in terms of new activities and employment opportunities.

The port was confident about prospects for 1985, he said, and would be looking to strengthen its position in the general cargo sector through the application of a policy of diversification. This would involve consolidating and extending the spread of its liner services and strengthening its position in certain traffic categories. Particular efforts would be made, he said, to boost imports of agricultural products from Africa in containers and to take advantage of the port's existing links with certain regions to increase agricultural exports, alongside its existing cereals trade. These efforts can be expected to be facilitated by the opening of the port's first purpose-built container terminal shortly.
(Rouen Port)

**Bremen Ports defend themselves
against "ruinous" competition**

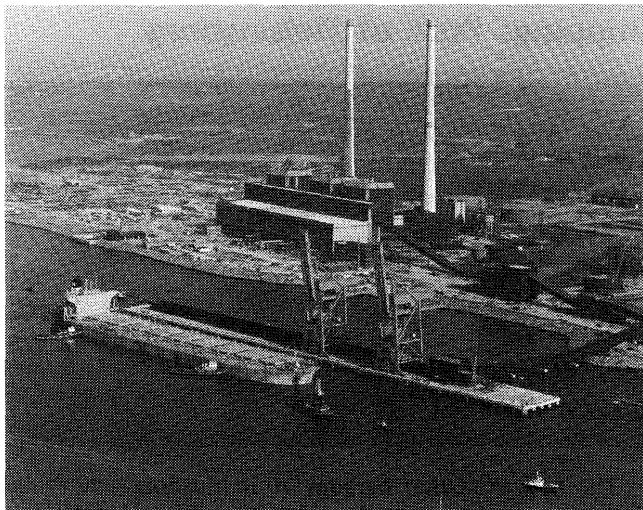
With a handling plus in 1984 of over 1.9 million tons — to 28.5 million tons — the Bremen ports have further strengthened their position as an important Northwest-European universal-port. As the largest Bremen cargo-handling enterprise, the 1877-founded Bremer Lagerhaus-Gesellschaft also has again demonstrated its efficiency with a 10-percent increase, to a total of 15.8 million tons. Extensive investments, including the placing into operation of a new banana-handling institution in Bremerhaven and new warehouse and distribution installations in Bremen, have produced a positive effect.

The annual surplus of a good DM 1.6 millions allowed an 8-percent dividend to again be paid on the original capital of DM 12 millions. Nevertheless, as with the German seaport trade economy in general, so also with the BLG, the proceeds-development was noticeably lagging — particularly with the modern-type traffic which, quantitatively, increased gratifyingly.

The reason for this is to be found in the disadvantageous trade-policy practiced for the German ports, in the face of foreign competition. The chairman of the Bremer Lagerhaus-Gesellschaft, Consul Gerhard Beier — who is also the vice-chairman of the Central Association of German Seaports — thus renewed the call emphatically in Bremen for a change in the law which would bring greater price-flexibility for the German seaport hinterland-traffic.

(Bremen International)

The first shipment of coal received at the Money Point Terminal: Limerick Harbour



Limerick Harbour on 24th April 1985 welcomed the m.v. "Berge Master" (143,745 dwt), the largest dry bulk carrier to enter any Irish port, with the first cargo of coal for the Electricity Supply Board's power station at Money Point in the Shannon Estuary. Coincidentally, the vessel which had a draft of 16.3 metres on docking, also delivered to Money Point the first major export shipment from the recently opened coal terminal at Porto Bolivar in Columbia. 47,000 of the 140,000 tonne cargo were discharged before the vessel proceeded onwards to Rotterdam with the remainder of the shipment.

Money Point Power Station, when fully operational in 1987 will have a generating capacity of 900 MW and will consume 2M tonnes of coal per annum. The recently completed marine terminal can handle bulk carriers of 180,000 dwt and can be upgraded to cater for 250,000 dwt vessels. This major development, following on the commencement of operations at the Aughinish Alumina terminal in 1983, will sustain the steep increase over recent years of shipping activity in the Shannon Estuary. Goods traffic which in 1985 will exceed 3.5M tonnes, is forecast to reach 5M tonnes by 1988.

Recent studies concluded that a £6M dredging operation at the mouth of the Shannon would allow access to ships of 400,000 dwt and that subsequent maintenance dredging would be minimal.

Commenting on the arrival of the m.v. "Berge Master", Mr. G.E. Russell, Chairman, Limerick Harbour Commissioners, stated that "It is an historic occasion for Limerick Harbour and for the Electricity Supply Board and highlights once again the major advantages of the deepwater facilities in the Shannon Estuary for heavy maritime-related industry."

Port tonnage up 16% in '84; exceeds 27 million ton mark: Port of Amsterdam

International sea-going goods traffic handled in the

Port of Amsterdam in 1984, set an all-time record, exceeding the 27 million ton mark, an increase of about 16 percent, according to provisional figures. Increases were seen in nearly all sectors, particularly in dry bulk cargoes.

Ore traffic showed an increase of 21.4 percent over 1983, to 1.323 million tons; while coal shipments totalled 4.314 million tons, an 85.9 percent increase. A 17.9 percent fall in grain shipments to 1.828 million tons was amply compensated by a 41.6 percent hike in the shipment of animal feeds/derivates, to 4.526 million tons.

Apart from an overall structural improvement in the coal sector, about one million tons were generated as a result of an overall structural improvement in the steel industry and exports to the United Kingdom. Part of the increase is expected to continue for several years as U.K. users seek alternate and safe supplies of foreign coal. The increase of ore traffic also was due largely to the recovery of the European steel industry and the early sale of finished products already in the pipeline by steelmakers.

Amsterdam was one of the few West European ports to show an overall gain in the grain/animal feeds/derivates sectors. Current European Community regulations adversely affect certain products in these sectors throughout the EC. Liquid bulk shipments remained stable. The Port of Amsterdam handled 10.478 million tons of mineral oils, an increase of 1.3 percent. As in the dry bulk sector, liquid bulk shipments were subject to stiffer competition between terminals in Amsterdam and in other ports. As a result, profitability of the bulk terminals was under pressure the entire year.

(Haven)

News from the Port of Rotterdam

Interim measure harbour dues for new tonnage certificate

Until recently there has been a discrepancy in the amount of harbour dues payable in Rotterdam. The harbour dues for a number of vessels with new certificates of tonnage in accordance with the 1969 Convention of London have been higher than those for comparable vessels with old-style certificates. Rotterdam has therefore introduced an interim measure for the years up to 1994, when all ocean-going vessels will have to have a new certificate of tonnage. This arrangement evens out the financial consequences of the difference in measurement for vessels calling at Rotterdam, by means of the following formula: The gross registered tonnage for harbour dues = $GRT + 0.1 (\text{year} - 1984) \times (GT - GRT)$.

The Netherlands tackles the Ganges

A study is shortly to be carried out into the feasibility of inland waterway terminals on the Ganges (India) near Haldia and Calcutta. Cargoes from large vessels, which cannot reach upstream Calcutta, can be forwarded by inland waterway vessels via Haldia at the mouth of the river. The Overseas Development Department of the Dutch Ministry of Foreign Affairs is funding this study, which has been awarded to three organisations with considerable experience in this field: the Rotterdam Port Authority's Technical and Managerial Port Assistance Office (TEMPO), and

the engineering consultants Van Hasselt & De Koning and GEM Consultants. The study forms part of a larger project, aimed at making the Ganges navigable over a distance of 1,600 km.

Rotterdam port management receives almost 7,000 visitors

The Port of Rotterdam is extremely popular with the British and West Germans. This, at least, would seem to be the conclusion to be drawn from the number of visitors from these countries received last year by the Visitors' Department of the Rotterdam Port Authority. Of the approximately 4,150 foreign visitors, 20% were British and 16% West German. France accounted for 10% of the foreign visitors, the USA for 7%, Japan for 5%, and the People's Republic of China and Belgium for 3% each. The largest group of visitors was the Dutch: 40% of a total of almost 7,000.

(Newsletter)

Transport data exchange system will allow anyone to take part: Port of Gothenburg

A Swedish transport data exchange covering several nations will become operational during the first six months of 1986. A special company has been formed for the purpose; its name is TDL Transport Data Link AB. The company is co-owned by the Port of Gothenburg AB, Volvo Transport AB and the Swedish Telecommunications Administration.

Everybody realizes that the transport business is one especially suited for computer-to-computer communications: several parties are involved in each commission, there is a time-pressure, and the information volume is considerable.

Yet, the transport world has had difficulties in making use of the new information technology. The reason is that companies and authorities have different computer equipment as well as different software structures. Communication between any two computers in the transport business has been impossible.

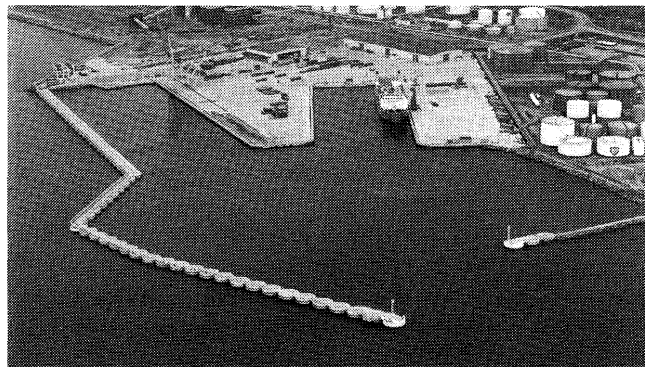
A lot of bilateral data connections have been established to overcome the problem, but the draw-back of this method is obvious: a bilateral connection demands a high volume of data exchanged, and it is not flexible. The forwarder who is working with, say, fifteen liner agents cannot very well establish bilateral connections with every one of them.

The TDL data exchange will make it possible for computers to co-operate, regardless of make or programme, provided the users observe certain "documentary" standards. Thus, in the information-dense transport business, it will be possible to forward information along computer chains, e.g. shipper-forwarder-liner agent-road haulier-customs-terminal operator.

The Transport Data Link will provide a solution to a problem that has been discussed for years in transport circles. The service will be marketed in all Nordic countries on a commercial basis. There will not be any limitations for competition reasons within the system. Although the Port of Gothenburg AB is one of the owners/operators of the

TDL, any port is welcome to join the system. Naturally, secrecy is built into the system to protect information from unauthorized attention.

New West Harbour opened for shipping: Port of Helsingborg



The new container harbour at Helsingborg — the West Harbour — was inaugurated on May 22, 1985 by his Majesty the King in the presence of the Queen and a large number of guests, specially invited. The West Harbour is built for container traffic and is the largest port development in Sweden during the last decade. The investment amounts to 300 MSEK including jetties and port equipment.

The West Harbour is easy to approach directly from the Sound, the channel with the most intensive sea traffic in the world. The facility has two basins, a large one with 13 metres of water depth for transoceanic shipping and a small one with 9 metres of water depth for European shipping. The equipment comprises container cranes, three ramps for cargo ferries, sheds, office and personnel buildings, railway tracks with special cranes for the operations of container trains etc.

The new West Harbour means an increase of the harbour capacity at Helsingborg with some 25 per cent. The cargo throughput in the port that was 2.5 million tonnes in 1950 and 8.5 million tonnes in 1984 is expected to increase to 11 million tonnes in 1990. The West Harbour will release areas for a new railway ferry service Helsingborg-Copenhagen, which is to be opened for all-train ferries in 1986.

ABP Chairman reports "steady improvement"

In his report to shareholders at the Annual General Meeting of Associated British Ports Holdings PLC, 21 May 1985, the Chairman Mr. Keith Stuart made the following statement:

"The first two months of 1985 were inevitably affected by the coal strike, and by the fact that Southampton had not returned to normal operations. From early March, however, there has been a steady improvement in trading performance. Coal exports have built up well since the miners' strike ended. Southampton is showing the benefits of the action taken to reduce costs and change working methods, and is now operating satisfactorily. In South Wales also we are taking action to reduce costs.

"Profits currently being earned from operations at the

ports are at an encouraging level, and all the signs are that for the first half of 1985 the overall trading performance, before the cost of severances, will compare well with the corresponding period of 1984.

"The cost of employee severances for the first half of 1985 will be somewhat higher than in the first half of 1984, but for the year as a whole severance costs will be much lower than in 1984. Severances currently in progress will benefit financial performance in the second half.

"The Company remains well placed to finance the continuing programme of new investments to meet increased customer demand."

Port of Belfast annual report, 1984

The annual report of the Belfast Harbour Commissioners published recently revealed that despite the loss of 1/2 million tonnes of coal imports due to the miners' dispute and the effects of the national docks strikes in Great Britain, the Port of Belfast is still firmly on a recovery course from the recession's low point in 1981.

Trade for the year at 5.9 million tonnes was only 200,000 tonnes down on 1983 and would have shown an increase of 300,000 tonnes had it not been for the disruption of coal supplies. The report predicts that, barring unforeseen circumstances, the 1985 figure should be close to 6.5 million tonnes. The Chairman, Toby Hurst, reports that the Commissioners have been vigorously pursuing their policy of developing and improving the Port. During the 5 years 1980 to 1984, capital expenditure has totalled 12 million and he foresees an even higher rate of expenditure during the next 5 years.

The profit on ordinary activities was 1,103,000, an improvement of 169,000 all of which is used for port developments.

Current developments include the creation of a new container terminal to serve liner traffic from Europe and the Mediterranean Area, and the installation of 2 new 15-tonne cranes for bulk and break bulk cargoes at the recently deepened and modernised Stormont wharf complex. Priority is also being given to improving the infrastructure and a new entrance is planned to give a second direct link to motorway system. Land resources within the harbour, such as the enterprise zone, are being developed with great commercial success.

The Commissioners believe that the Port is ready to fulfill its present and future role as Northern Ireland's main artery of trade.

1984 a better year for PLA

The Port of London Authority returned a gross profit of £13.7 m in 1984 compared with £12.6 m in 1983. The improvement was achieved mainly by a cut of £2.9 m in operating expenditure which more than offset a £1.8 m drop in turnover. The net result for the year was a profit of £0.6 m compared with a loss of £1.4 m in 1983.

Overall, port tonnage increased by 1.4 million tonnes due, in the main, to increases in containers at Tilbury Docks and bulk commodities handled at riverside installations. PLA's cargo handling activities were affected by two

national dock strikes which caused five weeks disruption, in all.

In calling for sustained effort to achieve further improvement, the Chairman, Sir Brian Kellett, who took over on 7th January 1985 comments, "Despite all that has been done, the PLA is still far from financially viable. In no small part this is because it is hampered by the legacy of past practices and political decisions. While these handicaps can be adduced in explanation of inadequate financial performance, the PLA operates in a competitive commercial world where performance and results are what matter."

Bold plans for Port of Adelaide

Major improvements are planned for the Port of Adelaide. An upgrading of container facilities and the development of adjacent industrial estates are among the bold initiatives aimed at making the port even more efficient.

The building of a second container crane has been announced and it is hoped to be operational by the end of next year.

Meanwhile an aggressive industrial estates marketing program has been prepared to highlight the exclusive zones available to manufacturers and distributors who need warehousing and container handling facilities with access to deep water berths and channels.

The installation of the second crane has become necessary because of gains made in recent years in attracting shipping services to Port Adelaide. The Japan service is the latest example.

State Premier, Mr. John Bannon, said the improvements warranted a greater container handling capacity.

"In shipping these days, especially with the sophisticated container carrying vessels, turnaround times in Port are critical," he said.

"To ensure that the shipping lines servicing Adelaide continue to get top quality service and are not inconvenienced by delays, the Government considers the second container crane to be essential."

(Shipping & Ports Journal)

The year of the golden grain: Port of Geelong

1984 was the year of the golden grain at the Port of Geelong.

Record harvests following the previous year's drought saw grain shipments from Geelong jump by 500% to 3.03 million tonnes – the highest level ever recorded in a single year.

This record performance has confirmed the Port of Geelong's position as the leading grain export centre in the southern hemisphere.

Total volume of cargo handled during the year rose by 46.7% to 7.1 million tonnes.

Exports totalled 5.1 million tonnes, with grain representing almost 60% of that volume. Imported cargoes totalled 2 million tonnes.

As a result of the improved trade, total revenue of the Port increased by 41.6% to \$16.2 million. Net profit from the Port's operations increased to \$3.6 million.

Port Authority Chairman, Neil Samuels, attributed the

strong trading performance to Victoria's progressive economic recovery, combined with the Port's continued development drive.

Major developments during the year within the Port included commencement of a long range dredging programme to deepen access channels, opening of a new public cold storage facility, and the introduction of the Port's own bulk stevedoring service.

"These were significant steps towards the realisation of the far-reaching Port of Geelong Development Plan," said Mr. Samuels. *(Portside)*

Trade and revenue up in last financial year: Port of Melbourne

Trade through the Port of Melbourne in the financial year to 30 June 1984, increased by 6% compared with the previous year which had been the lowest in five years. Encouragingly revenue was also up 20.5% on the previous year.

Although the trade figures did not achieve the record levels of the 1981-82 year, the magnitude of the increase in trade in the last quarter of the financial year promised for a better year ahead.

The breaking of the drought and an improvement in the world economy were major factors in the recovery in trade recorded. Added to this was a strong recovery in overseas imports fuelled by stock rebuilding and a pent up demand for some commodities.

Exports did not record a similar increase to imports because of marketing difficulties being experienced in most major export commodities due to strong competition from traditional and new competitors.

The PMA earned an operating surplus of \$21.8 million for the year after deducting operating expenses amounting to \$49.8 million from a total revenue of \$71.6 million. After meeting Financial Costs a deficit of \$0.7 million was recorded compared to \$7.7 million in the previous year.

Cargo handled through the Port totalled 18,473,000 revenue tonnes. Overseas imports rose by 12.8% to 7.5 million tonnes, a gain due entirely to imports of general cargo. New vehicles and vehicle parts were the two principal import commodities recording increases of 16.4% and 42.6% respectively. Other imports to improve were chemicals (14.7%), textiles (30%), iron and steel (11.7%), timber (37.6%) and machinery (30%).

Bulk cargo imports showed an overall decline of 7.3%.

Total container throughput was 491,611 TEU's, an increase of 6.8% compared to the previous year when 460,202 were handled.

Ship calls to the Port again reflected the trend for fewer ships of larger tonnage being employed. Of the 2,248 ships to call, 1,397 were from overseas and 851 were coastal. *(Port Panorama)*

1984 Port performance: 12.3 million tonnes handled — a 7% increase: Port of Kelang

In spite of the prevailing world economic uncertainty, Port Kelang has achieved a new record in total tonnage

handled as well as in container throughput.

A record tonnage of 12.3 million tonnes was set in 1984. This is a 7% increase over 1983.

As for container traffic, the port experienced its highest net increase in TEU since it began container operations in 1973. TEUs handled reached a new record of 240,700 a 24% increase compared with 1983's total of 193,500 TEU.

As for containerised tonnage, there was a 24% increase — from 3 million tonnes in 1983 to 3.8 million tonnes. Containerised cargo now accounts for 30% of overall throughput.

Reflecting the rather sluggish demand for primary commodities, exports experienced a marginal increase of only 0.2% i.e. from 4.618 million tonnes in 1983 to 4.627 million tonnes.

Conversely, imports increased by over 11% i.e. from 6.9 million tonnes in 1983 to 7.7 million tonnes.

As for vessel traffic, there was a 3% increase in the gross registered tonnage of ships calling at the port i.e. from 34.2 million gross registered tonnes in 1983 to 35.2 grt in 1984. The actual number of ships calling at Port Kelang increase by a marginal 0.2% i.e. from 3,645 ships in 1983 to 3,653.

Container ships calling at the port increased by 14% to 967 or an average of 80 ships per month. 1983's total was 845 (average monthly calls: 70).

The conservative forecast for 1985's throughput is 12.8 million tonnes. Container throughput is expected to reach at least 255,000 TEUs. *(Warta LPK)*

Port performance 1984: Port of Penang

The total volume of cargo traffic at the Port of Penang in 1984 was 7.96 million tonnes, 4% higher than the 1983 throughput of 7.64 million tonnes. Shipping traffic last year was 5% up. A total of 4,361 vessels called at Penang in 1984 compared to 4,143 vessels the previous year.

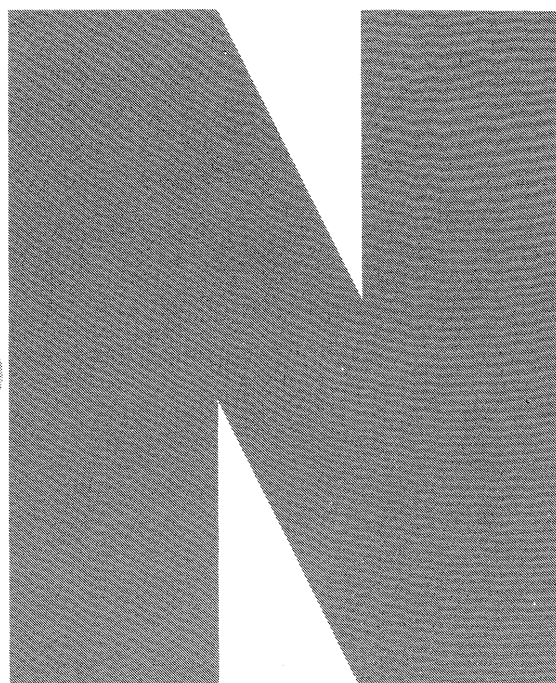
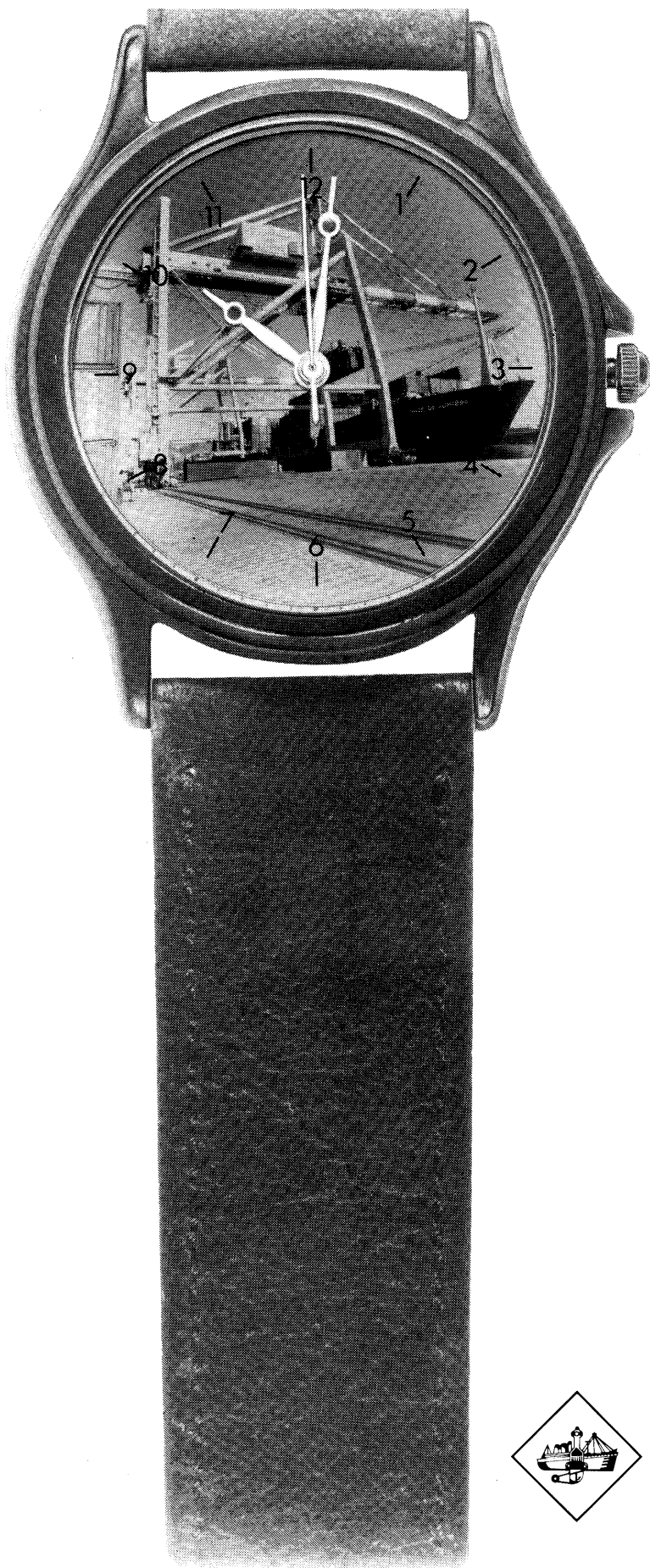
Imports increased by 3.9% to 5.2 million tonnes in 1984. The major import commodities that recorded significant increases were rice (+114.5%) and iron and steel products (+21.7%). The growth in the import of iron and steel products was due to a higher demand for the commodities in East Malaysia.

Exports through the port recorded a 7.2% growth during the period under review. In 1984, exports totalled 2.7 million tonnes compared to 2.5 million tonnes in 1983. The main export commodities that increased significantly were ilmenite ore (+47.3%), refined sugar (+49.5%) and rubber (+5.2%).

Tonnage handled through the Penang Port Commission's own facilities recorded a 9.5% increase from 5.87 million tonnes to 6.43 million tonnes. In terms of total port traffic, the Port Commission's share increased from 77% to 81%.

Container traffic at the Port further increased by 13.5%. A total of 98,280 TEUs moved through the Port against 86,614 TEUs in 1983. Cargo in containers went up by 15% to 1.6 million tonnes.

The ferry service also achieved moderate growth in traffic last year. A total of 5.07 million cars and 920,000 lorries used the service in 1984 against 4.85 million and 833,000 respectively in 1983. *(Berita)*



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