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PORTS and HARBORS

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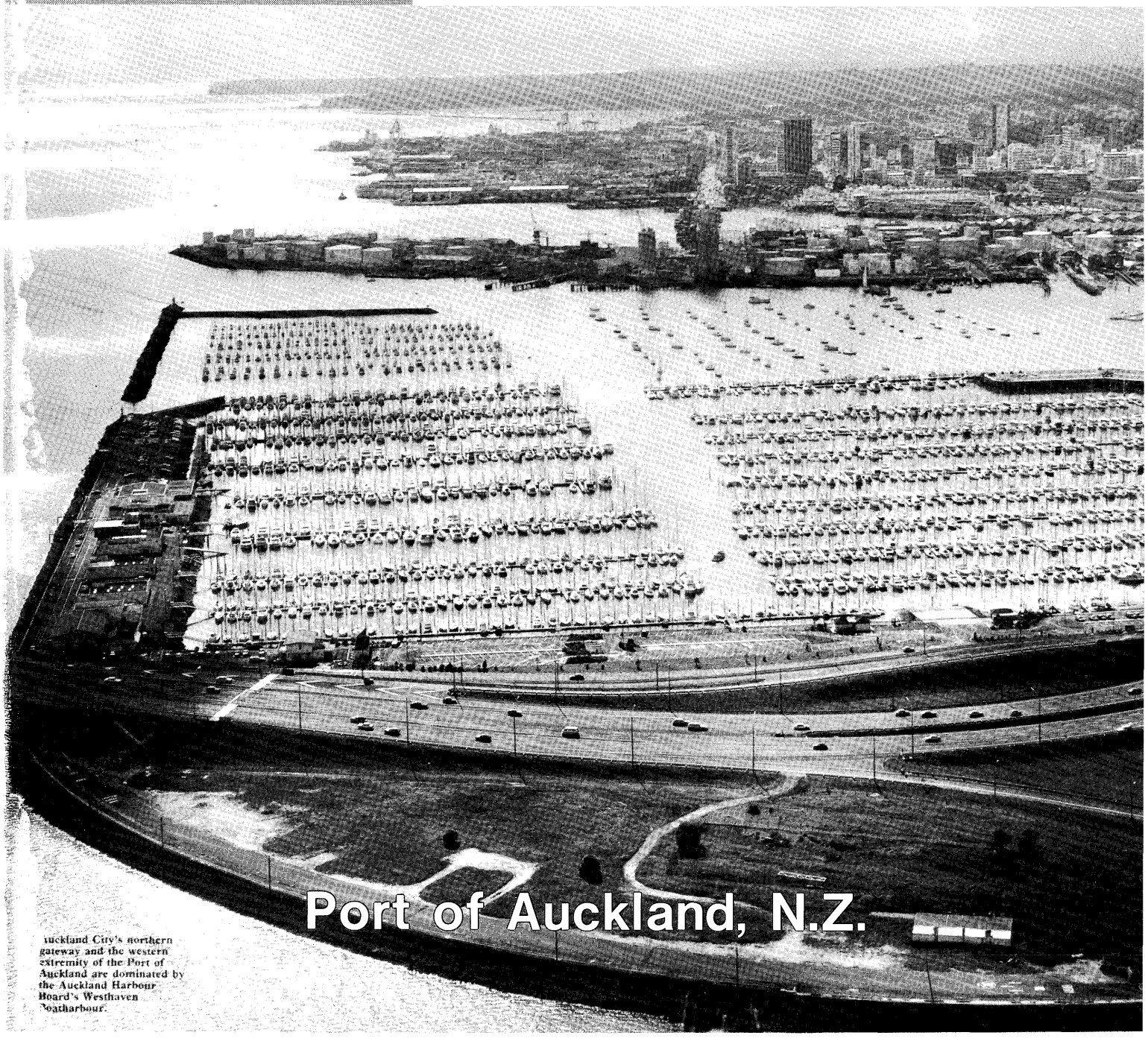

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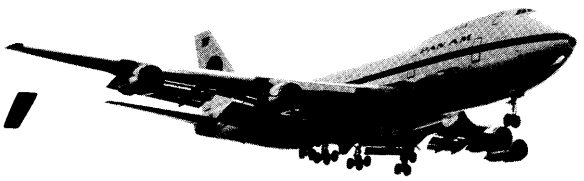

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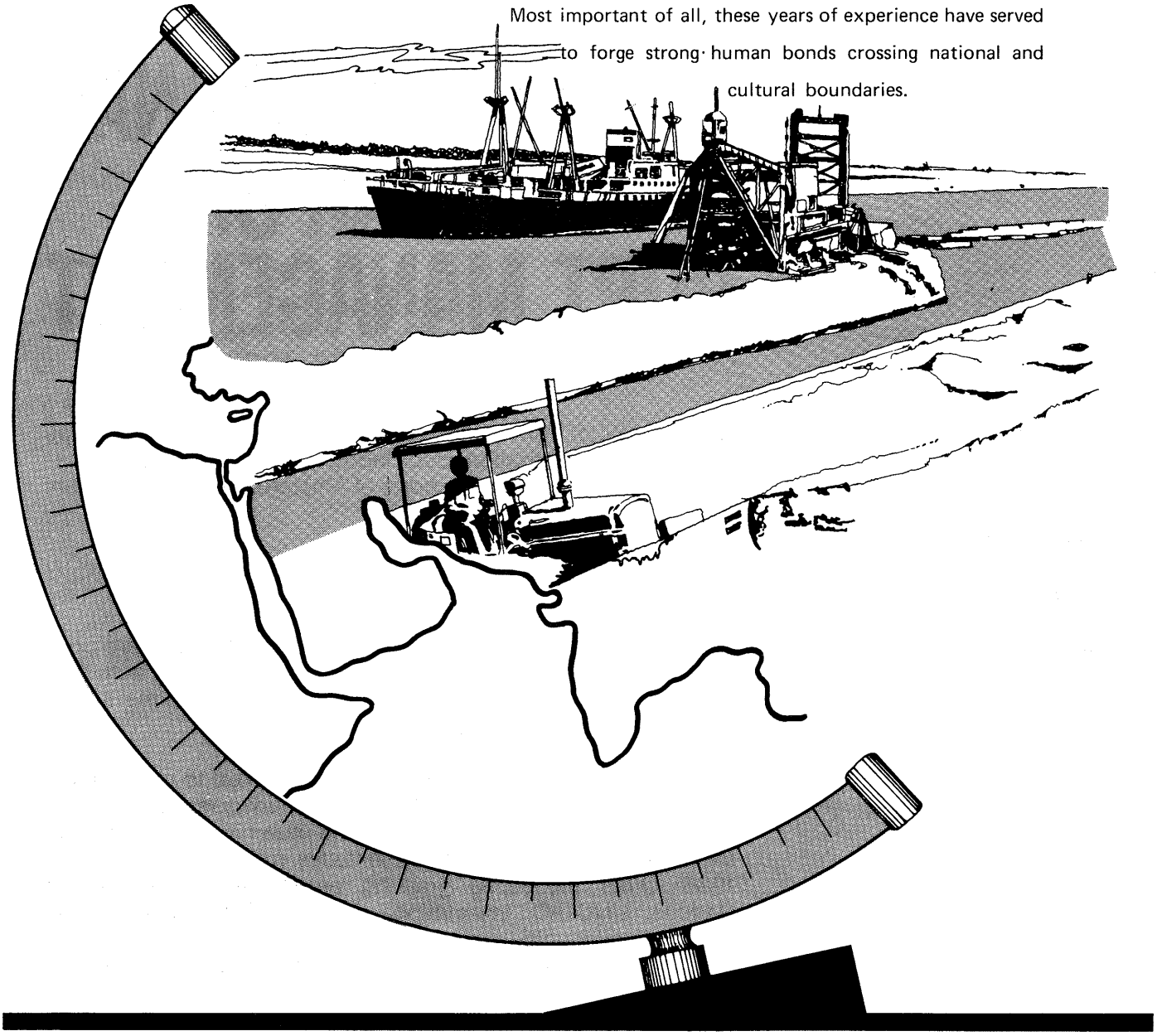

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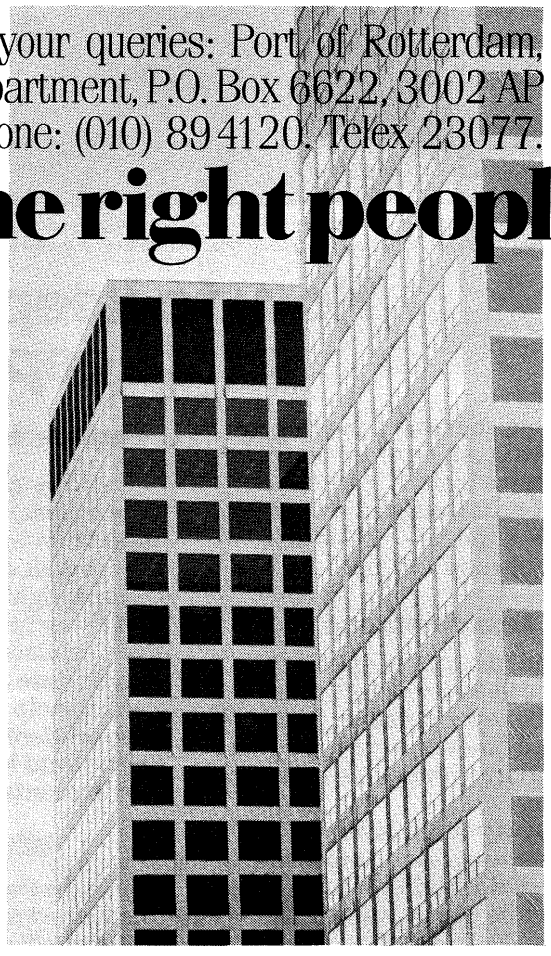

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January-February, 1986 Vol. 31, No. 1-2

CONTENTS

The Cover: Port of Auckland, N.Z.

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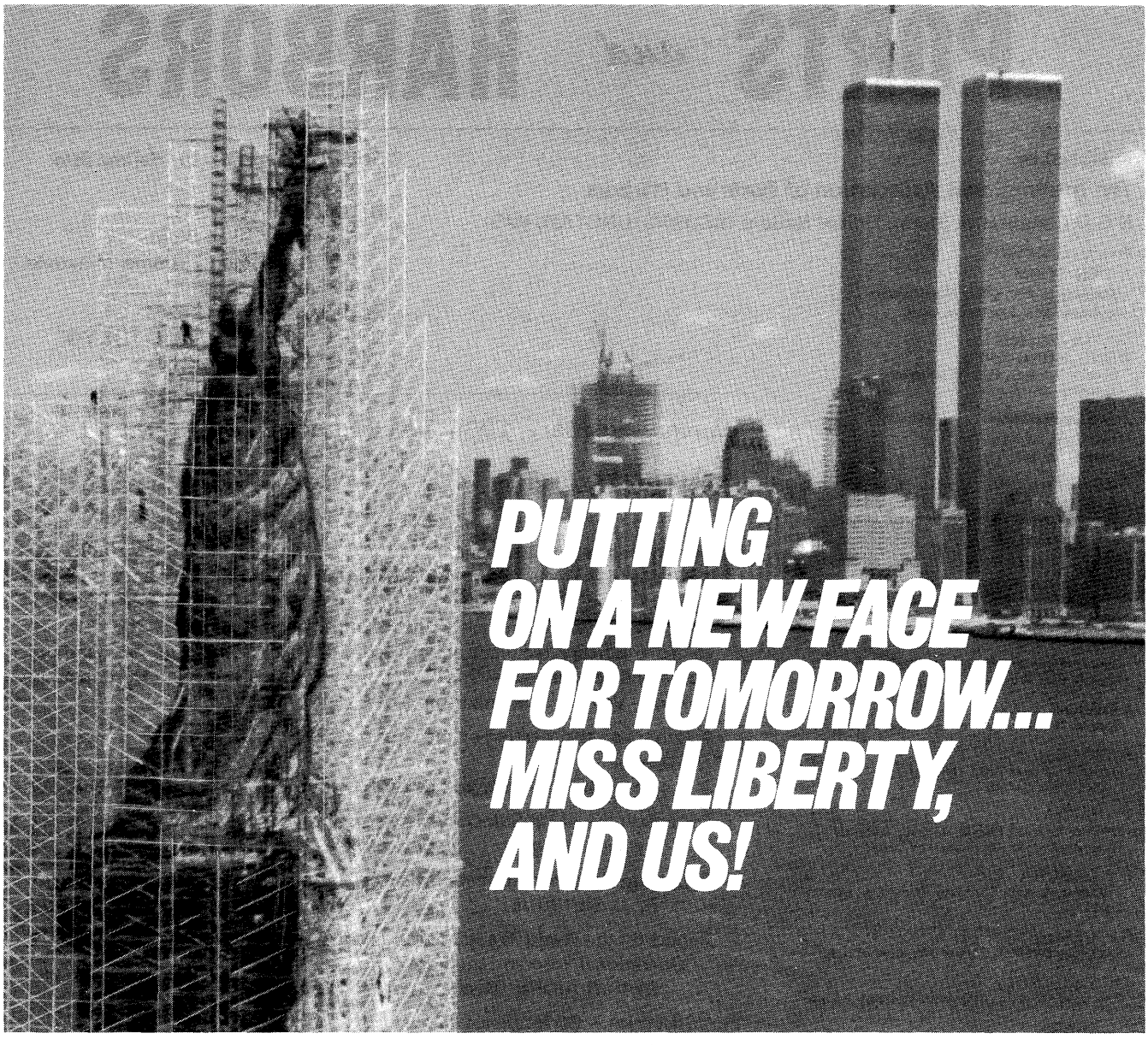

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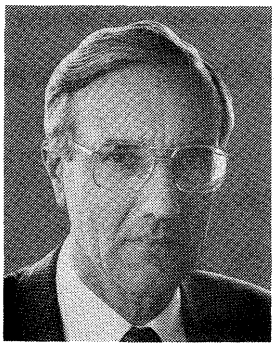
IAPH announcements and news

New Year's Messages



From
Ir. J. den Toom
President

It is a tradition that in the first issue of our magazine in the new year the President of IAPH gives a brief message.

Mankind has split up time in centuries, years, days and hours. We need the notion "time" to file our past and to make an attempt to organize our near future.

However, there are limits to our existence and there are circumstances beyond our control. It is good to realize this with the interval of a year, though it is still better to make the balance of the past and make our projections for the future more frequently.

In business we evaluate a period of time in terms like profit, loss, progress and so on. Also in business we try to behave ourselves as people who can really organize the future. At the same time we know very well that it is not the sky that is the limit but our systems, our politics, the availability of money, environmental constraints, legal limits and so on.

Within these limits we have to find our way in our personal and professional lives.

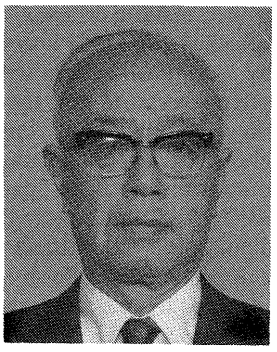
Port people are notwithstanding all their problems (can we miss them?) – privileged people. We work at the core of worldwide transportation, with all its fascinating aspects. Both the volume and varying means of cargo transportation tells us a lot about world economics, especially when the statistics of transport are combined with the regional spread of the world's population. They show us our unbalanced world in terms of rich and poor. This makes us more aware of the need to share our riches and knowhow.

Here I emphasize one of the main principles of IAPH and the work of our Committee on International Port Development.

I am grateful to all the colleagues and other port people who give their time for all the different IAPH Committees.

Within a few months the Executive Committee and other committees will meet in Auckland to make our mid-term determinations on the course of IAPH. I heard from the Head Office good news regarding the progress already made by our Korean friends for the preparation of the Seoul Conference in 1987.

I wish all of you the best for the coming year.



From
Dr. Hajime Sato
Secretary General

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

Although the world economy has begun to show signs of recovery, it has to be recognized that cargo movement, as it reflects the state of world trade, is still sluggish. Moreover, the serious recession resulting from the over-capacity in the shipping industry accelerated the degree of competition and the speed of technological innovation in intermodal transport. The severity of the current situation makes it all the more vital that our port industry – both the developed and developing ports – should step up their efforts and come up with new ideas to confront the challange of the New Year. The situation demands that we go all out to strengthen our international cooperation.

It was indeed a source of great satisfaction for me to observe that, thanks to the thoughtful arrangements of the Hosts and the great cooperation of the members at large, the 14th Conference of our Association held in Hamburg last year simultaneously with "Portex '85", was a great success. Indeed, it witnessed some events of truly major importance. Perhaps by the time that this message reaches you, you will have also received the Proceedings of the Hamburg Conference, which we sent out to you late last year. They will no doubt remind you of the numerous achievements of the Conference as well as the warm hospitality we received in Hamburg from our friends from various fields. I would like to take this opportunity to express our sincere thanks to them for all their kindness. I

(Continued on next page)

believe that all the information and ideas exchanged at that gathering will have a very real and positive influence on the day-to-day activities of all of us.

Another important achievements of the Conference was the fact that all the internal and technical committees were able to start their work for the new term under the leadership of the new president, officers and Executive Committee members. I am grateful indeed for the way the respective committees, ably led by their chairmen, already begun tackling their new term's programs with obvious energy and enthusiasm. I wish to express my sincere admiration to all these hard working chairmen and members, as well as the liaison officers, for their sterling efforts.

Of special significance for IAPH was the passing of the resolution whereby our organization will continue giving its support to developing ports for the training of their personnel. This policy symbolizes our commitment to international port development. A fund-raising campaign calling on all members to contribute to the Special Port Development Technical Assistance Fund is now in progress. I wish to place on record our appreciation to all the members who have answered the appeal made earlier by sending contributions to the Fund, and at the same time to urge other members to give this project their favourable consideration so as to help us achieve the target amount of US$70,000.

The Hamburg Conference also produced the decision to start two new projects to increase our service to our members. One of them entails the continuation for a further year of the production of the French version of the "IAPH announcements and news" section of "Ports and Harbors", while the other involves the production of a book entitled "Port Administration and Management", authored by Prof. Baudelaire. The former is being sent, together with the journal "Ports and Harbors" itself, to all members in the French-speaking countries. I trust that this service will enhance their understanding of IAPH activities and will contribute to our efforts to recruit new members from the regions. As to the latter venture, the Head Office now has the work under way, with the cooperation of Professor Beaudelaire himself and that of the relevant people at the Port of Le Havre Authority. I am pleased to inform you that we will be able to complete the publication of this work by the middle of this year, at which time a copy of it will be sent out to all members of IAPH.

Since the Hamburg Conference, five new members have joined the Association. This was due to the great efforts of the officers, the Membership Committee and all our members. However, in order to play a really worldwide role, IAPH must endeavor to attract many more members both from developing and developed ports. We need the continuing support of everyone in the organization for us to attain this goal.

I am glad to report to you that our finances have remained in good shape, in accordance with the policy decided at the Conference and with the guidance of the Finance Committee. While it was decided to keep the dues unchanged for 1986, there has been a readjustment of the international basket of currencies in the light of the hikes in the value of the US$ against the SDR which have been observed since last September. This means that those members paying their dues in US$ will find the amounts slightly higher than before. Nevertheless, the total revenues from membership dues will decrease in comparison with last year, as the Head Office, situated in Japan, has to cope with the recent strength of the yen. The Head Office will endeavor to keep our finances in a healthy state by acting prudently and by economizing wherever possible.

The Executive Committee is scheduled to meet in April this year in New Zealand. The EXCO will draw up fundamental guidelines for attractive and topical programs for the Seoul Conference in 1987, based on the useful proposals the host is sure to offer. We at the Head Office will make the most of our proximity to our host in Korea and will work closely with the KMPA, offering all possible advice and cooperation, so as to make the conference as productive and enjoyable as ever.

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

IAPH Head Office celebrates 30th anniversary

The main meeting room in the IAPH Head Office in Tokyo was the site for a luncheon held by the Head Office members in celebration of the 30th anniversary of the Association on November 7, 1985. This is the room where the Secretary General and his staff receive all the members and guests who visit the Head Office. The Secretariat members also hold their frequent meetings in it and even use it as a workplace when sending out the various publications to our worldwide membership.

It was an easy task for the Head Office staff to rearrange the tables and decorate the walls suitable for the occasion on the anniversary day. Prior to the luncheon, a reporter from the Japan Maritime Daily came to cover the party and a brief article appeared in the paper the following morning. The picture above was taken by the reporter.

Mr. Toru Akiyama, Secretary General Emeritus and a founding member, opened the party with a speech. "I congratulate all of you here for the sterling efforts you have directed to the development of IAPH," Mr. Akiyama said. He went on," I fully appreciate the important role you have played in ensuring the growth of IAPH. Indeed, I could hardly have imagined what the future would hold for this organization when it was born 30 years ago. Fortunately, IAPH has surpassed all my expectations and grown into a mature organization. Now, however, I feel your efforts should be directed to the task of preparing our 30 year-old association to meet the fresh demands of a new age.

"In past decades", Mr. Akiyama concluded, "world ports and the makeup of the Association have greatly changed. Under such circumstances, I look forward to your further efforts to find ways not only for our organization to survive but to expand its services to fit the requirements of world ports in the 21st century."

Dr. Sato, Secretary General, with his congratulating words in support of Mr. Akiyama's remarks, acted as toastmaster in opening the get-together.

Special Port Development Technical Assistance Fund: Contribution Report

The contributions from members to the Special Port Technical Assistance Fund ("the Special Fund") as of January 7, 1986 are listed in the box below. The amount received in contributions in the 8 months from the start of the campaign totalled US$21,000, against the targeted amount of US$70,000.

The maximum amount to be granted to each successful applicant is US$3,500. The amount so far contributed will be sufficient to train about 6 people, while our target is to raise funds to accommodate 20 people in the 2-year term up to the next conference in 1987.

The Secretary General and the Chairman of the International Port Development Committee, Mr. Kruk (Port of Rotterdam), express their appreciation to all the contributors for their generous support, and at the same time urge other members to give this project their favourable consideration so to help us achieve this goal.

Contributions to the Special Fund
(As of January 7, 1986)

Contributors	Amount
Paid:	(US$)
Port of London:	750
Port of Copenhagen:	350
Port Services Corp., Oman:	500
Associated British Ports:	3,000
Port of Houston:	1,000
Kelang Port:	200
Port of Halifax:	750
Port Alberni:	200
Cyprus Ports Authority:	500
Belfast Harbour Commissioners:	300
Fraser River Harbour Commission:	300
Port of Tacoma:	1,000
Port of Amsterdam:	1,000
Port of Rotterdam:	3,000
Pacific Consultants International, Japan:	630
Ports Corporation, Jordan:	1,000
Clyde Port:	1,000
The Harbours Association of New Zealand and 9 Harbours:	2,000
Mr. Susumu Maeda, Japan:	20
Mr. Toru Akiyama, Japan:	500
The Japan Warehousing Association Inc.:	250
Yokohama Port Terminal Corp.:	500
Tokyo Port Terminal Corporation:	500
Nagoya Container Berth Co.:	500
Shimizu Construction Co., Ltd., Japan:	250
Port of New York and New Jersey:	1,000
Pledged:	
Directorate-General of Shipping and Maritime Affairs, Netherlands:	720
Ghana Ports Authority:	500
Port of Hamburg:	3,800

1986 dues invoiced

A circular from the Secretary General with an invoice for the membership dues for 1986 was sent to all members of the Association under the date of December 10, 1985. In the light of its fairly stable financial status, the Association decided at the Hamburg Conference held last May to keep the dues unchanged for 1986. Thus we record the fourth consecutive year with no dues increase for our members.

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

However, the chief accountant at the Head Office indicates that there have been a considerable number of cases where the remittances from the members were made in different currencies as a result of the misinterpretation of "SDR". Very often the SDR has been taken to mean "Sterling Pound", "Singapore dollars", or "Seyshells Rupees". We therefore urge of all members to give special attention to this system for making remittances to the Head Office.

For actual payment, each member is requested to quote the exchange rate between the SDR and one of the following currencies from the IMF basket as it was on December 10, 1985, as long as the payment is made before January 31, 1986. For payments made on or after February 1, 1986, you may quote the rate existing on the day of your remittance to the Head Office.

Deutsche mark:	2.75986	1 SDR
French franc:	8.42247	
Japanese yen:	220.85	
Sterling pound:	0.753864	
U.S. dollar:	1.08579	

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

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

Table:

Regular	SDR	Japanese Yen	U.S. Dollar
1 unit	880	194,348	955
2 units	1,760	388,696	1,910
3 units	2,640	583,044	2,866
4 units	3,520	777,392	3,821
5 units	4,400	971,740	4,777
6 units	5,280	1,166,088	5,732
7 units	6,160	1,360,436	6,688
8 units	7,040	1,554,784	7,643
Associate			
A-X-1, B & C	740	163,429	803
A-X-2	500	110,425	542
A-X-3	250	55,212	271
D	120	26,502	130
E	100	22,085	108

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

In order to save bank commissions, which amount to as much as US$11 per transaction, it would be highly appreciated if you could remit the amount by means of a bank transfer to the IAPH account as specified on the invoice. In this connection, it should be noted that the cost of the remittance is to be borne by the member concerned.

It is sincerely hoped that you will give your kind attention to the matter and remit your 1986 dues to the Head Office as soon as possible.

Mr. Smagghe reports on developments in the work of the Ships Sub-Committee since the Hamburg Conference

Mr. Jean SMAGGHE, Chairman of the I.A.P.H. Sub-Committee on Ships, is communicating to us the latest developments in the work of his sub-committee.

He reminds us that the Sub-Committee on Ships is a technical commission deriving from the Port Safety, Environment and Construction Committee (P.S.E.C.C.), which is directed with much ability and dynamism by its Chairman, Mr. Jacques DUBOIS.

The specifications of the Sub-Committee on Ships, as determined by the Hamburg Conference in May 1985, are as follows:

- to inquire and comment, as appropriate, on trends in the characteristics of ships, with the help of international organs such as ICS, and to inform I.A.P.H. members accordingly;
- to consider port requirements for ship design and equipment and, on the other hand, the trends in ship characteristics for the design of new port facilities, and to make recommendations on this matter;
- to review the Guidelines on Port Safety and Environmental Protection (chapter 2.1: "Ships' characteristics and manoeuvrability").

As a result, Mr. Jean SMAGGHE and his team have worked on:

1 – bringing up-to-date the I.A.P.H. Guidelines (chapter 2.1); and

2 – the drafting of a preliminary report on the proposed subject – which has proved extremely interesting.

These documents are only in their preparatory phase, prior to the full meeting of the Sub-Committee on Ships, planned for spring 1986, and prior to the meetings of the various I.A.P.H. Committees. They have been compiled from the very concrete information submitted by the members of the Sub-Committee on Ships, which has been very active over the last few months.

Please find hereafter the main topics being studied:

1 – Bringing up-to-date the guidelines (chapter 2.1)

The guidelines brought forward at Hamburg in May 1985 have been completed by:

- additional information on geometric ship characteristics (table 2) and the speed and manoeuvre trials (table 3) as well as a paper synthesizing the studies being carried out on ship manoeuvrability; (This information and this paper have been submitted by Mr. COUNE, Chairman of the "Institut de Recherches de la Construction Navale".)
- provisional I.M.O. guidelines regarding the assessment of the manoeuvrability of ships during their conception; A copy of these guidelines has been submitted by Mr. CALDER, Marine Manager, International Chamber of Shipping.
- various highly relevant remarks from Mr. GUICHAROUSSE, President of International Maritime Pilots Association, on ship manoeuvrability;
- reference to the various O.C.I.M.F. papers on disabled ships, Captain J.K. HOJBJERG having reminded us of their relevance.

2 – Report on the current evolution of ship characteristics

During the last two decades, the size and the various characteristics of ships (such as specialization and manoeuvrability) have evolved considerably.

Indeed, it is the rapid increase in the geometric characteristics of the vessels, especially the oil tankers, which has imposed most constraints upon the ports. This has led them to make extensive investments.

In spite of this adaptation effort, a certain number of problems remain unsolved. It is interesting to list them before dealing with the likely evolution of ship characteristics over the next few years, and to make a few suggestions regarding the conception and the exploitation of ports as well as the building of ships.

For further details, please see page 15 of this issue.

Mr. Kruk attends the World Port Training Conference

Mr. C.B. Kruk, Chairman of the IAPH Committee on International Port Development (CIPD) and Head, Technical and Managerial Port Assistance Office, Port of Rotterdam, has recently sent the Head Office a report on the Eighth World Port Training Conference held in Cardiff, U.K., from 24 to 27 September 1985. Mr. Kruk attended this event in his capacity as a regular member of the Conference and as Chairman of the CIPD of IAPH and made presentations on the numerous programmes of the CIPD and exchanged views and information with the representatives of the various organizations present there. His report is reproduced on page 17 of this issue.

Bursary recipient announced

Mr. C.B. Kruk, Chairman of the IAPH Committee on International Port Development (CIPD) recently announced that he has approved an IAPH bursary for Mr. T.K. Kulola, Marine Engineer of Kenya Ports Authority, to attend a 12-week course entitled: "DTI, the class (MOTOR)" at the Tyneside College, U.K., from January 1986.

Mr. K. Allahar reports on his training at New York

The Secretary General has recently received a report from Mr. Kurt Allahar, Operations Manager, Point Lisas Industrial Port Development Corporation Limited (PLIPDECO), who attended the sixth training programme on Port Administration and Operations put on by the Port Authority of New York and New Jersey.

Mr. Allahar was the recipient of an IAPH bursary which made it possible for him to attend this programme from March 25 to April 12, 1985.

Mr. Ken Snaggs, Chief Executive Officer of PLIPDECO, in his letter to the Secretary General dated November 19, 1985, expressed his thanks to the IAPH and in particular to the Committee on International Port Development for this

contribution to enhancing his Port's capabilities. He said the course had improved the expertise and confidence of one of their officers.

Mr. Allahar's report is reproduced on page 19 of this issue.

Dr. Pequegnat represents IAPH at the IMO meeting of Experts on Dredged Material – October 1985

Mr. Herbert R. Haar, Chairman of the IAPH Dredging Task Force and Assistant Executive Port Director, Port of New Orleans, USA, sent the Secretary General a report made by Dr. W.E. Pequegnat, Consultant to IAPH, who attended the meeting of the Group of Experts on Dredged Material held at the IMO's headquarters in London from 25 to 30 October 1985, as the IAPH representative.

The report, which is reproduced on page 12 of this issue, is accompanied by the new proposed guidelines for the application of the annexes to the disposal of dredged material, a proposed amendment to Guidance for Application of Annex III and a list of attendees at the meeting. *(The list is omitted in this issue.)*

Chairman Haar, in his covering letter dated November 25, 1985, comments that IAPH was most successful in terms of the outcome of this meeting. He went on, "We will of course have to wait and see how the report of the Experts' Group is acted on by the Scientific Group in March of 1986 and then by the London Dumping Convention's meeting in September of 1986. In the event the enclosed recommendations are carried through all of these several meetings, then we will have achieved a major breakthrough in our efforts over the years for better treatment of dredged material under the LDC annexes."

The Proceedings of the Hamburg Conference completed

The Proceedings of the 14th Conference of our Association, held simultaneously with "Portex '85" in Hamburg, Federal Republic of Germany, in May 1985, were completed in late November. They were sent out from the Head Office to all members of the Association and relevant organizations in early December.

The publication comprises the minutes of all sessions, such as plenary and working sessions, the Secretary General's report on financial affairs, bills and resolutions, luncheon speeches, lists of participants and other reference material. Its front cover and the first 10 pages carry gravures of the various scenes from the Conference.

Secretary General Sato hopes that this record of the successful Hamburg Conference may be of use not only to those who attended the event, but also to those who were unable to be with him there. He concludes his introductory words to the Proceedings with his wish that all members make continued efforts to ensure that IAPH extends its activities not only to the benefit of its own members but to that of all the ports of the world.

2nd Preparatory Meeting for Seoul Conf. held in Tokyo

Following the first meeting held in Seoul in September, the second preparatory meeting for the 15th Conference was held at the head office for the three days from October 19 to 21. Those attending were: Mr. J.G. Suh, Director, Port Operation Guidance, Port Management & Operation Bureau, Korea Maritime & Port Administration, Mr. G.H. Yoon, staff member of the Bureau: and Dr. H. Sato and his head office staff.

Discussions covered the varied facets of the Conference including the overall program, working sessions and social events. It was decided that the outcome of the discussions would, upon further scrutiny by the host organization, be submitted to the next Exco meeting, while ideas on certain issues should be submitted to the committee prior to the meeting.

After the meeting on October 21, the visitors called at the Port of Tokyo and observed facilities on aboard the Shin-Tokyo Maru, a launch of the Port of Tokyo.

Visitors

On November 6, Mr. Walter A. Abernathy, Executive Director, the Port of Oakland, U.S.A., accompanied by Mr. K. Nagao, the Port's Far East Director in Tokyo, visited the Head Office and was met by Secretary General Sato and Secretary General Emeritus Akiyama.

Mr. Abernathy was visiting Japan as a member of the Port of Oakland Trade Mission to the Far East. On the evening of November 5, the mission hosted a reception in a Tokyo hotel, inviting their business partners in Japan. From IAPH, Secretary General Sato, Under Secretaries Kondoh and Takeda were the guests.

On the evening of November 25, 1985, a five-man study mission from Shuaiba Area Authority of Kuwait, accompanied by Mr. T. Yanagida, Deputy Assistant Manager, International Liaison, Port of Tokyo, visited the IAPH Head Office and was met by Mr. H. Kusaka, Deputy Secretary General, Mr. R. Kondoh, Under Secretary, and other members of staff.

The mission from Kuwait consisted of Messrs. Ahmed Al-Khada, Head of Marine Construction & Maintenance Section, Majid Al-Marzouq, Container Terminal Operations General Superintendent, Falah Al-Khraza, Container Field Service Superintendent, Mohamed Obaid Al-Ajmi, Container Terminal Documentation Shift Superintendent and Abdul Ghany Al-Harz, Container Terminal Operations Shift Superintendent. They were visiting the Port of Tokyo to study the overall operational systems of a large scale container port. During their stay in Tokyo, the party visited the Bureau of Port & Harbor, Tokyo Metropolitan Government, Tokyo Port Terminal Corporation and Mitsui O.S.K. Lines' Ohi Container Terminal.

Membership Notes

New Member

Associate Member

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A Report on the Meeting of the Group of Experts on Dredged Material, October 25-30, 1985 at IMO

Submitted by
Herbert R. Haar, Jr.
Chairman, IAPH Dredging Task Force
Prepared by
Willis E. Pequegnat, Ph.D.
Consultant to IAPH

The International Association of Ports and Harbors (IAPH) participated in the intersessional meeting of Experts on Dredged Material to draft special guidelines for the disposal of dredged material into the ocean. The Group met at the headquarters of the International Maritime Organization (IMO), 4 Albert Embankment, London. Together with pre-meeting briefings and discussions, the session business ran from October 25-30 inclusive, with the declarative meeting commencing on the 28th and terminating in the evening of the 30th. Dr. W.E. Pequegnat represented the concerns of IAPH/AAPA at the meeting, discussing the technical paper "Special Guidelines for the Ocean Disposal of Dredged Material" that was submitted to IMO on 25 August over the signature of the IAPH observer, Herbert R. Haar, Jr. Dr. Pequegnat entered into the debate that resulted in the drafting by the Group of the special guidelines for dredged material that we have long hoped to see emerge from LDC.

For the last four years IAPH through submission to the London Dumping Convention of comprehensive technical papers on the characteristics of dredged material and discussions of special care methods of disposal has tried diligently to document the impact mitigating features of dredged material. Moreover, IAPH has been steadfast in its efforts to win LDC's acceptance of the assertion that these features should set it apart from industrial wastes and sewage sludges. We have no doubt now that these IAPH technical papers in particular, as well as those of others, have played an important role in gradually winning the willingness of LDC to accept the fact that most dredged material is environmentally innocuous and that the small part which is contaminated needs to be tested in special and less exhaustive ways. This is tantamount to saying less expensive ways.

Recognition of these facts is explicit in the Special Guidelines drafted by the experts where one finds the following statement in Section 1.6, ". . . . . subsequent deliberations by Contracting Parties have determined that the special characteristics of dredged materials warrant the existence of separate guidelines to be used by control authorities in the interpretation of Paragraph 8 (rapidly rendered harmless) and Paragraph 9 (trace contaminants) of Annex I, and in the application of the considerations under Annex III, when assessing the suitability of dredged materials for disposal at sea. These Guidelines for the Application of the Annexes to the Disposal of Dredged Material have been prepared for this purpose and, more specifically, are intended to serve the following functions:

1. to replace the Interim Guidelines for the implementation of Paragraphs 8 and 9 of Annex I as they apply to dredged material: and
2. to replace Section A of the Guidelines for the Implementation and Uniform Interpretation of Annex III."

It is to noteworthy that the Group of Experts also drafted an amendment to Guidance for Application of Annex III that states unequivocally that for most dredged material sea disposal is an acceptable disposal option, and that even for contaminated material containment should be practiced only after other disposal management techniques have been assessed and found to be inappropriate.

The Group went so far as to recognize that the arguments long made in the IAPH technical papers that some disposal techniques, which we described as "special care," can rapidly render some Annex I substances harmless and do constitute special care in the disposal of Annex II substances. With this observation, it is clear that we have come a long way toward proper environmental consideration of dredged materials since Dr. Pequegnat joined our group in 1981 at the Halifax Meeting of the Scientific Group. But it must be emphasized that we are only on the brink of complete success. There is no doubt that the Scientific Group will study and very likely modify some sections of the Draft Guidelines at its next meeting, which is scheduled to be held in London from April 28 through May 2, 1986. Still, judging from the sentiments expressed at the intersessional meeting by representatives of the United Kingdom, Canada, France, the United States, and Ireland (and in the paper submitted by the USSR), it is not expected that the Scientific Group will disregard the tenor of the draft document. Thus, the final hurdle will be the preparation by the Scientific Group of a final set of guidelines that incorporate the important features of the present draft and their acceptance by the Contracting Parties. Again, judging from the acceptance by Contracting Parties of the changes in allocation criteria made by another working group (of which IAPH was a member), chances seem good that the special guideline will become an integral adjunct of the Convention.

There is, however, one insight that probably should not be omitted. The intersessional meeting was attended by 14 representatives of 10 nations, as well as participants from PIANC and Dr. Pequegnat from IAPH. Representatives from the nations listed in the paragraph above generally voiced positive feelings about the guideline revisions, but these were balanced by apparently sincere reservations emanating from Denmark, the Federal Republic of Germany, and especially the Netherlands. The debate in the Scientific Group meeting next spring promises to be a lively one!

Guidelines for the Application of the Annexes to the Disposal of Dredged Material

1. Introduction

1.1 In accordance with Article IV 1(a) of the Convention, Contracting Parties shall prohibit the dumping of dredged materials containing substances listed in Annex I unless the dredged materials can be exempted under Paragraph 8 (rapidly rendered harmless) or Paragraph 9 (trace contaminants) of Annex I.

1.2 Furthermore, in accordance with Article IV 1(b) of the Convention, Contracting Parties shall issue special permits for the dumping of dredged material containing substances described in Annex II and, in accordance with Annex II, shall ensure that special care is taken in dumping such dredged material.

1.3 In the case of dredged materials not subject to the provisions of Article IV 1(a) and 1(b), Contracting Parties are required under Article IV 1(c) to issue a general permit prior to dumping.

1.4 Permits for the dumping of dreged materials shall be issued in accordance with Article IV 2, which requires careful consideration of all the factors set forth in Annex III. In this regard, the Eighth Consultative Meeting adopted Guidelines for the Implementation and Uniform Interpretation of Annex III (Resolution LDC. 17 (8)) and resolved that Contracting Parties shall take full account of these Guidelines in considering the factors set forth in that Annex prior to the issue of any permit for the dumping of matter at sea.

1.5 With regard to the implementation of Paragraphs 8 and 9 of Annex I to the Convention, the Fourth Consultative Meeting adopted Interim Guidelines (LDC IV/12, Annex 5) which provide advice concerning the conditions under which permits may be issued for dumping wastes containing Annex I substances, and concerning the evaluation of the terms "trace contaminants" and "rapidly rendered harmless."

1.6 Notwithstanding the general guidance referred to in paragraphs 1.4 and 1.5 above, subsequent deliberations by Contracting Parties have determined that the special characteristics of dredged materials warrant the existence of separate guideline to be used by control authorities in the interpretation of Paragraphs 8 and 9 of Annex I, and in the application of the considerations under Annex III, when assessing the suitability of dredged materials for disposal at sea. These Guidelines for the Application of the Annexes to the Disposal of Dredged Material have been prepared for this purpose and, more specifically, are intended to serve the following functions:

1. to replace the Interim Guidelines for the Implementation of Paragraphs 8 and 9 of Annex I as they apply to dredged material; and
2. to replace Section A of the Guidelines for the Implementation and Uniform Interpretation of Annex III.

Conditions under which Permits for Dumping of Dredged Material may be Issued

1.7 A Contracting Party may after consideration of Annex III issue a general permit if:

.1 although Annex I substances are present, they are either determined to be rapidly rendered harmless or to be present as a trace contaminant: and

.2 the dredged material contains less than significant amounts of substances listed in Part A of Annex II and meets the requirements of part C of the same annex.

1.7 bis If the second condition above is not met a Contracting Party may issue a special permit provided the first condition has been met and an appropriate assessment has been made of special care techniques.

1.8 In the event that condition .1 above cannot be met, a Contracting Party should not issue a permit unless a detailed consideration of Annex III section C4 indicates that sea disposal is, nonetheless, the option of least detriment. If such a conclusion is drawn, Contracting Parties should take all practical steps to mitigate the impact of the disposal operation on the marine environment including, for example, the use of containment or treatment methods. Where a permit is issued under these circumstances, the Organization should be notified, giving all relevant details of the operation.

1.9 The assessment procedures and tests described in the following sections are considered to apply equally to the interpretation of "harmlessness" (Paragraph 8 of Annex I) and "trace contaminants" (Paragraph 9 of Annex I) when applied in association with Sections B and C of the Annex III Guidelines.

2. Assessment of the Characteristics and Composition of Dredged Material.

This section replaces the Guidance for the Application of Annex III Part A, and provides an interpretation for the assessment of dredged materials. It should be considered in conjunction with Parts B and C of the Guidance.

1 Total amount and average composition
2 Form

For all dredged materials to be disposed of at sea, the following information should be obtained:

- gross wet tonnage per site (per unit time)
- method of dredging
- visual determination of sediment characteristics (boulder/gravel/sand/silt/clay)

In the absence of appreciable pollution sources dredged material may be exempted from further testing if it meets one of the criteria listed below; in such cases the provisions of Annex III sections B and C should be taken into account.

(a) Dredged material is composed predominantly of sand, gravel, or rock, and the material is found in areas of high current or wave energy, such as streams with large bed loads or coastal areas with shifting bars and channels.

(b) Dredged material is for beach nourishment or restoration and is composed predominantly of sand, gravel, or shell with particle sizes compatible with material on the receiving beach.

(c) The site from which the dredged material proposed for dumping is to be taken is situated away from known

existing and historical sources of pollution so as to provide reasonable assurance that such material has not been contaminated.

(d) The amount of material to be dredged is 10 KT or less in a single project per year.

3 Properties

For materials that do not meet these exemptions, further information will be needed to fully assess the impact. Sufficient information may be available from existing sources, for example from field observations, on the impact of similar materials at similar sites and from previous test data on similar materials tested not more than five years previously.

In the absence of this information, chemical characterization will be necessary as a first step to estimate gross loadings of contaminants. This should not mean that each dredged material needs to be subjected to exhaustive chemical analysis to establish the concentrations of a standard wide-ranging list of chemical elements or compounds; knowledge of local discharges or other sources of pollution, supported by a selective analysis, may often be used to assess the likelihood of contamination. Where such an assessment cannot be made, the levels of Annex I and II substances must be established as a minimum.

Where this information coupled with knowledge of the receiving area indicates that the material to be dumped is substantially similar in chemical and physical properties to the sediments at the proposed disposal site, further testing may not be necessary.

Where chemical analysis is appropriate, further information may also be useful in interpreting the results:

- density
- per cent solids (moisture content)
- grain size analysis (% sand, silt, and clay)
- total organic carbon

In addition, there are several other parameters which may facilitate the interpretation of the behavior, fate and effects of dredged material, e.g., sediment transport, pollutant transformation, sediment mitigative properties.

4 Toxicity
5 Persistence
6 Accumulation and biotransformation

The purpose of testing under these sections is to establish whether the dumping of dredged materials containing Annex I and II substances could cause undesirable effects, especially the possibility of chronic or acute toxic effects on marine organisms or human health, whether or not arising from their bioaccumulation in marine organisms and especially in food species.

The following biological test procedures may not be necessary if the previous characterization of the material and of the receiving area allows an assessment of the environmental impact. If, however, the previous analysis of the material shows the presence of Annex I or II substances in substantial quantities or of substances whose biological effects are not understood, or if there is concern for antagonistic or synergistic effects of more than one substance, or if there is any doubt as to the exact composition or properties of the material, it may be necessary to carry out suitable biological test procedures. These procedures should be carried out on the solid phase with bottom dwelling macrofauna and may include the following:

- acute toxicity tests
- chronic toxicity tests capable of evaluating long-term sublethal effects, such as bioassays covering an entire life-cycle
- tests to determine the potential for bioaccumulation of the substance of concern.

A number of substances when entering the marine environment are known to be altered to more toxic substances. This should be taken into particular account when carrying out the various tests mentioned above and when interpreting the results of these test for actual or future dumping site conditions.

7 Susceptability to . . . . . changes

Contaminants in dredged materials, after dumping, may be altered by physical, chemical and biochemical processes to more or less harmful substances. The susceptability of dredged material to such changes should be considered in the light of the eventual fate and effects of the dredged material. In this context, field verification of predicted effects is of considerable importance.

8 Probability of . . . . . taints etc.

Proper dumpsite selection rather than a testing application is recommended. Site selection to minimize impacts on commercial or recreational fishery areas that are biologically sensitive is a major consideration in resource protection and is covered in greater detail in Section C2.

3. Disposal Management Techniques

3.1 Ultimately, the problems of contaminated dredged material disposal can be controlled effectively only by control of point source discharges to waters from which dredged materials are taken. Until this objective is met, the problems of contaminated dredged materials may be addressed by using disposal management techniques.

3.2 "Disposal management techniques" refers to actions and processes through which the impacts of Annex I or Annex II substance contained in dredged materials may be reduced to or controlled at a level which does not constitute a hazard to human health, harm to living resources, damage to amenities or interference with legitimate uses of the sea. Such actions include utilization of natural physical, chemical and biological processes as they affect dredged material in the sea; for organic materials these may include physical, chemical, or biochemical degradation and/or transformation that results in the material becoming non-persistent, non-toxic and/or non-biologically available. Beyond the considerations of sections B and C of Annex III, disposal management techniques may include burial on or in the sea floor followed by clean sediment capping, utilization of geochemical interactions and transformations of substances in dredged material when combined with sea water or bottom sediment, selection of special sites, such as abiotic zones, or methods of containing of the material in a stable manner, including the use of it to create an artificial island.

3.3 Utilization of such techniques must be carried out in full conformity with other Annex III considerations, such as comparative assessment of alternative disposal options and these guidelines should always be associated with post-disposal monitoring to assess the effectiveness of the technique and the need for any follow-up management action.

3.4 While this list of techniques is by no means exhaustive and all techniques will always require careful assessment, they may be considered as going some way towards the provision of methods to "rapidly render harmless" Annex I substances and may constitute "special care" in the disposal of Annex II substances.

Amendment to Guidance for the Application of Annex III

Section C – General Considerations and Conditions

4. The practical availability of alternative land-based methods etc. Add (at the end of the "interpretation"): "In the special case of dredged materials, sea disposal is often an acceptable disposal option, though opportunities to encourage the productive use of dredged material for, for example, marsh creation, beach nourishment, land reclamation or use in aggregates should always be taken when available. For contaminated dredged materials, consideration should be given under section B to the use of special methods to mitigate their impact, in particular with respect to contaminant inputs. In extreme cases of pollution, containment methods (including land-based disposal) may be required but very careful consideration should be given to the comparative assessment of the factors listed above before this option is pursued. Further advice on the management of contaminated dredged materials is given in the Special Guidance for Dredged Materials."

Report on the Sub-Committee on Ships

by Jean SMAGGHE
Director General
Port of NANTES ST. NAZAIRE Authority
Chairman of the Sub-Committee on Ships, I.A.P.H.

1. Port operation problems resulting from ships and their characteristics:

The arrival of vessels in ports, even modern ones, continues to raise a number of major problems, such as:

1.1 Safety in fairway navigation
1.2 Towage
1.3 Access on board large vessels
1.4 Berthing and mooring of large vessels, especially in estuary harbours
1.5 Supplying of the vessels
1.6 Safety hazards
1.7 Rescue problems in case of emergency

1.1 Safety in fairway navigation

Safety in fairway navigation depends upon a certain number of factors which are, besides the geometric characteristics of the fairway:

- the fairway navigation technical aids,
- the authorized speed limit in the fairway,
- the qualifications of the crew, especially those of the helmsmen.

The navigational aids and the fairway speed are usually well mastered. On the other hand, a general drop in the qualifications of the helmsmen is to be regretted. It is caused by the cuts in crew numbers on board ship, and by the more and more frequent use of gyropilot devices at sea.

1.2 Towage

Port operations require the presence and the maintenance of a fleet of tugboats; indeed, one single large vessel can require a relatively large number of tugboats.

It is nevertheless a constant preoccupation of the shipowners to reduce call costs, and whenever the weather conditions allow it, most of the fairly manoeuvrable vessels dispense with tugboats.

1.3 Access on board large vessels

The means of access on board ships have remained virtually unchanged for half a century, and it is therefore not surprising that access on board large vessels should often be problematical. This is acutely felt in the case of bulk carrier mooring berths, where the fore wharves include conveyor belts and mobile handling equipment.

1.4 Mooring of large vessels

Due to their deep draught and large bearing area, the mooring of large vessels raises problems, especially in estuary harbours where ebb and flow tides are very important.

1.5 Supplying of the vessels

The problems of supplying large vessels follow from the difficult access on board and the length of the wharves. The food supply must therefore often be carried out by a small barge, and the fuel supply by a lighter.

1.6 Safety hazards

Safety hazards are all the more of a preoccupation for the port authorities as, due to the size of the vessels and

their frequently dangerous cargoes, terrible disasters can occur.

1.7 Rescue problems in case of emergency

Rescue problems in case of emergency are partly caused by the difficulty of access on board large vessels, especially oil tankers and L.N.G. carriers, where access is often near the manifolds.

2. Current evolution of ship characteristics – Forecast over the next decade:

Ship characteristics are the prime element for the design and measurement of ports. It is therefore essential not only to have available the characteristics of the vessels in service, but also to try to set out the development of ships over the next few years, by analysing the characteristics of the ships under construction.

Different types of merchant vessels will be examined, such as:

2.1 Oil tankers
2.2 Bulk cargo carriers
2.3 L.P.G. and L.N.G. carriers
2.4 Chemical product carriers
2.5 General cargo carriers
2.6 Container ships
2.7 Roll-on/roll-off ships and ferries
2.8 Barge carriers
2.9 Cruise liners.

2.1 Oil tankers

Nowadays, the shipowners tend to operate 80,000 to 120,000 dwt tankers for crude oil transport, since they are cheaper to operate and easier to manage. On the other hand, regarding refined product tankers, we notice an increase in size, which should last over the next few years, oil refining being bound to develop in the oil producing countries.

2.2 Bulk carriers

There will probably be few large bulk carriers of more than 200,000 dwt in the next few years; it appears nevertheless that the 120,000/130,000 dwt range is getting obsolete, and that the most suitable size in the short term will be 150,000 dwt for colliers and 180,000 dwt for ore carriers. An increase in size is also appearing in grain carriers.

2.3 L.N.G. and L.P.G. tankers

The maximum capacity of 125,000 cubic meters seems likely to remain stable over the next few years. Nevertheless, should the Canadian LNG traffic come into effect, transportation could be achieved by 160,000 cubic meter ice-breaker vessels. Regarding the LPG tankers, the largest vessels have a capacity of 80,000 cubic meters, and we do not notice any evolution.

2.4 Chemical product carriers

These vessels are bound by strict safety rules, and are amongst the most sophisticated of modern ships. Their maximum size is likely to remain around 40,000 to 50,000 dwt.

2.5 General cargo carriers

The general cargo carriers should not evolve noticeably over the next few years. On the other hand, their numbers should decrease to the benefit of specialized vessels.

2.6 Container-carriers

Very important development trends are in evidence for this type of vessel. The largest container carriers in operation have a capacity of 3,500 to 4,200 TEU and a width of about 32.20 m. Nevertheless, it is not impossible that we shall see large container carriers with a width exceeding that imposed by the lock gates of the Panama Canal.

2.7 Ro-Ro vessels and ferries

The size of the Ro-Ro vessels is tending to grow with, for example, ships of 180 m. or even 250 m. on the North Atlantic Ocean. Modern ships have axial or oblique loading ramps, larger than those of the ships of the previous generation.

This evolution is also observed in the car-ferries, which, moreover, tend to have double decks more and more often, thus requiring the use of double superposed gangways on the ground.

2.8 Barge carriers

These ships are little used (Gulf of Mexico, Louisiana, Africa, U.S.S.R.) and it is likely that the system will be limited to a few units and to well defined areas.

2.9 Cruise liners

This sector is in rapid expansion and undergoing extensive changes. One 2,600-passenger liner has been ordered in France. There are projected orders for 3,000- or 4,000-passenger liners.

3. Suggestions on the conception and the operation of ports

It would seem desirable to make a few suggestions regarding the conception and the operation of ports. However, the complexity of the problems of ports, as well as the difficulty of validity estimating the development trends in merchant marine carriage, require extreme caution.

The only real suggestions which could be submitted in this field concern the following points:

- the conception of wharves for oil tankers, LNG and chemical product carriers: as far as possible, these wharves should include a working platform at the level of the manifolds and another independent one by the bridge to permit access on board and the supplying of the ship;
- the dimensions of the berthing facilities: it is relevant to take into account the ability of medium-sized vessels to berth without help from tugboats, for the conception of the berthing works – especially that of the dolphins;
- the overall dimension of the cranes: the life span of the cranes can be relatively long (15 to 25 years for an ore gantry crane, 30 to 35 years for a container gantry crane) and the conception of the equipment must take this into account.

4. Suggestions on the conception of vessels.

It appears desirable that shipbuilders should concentrate their thinking and devote their efforts to improvements to a certain number of details which are often the source of problems related to harbour exploitation, and in particular to the following main points:

- improvement of vessel manoeuvrability;
- cleaning of certain areas near the bridge to permit helicopter liftings (since helicopters are indeed more and more often used for links between the shore and the vessel);
- improving the means of access on board the vessels;
- equipping the ships with winches and bollards (since it is indeed indispensable that the vessels, especially if they call in estuary harbours, should be equipped with a sufficient number of winches and bollards);
- location of the water intakes for refrigeration and water ballasts; (The water intakes must be positioned with special care on the vessels calling in estuary harbours where the water contains a lot of sediment.)

In conclusion, the prospects for evolution over the next few years are very different from the evolution over the last two decades, which got quite out of proportion, especially with oil tankers. We can therefore only hope that future developments will be wiser, will more often involve improvements to the ships, and will result from a better communication among the shipowners, the shipbuilders and the port authorities.

The Sub-Committee on Ships would like to give all the members of I.A.P.H. a yearly update on the evolution of ship characteristics through the publication of a comprehensive paper on the subject. A first exhaustive paper in the journal "Ports and Harbors" could be submitted in 1986.

Nevertheless, as the subject is not only very interesting but also very extensive, the Sub-Committee on Ships would be very grateful for any documentation or information, especially on:

- the manoeuvrability trials which may have been carried out here and there and which have not been communicated to the Chairman of the Sub-Committee on Ships through the guidelines;
- studies and analyses on the "trends" in ship characteristics;
- information some members are already in a position to communicate about recommendations to shipbuilders or indeed recommendations of shipbuilders to port authorities.

The Chairman of the Sub-Committee on Ships would therefore be grateful if any information on this subject could be sent to him at the following address:

- **Mr. Jean SMAGGHE**
  Director General
  NANTES – ST-NAZAIRE PORT AUTHORITY
  2, place de l'Edit de Nantes
  B.P. 1053
  44037 NANTES CEDEX (France)
  Phone: 40.89.19.94
  Telex: 700425 F

All I.A.P.H. members are thanked in advance for their cooperation in this matter.

Report on the 8th International Port Training Conference at Cardiff, 24-27 September 1985

By C. Bert Kruk
Chairman, Committee on International Port Development
Head, Technical and Managerial Port Assistance Office
Port of Rotterdam

Introduction

The Conference, which was attended by over 75 delegates, has been established with the aim to enable port trainers from all over the world to meet bi-annual in order to exchange new experiences.

Besides direct personal contacts, attention is paid to items such as:

- new teaching techniques
- problems (and solutions) in finance, teaching aids, etc.
- the role of international organisations such as the World Bank, IAPH, UNCTAD, ILO, IMO, etc. in port training.

In my capacity as Head of TEMPO I participate in the Conferences since my office is the organizing and co-ordinating body for international port training programmes at Rotterdam, which are executed in close co-operation with the Rotterdam Port Transport College and the Rotterdam Port Industry.

During the Conference as was given the floor to present the best regards from IAPH to the Conference as well as the Terms of Reference and the various programmes of the CIPD. With the various representatives of similar organisations I had the possibility to exchange views on the execution of our programmes and closer collaboration in the various fields in the future.

The list of participants (attached) clearly identifies the various Port Transport Colleges, Port Training and Consultancy Firms and International Organisations participating in the Conference.

All entities presented their brochures and programmes, which are available for all IAPH members interested, either directly from them or via my Office.

With representatives of all categories I was able to have fruitful discussions on items of common interest such as training possibilities, future plans, bursary requests pending, etc.

Reviewing the Conference, I can arrive at no other conclusion than my time at Cardiff was well spent, also due to the excellent organisation by University of Wales Institute of Science and Technology (UWIST) and the Permanent Secretary of the International Port Training Conference, Mr. Will C.H. van Zutphen.

8th International Port Training Conference List of Delegates

Name	Organization
WELLS, Geoff	National Dock Labour Board LONDON, U.K.
BACKHAUS, Georg	Fortbildungszentrum Hafen Hamburg e.V. HAMBURG, WEST GERMANY
SKAIFE, Leonard	Portia Management Services Limited LIVERPOOL, U.K.
MEEUSE, Gideon Chr.	Stichting Vervoer-en Havenopleidingen ROTTERDAM, NETHERLANDS
SWALE, Martin	Associated British Ports KING'S LYNN, UK.
HURCOMBE, Colin	Felixstowe Dock & Railway Company FELIXSTOWE, U.K.
LYNG, Bjarne Johs	Institute of Transport Economics OSLO, NORWAY
VAN ZUTPHEN, Will E.H.	Rotterdam Port Transport College ROTTERDAM, NETHERLANDS
VOOIJS, Johannes	Rotterdam Port Transport College ROTTERDAM, NETHERLANDS
RANINEN, Enzio Aksel	The Nautical College of Kotka KOTKA, FINLAND
VAN DE VOORDE, Paul	Stedelyk Vormingscentrum voon de Haven van Gent GENT, BELGIUM
DE RIJK, Bob	Port and Transport Apprenticeship System AMSTERDAM, NETHERLANDS
DAMGAARD, Jorgen	Centre of Vocational Training DENMARK
PEDERSEN, Roald	Norwegian Employer's Confederation/Port Employers NORWAY
SUSTO, Andrea	Genova Chamber of Commerce GENOVA, ITALY
REYNOLDS, Leslie	Port Transport Division, Thurrock Technical College ESSEX, UK.
JENSEN, Preben V.	Landtransportskolen DENMARK
HUSSEIN, Gamal	Port Training Centre, Arab Maritime Transport Academy ALEXANDRIA, EGYPT.
HUTHWELKER, Ingrid Miss	HPTI Hamburg Port Training Institute HAMBURG, WEST GERMANY
SUBRAMANIAM, Bala	United Nations (UNCTAD) GENEVA, SWITZERLAND
NORKING, Leif	Brancheudvalgene for Uddannelse Indenfor Landtransportomradet FREDERIKSBERG, DENMARK
WEEKES, James E.	British Ports Association LONDON, UK.
LORENZ, Franz	Fortbildungszentrum Hafen Hamburg e.V. HAMBURG, WEST GERMANY
BORGWARDT, Michael	Fortbildungszentrum Hafen Hamburg e.V. HAMBURG, WEST GERMANY
KRUK, Cornelis Bert	Port of Rotterdam ROTTERDAM, NETHERLANDS
ROBERTS, Michael William	The George A Scott Centre for Transportation Studies ONTARIO, CANADA
HAMID, Abdul Hamid	Karachi Dock Labour Board, KARACHI, PAKISTAN
BRUUN, Christian	The Association of Danish Port and Merchant Employers Association DENMARK
MURTAGH, Thomas Francis	Centre for Maritime Transport and Operations, Humberside College of Further Education HULL, UK.
CALDWELL, Terrence	Centre for Maritime Transport and Operations, Humberside College of Further Education HULL, U.K.
MATHIAS, Theodore J.	Organisation for Rehabilitation Through Training, (ORT) LONDON, U.K.
JAGGER, Graham	Gray Mackenzie Overseas Limited LONDON, U.K.
DRYSDALE, Larry	National Dock Labour Board BRISTOL, UK.
SAFFARIZADEH, Khosro	Ports and Shipping Organisation of Iran TEHERAN, IRAN
BAVERSAD AHMADI, Parviz	Ports and Shipping Organisation of Iran TEHERAN, IRAN
KONDO, Kassim, K.	Tanzanian Harbours Authority DAR-ES-SALAAM, TANZANIA
PERERA, R.A.M.	Sri Lanka Port Authority COLOMBO, SRI-LANKA
MWAKWERE, Ali C.	Kenya Ports Authority/Principal Bandari College MOMBASA, KENYA
TOLOTON, Michel	Union Nationale des Industries PARIS, FRANCE
KRETZER, Helmut	Port and Transport Consultancy BREMEN, FEDERAL REPUBLIC WEST GERMANY
LARSEN, Niels-Henrik	Amu-Direktoratet DENMARK
IRCHA, Michael C.	Department of Engineering University of New Brunswick ONTARIO, CANADA
DAVISON, Peter	National Dock Labour Board KING'S LYNN, NORFOLK, U.K.
BRIDGES, Richard C.	Felixstowe Dock & Railway Corporation FELIXSTOWE, UK.
USHER, Jeffrey	Department of Shipping and Transport, Plymouth Polytechnic PLYMOUTH, U.K.

List of Delegates from United Nations Conference on Trade and Development

Name	Organization
BAEZA, Raul	Escuela Ingeniera Transporte Catolica CHILE
GHILDAYAL, R.B.M.	Shipping Corporation of India INDIA
PRASAD, R.	Shipping Corporation of India INDIA
OMAR, O.M.	Bandari College KENYA
OTIENO, M.C.	Bandari College KENYA
YEO CHEU ENG, Mrs. Teresa	Kuching Port Authority MALAYSIA
SALLEH, Abdullah	Penang Ports Commission MALAYSIA
NIK JAFFAR, Nik Mohammed Hashim bin	Johore Port Authority MALAYSIA
NIAZI, Iftikhar Ahmed	Karachi Port Trust PAKISTAN
KHAN, Tajammal Hussain	Pakistan National Shipping Company PAKISTAN
SERRANO, Ms. Elena	Magsaysay Lines Inc. PHILIPPINES
SOLA, Wenifredo G.	Magsaysay Lines Inc. PHILIPPINES
BALUYUT, Fernando	Maritime Industry Authorities PHILIPPINES
PERERA, R.A.M.	Sri Lanka Ports Authority SRI LANKA
MSANGI, J.N.	Tanzania Harbours Corporation TANZANIA
KONDO, Kassim K.	Tanzania Harbours Corporation TANZANIA
KOTCHARAT, Mrs. Parichat	Ministry of Communications THAILAND
ONGSVANGCHAI, Veravatana	Ports Authority of Thailand THAILAND
ODEH, Samir	Arab Maritime Transport Academy UNITED ARAB EMIRATES
TARR, Graham	UNCTAD GENEVA
KAINYAH, G.A.	Ghana Ports Authority GHANA

Speakers/Organisers

Name	Organization
Dr. G.D. MOSS	Director of the Centre for Educational Technology, University College, Cardiff. CARDIFF, U.K.
Mr. E. WILLIAMSON	Chief, Ports Section, Shipping Division, UNCTAD. GENEVA, SWITZERLAND
Prof. J. KING	Head of Department of Maritime Studies, UWIST. CARDIFF, U.K.
Prof. A.D. COUPER	Department of Maritime Studies, UWIST. CARDIFF, U.K.
Mr. B.N. DE BOER	Maritime Industries Branch, International Labour Office. GENEVA, SWITZERLAND
Mr. G. MAMPILLI	Deputy Docks Manager, Bombay Port Trust. BOMBAY, INDIA
Dr. D.K. ROACH	Senior Lecturer, Centre for Educational Technology, University College, Cardiff. CARDIFF, U.K.
Mr. G. STEPHENSON	Senior Training Officer, Mersey Docks and Harbour Company. LIVERPOOL, U.K.
Mr. J. LETHBRIDGE	Senior Port Engineer, IBRD (The World Bank). WASHINGTON, U.S.A.
Dr. B.J. THOMAS	Senior Lecturer, Department of Maritime Studies, UWIST. CARDIFF, U.K.

Port Administration and Operation Course scheduled for March 17 – April 4 in New York

The World Trade Institute, the educational arm of the Port Authority of New York and New Jersey will conduct its special program in port administration and operation to be held in New York from March 17 – April 4, 1986. For further information, please contact:

Vincent Seglior, Manager, International Training World Trade Institute
The Port Authority of New York and New Jersey
Telephone: (212) 466-3175
Telex: 427346 NYANDNJ
Cable: WORLDTRADE NEWYORK

* Report by recipient of IAPH Bursary *

Report on the World Trade Institute Port Administration and Operational Program, the Port Authority of New York and New Jersey

By Mr. Kurt Allahar
Operations Manager
Point Lisas Industrial Port Development Corporation Ltd.
Trinidad and Tobago

The sixth Program on Port Administration and Operation hosted by the World Trade Institute New York, which is an activity of the Port Authority of New York and New Jersey from March 25th 1985 to April 12th 1985, was a program of great value to me and the Port of Point Lisas.

The Program offered to participants orientation sessions, conceptual lectures/discussions, workshops, on site observations and inspections of various cargo handling terminals. My main area of interest was to have a more precise understanding of the operation on the Container Terminals in terms of utilisation and benefits of a computer system, the method of cargo handling, equipment and gear used, warehousing, labour engagement and cost, gang sizes, storage and supervision. With the program schedule of different topics and activities each day from the hours of 9.00 a.m. to 4.30 p.m. Mondays to Fridays, participants were forced to minimise their time with the guest speakers or on-site visitations. This situation reduced the expected value of the program somewhat, since recalls to have a closer study on any specific topic had to be done at the risk of losing the benefit of other scheduled sessions.

During the fifteen (15) days sessions, participants made several visits to various container terminals in New York, Brooklyn, and New Jersey which was the highlight of the program mainly because sixteen (16) out of the nineteen (19) participants were directly involved in operating ports, which operated container terminals and general cargo operations at various levels. Many of us at the end of the program found ourselves still wanting a more physical and indepth study of the operations of these terminals. This was brought to the attention of the Program Director who directed us to several people in the various organisations for future communication in our specific areas of interest.

Computer Operations:

The session on the computer program was done by Messrs Schwartz Consulting of Brooklyn, New York, Computer Consultant and presented by Mr. Norman – D. Schwartz himself. His presentation gave (i) an overview of a computer in terms of what it is, and the various functions it can perform, (ii) computer applications for ports and terminals. This item (ii) gave on the first hand the one common element that goes into all port and terminal operations programmes in the following five (5) steps:

1. Initiation of the computer project
2. Detailed system investigation
3. System design
4. System development
5. Implementation and evaluation

Secondly, the utilisation of data and how such data is analysed, processed, transcribed and effective terminal cost control (see copies of presentation paper attached). Thirdly, a complete microcomputer based cost control as outlined by the Vice President Accounting and Planning of Farrell Lines Inc. which was presented at the U.S. Maritime Administration Fleet Management Technology Conference 1984. These documents could be of great assistance to us as guidelines when implementing our own system.

During the presentation on marine terminal planning, Mr. R. Goode, Manager, Planning Division, Port Authority, New York/New Jersey, who I questioned on the introduction of a computerization system into a container operation, advised that no developing container terminal should invest in costly and sophisticated computer equipment, as seen on the terminals in the U.S.A., unless the terminal container throughput annually, is no less than 100,000 TEU, as the system would be under utilised, as has been the case of some of the smaller terminals in New York/New Jersey. He suggested that the introduction of microcomputers, when handling no less than 20,000 TEU per annum would do the same functions as a mainframe system, but at a reduced capital investment. With the knowledge gained and experiences of the various working computer systems at several terminals, it is quite clear that our present cargo throughput could not justify a computerised operations system at this time.

During discussions, another speaker, Mr. Ernest Haun, Consultant on operational planning at Marine Terminals, New York/New Jersey, stated that most if not all the larger container terminal operations in New York/New Jersey would not be able to maximise the mainframe computer systems they presently operate, in the near future. Mr. Schwartz advised on the question of the availability and cost of computer programmes for terminal operations, that these programmes utilised by most terminals in the U.S.A. were mainly financed and developed by the U.S. Government and are available to only U.S. operated Port and Terminals, at a reduced cost of approximately U.S. $150.00 to U.S. $500.00 but on special request by governments or port authorities outside of the United States. Any requested program could be made available. For further information request should be directed to the U.S. Department of Transport, Maritime, Administration, Washington, D.C.

Method of Container Handling (Equipment & Gear):

On our visits to the various container terminals, it was easily noticed that the highest priority was given to their equipment, ship cranes, yard stackers (transtainers), top lifters, cabs and trailers and the container boxes themselves. All the ship cranes (gantry) I saw were built by PACECO which varied in their lifting capacity from as low as 30 tonnes to 70 tonnes. The yard equipment were of various types mainly of European or U.S. built.

Most of the container terminals in New York/New Jersey are geared mainly for lo/lo operations, both ship and terminal, with the exception of Sea-Land who operates the loading and discharge of their ships with gantry cranes but have a trailer storage operation on their terminal, and Navieras De Puerto Rico who has a very simple but large ro/ro operation. Maher Terminals whose operations were the most interesting to me because, Maher is the largest multi user container terminal in New York/New Jersey handling both lo/lo and ro/ro cargo. They handled cargo for some forty eight (48) shipping lines including our own, Shipping Corporation of Trinidad & Tobago (SCOTT). Maher Terminals is privately owned but operates as a port authority in its own right. The terminal storage is done on a random storage system all controlled by computers. The normal handling rate on each of these terminals, with gantry cranes average twenty (20) to thirty (30) containers per hour, ships gear, ten (10) containers per hour, transtainers, twelve (12) to sixteen (16) per hour, top lifters fourteen (14) to eighteen (18) per hour. The accepted downtime of such equipment was 1% to 5% of expected working time. The terminal is one of which our staff should be trained, it provides with its various types of cargo landed, its equipment, warehousing and system, one of the best possibilities of port operation training so close to home.

Warehousing:

We were advised that in the initial planning of port facilities, warehousing is as important as the berths the ships would occupy. With the handling of containerised cargo the stripping and stuffing of containers go hand in hand with the operation. Without this facility, it limits the port user and deters possible new users utilising your port. During the program, we had the opportunity to visit one private warehouse which provided the participants with a first hand knowledge of the advantage of having the use of a computer system in such an operation. It showed the measure of control in terms of quantity of cargo received, its origin, its consignee, date received, condition, location etc. By just the press of a button we were able to absorb the requirement to provide such an efficient operation. During visits to Sea-Land, and Maher Terminals, I took time off from the group to look at the operation, but my movement was restricted at Sea-Land and the weather did not permit a long observation or discussions at Maher. Still I was able to observe storage patterns, building designs, equipment and materials used.

Labour:

The attitude of the port worker was noticed immediately. The manner in which they approached the operation, it was difficult to recognise the man in charge as the operation on all occasions commenced and continued with the workers displaying the eagerness to get the job done. The reason for the high work rate and the attitude of the New York/New Jersey longshoremen is their pay package as indicated by one of our speakers. As an incentive to longshoremen in the early sixties, to accept the change from break-bulk cargo to containerised, they were given a guaranteed annual income, which now stands at $32,500.00 U.S. The register was closed in 1971. Workers employed after 1971 were employed under different terms.

Labour:

Presently guaranteed annual income workers are guaranteed whether they work or not 2,040 hours annually at approximately U.S. $16.25 per hour which includes worker benefit. Minimum gang sizes as applied to all ships in New York/New Jersey are eighteen (18) in number – eight (8) hole men, three (3) deck hands, one (1) foreman and six (6) dockmen. This size gang could be increased but is rarely done. Warehouse gang sizes are determined on the type of cargo being handled for example stuffing or stripping of containers as experienced at Maher Terminal, a gang of four (4) men stripped 3 – 40' containers with general cargo within eight (8) hours – the gang comprised of one (1) forklift driver, one (1) checker and two (2) handlers. Terminal equipment labour for transtainers, straddle carriers or cranes – two (2) operators if operations will exceed four (4) hours. Other equipment such as top lifter, cab or forklifts – one (1) operator. A storage clerk is assigned to each transtainer or carrier. The terminals are run by a terminal manager with two (2) terminal supervisors responsible each for ship's operations and terminal operations.

Container Terminal Development & Storage:

We were advised that the development of a container terminal is dependant on the type of equipment one would use. The most common type were used, for example, transtainers, straddle carriers or chassis operations. The normal container would require storage of 250 lbs per square feet. The ideal surface is of 4" concrete but due to high cost this is not always possible, the other recommended is of 6" stone base with a topping of 6" of asphalt base on the area available. The following containers (TEU's) can be accommodated:

Transtainer/yard gantry	– 180 – 200	TEU's per acre
Straddle carriers	– 150 – 180	TEU's per acre
Chassis	– 100	TEU's per acre

A gravel surface was also recommended as the most inexpensive surface, but it has already been experienced that this surface increases your maintenance cost and wear and tear of the equipment used. Anyone container berth handling a throughput of a minimum of 1,000 TEU's per week will require a maximum backup area of fifty (50) acres. Further development of the terminal would be based on length of stay of containers on the terminal both full and empty.

Container Terminal Development & Storage:

The ideal storage of containers would be one high, to avoid increased handling, but due to limited storage, containers are stored four (4) and five (5) high, it was recommended when stowing two (2) to four (4) high that only 50% of each additional height is used, this would reduce the number of containers to be shifted during deliveries. Other storage areas for cargo such as vehicles,

(Continued on page 22)

Port of Tauranga

(Extracts from "Chairman's report, Bay of Plenty Harbour Board, Year ended 30 September 1985")

Chairman's report (extracts)

After three years of relatively static cargo tonnages and following last year's 13% increase, the Port of Tauranga has experienced a further satisfactory 8% growth in trade, which reflected a change in traditional cargo patterns and saw imports for the first time exceeding exports.

During the year, the Government introduced new economic and financial policies with devaluation and the "floating" of the kiwi dollar, and the hardening of interest rates saw inflation for the year at 16.2% (measured by the Consumer Price Index). With these measures creating difficult trading conditions for most New Zealand exporters, it is pleasing that this cargo growth was experienced. However, trends in cargo tonnages should be closely monitored because market and currency pressures could cause significant short-term variations in cargo flows in the next year.

Total trade for the Port in 1985 reached 3.45 million tonnes, consisting of 1.7 million tonnes of exports and 1.75 million tonnes of imports. Significantly, total exports of forest-based products fell to 1.15 million tonnes, with woodpulp and paper products being most notably affected.

Although facing extremely difficult trading conditions overseas with considerable surpluses in most commodities, dairy products increased throughput by 40% to 287,000 tonnes, and kiwifruit exports increased by 250% to total 33,000 tonnes.

However, it was in the import scene that the greatest change took place, with total imports up 230,000 tonnes. Of this tonnage, steel shipments increased by 180,000 tonnes – a 600% increase, and the decision by New Zealand Steel to concentrate its bulk shipments at Tauranga reflects considerable credit on all those who work in the Port Area. It also demonstrates the wisdom of policies adopted by the Bay of Plenty Harbour Board, the innovative qualities of its executives and the competitive performance of the Board's employees, the Port Unions, and the Port Employers.

Container numbers were also up on the previous year by 33% to achieve a total of 23,020 boxes. This change, from 1,700 boxes in 1982, shows that dramatic growth is still occurring in this mode of cargo handling, and although utilisation of our multi-purpose crane has not yet reached capacity, continued growth will be closely monitored because requirements for a second crane may rapidly develop.

It is pleasing that as other shippers and shipping companies learn to appreciate the benefits of Tauranga as a port, our range of cargoes expands and our economic base is widened.

The best way of containing escalating port costs is to maximise throughput.

In this past year ships calling at the Port have increased in number, tonnage and length, but due to cargo mix and

more expeditious cargo-handling, they have actually spent less time in port, and I pay tribute to the cargo service workers who have performed with credit in this trouble-free year. However, advances in technology will continue to place pressure on traditional methods of cargo-handling, and continual dialogue will be necessary to obtain maximum benefits for everyone.

Although berth occupancy figures at 50% hardly indicate congestion problems, the projected growth in steel cargoes and anticipated increases in conventional reefer shipments of kiwifruit from the region, coupled with the continued growth in container traffic, all tend to indicate that the Board must be prepared to expand its facilities if it is to continue to provide the standard of service for which this port has become renowned.

Modern cargo-handling methods require considerable areas of back-up land alongside ship to pre-receive and discharge volumes of cargo in the short-term. The Board must consider the implications of now extending quayside at Mount Maunganui or commencing development on its land at Sulphur Point which, although initially more expensive, has longer term benefits and will be needed, in any event, to satisfy the increase in forest resource tonnages projected for the 1990's.

Financial Results

Total revenue from port operations totalled $13.9 million, an increase of $1.4 million (11.5%) from 1984, and operating expenditure totalled $9.1 million – an increase of 10.1%. Port charges, last increased in April 1982, were increased generally by 7% on 1 June 1985.

Capital expenditure totalled only $2.68 million, major items being the acquisition of the new pilot launch at $600,000 and further capital dredging at $610,000. With the low capital works programme this year it was not necessary to raise any loans, and principal repayments totalling $1.8 million reduced the Board's net public debt to $12.5 million. This net reduction in debt creates a benefit for Port

Users because the interest payment content of operating expenditure has been significantly reduced by the funding of capital works from revenue in each of the last three years.

However, with the Board's assets valued at approximately $85 million and its equity at 83%, it is apparent that the return on investment is steadily falling.

More importantly, I believe that we must continue to make realistic increases in port charges in line with verified increases in costs if we are to finance, from revenue, 50% of the major capital works which must be embarked upon within the next two to three years.

Industry

During the year under review a considerable amount of time and effort was expended in advancing the Government-sponsored 'Onshore Costs Study, which set out to investigate the total costs involved in the movement of export cargoes from point of production to external harbour limits. Unfortunately, it was decided that the first priority for reform would be the structural and institutional framework of the ports industry and a solution sought that can have application throughout the country. In addition, the National Watersiders Federation has refused to participate in the discussions, which may have some impact on their sphere of work.

It is my opinion that no overall remedy is possible because of the many variations in the management and operations of New Zealand ports. Each port must be considered individually and, where practicable, be allowed to operate on an independent, commercial and competitive basis. If a port cannot operate successfully on this basis, it should become either a Government or local responsibility to retain and finance. Most importantly, the review of the Harbours Act, which was deferred three years ago when the Onshore Costs Study was promoted, still remains an urgent priority.

Harbour Bridge

For the whole of this year the Board has been a participant in the Harbour Bridge project, although the necessary amending legislation to enable the Board to legally become a full active partner was only obtained in March 1985.

During the year land purchase difficulties arose at each end of the proposed bridge, and it was largely through the Board's staff efforts that satisfactory alternative arrangements were made which at each end involved the use of Board land. It is unfortunate that at the Tauranga end the Board's Slipway property is adversely affected but, given the overall benefits to the district of the cross-harbour link, losses are considered acceptable. At the end of September the contract with Fletcher Construction Company was close to finalisation and the formal documents were signed in October 1985. Construction should begin in April/May 1986 and it is expected that the bridge will open to traffic in May 1988.

With the bridge now committed to construction, the Board's land at Sulphur Point can be considered as part of our overall Port Area, and therefore available for development at any time.

Research and Development

During this year the team of scientists from the Ministry of Works and Development, University of Waikato, Danish Hydraulics Institute and a sedimentation specialist, finalised their mathematical modelling studies on the current distribution and sediment movements within the harbour. It is very re-assuring to the Board to find that we can expect relatively minor amounts of siltation in future years and that the future dredging for our berths at Sulphur Point is not expected to have any significant effect on harbour stability. This team also looked in detail at the effects of the harbour bridge as it is now planned and have demonstrated that the proposal should have no adverse hydraulic or sedimentary effects on the harbour.

The results have also been obtained from the Ship Handling Sutdy undertaken by MARIN (Maritime Research Institute Netherlands) during late 1984. This study, together with the sediment study, shows that the Port can be improved to safely handle deeper draught and longer vessels. The Board expectes to progress this work as shipping demands dictate the necessity in future years.

F. G. McKenzie
Chairman

(Continued from page 20)

would require a 6" stone base with 2" asphalted surface, lumber or general cargo would require a 6" stone base with 4" asphalted surface.

Port Rates & Charges:

This area was the most difficult to obtain information as no one was willing or did not know what shipping lines had to pay for such services, no information was received in this Area.

Summary:

The program covered several other areas of interest such as port security, plant protection and quarantine, the role of the Port Authority of New York/New Jersey, other statutory bodies involvement, financing, marketing, pilotage, foreign-trade zone, handling of hazardous cargo, legal responsibilities, leadership skills etc. We also visited the U.S. Coast Guard Training Center, port fire fighting operations, marine simulation, U.S. Merchant Marine Academy.

Personally I have returned from this Program a more confident shipping person, with added knowledge that would be interjected into our own Port, I have had the opportunity to meet and discuss with other participants their ports and compare them with our own. I have seen and understood the reasons for having a consistent and highly productive port, a stable labour force, I have seen what is expected of a port workers' union, and what is received and not the other way around as we know it. All in all the New York/New Jersey program has stimulated and motivated my efforts to ensure the Port of Point Lisas is a success which would rejuvenate the confidence first in the people of Trinidad and Tobago and secondly the international shipping fraternity as dependable port operators and managers.

I must thank the Management and Board of PLIPDECO for granting this opportunity to me and also the International Association of Ports and Harbors (I.A.P.H.) for their assistance in funding my participation and support.

Port of Melbourne

(Extracts from "Annual Report 1984/85, Port of Melbourne Authority")

General manager's review (extract)

The 1984/85 year has been one of both significant growth and exciting change for the PMA.

Following the world recession experienced in the previous two years it is most gratifying to report a substantial increase in trade resulting in a record cargo throughput of 20.2 million tonnes for the year. This healthy 9.5 per cent growth in trade on the previous year was reflected in many areas of the port with very noticeable increases in the use of the Authority's container cranes at East Swanson Dock and Victoria Dock and particularly in the use of open berths within the port handling timber and motor car traffic.

The commencement of the year saw the Authority make important new commitments to its future direction and its role in contributing to the economic well-being of the State. An increased emphasis on service, operational responsiveness to customer needs, an overall responsibility for all sectors of port activity and a determination to provide our port users with the service level they require at the minimum cost have all been added to our long standing strengths in the nautical, engineering and administrative services provided in the past.

To facilitate the achievement of these goals the previous management organisation of four branches has been changed. Eight Divisional Heads have been appointed, each responsible for a separate functional area of the organisation. This management structure provides a broader and flatter organisation, spreading responsibility closer to individual decision-makers, and giving many of our staff an increased opportunity to be involved to a much greater degree in the day-to-day management and operations of the port. The Authority's responsibilities are expected to be further broadened when the functions of the Ports and Harbors Division of the Ministry of Transport are encompassed within its operations.

The face of the port continues to change. The completion of the Tasmanian Passenger Ferry Terminal at Station Pier in June and the anticipated increase in passengers using the facility will help to foster greater public awareness of the port. This improved community involvement will be further enhanced as additional public access areas are progressively provided under the Authority's Public Access and Landscape Strategy. Major projects are underway at Sandridge Beach, Port Melbourne and on the west bank of the Yarra at Newport as part of the State's 150th Anniversary celebrations. A further multi-purpose berth was brought into service during the year at 17 Victoria Dock. The introduction of this berth together with the reintroduction of 21 South Wharf into common user service within the port has facilitated a corresponding withdrawal from service of obsolete berths at Princes Pier. The PMA plans to continue this strategy over the next few years. It will gradually phase out other obsolete berths as more modern ones become available, therefore continuing to effect cost savings to our customers whilst improving the overall efficiency of cargo movement through the port.

The PMA has maintained its active role in international and national port and trade organisations. Co-operation and exchange of information with our sister ports in Japan, China and the United States of America has been actively fostered and close liaison with ports in the Pacific region has been maintained through the United Nations (ESCAP) Shipping and Ports Division. The Authority became a member of the South Pacific Ports Association and plans to actively support the Association in the development of port activities among its island nations members. In addition, regular contact with the heads of shipping companies in Europe and Japan has been a major aspect of our port marketing and planning program. The Minister of Transport, The Honorable Tom Roper, has been active in representing the PMA both locally and overseas and his interest and involvement is acknowledged with appreciation.

The PMA has continued to support the Australian Association of Port and Marine Authorities in its work at a national level. The Association has adopted a much simplified committee structure which we anticipate will lead to much more effective communication between ports and other associated community and user groups and therefore promises much for the future.

During the year all Victorian Ports co-operated with regular meetings of executive officers covering a number of areas of common interest including marketing, development and information technology and in the conduct of a number of joint seminars and workshops. This atmosphere of mutual cooperation has facilitated the pursuit of State orientated goals in addition to those of the individual ports.

C. L. Jordan
General Manager

Profit and loss statement

For year ended 30th June 1985

Historic cost

	1985 $000	1984 $000
Operating Revenue		
Charges on Ships	9,985	8,398
Charges on Goods	51,059	44,365
Charges for Services	11,415	5,393
Rent and Licence Fees	13,199	11,531
Other Revenue	295	266
	85,953	69,953
Operating Expenses		
Services	21,012	17,738
Administration	18,932	12,779
Maintenance	12,886	10,990
Depreciation & Lease Amortisation	11,795	10,807
	64,625	52,314
Operating Profit before Abnormal Items and Finance Charges	21,328	17,639
Abnormal Items	2,344	8,300
Operating Profit before Finance Charges	18,984	9,339
Less Finance Charges		
– Loans & Deferred Credit Expenses	44	10
– Net Interest Expense	21,584	20,547
– Foreign Exchange Losses	3,977	1,199
	25,605	21,756
Loss before Extraordinary Item	(6,621)	(12,417)
Extraordinary Item	790	–

(Continued on next page bottom)

Port of Gothenburg

(Extracts from "Port of Gothenburg AB from the start 1/1 1985")

Why Port of Gothenburg became a Limited Company

In recent years the number of ports, as well as changes in cargo handling methods and goods composition, made adaptability the order of the day. New types of vessels and shipping syndicates make increasingly specialised demands on port capabilities. The major European ports are the main competitors when it comes to direct overseas traffic. The port of Gothenburg is the central port in Scandinavia and it plays an active role in the market in order to compete with the major European ports. This makes increased productivity, a high level of technology, first-class service and a target-oriented organisation essential.

Previously, operations in the port of Gothenburg were divided between the Port of Gothenburg Authority and the Gothenburg Stevedoring Company. Customers looked upon the port as an institution, rather than a business partner with the right to take independent action. The two organisations had different business aims; the Stevedoring Company based its operations entirely on the principles of business economics, while the Port Authority was part of local government with undefined aims.

In its capacity as a local government authority the Port was subject to large-scale control. Consequently independent companies were unsure of its ability to guarantee total secrecy vis-á-vis their competitors.

In 1978 the local authority became the principal joint owner of the stevedoring company. Three years later the local government authority asked the Port Authority to make the preparations necessary to effect a transition which would unite the two organisations. When the plans for this transition had been approved a limited company was chosen in order to meet business requirements.

The decision-making process of a limited company allows it to take quick action on the market.

As far as customers are concerned the direct effects are as follows:

- Improved service: complete rate agreements, times and terms of agreement are issued by one and the same channel
- Greater efficiency in harbour work as a result of improved coordination between the various groups of workers
- Simplified pricing, only one party to negotiate with
- Less bureaucracy resulting in a simplified decision-making process
- Greater sense of responsibility as a result of decentralised management
- Greater know-how and skill as a result of combined resources
- Easier to develop new business areas
- Coordination of administrative and operating costs, resulting in more advantageous cost allocations for customers in the long term.

Organisation Plan

The organisation of Port of Gothenburg AB centres around the overall targets and objectives set for the company. Operations are primarily business-oriented since the company comprises eight independent profit centres (The Oil Harbour, The Älvsborg Harbour, The Skandia Harbour, The Inner Harbour, Sea Traffic, Engineering, Real Estate and HT-Bygg (Harbour and Terminal Construction)). There are three administrative departments (Marketing, Finance and Personnel) and five staff units (Strategic Planning,

(Continued on next page bottom)

(Continued from page 23)

Net Profit/(Loss) for Year	(5,831)	(12,417)
Retained Earnings at 1.7.84	6,337	24,754
Total available for Appropriation	506	12,337
Less Appropriation:		
Public Authority Dividend	6,000	6,000
Retained Earnings/(Accumulated Losses) at 30.6.85	(5,494)	6,337

Balance sheet

As at 30th June 1985

Historic cost

	1985 $000	1984 $000
Current Assets		
Cash at Bank and on Hand	203	42
Debtors	9,999	6,749
Prepayments	240	234
Stores	2,972	2,926
Total Current Assets	13,414	9,951
Investments		
Short Term Investments	30,058	25,789
Staff Housing Loans	475	530
Total Investments	30,533	26,319
Non-Current Assets		
Fixed Assets	399,526	374,428
Capital Works in Progress	10,913	24,409
Finance Leased Plant and Equipment	7,720	8,475
Deferred Debtors	–	571
Defferred Expenses	–	–
– Foreign Exchange Losses	29,025	8,980
Total Non-Current Assets	447,184	416,863
Total Assets	491,131	453,133
Current Liabilities		
Bank Overdraft	1,158	1,088
Trade Creditors and Accrued Expenses	12,755	11,110
Short Term Borrowings	24,676	14,503
Provisions	11,068	11,263
Total Current Liabilities	49,657	37,964
Non-Current Liabilities		
Long Term Borrowings	237,748	213,589
Provisions	49,987	38,032
Finance Lease Liability	9,060	9,060
Deferred Revenue	1,015	1,125
Total Non-Current Liabilities	297,810	261,806
Capital & Reserves		
Retained Earnings/(Accumulated Losses)	(5,494)	6,337
General Reserve	15,037	15,037
Vested Capital	133,926	131,989
Contributions for Capital Works Reserve	195	–
Total Capital & Reserves	143,664	153,363
Total Equity and Liabilities	491,131	453,133
Contingent Liabilities	–	–

Port Releases:

MARAD '84

— Port and Intermodal Development —

(Extracts from the Annual Report of the Maritime Administration for Fiscal Year 1984)

U.S. Department of Transportation Maritime Administration

During fiscal year 1984, the Maritime Administration (MARAD) continued to provide research and technical assistance to State and local port authorities and private industry. The Agency also developed contingency plans for the operation of U.S. ports and port facilities in war or other national shipping emergencies. These efforts were aimed at improving the planning and operation of ports, waterways, and intermodal transportation.

Annual Report on Ports

Under section 2 of Public Law 96-371, enacted October 3, 1980, the Secretary of Transportation is required to submit an annual report to Congress on the status of public ports of the United States. The second report, forwarded in September 1984, reported on the years 1982 and 1983.

It reviewed the composition of the port industry and the importance of U.S. ports to the Nation's economy and military security, and highlighted key issues and problems facing the port industry.

Technical Port Assistance

MARAD provides technical assistance to strengthen the role of U.S. ports in national defense and economic development. This involves the development of analytical research tools and techniques for improving planning, productivity, and the general efficiency of port management and terminal operations.

Planning Program

In its cost-shared port and intermodal planning program during FY 1984, MARAD conducted cooperative port planning studies with local, state, and regional port agencies and associations; worked with industry on port planning and management information systems, including data base development; performed economic impact and financial analyses; and provided technical assistance in the area of international port development.

Projects under this program which were completed, continued or initiated in FY 1984 are listed below:

Projects Completed	Description
Port Risk Management Guidebook	Provides the port industry with a reference source for risk management techniques and serves as a "how to" guide to assist port managements in solving common problems.
Marketing and Promotional Methodology for a Port Region	Provides a self-contained methodology which guides and assists ports and/or marine terminal entities in developing regional marketing/promotional programs. (Completed in conjunction with the Northern California Ports and Terminals Bureau, Inc.)
Port Characteristics System	Developed an automated system and users manual for quick access to summary port information for use with microcomputer equipment.
Waterfront Site Utilization Model	Developed an automated system and users manual for port managers to analyze and select best available sites for cargo handling facilities.
Information Retrieval Procedures	Developed procedures and necessary software aids to extract port, commodity and vessel data from MARAD's basic data bases for use with microcomputer equipment.
DOT Study on Transport/ Distribution Problems in Africa	Provided technical assistance to the DOT Study Team on capabilities of selected African ports to handle grain shipments. Examined problems which inhibit flow of food to drought-stricken areas of Africa.

(Continued from page 24)

Business Development, Organisation, Law and Cargo Care and Security).

The company is managed and controlled by a Board of Management made up of a President, an Executive Vice President responsible for operations, an Executive Vice President responsible for commercial coordination, a financial director and a personnel director.

Port of Gothenburg has approximately 1,350 employees of which 800 are collective-agreement employees.

Subsidiaries

Port of Gothenburg AB has three wholly-owned subsidiaries, Harbour and Terminal Data AB (HT Data), Port of Gothenburg Consultancy AB (PGC) and The Gothenburg Free Port AB – (GFAB).

Profit and Loss Account 1984

		(SEK'000)
Operating income	521,506	
Operating costs	–452,270	
Income before depreciation		69,236
Planned depreciation	– 35,944	
Income after planned depreciation		33,292
Financial items	– 43,186	
Income after financial items		–9,894
Extraordinary items	10,550	
Income before allocations		656

Projects Begun in FY 1984	Description
Inland Waterway Port Management System	Initiated cost-shared design work with the City of St. Louis Port Authority using St. Louis as a demonstration site for developing and operating an automated port management information system for use on the inland waterways.
Port Emergency Data Requirements	Completed identification and ranking of port emergency information requirements that will be addressed further in FY 1985.
Automation of MARAD Port Pricing Formula	Began cost-shared automation of MARAD pricing formula to improve port managers' abilities to determine benchmark prices by examining the impact on revenues of various pricing alternatives.
Port Financial Management Information System	Commenced review of a cost-shared industry proposal to develop an automated management information system for the port industry.

Ongoing Projects	Description
Port Economic Impact Kit	Continued revision of the Kit which assists small and medium-sized ports with limited resources and personnel to quantify their economic contributions to the community.
Public Port Financing in the United States	Continued developing an update of a report to help ports determine the economic viability of projects they can undertake to enhance port development, expansion, and modernization. (Original study completed in 1974.)
U.S. Port Development Expenditure Survey	Continued basic research and data collection to update an in-house MARAD report which analyzes capital expenditure data for marine terminal facilities in principal United States ports. This survey will cover the years 1979–1984, with projections through 1989.
Feasibility of Stimulating Exports from Inland States Through Transportation Innovation	Continued work on development of a program to identify target markets for potential exports and examine ways to reduce the transportation costs involved.
Port Facility Inventory System	Completed reviews of facilities located on the North Atlantic port range and on the Ohio River and its tributaries. Continued development of new data formatting and retrieval procedures.

* * *

Operations Program

As in its planning program, MARAD shares the costs of its port and intermodal operations program with industry participants and with other Federal and State agencies.

The operations program helps coastal and inland waterway ports, marine terminal operators, and maritime service organizations improve productivity and develops procedures for operating ports during national shipping or other port emergencies.

In this reporting period, MARAD continued to support efforts to promote port and harbor improvements where economically warranted.

The Agency also participated in Government-industry efforts to promote U.S. coal exports and contributed to the assessment of existing and potential U.S. port capabilities.

Projects completed or ongoing in this program in FY 1984 are described below:

Projects Completed	Description
Existing and Potential U.S. Coal Loading Ports	Assessed capabilities and capacities of U.S. ports to handle U.S. coal exports.
Regional Barge Fleeting Management Guide and Handbook	Completed a study of barge fleeting and handbook guide on the Deep River Corridor of the Lower Mississippi River in cooperation with the State of Louisiana. (This handbook and site evaluation methodology have the potential for use in other barge fleeting regions of the nation.)
Strategic Petroleum Reserve (SPR)	Provided support to the National Petroleum Council's Marine Task Group in assessing SPR capabilities under reserve draw-down scenarios.
Minibridge Report	A new methodology for reporting minibridge traffic was developed in cooperation with the Bureau of the Census and a report assessing the impact of this intermodal traffic on U.S. port development was completed. (The analysis was based on 1981–83 data.)
Inventory of American Intermodal Equipment 1984	Updated and published an inventory covering the availability, by type, of U.S. commercial intermodal equipment.
Lightweight Firefighting Module Evaluation	Extended an agreement for testing and evaluating the Lightweight Firefighting Module with the U.S. Navy and National Aeronautics and Space Administration to 1987 and jointly sponsored demonstrations of the module at the Port Authority of New York and New Jersey, Port of Tacoma, and Port of Philadelphia.
Dredging, Dredge Material Disposal, and the London Dumping Convention	Cost-shared a research report with the American Association of Port Authorities and the International Association of Ports and Harbors on chemical behavior of toxic substances in various types of marine bottom sediments.

Decision Support System for Port Planning and Management	Demonstrated use of a personal computer system in managing port information and data at the Port of New Orleans under a MARAD university research grant to the Marine Research Sciences Center of the State University of New York. (The system was developed as a prototype model for application at all U.S. ports.)

Projects Begun in FY 1984	**Description**
Comparative Assessment of Technology Utilization and Productivity at Selected Ports	In cooperation with the National Academy of Sciences Marine Board, MARAD commenced a study of technology utilization and operational productivity at selected ports.
Existing and Potential U.S. Grain Loading Ports	Commenced an assessment of the capabilities and capacities of U.S. ports to handle U.S. grain exports.

Ongoing Operations Projects	**Description**
MARAD-Corps of Engineers Agreement	Continued development of a memorandum of understanding (MOU) between MARAD and the U.S. Army Corps of Engineers on cooperation in marine transportation systems technology, port and waterway development, joint research and development, and applied engineering.
National Vessel In-Port Locator System (VIPLOC)	Encouraged the National Association of Marine Exchanges to develop an automated nationwide vessel traffic reporting capability based on the MARAD-sponsored VIPLOC system.
Port Emergency Planning Program	Continued recruitment and processing of standby Federal Port Controller contracts and participated in the development of an interagency memorandum of understanding with the Military Traffic Management Command, Military Sealift Command, Naval Control of Shipping Organization, U.S. Army Corps of Engineers, and U.S. Coast Guard. (The MOU identifies specific functional responsibilities.)
Analysis of Regional Responses to Oil and Chemical Spills and Development of a Computer-Based Information System	Completed first phase of an automated port information system to assist regional response teams to contain oil and chemical spills in cooperation with the U.S. Coast Guard.
Multipurpose Harbor Service Craft Evaluation	Continued technical evaluation of the City of Tacoma's multipurpose harbor service craft and planned a public presentation on final results of sea trials, maneuvers and performances of the vessel under real-time conditions.

International maritime information: World port news:

UNCTAD/IPER Courses scheduled for April and July, 1986 in Le Havre

The IPER (Institute Portuaire d'Enseignement et de Recherche) in Le Havre, France, jointly with UNCTAD, is preparing the following courses for port managers in developing countries:

1. 16 April to 30 April 1986: Appraising and financing ports projects (to be given in English)
2. 30 June to 11 July 1986: Port tariffs (in French)

Members of IAPH may obtain bursaries by submitting their applications to:

Mr. Burt Kruk
Chairman of IAPH Committee on International Port Development
Head, Technical and Managerial Port Assistance Office
External and Commercial Affairs (TEMPO)
Port of Rotterdam
P.O. Box 6622, 3002 AP Rotterdam
The Netherlands

Applicants must be recommended by the Chief Executive of his or her organization and the application form must include a statement confirming the suitability of the applicant for the course. The application should be made in accordance with the form for the IAPH bursary scheme, the required contents of which are reproduced in the November 1985 issue of this journal on page 12.

The French Government may under certain conditions grant bursaries. Request must be presented by the port authority or the administration of the applicant to the French Embassy.

Further information about the courses can be obtained from:

Mr. Michel Pote, Director
Institute Portuaire d'Enseignement et de Recherche (IPER)
1, rue Emile Zola, 76090 Le Havre Cedex
Telex Number: CHAMCOM 190091 F
Telephone: (35) 42 09 23

XIth World Dredging Congress 1986

BRIGHTON, UK, 4-7 MARCH 1986

The Congress is organized by CEDA on behalf of WODA, which incorporates:

The Western Dredging Association – WEDA
The Central Dredging Association – CEDA
The Eastern Dredging Association – EADA

and sponsored by:

ALAD Latin American Dredging Association
ESCAP United Nations Economic & Social Commission for Asia and the Pacific
IADC International Association of Dredging Companies
IAHR International Association for Hydraulic Research
IAPH International Association of Ports and Harbors
ICE Institution of Civil Engineers
IMO International Maritime Organization
PIANC Permanent International Association of Navigation Congresses
SUT Society of Underwater Technology

Congress

Improvements in the design of equipment, techniques and management have allowed the dredging industry to extend the scope of its activities and to operate in areas which were previously inaccessible.

The XIth World Dredging Congress provides an opportunity for those involved in any aspect of dredging, to keep abreast of the new developments.

Scope

The programme will include papers on all aspects of the management and technology of dredging, such as:

- Fundamentals and theory of dredging;
- Design and management of dredging projects;
- Mathematical models related to dredging;
- Design and development of dredging plant and equipment;
- Capital and maintenance dredging of ports, harbours, rivers, canals, irrigation channels and reservoirs;
- Instrumentation, data sampling and control;
- Offshore dredging;
- Aggregate and mineral extraction;
- Deep sea mining, pipeline trenching and protection;
- Geotechnical site investigation and hydrographic surveys;
- Spoil disposal and control;
- Environmental effects of dredging and special methods of spoil disposal;
- Conditions of contract and methods of quantity measurement;
- Education and training;
- Economic considerations.

Dual International Event

The Oceanology International Exhibition and Conference, OI '86, organised by Spearhead Exhibitions Ltd., and sponsored by the Society of Underwater Technology (SUT) will be held concurrently in Brighton at the nearby Hotel Metropole from 4–7 March 1986.

OI '86 covers many disciplines which are related to dredging, such as navigation, oceanography, hydrography, geophysics, geology, geotechnics, surveying and man underwater.

Delegates to the World Dredging Congress will be able to attend sessions of the OI '86 Conference which are of interest to them without further payment. The exhibitions of OI '86 and the World Dredging Congress will be open to delegates of both events.

Venue & Dates for the XIth World Dredging Congress

The Congress will be held in the Brighton Centre, Brighton, UK, commencing on the morning of Tuesday, 4 March 1986, and ending on the afternoon of Friday, 7 March 1986. It will include a full programme of social and technical events and will be followed by two optional post-congress tours.

Technical Sessions

Papers will be presented in a series of technical sessions, with time allowed for questions and discussion.

A programme giving a timetable and a full list of papers to be presented, will be mailed to all delegates, in advance of the Congress. *The official language will be English.*

Technical Visits ***(Details to be announced)***

Publication of Papers

On registration in Brighton all delegates will receive a bound volume of the papers to be presented at the Congress which will also be on sale after the Congress. Delegates wishing to obtain an additional copy should mark the box on the reservation form.

Civic Reception

On the evening of Monday, 3 March 1986, there will be a Civic Reception for delegates and exhibitors at the World Dredging Congress and OI '86 at the Brighton Centre at the invitation of the Borough of Brighton.

Congress Banquet ***(Price included in the registration fee)***

All participants of the Congress and Exhibition are invited, with their guests, to attend a Congress Banquet to be held in the historic *Corn Exchange, Brighton,* on the evening of Thursday, 6 March.

Reservations for guests and exhibitors are available on request, at a cost of £16. Please indicate your requirements on the Reservation Form.

Tours for Accompanying Persons
(Price not included in the Registration Fee)

A varied and flexible programme of optional activities within Brighton and the environs has been arranged, including a fashion show, local tours featuring the *Lanes,* Brighton's quaint historic shopping area; the *Pavilion* and the famous Regency areas of the town.

Visits can also be made to Chartwell (Churchill's home); the local vineyard at Barnsgate and the Roman Palace at Fishbourne, with its beautiful mosaics.

Full details are given in the special brochure which will be sent to all those who are interested.

Post-Congress Tours ***(Special brochure available on request)***

Two post-congress tours which will be of interest to delegates and their guests have been arranged, each commencing on the 8th and terminating on the 12 March 1986.

Reservation Form and for further information:
To: The Congress Organiser, XIth World Dredging Congress, 1986, P.O. Box 3168, 2601 DD DELFT, The Netherlands
Tel: (015) 783145, Telex: 38151 bhthd NL

Launching of the ROLEX Awards for Enterprise 1987

COMMUNIQUE

The Rolex Awards for Enterprise 1987 were officially launched by Mr. André J. Heiniger, Chief Executive and Managing Director of Montres Rolex S.A. Geneva, at a press conference in Geneva on 26 September 1985.

Each of the five 1987 Rolex Awards consists of 50,000 Swiss Francs plus a gold Rolex chronometer. The Laureates will be chosen by a Selection Committee composed of experts of international renown from nine different countries: Belgium, Brazil, Federal Republic of Germany, France, Great Britain, Italy, Japan, Switzerland and the United States.

In announcing the launching of The Rolex Awards for Enterprise 1987, Mr. André J. Heiniger issued a general invitation to all those who had devised projects displaying a true spirit of enterprise to submit their application under one of the three major areas of enterprise listed below:

- Applied Sciences and Invention
- Exploration and Discovery
- The Environment

Prospective applicants should write for an Official Application Form to:

The Secretariat
The Rolex Awards for Enterprise
P.O. Box 178
1211 Geneva 26
Switzerland

WHAT ARE THE ROLEX AWARDS FOR ENTERPRISE?

HOW DO YOU APPLY?

It was in Geneva on 22 September 1976 that The Rolex Awards for Enterprise were first announced. These international Awards were established by Rolex to mark the 50th Anniversary of the Rolex Oyster, the first truly waterproof watch with a case that could guarantee complete protection of the movement against water and dust. The Awards have been granted on three occasions: in 1978, 1981 and 1984. In 1987, they are to be granted again for the fourth time.

As before, there will be five Awards, each consisting of a sum of 50,000 Swiss Francs and a gold Rolex chronometer specially engraved for each Laureate. The Rolex Awards are intended to provide financial assistance to persons with the spirit of enterprise in order to allow them to carry out unconventional projects in one of the following three broad fields of human endeavour:

- Applied Sciences and Invention
- Exploration and Discovery
- The Environment

How to enter for The Rolex Awards for Enterprise 1987

Projects must display the "spirit of enterprise" plus qualities of innovation, originality, inventiveness, interest and impact. In addition, they must be feasible, and there must be a good likelihood that they can, in fact, be carried out.

Prospective applicants should write for an Official Application Form to:

The Secretariat
The Rolex Awards for Enterprise
P.O. Box 178
1211 Geneva 26
Switzerland

Projects must be presented in English and should reach the Secretariat, at the above address, not later than 31 March 1986.

All projects will be systematically examined and classified by a scientific documentation centre.

The Selection Committee will then decide which projects shall receive the Awards.

In spring 1987, the Laureates of The Rolex Awards for Enterprise 1987 will be invited to Geneva as the guests of Rolex to receive their Awards.

Publications

"1984 Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973"

Sales No. 528.85.16.E, price £3.00 (English)
529.85.16.F, price £3.00 (French)
531.85.16.S, price £3.00 (Spanish)
530.85.16.R, price £3.00 (Russian)

"International Conference of Liability and Compensation for Damage in connexion with the Carriage of Certain Substances by Sea, 1984"

Sales No. 456.85.15.E, price £4.50 (English)
French, Spanish, Russian, Arabic and Chinese, available later

IMO Secretariat,
Publications Section,
4, Albert Embankment,
London SE1 7SR, U.K.

Rio shall have a terminal for containers

Companhia Docas do Rio de Janeiro (CDRJ) intends to start in the current year the construction works of Rio de Janeiro's Container Terminal, scheduled to be completed within two years.

With this terminal, CDRJ intends to concentrate the operation of containers, at present spread over the port, improving and facilitating the loading of containers.

Container handling has been growing substantially in Brazil, without the operational speed and cost economy that normally come together with containerization. The financial crisis that troubles the merchant marine has not yet permitted the modernization of the fleet and of port installations, having in view better container handling. Up to the moment, the Brazilian fleet has only two vessels built specially for the transportation of containers, one of Lloyd Brasileiro and one of Alianca. *(Portos e Navios)*

Legislation and ports still impair containers: PORTOS e NAVIOS

The National Conference on Containerization and Shipping, held September last in Rio de Janeiro, was basically a meeting of technicians and executives to discuss the problems that still impair the development of the use of containers in Brazil. During the panels and the following discussions it was verified that the two greatest obstacles still are the legislation (still needing to be updated) and the unprepared ports, in terms of equipment as well as of human resources. Brazil still does not have a legislation that permits the issuing of a unique bill of lading for transportation, at the national and international level, and without that, according to the technicians, it is impossible to develop intermodal transportation with the use of containers. During the conference, exporters of frozen goods complained about the lack of punctuality of container-carriers at Brazilian ports, causing problems to the exportation of perishable goods, like fruit *in natura,* for example.

Predicament in the reorganization of port work : PORTOS e NAVIOS

While the process of automatization of the merchant vessels and port operations in Brazil is being developed, there is an increase in the friction points between shipowners and the working classes of the coast. At a round table about this subject, sponsored by PORTOS E NAVIOS, accusations were mutual and intransigent on both sides. Shipowners complain about the excess of manpower and the lack of skill at the ports, in face of the modernization of the ships; the workers on the other hand, mainly the stevedores, refuse to accept any change in the present system without guarantees compatible with those offered by developed countries. Sunamam announced that the matter is going to be studied again, based on a preliminary project prepared during the previous government.

Hazardline — No guessing! : Port of Halifax

The Halifax Port Corporation want no surprises when it comes to identifying any of the multitude of exotic compounds in existence and all the background needed to deal with them. They have installed the "Hazardline" system.

Hazardline is an inquiry service with right of access, containing up-to-the minute information on 80,000 chemical compounds. The Data Base is located in Nashville, Tennessee, and is accessed by over a thousand clients, one of which is the Halifax Port Corp.

It is a simple, comprehensive, and inexpensive system. For a set fee, a subscriber is given a password in order to access the central Data Base. This is done via telephone modem, remoted to satellite and beamed into the U.S. Tymnet and carried into the Data Base. The return information, following the same route, is converted to computer

for readout or hard copy. Charges are for time used only.

Several key institutions, including coast guard, emergency response staff, police and fire departments have been shown the operation. Happily, port officials report, the need for the system has been small, but when the need does arise, answers are only minutes away! *(Port of Halifax)*

CN to test double-stack – Halifax to Toronto

Double-stack trains seem to be the lastest transportation "rage" . . . at least in the United States. The Canadian railway industry has been cautiously evaluating the American experiment since it began almost five years ago.

Theoretically, the capability of carrying twice the cargo for the same distance in approximately the same amount of time, makes double-stacking sound like a guaranteed profit maker.

However, the specific procedural problems, plus the time involved for loading and unloading both vessel and rail cars, along with the substantial capital investment required, are just part of the reason for CN's measured response to this latest advance.

Double-stack service in the U.S. has shown that long, high density traffic corridors are a prerequisite if doubles are to flourish. For this reason, CN have chosen the Halifax-Toronto run to test a unit of four cars consisting of five articulated platforms each. A platform can carry two 40 ft. containers stacked one above the other, or two 20 ft. side by side with a 40 ft. on top (like laying bricks, a 40 must be placed on top of two 20s).

The car design being used is a modified "Thrall" car, "not necessarily suited to this run," admits CN General Sales Manager Don Poirier, "but it's the only type. CN currently own". The cars have been borrowed from CN's Montreal-Toronto-Chicago run via the Detroit/St. Clair river tunnels. They are "well" cars designed to carry piggyback trailers through the tunnels.

"Thrall" cars use an interbox connector to keep upper and lower boxes positioned correctly. An equally popular system on the "Gunderson" model car has bulkheads at either end of each articulated unit. Interbox connectors are said to increase labour costs, since an extra person is required when the upper container is being loaded. With the bulkhead design, crane operators can position the boxes without ground assistance. On the other hand, bulkheads increase the overall weight causing fuel cost increases.

CN are aware of the increased demands that doubles put on the terminal operators and shipping lines. To address these concerns, a series of meetings involving Halterm and Ceres container terminal operators, along with CN and shipping line officials have taken place. Most interested parties contacted for their opinion, felt it too early to make any comment.

CN officials agree that running a double stack train poses fewer problems than loading and unloading do. For example, the heaviest containers are loaded onto ships first, followed by the lighter ones. But when the ships are emptied, the lighter containers taken off first, can't be placed on the doubles first because, not surprisingly, the heavier containers must ride on the bottom. It's the container operator who must deal with all these logistical problems.

Although the double-stack system seems to be working well in the States, CN officials point to differences in rail cargo – U.S. doubles are moving light, high-tech goods and garments while Canadian trains carry heavy items such as machinery, components and natural resources. And then there's the question of cargo volume and whether there is enough demand for double-stack service.

The six month test period for double stack trains between Halifax and Toronto will be a mix of double and single stack cars which does have its drawbacks, such as the necessity of running one to two sets directly behind the engine which affects the marshalling of the train and may complicate switching in some situations. CN's Project Manager, Intermodal, Ken Moffat feels there may not be enough volume in Canada to warrant a complete switch to double stack.

Hopefully, in six months or so, CN should have some answers as to how the "bottom line" stacks up in the great Canadian Double Stack debate. Do we, or don't we?

(Port of Halifax)

North Fraser Harbour to feature "Workboat Parade" on Expo 86 Special Events Day

The North Fraser Harbour Commission is planning a Special Events Day in the Port of North Fraser on July 27, 1986 featuring a "Workboat Parade" which will include at least 30 different types of workboats that form part of the marine transportation industry in the harbour.

The event has been officially sanctioned by Expo 86 and will salute Vancouver on its 100th birthday. Municipal Councils and community groups surrounding the Port of North Fraser have been urged to plan their Expo 86 waterfront activities to coincide with the parade.

The Workboat Parade is aimed at increasing public and municipal awareness of the varied activities conducted within the Port of North Fraser and will emphasize the economic, environmental and recreational importance of the Port.

The Harbour Commission hopes to host a special viewing party at its Sea Island headquarters for Expo dignitaries and the Captains of several tall ships which are expected to visit the Port of Vancouver during that week.

"Saint John – A New Era" Theme of Annual Port Days in New Brunswick

The need for Saint John to aggressively promote its facilities; de-regulation and the intense economic competition among Canadian provincial government officials, were the issues most on the minds of the 550 maritime industry, labor and government representatives who attended the recent 1985 Port Days in Saint John, N.B., Canada. The theme of the two-day meeting was "Saint John – A New Era."

Tom Crowther, President and Publisher of the Frederic-

ton (N.B.) Daily Gleaner, was the featured luncheon speaker. He told the group that the Port of Saint John, and all of Canada, must promote itself in the international market, especially in the United States. Saint John's reputation as a most efficient and productive port, with a turnaround time second to none, should be "shouted from the roof tops," he said.

Rail rates based on the rail mile per ton are "essential" to Saint John, as the only Eastern Canadian port of call offering round-the-world service, he stressed. And competition from regional ports in New Brunswick should be put aside in favor of modernizing Saint John, which handles 90 percent of all port business in the province, said Crowther.

The panel discussion which was held during the morning session of Port Days featured the New Era theme of this year's meeting. Panel Chairman was Gordon Wales, Senior Transportation Policy Officer of the New Brunswick Department of Transportation.

Panel members included Capt. A.E. Butchart, Executive Vice-President of Empire Stevedoring Co.; J. Frederick (Fred) Pitre, Vice President Marketing and Planning of Canada Steamship Lines, Inc.; Timothy McCarthy, President of the New Brunswick Federation of Labour; and James R. (Jim) Miller, Director General, Planning and Policy for Transport Canada.

Mr. Miller began the panel discussion with an outline of the position paper "Freedom to Move" presented recently by Canadian Minister of Transport Don Mazankowski. He told the audience he was particularly interested at this time in receiving input from maritime representatives concerning proposed de-regulation. He said that Canada is a trading nation, that a large percentage of its trade is with the U.S. and that Canada must remain competitive with other trading nations.

Pitre, a native of New Brunswick, reminded the audience that Saint John is Canada's oldest harbor and Canada Steamship Lines is Canada's oldest steamship line. He said both thrive on competition and both understand the needs of their customers, accent productivity, innovative thinking and concern for their customers.

The existing work force in the maritime industry needs to have an opportunity to be re-educated as technicians, not laborers, according to Captain Butchart. He emphasized the average age of longshoremen now is mid-50's and that they are more difficult to retrain. A New Era, he said, could be difficult for both stevedores and longshoremen, but the important thing was for both sides to change some of their traditional attitudes.

Timothy McCarthy addressed some of the concerns of the labor force in the New Era, which may include Canadian de-regulation. "The labor force is not certain whether the new technology in the work place will be a friend or a foe," he said.

The concern of the trade unions is to ensure that the workers do not become victims of the new technology, and that the costs and benefits to be gained are distributed evenly between labor and industry.

"Technology which merely displaces workers does not strengthen the economy," added McCarthy, "and it might be that instead of de-regulation, the government should improve the regulations already in place."

Adam H. Zimmerman, President and Chief Operating Officer of Noranda, Inc., speaker at the dinner, said "ruthless, if not reckless" competition between provinces is destructive, not productive. Provinces competing against each other lose too much edge in the competition, especially when they must also participate in the world economic competition.

The world outlook for companies such as Noranda is not bright since the price for base metals and natural resources is severely depressed at the present time. Zimmerman added that he had no expectation that profits would improve in the coming year.

He suggested that government stop giving money to uneconomical industries, which compete with those paying their own way. "In addition," he said, "public policy should be that only the customer creates jobs." Government assistance in creating plants and facilities which are not needed only causes the destruction of existing plants.

"For some reason," Zimmerman told the Port Days audience, "all transportation infrastructure is among the most neglected today."

Her Worship Mayor Elsie Wayne of Saint John welcomed guests to the two day conference. Hugh C. McLellan, Chairman of the Saint John Port Development Commission, served as Master of Ceremonies at the dinner. Doug Anderson served as Chairman of the 1985 Port Days committee.

Guests at the celebration enjoyed a cruise on the "Princess of Acadia" ferryboat and a chowder party at the Convention Center on Monday evening, as well as breakfast and several receptions on Tuesday. The day also included a tour of the Harbor facilities.

Port of Vancouver plans for Expo 86

The spotlight will be on the Port of Vancouver during Expo 86 celebrations. The theme of the World Exposition – "transportation and communication" – will be brought into focus with the many events planned by the port during the Expo period. Major events will include:

World Business Showcase (May 2 to October 31) As coexhibitor with Ports Canada, the Vancouver Port Corporation will take part in a corporate display designed to inform local and international business visitors about the facilities and capabilities of the Port of Vancouver. By means of specially designed video production and innovative computer information systems, visitors will have access to data on various aspects of marine trade – literally at their fingertips. The exhibit will provide the opportunity for the visitor to arrange meetings with port executives and representatives of the shipping industry in Vancouver.

Marine Commerce Period (July 21 to 31) Public tours and education programmes are highlighted during this special event period devoted to marine transportation and the importance of the shipping industry to all citizens. Harbour cruises, ship visits and cargo terminal tours will be offered to the public.

Tall Ships (July 26 to 31) The grandeur of the sailing era returns to Vancouver with the arrival of the Tall Ships. Open house visits are planned for the public to view these vessels from the past, berthed at the ultra-modern cruise passenger terminal at Canada Place.

Many other activities are being planned for the Vancouver Port Corporation's participation in the world celebration at Expo. *(Ports Canada)*

Panama to study on 'Panama Centerport'

The Ministry of Planning of the Republic of Panama has announced the study of Panama Centerport by which the concept of using Panama as a transhipment center is to be developed. The Ministry explains that this project's first stage will be a master plan that include technical and financial feasibility, marketing, and conceptual engineering. This first stage is financed by the Interamerican Development Bank in a joint program with the Pre-Investment Fund Office of the Government of Panama. The procedure calls for prequalification of consulting firms that should present the documentation by December 20th, and subsequently a final bid will be done with the selected firm.

Application for Foreign-Trade Zone approved : Port of Corpus Christi

The Corpus Christi Foreign-Trade Zone (FTZ) is Number 122 and is unique in several aspects: It comprises fifteen (15) separate areas made up of two (2) public agency sites, three (3) privately operated storage sites and ten (10) subzones. Some of these subzones will be operated by our petrochemical industry in an effort to better compete in the world oil market.

The successful operation of the Foreign-Trade Zone can have very beneficial effects on the economy of Corpus Christi, particularly in job security and expansion of employment opportunities. These were some of the primary reasons the Port Commissioners of the Port of Corpus Christi took interest in a Foreign-Trade zone.

The approval of the application comes after more than three (3) years of research and work on the part of Port of Corpus Christi Executive Director, Harry G. Plomarity and Port Consultant, Colonel Floyd "Tex" Buch. The contents of the application as well as testimony for and against the establishment of a Foreign-Trade Zone were the subject of a public hearing in November, 1984.

This public hearing was provided before an Examiners Committee of the U.S. Foreign-Trade Zones Board and was the basis for the grant approval by the Department of Commerce.

Users of a Foreign-Trade Zone are permitted to defer customs duty on imports and in some cases avoid duty, tariffs and excise tax on certain exports. This enables the industry to sell their product at a more competitive price abroad. While that industry develops more business due to its competitiveness, the job opportunities at home improve. Also the Balance of Trade is favorably affected.

"Administration of cargo preference laws as they affect the Great Lakes": Duluth Port Director

The Executive Director of the Seaway Port Authority of Duluth, is seeking a change in the administration of the Cargo Preference Act as it applies to P.L. 480 cargo allocations to the Great Lakes.

In testimony delivered before the U.S. House Subcommittee on Merchant Marine, Davis Helberg said the present interpretations and administration of the P.L. 480 Title II allocations and cargo preference are taking jobs and cargoes from the Port of Duluth and other Great Lakes ports, even though the Port of Duluth and the other Great Lakes ports can offer services well within the guidelines of USDA's "lowest landed cost" formula.

Helberg emphasized the Seaway Port Authority . . . is not opposed to cargo preference per se. "Instead, we have consistently called for different approaches in the mechanics by which subsidies are implemented." He said the present interpretation and administration of the P.L. 480, Title II and cargo preference regulations, "Work against the very intent of the P.L. 480 program, i.e., to stimulate agricultural exports and to alleviate hunger in less favored lands."

The problem of the Great Lakes ports is the lack of U.S. flag carrier service in the Lakes. This means that cargo preference laws requiring 50 percent of government cargoes be moved on U.S. flag ships, cannot be met on the Lakes. Yet, P.L. 480 cargoes are the backbone of general cargo movements from Great Lakes ports, even though these ports can only hope to bid on 50 percent of these shipments. According to Helberg, "85 percent of the Port of Duluth's annual general cargo exports and more than 50 percent of longshoremen's hours are directly attributable to P.L. 480 Title II." He said the port must be able to count on these cargoes which in many cases generate additional commercial traffic and jobs.

Helberg cited instances where cargoes booked for loading at the Port of Duluth were shifted away by administrative moves to meet the 50–50 provisions of the Cargo Preference Act. According to Helberg, this diversion took place after the bidding was completed and at an increased cost to the taxpayers. The Duluth Port Director said the results of, "One agency's questionable interpretation of the law", has been a reduction on the present levels of ocean ship service into the Great Lakes.

Helberg suggested to the Subcommittee that changing the reporting periods in which tonnage is measured, from the present January 1 to December 31 time frame, to a period beginning April 1 and ending March 31, would allow four (4) full months to insure that U.S. flag carriers receive their 50 percent allocation.

Helberg concluded, "In any event, even if the calendar is unchanged, maximum use of U.S. carriers should be made under present conditions during the Great Lakes off-season".

New container crane revs up in Savannah

Seven container cranes worked at Savannah's Containerport for the first time today. As construction nears the year-end completion date for the fifth container berth at Georgia Ports Authority's facility, heavy activity necessitated the early introduction of the crane.

Three new cranes will join GPA's fleet, for a total of nine container cranes. These cranes have a capacity for 45

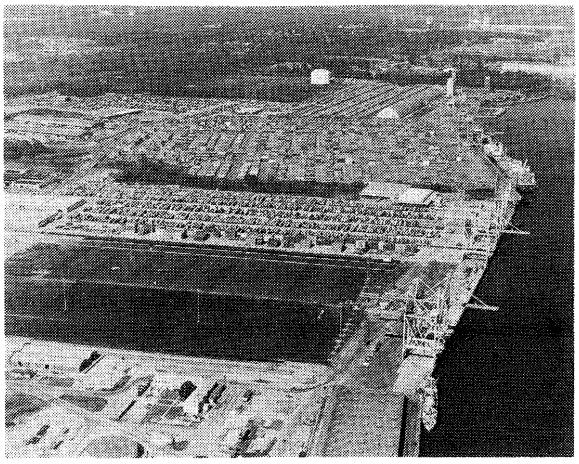
tons and a cycle rate of 90 seconds, just as the other six. Likewise, they offer a backreach of 113 feet to allow the restowing of containers.

The three new cranes maintain the advantages of the older six, while improving certain areas. The waterside reach of the cranes has been increased to 135 feet to easily accommodate those ships that stow containers over walkways. The lift above the dock has been increased to 98 1/2 feet to glide effortlessly over the five-high stacks of containers on today's large containerships.

Other advances included in the fifth container berth include an additional 1,000 feet of berthing, 65 acres of paved storage, four rail spurs and two rail tracks under the container cranes for direct ocean/rail transfer when necessary. Three new straddle cranes will work stacks of containers six wide and four high.

The new container berth represents a $30 million investment by the Georgia Ports Authority.

South Atlantic's leading container port establishes new monthly standard: Georgia Ports Authority



For the fifth time in a year, Savannah's tons of containerized cargo have set a monthly record. During October 1985, a new landmark was set at 337,162 tons.

The previous record was set in August 1985 with 297,301 tons of containerized cargo. For fiscal year 1986, beginning July 1, 1985, container tonnages are up 276,685 tons, a 30 percent increase over the previous fiscal year to date. This represents an average increase of over 69,000 tons per month.

This news follows the previous year's record levels, which saw Savannah emerge as the leading volume container port in the South Atlantic. If tonnages continue at this rate, Savannah's container volume will read 3,765,000 tons of containerized cargo in fiscal year 1986.

Ports of Houston and Santos, Brazil, sign sister port agreement

The Port of Houston Authority and the Port of Santos, Sao Paulo, Brazil, recently entered into a "sister port" relationship at a formal signing ceremony held in Santos last October. This was the second such sister port agreement entered into by the Port of Houston Authority, according to Executive Director Richard P. Leach. In September 1985, the Port of Houston and the Port of Dalian, People's Republic of China, signed a similar agreement.

Port of Houston Authority Trade Development Director Armando Waterland represented the Port of Houston at the ceremony. The signing ceremony highlighted a one-week Brazilian trade mission, which included a stop in Rio De Janeiro, where Managing Director James D. Pugh and Latin America Representative Misael Breton participated in Expoship Riomar '85, the only international maritime exhibition in Latin America.

According to Leach, the agreement will enable the two ports to work closely in exchanging expertise and knowledge, and fostering international understanding, leading to expanded trade opportunities between the two countries.

The Port of Santos, considered to be the number one port in Brazil and Latin America, is the largest coffee exporting port in the world.

Ports of Houston, Galveston to study ways to boost business

The boards of The Port of Houston Authority and The Port of Galveston decided today, November 20, to underwrite a joint study to determine if both ports can attract more business together than separately. The decision to commission the study was announced at press conferences in Houston and Galveston by Archie Bennett, Chairman of The Port of Houston Authority, and Bernard Milstein, M.D., Chairman of The Port of Galveston.

PRC Engineering Inc., a research firm based in New York City, will conduct the study which will take 90 days to complete. The $65,000 cost will be shared equally by the ports. John E. Ricklefs, Ph.D., Division Vice President of PRC Engineering, will supervise the study.

Researchers will examine several key issues and questions:

- Business Development: will cooperation expand the ports' ability to combat outside competition and expand market share;
- Utilization of Existing Facilities and Services: will cooperation strengthen the ability of the two ports to more fully utilize their current inventory of facilities and services;
- Development of New Facilities and Services: will cooperation ensure that new facilities constitute a net positive expansion of the ports' inventory;
- Rates: will cooperation facilitate each port's ability to charge rates which are competitive and compensatory; and
- Regional Economic Growth: will the regional economy be enhanced by cooperation between the ports and ship channel industries.

PRC will conduct the study in three phases. Phase I will analyze identifiable advantages of each port, including the aspects of present facilities, cargo capacities, utilization and rates.

Phase II will concentrate on forecasts of demand for the ports' facilities in 1990 with attention given to breakbulk, neobulk and container markets. Future minibridge intervention and the measures available to combat this intervention will also be analyzed.

Phase III will study the impact of various cooperative scenarios on regional industry and jobs. Scenarios related to coordinated marketing, joint rate making, channel improvements and combined actions with related inland carriers (railroads) will also be evaluated. Scenarios will be ranked and prioritized with the ultimate aim of improving the load-center status of both ports.

"The port business has changed," Mr. Bennett said. "We need to adjust to those changes. This study will give us the information we need to evaluate the present and future business of both ports. We owe it to the people of Galveston and Harris counties to look at whatever actions will benefit the economy of the region."

Dr. Milstein concurred. "This study makes sense for both ports. Neither of us can wait for an economic resurgence to solve our problems. Mr. Bennett and I agree that both our ports need to aggressively pursue every opportunity to attain new business and keep our people working."

Brown becomes Houston branch pilot

Port of Houston Authority commissioners recently approved a branch pilot commission for Paul G. Brown, the first black pilot in the Houston Pilots' Association.

Brown, age 31, completed a two-year apprenticeship on the Houston Ship Channel, under the supervision of the association, before being considered for membership. A native of Austin, Texas, he is a 1977 graduate of the U.S. Merchant Marine Academy. Before he became a deputy pilot, Brown handled semi-submersible drilling vessels in the North Sea and off Brazil and Alaska for Sedco, Inc., of Dallas.

The Port of Houston Authority Commission acts as the Board of Pilot Commissioners for the Houston Ship Channel and Galveston Bar and is the governing body for pilotage. There are currently 57 pilots authorized to guide a vessel into the port. The Houston Pilots handle all vessels calling at the port.

The Port of Houston is an autonomous political subdivision of the state of Texas, governed by a board of five commissioners. The Port of Houston currently is ranked second in the United States in total foreign waterborne commerce and third in total tonnage.

Congress approves dredge funding bill; Baltimore's 50-foot channel project to begin

Congressional passage today *(13 November 1985)* of H.R. 6, a bill which defines funding for various harbor dredging projects in the United States, guarantees work to begin next year on the long-awaited project to deepen the port of Baltimore's shipping channels from 42 feet to 50 feet.

The legislation provides the following for the port of Baltimore's 50-foot project:

1. The State of Maryland will pay 25 percent of the dredging cost from 42 feet to 45 feet. It will pay 50 percent of the cost from 45 feet to 50 feet. The federal government will pay the remainder of the dredging cost.
2. The State of Maryland will not be required to pay "up front" money. Rather, payment will be made during actual dredging.
3. The application of user fees to offset the state's dredging cost will be optional to the port of Baltimore.
4. The State of Maryland will be fully credited for its construction of the $53 million Hart-Miller dredge spoil containment facility in the Chesapeake Bay. The state will also receive operational credit, estimated to be $1.5 million annually over a six-year period.

In addition, the legislation allows cost savings on the Brewerton Extension Channel/Chesapeake & Delaware Canal work to be used for advanced maximum canal dredging.

Passage of the legislation follows earlier action by Congress this year which approved about $15 million in start-up money for Baltimore's 50-foot project. This money was to be released upon passage of H.R. 6 – or similar legislation – or on May 15, 1986 at the conclusion of local cost-sharing negotiations, assuming no legislation had been passed by that time.

Congress first approved Baltimore's 50-foot dredge project in 1970, but it was delayed by an environmental lawsuit and the Reagan administration's refusal to pay the full cost, as the federal government had historically done for deep-water dredge projects.

A 50-foot channel, according to Maryland Port Administrator W. Gregory Halpin, will let shippers move large volumes of bulk cargoes such as coal and iron ore through the port on a single vessel. It is estimated by the MPA that a 50-foot channel in Baltimore will boost the port's annual bulk cargo shipments by at least 4 million tons and create 1,650 jobs.

Symposium examines Baltimore Port issues; Rate warfare assailed; Public and private sector cooperation urged

Baltimore's public and private maritime sectors must work together more closely to counter growing competition from other U.S. East Coast ports, speakers told 80 businesspersons at a recent international trade symposium sponsored by the Baltimore Junior Association of Commerce. The symposium was held at the International Hotel near the Baltimore-Washington International Airport.

"There is a new spirit in the port to cooperate, to keep an open mind," said William J. Detweiler, president of the Steamship Trade Association of Baltimore, Inc. He commented that the Maryland Department of Transportation's new Private Port Sector Committee, which brings together maritime companies and government agencies on a monthly basis to discuss port policy, is the type of cooperation required to address the issues facing the port of Baltimore. He also credited the Maryland Port Administration for seeking input from maritime firms when formulating new tariff structures.

"We must cooperate in order to compete with our traditional competition to the north, and new areas to the south," Detweiler said.

Detweiler also said the deregulation of the trucking and

rail industries has spurred the growth of intermodalism with both good and bad results. "Deregulation may not be all it's cracked up to be," Detweiler said. "It has meant lower freight rates, but also rate wars and the destruction of some companies. Carriers should not be allowed to set rates which kill competitors."

He said intermodalism has, in the short term, given shippers lower freight bills since carriers can customize transportation modes and routes to shave pennies off freight costs. But he warned that current rate wars are driving many carriers out of business, and that the survivors will charge much higher rates in the future.

Detweiler added that intermodalism eliminates any control a shipper has on his freight, and the carrier can use the cheapest facilities, regardless of the shipper's preferences. "A carrier can readily cut out a port," he said, "since they have little invested there."

Supporting Detweiler's call for public and private sector maritime cooperation was Maryland Secretary of Transportation William K. Hellmann, who commented that the State is working with private industry to enhance the MPA's operations.

Hellmann said the Greater Baltimore Committee will work with the MPA's port sales and marketing offices to decide if any changes can be made to improve their effectiveness.

In another attempt to focus Maryland's foreign trade initiative, the State's Department of Economic and Community Development foreign offices will be located adjacent to the MPA sales and marketing overseas offices so that the two agencies can jointly promote Maryland and the port of Baltimore, Hellmann said.

Hellmann also said the MPA is evaluating the operation of its marine terminals in light of increasing competition from southern ports. "We're going to look at the terminals in the south to make sure our terminals are operated in the most competitive way." he said. "We're in a tough business. We're not going to give away the store, but we are going to compete."

Among the tactics mentioned to keep Baltimore competitive were tariff incentive programs and new terminal leasing arrangements. Hellmann said the leasing of space at the MPA's Dundalk Marine Terminal will probably remain unchanged, but that some changes may result at the South Locust Point Marine Terminal. He added that these new operation strategies will be used to manage the Seagirt Marine Terminal when it opens in 1989.

The MPA is also studying how the port is being affected by the increasing use of intermodalism (i.e. the rapid transfer of freight from ships to other modes of transportation including barges, trucks, trains and planes). Specifically, the MPA is working with the Chessie System Railroads to see if the movement of doublestack rail containers through Baltimore is possible.

"New York's got them. Norfolk's got them. We're going to be sitting in the middle high and dry if we don't come up with a solution," Hellmann said, adding that tunnel clearances are the primary stumbling blocks.

A change in attitude is necessary to keep attracting cargo to Baltimore, said George Nixon, executive vice president of the Rukert Terminal Corporation. "Unless we change our attitude we're going to fall by the wayside," he said. "It's going to happen unless we change our attitude. We need to have some pride, some spirit in the port. People need to put some work into the port to promote a better image." He added that all aspects of the maritime community – labor, freight forwarders, steamship lines, banks, and the MPA – need to cooperate in order to keep the port of Baltimore active. *(Port of Baltimore)*

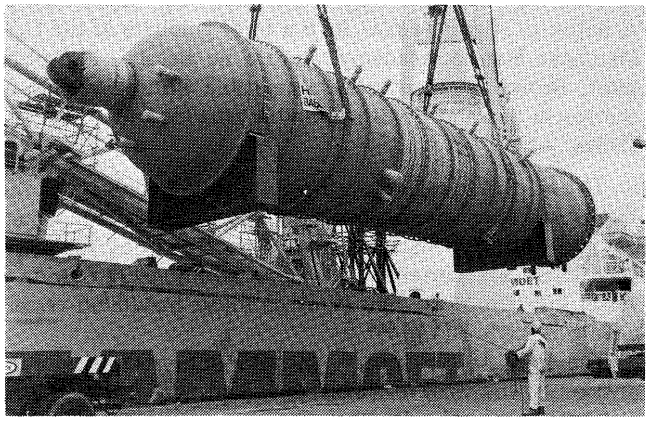
Cargo increases at Baltimore's North Locust Point Marine Terminal

Cargo handled at the port of Baltimore's North Locust Point Marine Terminal increased 10.9 percent during January-October 1985 over a comparable period in 1984, the Maryland Port Administration reports. The cargo increases came with virtual identical vessel activity in the two reporting periods.

The terminal handled 719,832 gross tons of cargo during January-October 1985. It handled just 648,878 gross tons of cargo for the same period in 1984.

A total of 338 cargo vessels called at the North Locust Point Marine Terminal during January-October 1985. A total of 336 vessels called at the terminal during the same period in 1984.

Heaviest lift at Port of Los Angeles



One of the heaviest lifts ever attempted at a West Coast port is accomplished without a hitch during this mid-October off loading operation at the Port of Los Angeles. Using ship's gear, this massive 96-foot-long, 678-ton petroleum refinery reactor is off-loaded from the "Happy Buccaneer" onto a specially designed 386-wheel transporter from Contractors Cargo Company of South Gate. A short overland leg completed its journey from Japan to the Arco refinery in nearby Carson. A total of 2,000 tons of refinery equipment crossed the Los Angeles Harbor wharves during the two-day operation.

Container handling costs reduced sharply at Port of New Orleans

Separate actions by the Port of New Orleans and the New Orleans Public Belt Railroad have sharply reduced the cost of moving containers through the Port. Carriers using public container berths 5 and 6 at the Port's France

Road Container Terminal are receiving a reduction in their costs under a policy that went into effect October 1, 1985, while the Public Belt has announced significant reductions in switching charges to railcars carrying containers and trailers between Port docks and the six trunk line railroads that serve the Port.

At France Road on the Gulf Outlet the reduced charges at berths 5 and 6 amount to about $20 per loaded container while the savings in Public Belt switching costs is estimated to be between $45 and $65 a container. Both actions were taken to make the Port of New Orleans more competitive with other U.S. Gulf and Atlantic ports.

The lower cost at France Road is in the form of an incentive credit of $1.25 per short ton. The credit is paid quarterly either directly to the carrier or credited to the carrier's account. The Port will continue the incentive credit policy for one year and then will reevaluate it.

Henry G. Joffray, assistant executive port director, described the action as "a logical extension of our previous policy of reducing the rates for first-call berth assignments on the river." There are no first-call berth assignments at Port wharves on the Gulf Outlet. "We anticipate that the award of incentive credit will stimulate movement of containers through the Port of New Orleans and will also be an added incentive for more container lines to call New Orleans," he added. *(Port Record)*

Leases with Fulton and Rosa's at Fishport — a revitalization of fishing industry: Port Authority of NY & NJ

The Board of Commissioners of The Port Authority of New York and New Jersey today *(14 November 1985)* authorized the fourth and fifth leases at the Port Authority Fishport in Brooklyn's Erie Basin, marking the substantial completion of the leasing arrangements for Phase I of the $27 million project.

Board Chairman Philip D. Kaltenbacher said the new tenants, Fulton Lobster Company, Inc. and Rosa's Lobster and Fish Corporation, will occupy a total of 22,000 square feet of space in and around Building 300.

Building 300 is Fishport's main structure, and will house the auction hall and ice plant as well as processing, packing and handling facilities.

"The leases with Fulton and Rosa's," Chairman Kaltenbacher said, "mark another important milestone in our efforts to achieve a revitalization of the fishing industry in the New York-New Jersey Port District.

"Building 300 is now 95 percent rented and development of the Fishport is proceeding according to our expectations. When complete, the project will comprise more than 180,000 square feet of the most modern facilities anywhere, and will serve one of the largest markets in the world."

The Fulton Lobster Company, an Elizabeth, New Jersey-based seafood processor and wholesaler, will occupy 12,000 square feet of space in Building 300 and 4,000 square feet of adjacent open area for a term of 25 years. Fishport will be an expansion location for Fulton, and the firm anticipates hiring an additional 30 employees for their Fishport operations.

Construction on the Fishport began last March and is expected to be completed by mid-1986. The Port Authority is developing the facility in order to bring about the return of the fishing fleet to New York Harbor after an absence of more than 25 years.

"Fishport," Chairman Kaltenbacher said, "will provide estimated annual payrolls of $23 million, regional sales of $130 million, 1,400 direct, indirect and induced jobs, and a prodigious economic stimulant to the economy of our region."

Ship, tonnage, revenue up at North Carolina State Ports

Cargo tonnage and the number of ship calls at North Carolina's deepwater ports are up four months into the 1985–86 Fiscal Year resulting in an 18 percent increase in revenue for the State Ports Authority.

Overall cargo tonnage increased 9,000 tons from last year and containerized cargo was up 28,000 tons. The reporting period runs from July 1 through October 31st.

The State Ports Authority Board of Directors received this report at its regular meeting here today *(3rd December 1985)*.

Combined revenue from Wilmington and Morehead City port operations was $7.3 million or 18 percent over last year. Net income was $908,930 or 30 percent over the $698,000 for the four-month period last year.

Ship calls at the two ports were also up. Wilmington recorded 216 ships during July, August, September and October compared to 202 last year this time. Morehead City had 61 calls this year, ten more than the year before.

Total tonnage at the ports was 1.9 million tons compared to 1.8 million tons last year. Several military moves, woodpulp, tobacco, steel and phosphate constituted the majority of tonnage increased.

Containerized cargo shipments were up as well. Nearly 23,000 boxes with 197,036 tons of cargo moved during the period compared to 18,956 boxes and 168,000 tons last year.

Textile and Apparel Enforcement Act — bad business all around

(Reproduced from the Port of Seattle *Tradelines*)

The following editorial is by James D. Dwyer, Executive Director, Port of Seattle.

Quietly and steadily over the past few years Seattle has grown to become the major U.S. port of entry for textiles and wearing apparel from Asia. One-third of Asian textiles entering this country via the West Coast come through the Port of Seattle.

Textiles and apparel are the Port's number one cargo both in volume and value, an amount that totaled more than $2 billion in 1984. It's a healthy, booming business that has grown a whopping 30 percent since 1981, generating new commerce and revenue to the area, thousands of jobs, and giving Seattle distinction as the sports wear capital of the United States.

Textile and Apparel Enforcement Act

But legislation proposed in Congress intended to protect the Southern textile and apparel industry could change all this. The Textile and Apparel Enforcement Act (H.R. 1562/S. 680), rolls back textile import quotas to 1981 levels. This action would severely restrict our trade with Asia, reduce the amount of wearing apparel imported into the United States, and damage this growing segment of our local economy.

Jobs and commerce lost

Washington State depends heavily on international trade for its economic vitality. More than 350,000 jobs in our state depend on international trade, generating some $3.6 billion in income for Washington State residents, according to recent government reports. A cutback in textile imports would affect not only apparel manufacturers, but a wide variety of related industries.

Directly affected by the proposed legislation are apparel companies and their employees here, but the entire Western region also would be hurt by the ripple effects. Truckers, warehousemen, freight forwarders, longshore and rail workers could lose employment and thousands more would be affected indirectly by the loss of business.

Each of the 38 shipping lines serving the Port of Seattle carries textile products. Airlines increasingly carry this cargo between Seattle and Europe. Jobs and revenue would suffer in both industries if the bill is passed.

And retaliatory actions by affected Asian countries would hit Washington State exports, particularly commodities like agricultural and forest products, high technology components and aircraft.

For all American consumers, passage of the bill would mean at least a 10-percent increase in clothing prices. The U.S. Department of Treasury estimates that nationwide the legislation could raise costs to American consumers by $14 billion annually and could result in a net loss to the U.S. economy of almost $2 billion. Low income families would be the hardest hit since the bill has its greatest impact on lower-priced textiles.

National and international implications

The Textile and Apparel Enforcement Act cuts quota levels by as much as 30 percent. Developing countries trading with the U.S. would be particularly hard hit. Already about 80 percent of textiles from these countries are under strict quotas. Passage of the bill would mean a 90-percent reduction of textiles from Indonesia, 81 percent for Brazil, and 64 percent for Thailand. It also hurts other U.S. friends and allies in Asia, including Korea, China, Taiwan and Hong Kong. Ironically, Japan, the target of much concern because of the trade deficit, is not a major producer of textiles.

Already, the U.S. textile and apparel industry is protected by more than 300 quotas. Additional protection comes from an average tariff level of 22.3 percent, compared to an average tariff of less than five percent for all other industries.

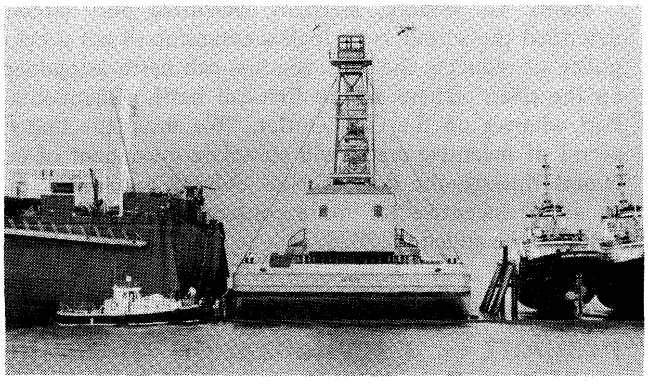
On the other hand, domestic gains in production and employment would be minimal. A maximum of four to five percent over present levels is the most that could be achieved according to the Treasury Department – at a high cost to U.S. consumers.

Protectionism is a double-edged sword. When free trade is restricted, exports suffer as well. Retaliatory measures from other countries can be expected – and thus a vicious cycle begins.

Import restrictions will cost more jobs than they save, prices will rise and all American consumers will be affected.

The Textile and Apparel Trade Enforcement Act is bad legislation – not only for the Port of Seattle, but for this state and all Americans. It represents a dangerous, self-defeating turn backwards in international trade.

Special Cargo, Special Ship – a float-on/float-off vessel: Port of Charleston



A float-on/float-off vessel took advantage of Charleston's sheltered deep harbor for an unusual off-loading operation recently.

One of about seven of its kind in the world, the FERNCARRIER was carrying four 100 foot tugboats, two 138 heavy lift barge cranes and two landing craft. It is the first of its type under U.S. flag, said R. Bruce Carleton, vice president of American Automar Inc., purchaser of the ship. The vessel, which can lift up to 40,000 tons, has been used mainly for carrying deep sea drilling rigs, he said.

The 739 x 130 ft. vessel unloaded cargo about 300 yards off historic Fort Moultrie in Charleston Harbor. This spot in the harbor is probably "the best protected deep water on the East Coast," said Carleton. At other ports the vessel has had to anchor and off-load outside the harbor in the ocean in order to have deep enough water to submerge.

From a 35 ft. draft when afloat, the FERNCARRIER submerges to approximately 58 feet. The bridge and forecastle remain above water while the ship's midsection is submerged. The engines are already below the water line. Submerging takes them down an additional 25 to 30 feet, explains Coast Guard Captain of the Port Cmdr. James R. Townley Jr.

To submerge the ship, water is pumped into tanks originally designed to carry petroleum. Once the correct depth is reached, the cargo on deck is floated off and tugboats take over the handling.

When taking on floating cargo, the procedure is reversed. The vessel submerges and then pumps out its tanks to rise beneath the cargo.

Barge industry important to Louisiana : South Louisiana Port

Barge fleeting is an important element in the operation of the Port of South Louisiana. It is also an essential component of an overall bulk cargo shipping process.

Ships carrying cargo from overseas enter the Mississippi River and proceed upstream to discharge cargo at any of the 5 deepwater ports that straddle the lower Mississippi from Baton Rouge to the Gulf. Deepwater navigation stops at the port of Baton Rouge and if the cargo is destined for further shipment north, it must be unloaded onto shallow draft barges, freight cars and, on some occasions, trucks.

The process is reversed when exports are involved. Barges or freight trains will carry commodities from the Mid-Continent U.S.A. to one of the Louisiana ports. Here the cargo will be loaded onto ships that can reach any port in the world from the south Louisiana interface.

More than 25% of total U.S. domestic and foreign commerce passes through this Mississippi River trade route.

The 235-mile stretch of river from Baton Rouge to Head of Passes, where the river meets the Gulf of Mexico, is referred to as the Deep Draft Corridor or, sometimes, the Deep River Corridor.

The Deep Draft Corridor is the terminus of an inland waterway gathering and distribution system that reaches into more than 22 states, representing 40% of the nation's land area and 40% of the population. Within this land is the nation's agricultural and industrial heartlands.

Included in the total inland waterway system, in addition to the Mississippi, are the Minnesota River, the Missouri River, the Arkansas River, the Ouachita River, the Illinois Waterway, the Ohio River, the Monongahela River, the Allegheny River and the Tennessee River.

This Mississippi River System forms the largest waterways system in America and ranks as one of the largest in the world. It contains 8,954 miles of commercially navigable waterways, more than one-third of the 25,543 miles in the nation's total inland waterways system. Gulf Coast waterways account for an additional 4,292. When the gulf Intracoastal Waterway's 1,137 miles are added, the total commercially navigable waterways accessible to the Mississippi River System amount to more than 14,000 miles, well over half of the entire waterways mileage in the nation.

The principal method of moving freight through this system is by tow-boats pushing barges loaded with bulk commodities (grain, petroleum, coal, fertilizers, pipe, ore, pig iron, steel and other commodities). The barges will be dropped off at wharves where their contents will be consumed or moved on to other destinations. The tugs will sometimes pick up other barges, exchange crews and fuel without shutting off their engines.

The Deep River Corridor in Louisiana contains the most elaborate complex of barge traffic in the world. There are 125,000 annual barge movements; over 80 sites offer space for mooring 8,000 barges. There are 385 marine facilities in the Corridor catering to the needs of maritime interests.

The Deep River Corridor also carries the lion's share of cargo entering or leaving America. In 1980, total U.S. domestic barge traffic carried over 667 million tons of cargo. The Inland Waterway System (exclusive of the Great Lakes) accounted for 629 tons. The Mississippi River Navigation System carried 441 million tons, two-thirds of the entire U.S. total.

Tonnage on the Mississippi River System was evenly divided between oceangoing and inland waterway cargo. There were 222 million tons of inland waterway tonnage and 218 million oceangoing tons.

Oceangoing tonnage has continued to account for a larger share of Mississippi System traffic year after year. In 1972, when approximately 272 million tons of cargo moved through the Mississippi System, oceangoing cargo accounted for 93 million tons, a little more than one-third of the total. In 1976, oceangoing tonnage increased to 42% while figures for 1980, as mentioned above, show that it accounted for almost one-half.

In 1980, crude petroleum accounted for the largest percentage of tonnage of all commodities shipped through the Mississippi System – 95.3 million tons. It was followed closely by grain and grain products, which accounted for 87 million tons.

Other important commodities were coal and lignite, 35.2 million tons, soybeans 30.7 million tons, residual fuel oil 28.6 million tons, fertilizer and miscellaneous chemicals 19.1 million tons, gasoline 16.5 million tons and prepared animal feeds 15.3 million tons.

Crude petroleum was the leader in oceangoing commodities while grain and grain products led in inland waterway tonnage. *(Port View)*

New terminal boosts Rouen Port's box capacity

Rouen's newest container facility, the Grand-Couronne-Moulineaux terminal, came into service last June.

The new terminal, situated on the left bank of the Seine, offers 460 metres of quay and a draught of 11.50 metres. It is served by two 35-tonne gantry cranes and has a container park of more than 17 acres.

The Grand-Couronne-Moulineaux terminal is the fourth container terminal to come into operation at Rouen, which is currently France's third-ranking container port, behind Le Havre and Marseille. The three other terminals are:

1. The West Terminal. Situated on the right bank of the Seine in the Saint-Gervais Dock, it has 365 metres of quay, a draught of nine metres and 15,000 equare metres of storage space. It is equipped with two 25 tonnes cranes with automatic spreaders able to handle both 20 ft and 40 ft containers.
2. The Rouen-Quevilly Terminal. On the left bank, in the

Rouen-Quevilly Dock, this is the busiest terminal at the port, with 1,180 metres of quay, a draught of 11 metres, and 37 acres of storage area, of which 17 for containers exclusively. The container terminal proper consists of two berths, while the remaining four berths are for multipurpose and conventional vessels. The terminal is equipped with two 35 tonne gantry cranes and two 25 tonne cranes with automatic spreaders.

3. The Radicatel Terminal. Situated downstream of Rouen, at Radicatel on the right bank of the Seine, this terminal has 130 metres of quay, a draught of nine metres, 10,000 square metres of storage space and a 40 tonne gantry. *(Rouen Port)*

Africa and UK lead in box trade: Port of Rouen

Forty three per cent of all Rouen's container traffic in 1984, amounting to 511,000 tonnes, went to or came from the West coast of Africa, traditionally the port's leading trading ground in the general cargo sector.

A further 30 per cent of container traffic, representing 358,000 tonnes, was accounted for by trade with Britain and Ireland.

Container traffic is continuing to grow in these two regions but is currently developing faster in other regions with traditional links with Rouen. The port's container traffic with Tunisia increased by 29 per cent in 1984, while that with the Indian Ocean rose eight per cent.

A number of new lines have made an important contribution to the growth in the port's traffic. These include Marseille-Fret's fortnightly service to the French Caribbean and Guyana, the Near East Container Line (NECOL) service to the eastern Mediterranean, and UAL-Atlantica Line's service to Montreal. *(Rouen Port)*

Another possible record handling in 1985 : Bremen Ports

With a handling increase of 7.3 percent, to 22.5 million tons during the first nine months of the year 1985 the Bremen ports can attain a new record high in 1985, of nearly 30 million tons. Simultaneously Bremen/Bremerhaven will, for the first time, possibly belong to the small circle of ports which annually handle more than 1 million container units (TEU). Certainly the handling increase to date has been achieved practically solely with bulk commodities, whilst the dominating, intensively value-creative, general-cargo area advanced only slightly with 13.8 million tons (as against 13.7 million tons in the previous year).

(Bremen International)

New development plan for the Bremen Ports

Specialization with the broad offerings of a universal port; the strengthening of conventional handling; as well as new service-offerings, predestine the future policy for the Bremen ports. Up to now DM 154.5 millions have been earmarked in the finance planning of the coming legislature period for necessary port-infrastructure investments of "prime priority". This amount is for covering, in addition to other matters, additional expansion measures for the dynamically growing car-handling activity in Bremerhaven. Already in the first nine months of 1985 about 350,000 cars have been handled there in exports and imports (previous year: 290,000). *(Bremen International)*

Increase in goods transhipment in Port of Amsterdam

According to figures issued by the Port Management the port of Amsterdam shows an increase in transport tonnage of 2.4% during the past nine months as compared with the same period last year, bringing goods transhipment for the first nine months of this year *(1985)* to a level of 19.9 million tons. Increases during the third quarter in the cargo categories cereals, molasses and mineral oils are the prime contributors to this growth.

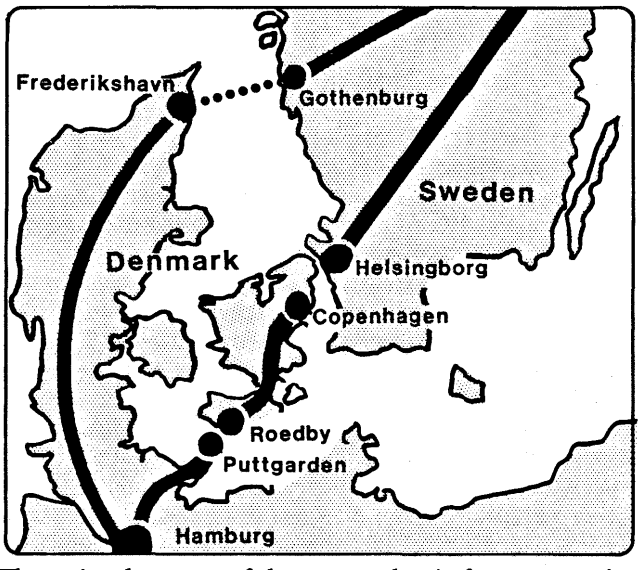
In the general cargo sector (including timber) there was a slight fall of 1.5% to 1.9 million tons in the period January-September 1985.

On the basis of these results the Port Management expects that the 1984 transhipment figure of over 27.1 million tons (a record) will be achieved this year *(1985)* as well.

The slight decline in the general cargo sector of 1.5% to 1.9 million tons is chiefly due to the continuing decrease of timber transport and a fall in car shipments both in and out. Container transport went up 5.1% to 613,000 tons, other general cargo (conventional and roll-on/roll-off) were stable at around 0.9 million tons.

The number of seagoing vessels handled in the last nine months has increased by 102 to 3,421. The total gross volume is 21.5 million tons, an increase of 400,000 tons.

Gothenburg go-ahead for train ferry connection



The main advantages of the proposed train ferry connection between Gothenburg and Frederikshavn are 1) only one ferry crossing is needed (not two as in the Dan-Link case) and 2) Continental Denmark is served by train from Sweden in a much better way than today.

* * *

The Port of Gothenburg AB has decided to construct a special berth for a Gothenburg-Frederikshavn train ferry

connection. The berth, estimated to cost 31 million Swedish kronor (£2.7 m), will serve a Stena Line train ferry with a 690 metre rail length and additional trailer capacity.

The new train ferry, due to start operating in the summer or autumn of 1986, is the result of customer demand. Several heavy exporters from Sweden's basic industries have approached the Port of Gothenburg and encouraged it to act for the establishment of a train ferry connection.

Swedish, Danish and West German state railways are putting two billion Swedish kronor (£175 million) into the Dan-Link connection, a train ferry link between southern Sweden and the Continent. The link comprises two ferry crossings – Helsingborg/Copenhagen and Rödby/Puttgarden – while the Gothenburg-Frederikshavn connection needs only one ferry link between Scandinavia and the Continent. This is the main advantage of the Gothenburg-Frederikshavn train ferry link.

Port of Gothenburg market research indicates that the basic, initial cargo volumes are sufficient to make the service economically viable. The potential volumes, however, are several times bigger. One third of them relate to Jutland (i.e. Continental Denmark), while two thirds are destined for the Continent south of Denmark or transoceanic destinations.

Swedish imports are not included in the estimates. Any such volumes would improve the economics of the link.

Scandinavian Link discussed at Gothenburg Harbour Day : How would it affect Scandinavian ports and shipping?

At the "Gothenburg Harbour Day" recently arranged by the Port of Gothenburg, a record number of some 700 delegates listened to Dr. Pehr G. Gyllenhammar, head of the Volvo group of companies, when he described the idea to build the Scandinavian Link – a four-lane motorway from Oslo to the Continent and a double-track railway also involving large bridgebuilding projects to the Continent via

(Continued on next page)

Rotterdam's new fire training centre to open in April

Construction work has started on a new international fire-fighting training complex in Rotterdam. Due to open next April, the Rotterdam International Safety Centre will offer courses tailored to the needs of seafarers, offshore workers, onshore industry personnel and fire brigade staff from around the world.

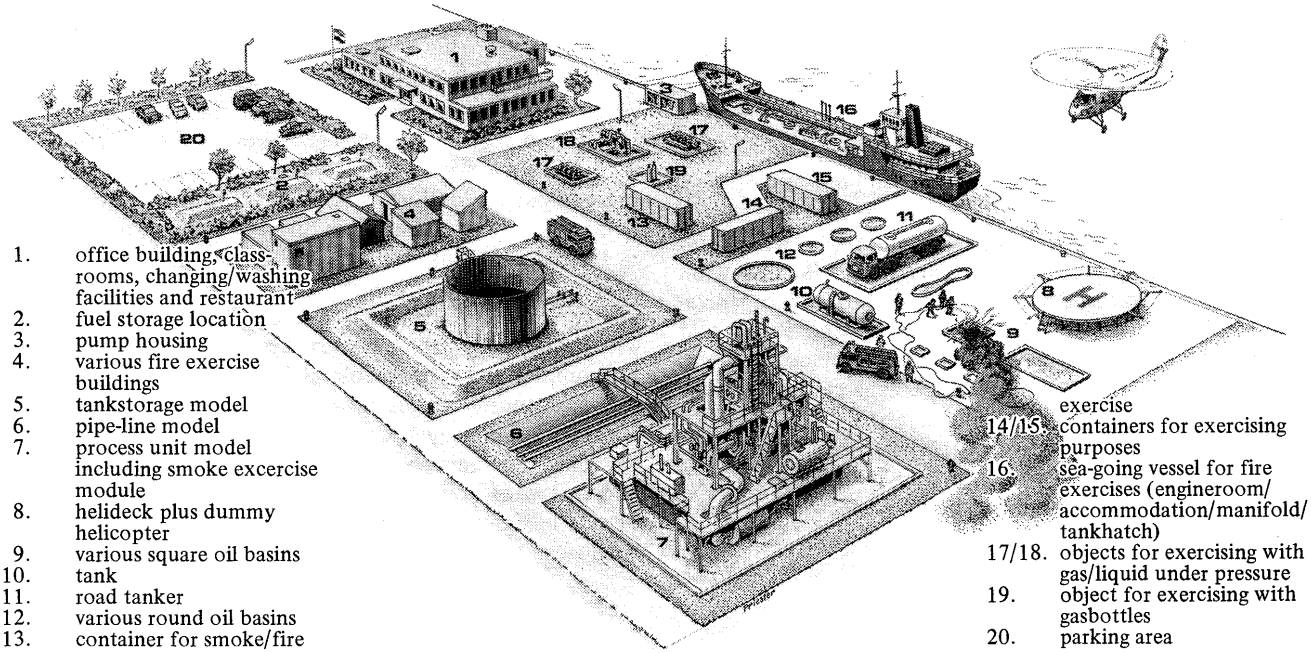
Smit International, the leading towage and salvage group, is one of three partners in a joint venture formed to develop the RISC at a cost of Fls. 6 million. The other participants comprise the major Dutch security group Nederlandse Veiligheidsdienst and Rotterdam Municipal Fire Service.

While the three partners have on-going requirements for basic and specialised fire-fighting training, the RISC courses will be open to shipowners and offshore operators from all countries. The Centre will also cater for other industries with specific fire training requirements.

The RISC is located at Maasvlakte, in the heart of the Europort industrial complex. It will provide fire prevention and fire-fighting training at every level, from basic training to advanced fire leader courses.

The Centre's facilities will include a small coastal tanker, moored alongside an adjacent quay, for use in marine fire-fighting training. The marine courses will meet the requirements of the IMO STCW Convention 1978. The Centre will also feature petrochemical and tank storage training units and a full-scale offshore helideck. A fully-equipped classroom/lecture block will cater for the theoretical element of courses.

In addition to basic and advanced level fire courses, training will be provided in dealing with hazardous materials, together with effective use of a wide range of safety equipment.



1. office building, classrooms, changing/washing facilities and restaurant
2. fuel storage location
3. pump housing
4. various fire exercise buildings
5. tankstorage model
6. pipe-line model
7. process unit model including smoke excercise module
8. helideck plus dummy helicopter
9. various square oil basins
10. tank
11. road tanker
12. various round oil basins
13. container for smoke/fire exercise
14/15. containers for exercising purposes
16. sea-going vessel for fire exercises (engineroom/accommodation/manifold/tankhatch)
17/18. objects for exercising with gas/liquid under pressure
19. object for exercising with gasbottles
20. parking area

(Continued from page 41)

the Danish island of Sjaelland.

The idea has been put forward by a group of industry leaders called "Roundtable of European Industrialists" as part of a report with the name "Missing Links", also describing similar links between England and the Continent as well as across the Alps.

Dr. Gyllenhammar said that it was estimated that the Scandinavian Link could shorten the transport time to half of what it is now and that many other advantages were coupled to the idea.

When Dr. Gyllenhammar was to answer the question in the headline of the conference "Scandinavian Link – advantage or threat against our harbours?", he said that he thought that the idea, if realized, should be positive for the viable harbours and shipping companies, while the less effective ones would probably be the losers.

The chairman of the conference, Mr. Per Bjurström, president of the Port of Gothenburg AB, then invited views from other members of the panel, representing the harbours, the shipping industry, the Swedish State Railways, the lorry owners' organization and the community of Gothenburg.

Some of the speakers found the idea positive, but many objections were also made. A broadening of the European motor road No. 6 along the Swedish west coast up to Oslo has for decades been a much desired development, although hampered by lack of money. Only comparatively short distances of the E6 have been brought up to motorway standard. Some of the speakers wondered from where the money should be taken.

The motorway was said to cost 200 million Swedish kronor (SEK) (£17.5 million) and the doubling of rails 100 m SEK (£8.7 m) per 10 km. In addition come the mammoth costs for the construction of the long bridges. Another main target discussed was the environment problems following the increase in car traffic.

The chairman of the Swedish Harbours' Association, Mr. Birger Rosqvist, was not too happy about the idea, nor was the chairman of the National Road Hauliers' Association, Mr. Ivan Sjunnebo. Mr. Rosqvist said that ports along the Swedish South and West coast would suffer big losses. Mr. Sjunnebo was of the opinion that the concentration of such a heavy investment to the west coast of Sweden would be unfair to the rest of the country, which allegedly is in great need of better roads and bridges. An increased competition from foreign hauliers could also be expected.

The shipping industry's representative, Mr. Peter Carlsson, who underlined that he gave his personal view on the matter and was not speaking on behalf of any organization, found the link idea positive in some aspects and said that if the link was favourable for the shippers the shipowners had better join it as they perhaps could find new routes to serve such a transport flow.

The railway representative, Mr. George Högsander, said that a total investment of about two billion SEK (£175 million) is just now being made by Sweden, Denmark and West Germany for the new Dan-Link railway and ferry connection between the three countries. This link will be opened around mid-year 1986.

Answering a question from the Port of Gothenburg about the state railways' interest in the proposed railway-ferry connection between Gothenburg and Frederikshavn, he said that if it could be proved that a considerable cargo stream could be expected this way the state railways were willing to join the proposed transport line.

In the discussion that followed, many reasons for and against the Scandinavian Link idea were ventilated, but several speakers came back to the old slogan that the cheapest way of transport is – and will be – by sea.

New lock gates for King's Lynn

Associated British Ports have approved a major project to reconstruct the entrance lock at King's Lynn. The new works will form part of Anglian Water's tidal defence scheme for the town.

The project will involve the provision of new lock gates of the sector type designed to withstand a tidal surge and to retain a constant water level in the enclosed docks between tides. The new gates will be maintained and operated by ABP.

Anglian Water realised that investment in tidal defences could be adapted to give additional benefit to the port and this initiative has resulted in ABP's co-operation.

Mr. J.S. Martin, Chairman of Anglian Water's Great Ouse Local Land Drainage Committee, said, 'My Committee has approved a contribution towards ABP's costs which is significantly less than the cost of any independent alternative proposal available to us'. Mr. David Dixon, Director for ABP's Small Ports, said, 'I am pleased that the Company has approved a scheme which will benefit both parties'.

The project will now be submitted to the Directors of Anglian Water and to the Ministry of Agriculture, Fisheries and Food who are grant aiding the tidal defence scheme. Subject to their approval, ABP plan to commence work on the project early in 1986. There will be no disruptions to cargo handling operations at the port during reconstruction works.

New unit load terminal for Grimsby

Associated British Ports have reached an agreement with Angloscan Terminals for the development of a new unit load terminal at their Humberside port of Grimsby.

The main users of the new terminal are to be the shipping company Floatline, who already run a weekly service from Grimsby to Halmstad in Sweden and to Rotterdam.

Construction of the new terminal, which has already begun, will involve the installation of a 35 tonne quayside gantry crane, resurfacing of quays and ancillary works. The project is expected to cost £¾ million and is scheduled for completion in the middle of 1986.

Commenting on the news, Steve Pearse, Assistant Port Manager at Grimsby said:

"This new terminal will enhance Grimsby's ability to handle a wide variety of cargoes and thus broaden the basis of our business. We are looking forward to working with Angloscan on this important project."

New German service for Goole : Associated British Ports

ABP's Port of Goole today *(4th December 1985)* saw the start of a new regular weekly Ro-Ro/Lo-Lo service from the Rhine. Operated by Rhein Mass & See, the new line is an extension of a similar service which already runs to the south of England.

Colin Silvester, ABP's Port Manager at Goole, commented:

"This line is a welcome addition to the existing liner services which have used the Port of Goole for a number of years. We have a good reputation for handling these services, and look forward to a long association with our German colleagues".

Tilbury — Zeebrugge ferry service commences : Port of London

Searoads Ferries Ltd's cross-channel ro/ro freight service from the Port of London Authority's riverside ro/ro berth at Tilbury has got off to an impressive start this month *(December 1985)*. Using the 4,470 grt twin-ramped vessel "Sirius", Searoads are offering transport operators a daily sailing at 11.00 from Tilbury to Zeebrugge, six times a week. The return sailing of the 110 trailer capacity "Sirius" to Tilbury departs from Zeebrugge at 24.00.

During the first days of its operation the number of trailers shipped in both directions has steadily increased. Already Searoads are anticipating the need to introduce a second vessel onto the service thereby offering a morning and evening sailing between the two ports. Searoads believe the service will quickly establish itself because shippers will increasingly take advantage of Tilbury's unique position on Britain's motorway network.

$6 million tanker berth for Port Adelaide

The State Government will build a new $6M oil tanker berth at Port Adelaide following the recent fatal fire at the Birkenhead Shell depot.

Announcing the decision, Marine Minister, Mr. Roy Abbott, said the new berth would incorporate modern fire fighting facilities to provide a single safe berth in the inner harbor for tankers.

"The new berth will replace four existing berths in the Inner Harbor and the Outer Harbor berth and will be north of 'N' berth," Mr. Abbott said.

"The existing tanker berths are totally inadequate from a safety point of view.

"They are all of timber construction, built in the 1920s and are unsuitable for safe berthing of vessels of today's size."

The decision to replace the old berths had been taken by the State Cabinet after an enquiry into a fire at the Shell depot in August in which a man was burnt to death.

The fire led to warnings that firefighting facilities at tanker berths in Port Adelaide were inadequate and the situation on the Lefevre Peninsula was potentially catastrophic.

Mr. Abbot said the new tanker berth would be a short-term remedy.

"The Government is looking to the longer term to have a tanker berth and tank farm in isolation from built-up areas and studies are still contiuing into this," he said.

"But the cost of shifting the whole operation to a new area in that way would be astronomical and so it has to be a long-term project."

Long-term options included relocating the oil loading and storage facilities on Torrens Island or at Port Stanvac.

Mr. Abbott said construction of the new berth would take 12 months and he expected work to begin by February.

The capital cost of the berth would be met solely by the Government, although oil company representatives had agreed to discuss paying increased wharfage fees once the berth was in use *(SPJ)*

"We work for Queensland" : Port of Brisbane Authority Chief

Facts given to grain people

Contrary to what some people believe, the Port of Brisbane Authority was not the sole executor of its own destiny.

The Authority's prospects, ambitions and decisions were attuned and inextricably linked to the needs and requirements of government and industry.

These major operational philosophies were propounded by the Authority's Executive Chairman (Hon. A. M. Hodges) while addressing the annual general meeting of the Queensland branch of the Australian Grain Institute.

In praising the grain industry's consistently high performances over a number of years, Mr. Hodges noted that the industry had contributed a record 2.3 million tonnes to the port's export figures in 1984/85 . . . that it expected to export another 2 million tonnes in 1985/86 . . . and that it was building a new, $38 million export grain terminal on Brisbane's Fisherman Islands' port complex. He promised that the Authority would do its utmost to improve and consolidate the partnership between the two organisations.

Progress

He went on: "The way and the manner in which we seize our trading opportunities are the determining factors of the worth of organizations.

(Continued on next page bottom)

Opening Address to the 26th All Ports Conference of the Waterside Workers' Federation of Australia

By the Hon Peter Morris
Federal Minister for Transport
Australia

Let me begin by thanking the Federation and Tas Bull for the invitation to give the opening address to this, the 26th All Ports Conference of the Waterside Workers' Federation. Let me also extend a warm welcome to the union officials from overseas. I wish them a pleasant and productive stay in Australia.

The Federation is about to establish the direction it will follow over the next three years.

I note the wide scope of agenda items before you: ranging from workplace concerns, to industry-wide issues, to matters of national importance, such as the Accord, and to areas of global concern, such as peace and disarmament.

It is this ability to address issues at all levels, that has been the hallmark of the Federation's importance to advancing the labour movement.

I am sure that Federation delegates are aware that the decisions they take will exert a significant influence on the stevedoring industry over the next few years and on the role the Federation will play within the industry.

The past twenty years have seen revolutionary changes in shipping arrangements and technology. Likewise you have experienced sweeping changes in the way the waterside is organised and managed.

The Federation has absorbed these changes and remained a major force on the waterfront. It reflects the toughness and resilience of Federation membership and the quality of its elected officials.

In the shipping and waterfront industries the rate of change has not slackened and economic circumstances are very tough, not only for shipping but also for its client industries – exporters and importers.

Australia's ability to compete in international trade on terms which will maintain and improve our standard of living depends a good deal on our and your response to change. Recent studies have clearly shown that every additional $100 million in exports generates 5,000 jobs in Australia.

Up to a few years ago, it seemed sufficient to rely for our standard of living on our enormous natural resources, largely agricultural and mineral. This complacency was reinforced by conservative political parties that did little in office but now talk big in Opposition.

Now other countries with similar raw materials – and plenty of them – are eating away at some of our traditional markets.

We need to improve our efficiency, competitiveness and entrepreneurial skills in our traditional and our newer markets.

For the simple fact is Australia has to earn its way in an increasingly tough world – and it has been our Labor Government that has developed successful policies aimed at growth, development of jobs and greater equity.

(Continued from page 43)

"Like your industry, the port has made tremendous progress. In fact, it's no exaggeration to say that the port of just 10 years ago has been relegated to the history books.

"Brisbane, as a port – and, also as a city – has been transformed, and very much for the better.

"Because of that, I feel it is our duty to spread as widely as possible the story of the port's growth, successes and potential.

"No longer can we afford to be insular. No longer can we regard our immediate surrounds as the confining limit of our sphere of interest and influence.

"Since early 1976, the port authority, private enterprise and industry groups – such as yours – have come together in a natural, commercial partnership that has resulted in investment of about $200 million in the reconstruction and revamping of the Port of Brisbane."

No waste!

Mr. Hodges admitted he had heard the claims alleging that the Authority's developmental effort for the port was a tremendous waste of money – government money.

"Not one cent of government money has gone into the reconstruction of the new Port of Brisbane," he said.

"And, neither could the work be described as a waste of anything.

"The finance has been raised through our own revenue, such as harbour dues, and through loan funds; and, of course, private industry has contributed tremendously, too, in providing facilities, such as the grain handling terminal that you – the grain people – are building on the Fisherman Islands.

"Yet – even while striving for achievement we are classified time and time again in the press as a qango with no regard for the fact that this is one qango which has not been a burden on the government's shoulders in any manner, shape or form. We have pulled our weight.

"We are achieving something for the government and the development of Queensland. Those achievements include varied and very necessary port facilities.

"And, no port facility built in the Authority's time is more important than the new $38 million grain export installation, now nearing completion on the Fisherman Islands. There will be no facility of greater benefit to the Port of Brisbane, nor one that will contribute more to the economic well being of Queensland and its grain growers."

(BRISBANE PORTRAIT)

There is much to be done in the related areas of trade and transport. Our share of world trade has fallen by 25 per cent since 1972 and Australia has dropped from 12th to 17th ranking among Western exporters since 1970.

What can the transport industry do to help us develop, create jobs and sustain our standard of living?

The inescapable answer is simply by becoming more efficient and enterprising. This calls for efforts by Governments, management, unions and employees.

The Hawke Government has done more than any previous administration to improve our national transport system.

We have placed a wide range of industries, and in particular the transport industry, under intense scrutiny.

The Government has acted to improve the viability and efficiency of our shipping industry. It has taken special measures to help ANL overcome past neglect.

We have implemented the recommendations of the Crawford Report to assist Australian shipping. Our object is to compete for a more equitable share of our overseas trade carried in efficient Australian flag ships.

We have established a Task Force to report on our overseas liner shipping with ACTU participation.

The Government has also established a Task Force to report on Shore-Based Shipping Costs. We want to encourage industry to reassess the efficiency of its own operations. The Federation and the ACTU are represented on this Task Force.

We have made a lot of progress and there are visible signs of improvement, including a more robust and competitive Australian National Line.

The revitalisation of ANL has been one of my highest priorities.

First, because it is a valuable national asset that had been allowed to go to waste. This could not be tolerated. It would be hard to see us achieving long term stable growth in Australian shipping without a revitalised ANL.

But secondly there is no bottomless pit of money which would allow it to continue to lose money simply because is was the national line – Government enterprises have to count money the same way as private enterprise.

Yet to turn around, in a few short years, an organisation left virtually bankrupt by the economic incompetents who now propose privatisation as the answer, can create tensions.

The past two years have not been easy for ANL. It has gone through tough measures involving fleet reductions and a thorough reappraisal of its operations and services.

I understand the difficulties faced by Federation members and officials, at having to deal with so many additional pressures. Mistakes have been made by all groups, as one may expect, with such profound and rapid changes. But necessary change is taking place – on ANL's vessels, in its offices and in its terminals.

While we are progressing sensibly, successfully and by consultation with our efforts to improve transport efficiency, our opponents are taking a sharp right-hand turn towards "privatisation" – and the recent personnel changes in the Opposition herald an even more extreme ideological shift.

As you know, one of the targets of our opponents is the Australian National Line.

No amount of cheap ideology will ever disguise the fact that the people who now tell us privatisation is the answer were the worst enterprise managers in this nation's history. Indeed, privatisation in reality is a vain attempt to hide the truth.

No doubt private enterprise could do a better job of running an Australian shipping line than the Fraser Government was ever able to with ANL.

Privatisation is a cop-out from proper Government responsibility and an admission by the conservatives of their failure during their seven disastrous years of office.

They interfered, mismanaged and bungled the operations of ANL, so it could never operate as a business.

The simple fact is that public enterprise is what Government makes it.

Privatisation has nothing to do with efficiency, as our opponents assert, it is a phoney policy to disguise their failure.

It is the ultimate con-job, trying to sell people what they already own.

If it was about efficiency, then their solution would surely be to sell off loss-making commercial services, which could be most in need of improved efficiency. Yet they only want to dispose of profitable areas, already giving a substantial return to their shareholders – the Australian public. This shows their duplicity and real motives.

What the proponents of privatisation are really about is their usual old line – privatising profits and socialising losses – or more bluntly a regressive redistribution of wealth and income to a few investors, leaving losses to be borne by the taxpayer.

If they wish to emulate the policies of the British Conservative Party, and this is clearly their direction, then successful public enterprises will be dismantled in a one-off fire sale, giving a few fortunate investors a windfall capital gain.

It is worth pointing out that the U.K. has a growth rate consistently below one per cent and over three million unemployed.

Not only would our opponents dispose of successful public enterprises, but their new leader has stated he wants significant overseas ownership as well.

Worst of all, privatisation focuses on the divisive scapegoat of ownership rather than the need for improved efficiency.

Our Government will retain ANL and its other transport enterprises in full public ownership and will continue to work towards their improved efficiency.

The centrepiece of our economic and industry policies is the historic Prices and Incomes Accord. Through the Accord between our Government and the trade union movement, we are achieving stable growth and a greater share of Australians sharing in it, through employment.

Our Gross Domestic Product has risen by about 5 per cent annually in 1983/84 and 1984/85, with projected growth in 1985/86 of 4.5 per cent. This contrasts with negative growth of 1.4 per cent in 1982/83.

Over 410,000 new jobs have been created since April 1983 as a result of these policies.

These have been created by a focus on the essential points of the efficiency and equity of all our economic activity, public and private, not from a divisive and con-

frontationist search for scapegoats.

The Accord is achieving results, by a simultaneous attack on inflation and unemployment. It is living proof of what can be done through a just Agreement between the Labor Government and the union movement.

The Accord's international relevance is not only in our internationally successful economic and employment growth rates and lower inflation – but also through greater equity in income distribution, an improved social wage and more democratic industrial relations.

Above all, it demonstrates what can be achieved through consultation and agreement, rather than confrontation and divisiveness.

Likewise, it took a Labor Government with the active support of the trade union movement to turn ANL around and put it on the road to success.

The hard work involved must continue in order to assure ANL's continued viability and future progress. Only by making ANL a highly successful and valued national enterprise will we build the best defence against some future Government selling it off.

Aside from ANL, the broader role the Federation plays in national development is to assist in the improvement of waterfront productivity.

Our overseas trade is our lifeblood and most of the higher valued products on which our manufacturing industry and our standard of living depend, flow through Federation members' hands.

I understand the arguments that a comparison of Australian and overseas ports is not a particularly useful exercise. Nevertheless I think both unions and management would have to agree that there is substantial scope for improvements in the way the waterfront, including terminals and depots, currently operates.

Improvements in waterfront productivity will assist in an expansion of overseas trade and hence more land-based jobs. An expansion of overseas trade would then flow back into more secure and stable employment for waterside workers.

I am frequently reminded that productivity is not the only factor affecting efficiency. Many industries today operate on low inventories and depend upon reliable, punctual supplies. If those supplies are erratic, for whatever reasons, then even competitive pricing will be of no avail in gaining a foothold in overseas markets.

The stevedoring industry has been the subject of a number of Government initiated inquiries and reforms. The more recent of these were, of course, the Woodward Report in 1967 and the Kirby Report in 1977. Both resulted in major changes to the industry:

- the introduction of weekly hire in 1967 and
- the abolition of the Australian Stevedoring Industry Authority and with it the direct involvement of the Federal Government in the employment of waterside workers in 1977.

Since acceptance of the Kirby Report the industry has had increased responsibility for its own affairs. Even so the Federal Government remains involved through:

- the Stevedoring Industry Finance Committee, established under its own legislation and administers the revenue collected under the Stevedoring Industry Act
- Federal and Port Co-ordinating Committees, constituted under the Conciliation and Arbitration Act in 1977
- Port Conciliators, appointed under the Conciliation and Arbitration Act and
- the Stevedoring Industry Consultative Council which was established by the Government to bring together representatives from industry, unions, Government departments and port authorities, to raise and discuss issues and to advise the Government of any problems.

I note that the Hancock Report has recommended retention of the co-ordinating committees.

Most of you here experienced first-hand changes in your industry over the past twenty years. You would have seen for yourselves these improvements:

- permanency for the labour force in 1977 was possibly the most significant breakthrough for you and your colleagues
- greater productivity through the introduction of containerisation and better handling facilities for bulk and non-container cargoes
- in more recent years significant reductions in the level of disputation – although since October 1984 there has been a departure with more hours lost
- wages and conditions on the waterfront generally are better than ever and
- redundancies have occurred with minimum friction, with the Government supporting the most recent voluntary redundancies.

I am conscious of the responsible way the WWF has responded in the face of these and other changes. I recognise some of the challenges you have faced and face now are difficult ones.

I am conscious of your union's acceptance of ANL's decisions when it cut its coastal services to Darwin and North Queensland ports in order to eliminate its disastrous losses on these services.

Unlike many of our industries, the stevedoring industry enjoys conditions relatively free from immediate and direct international competition. But its performance affects many of those industries and its own stability and prosperity depends on the success of those industries.

In the same way as I have asked other areas of the shipping industry and transport in general to co-operate in reviews and improvements of their industries, I ask the stevedoring industry, that is all stevedoring companies and unions involved in waterfront activity, to continue to improve their performance.

I have recently encouraged frank and open discussion between ANL and representatives of waterfront unions and the ACTU. This type of interchange should extend to all waterfront employers and representatives of appropriate unions. There is always a need to frankly and openly address both the long and short term obstacles to greater achievements.

Nothing substantial to improve waterfront industries can be achieved without strong and effective leadership from and within management, unions and Government.

Your Federation has had very able leadership in the past and with your current federal leadership, I am confident this tradition will continue.

With your support for consistent policies within the

workplace and co-operation between your executives and management, we will have an Australian National Line and Australian waterfront industries which will contribute even more to our nation's development.

I was very happy to be associated with the Centenary of the Melbourne Branch of the Federation earlier this year – and am equally honoured to be invited here today.

I now have pleasure in declaring the Waterside Workers' Federation's 26th All Ports Conference officially open.

Geelong introduces new dry bulk loader

The Port of Geelong Authority's latest development acquisition adds new muscle to cater for Geelong's important – and growing – dry bulk export trade. The 600 tonnes per hour dry bulk loader will initially serve Victoria's wood chip exports to Japan. However, it is also able to handle scoria, grain, coal and a range of similar products with equal efficiency and is expected to attract a growing variety of outbound cargoes.

Technically, the loader boasts a number of features designed to achieve optimum loading performance and flexibility.

It consists of eleven units of mobile conveyor plant, including a skid mounted loading hopper, nine wheel mounted conveyor sections and a wheel mounted ship-loader complete with telescopic spout and belt trimmer. In addition, a 'jet slinger' enables full trimming of cargoes and by rotating the slinger through 350° all hold corners and between deck spaces can be filled evenly.

All sections are fully enclosed and totally mobile, and the complete unit is self-propelled to provide maximum flexibility. *(Portside)*

Tradex gets 'where the action is' : Port of Launceston

The Australian transport company, Tradex, says the half million dollars it has spent at Bell Bay is recognition of the port's key role in Tasmania.

Tradex has built a full container load (FCL) storage and holding point for both dry and reefer containers.

It is the start of a three-stage development in the Bell Bay Industrial Estate which Tradex has chosen for its main facility in Tasmania.

The remaining two stages – development of warehousing and distribution capacity on the site and provision of fully customs-bonded facilities – are to be completed within the next two years.

Tradex' chief executive, Mr. John Strang, of Sydney, says the intention is to provide Tasmanian clients with the most professional and productive transport and shipping services, which in turn, will increase clients' domestic and international business.

He says the remaining two stages will cost between half and three quarters of a million dollars.

Mr. John Strang said after the official opening the decision to establish the permanent development at Bell Bay was based on market force principles.

"This is where all the action is and only by being on site can we speed up the performance of the cargo flow through the port," Mr. Strang said. *(PLA NEWS)*

Increase in shipping using Port of Hong Kong

In the second quarter of 1985, 3,332 ships with a total capacity of 19.1 million net registered tonnage (nrt) arrived in HK, representing an increase of 409 in number and of 14 per cent in capacity over the same quarter last year.

According to the "HK Shipping Statistics" report, the total tonnage of cargo discharged in HK from incoming ships rose by 13 per cent over this period while the number of containers discharged also increased by 13 per cent.

In terms of ship type, notable increases were recorded in the number of container vessels (up 135), dry bulk carriers (up 72) and roll-on/roll-off vessels (up 65) while the number of oil tankers dropped 36.

Meanwhile, there were 3,304 outgoing ships in the second quarter of 1985, with a total capacity of 18.8 million nrt, representing an increase of 395 in number and of 12 per cent in capacity over the second quarter of 1984.

The total tonnage of cargo loaded in HK onto outgoing ships rose by 15 per cent and the number of containers loaded in HK rose by 10 per cent. *(The Week in Hong Kong)*

Baltimore and Nagoya became Sister Ports

A sister-port affiliation agreement between Nagoya and Baltimore, Maryland, U.S.A., was formally signed in Nagoya on October 24, 1985. Baltimore thus became Nagoya's third sister port, after Los Angles (1959) and Fremantle (1983) of Australia.

The participants at the signing ceremony included Mayor Takeyoshi Nishino, President of Nagoya Port Authority, and 19 others on the Nagoya side, while Baltimore was represented by Mr. David E. Wagner, Deputy Secretary of the State of Maryland Department of Transportation, Mr. Gregory Halpin, Maryland Port Administrator, and 10 others.

After the Nagoya City Fire Brigade Band performed the anthems of Japan and the United States, Mayor Nishino and Mr. Halpin affixed their signatures to the instruments of affiliation to symbolize long-lasting friendship between their two ports.

The sister port agreement enjoys the two ports to conduct exchanges of information and to promote cultural, economic, technical and personnel exchanges as a means towards forging mutual prosperity.

At the press conference following the signing ceremony, Mr. Nishino said that Baltimore was the American port with which Nagoya has the largest volume of trade. "The affiliation that we have just established", he went on, "will make a great contribution not only to both our ports but also to Japan-U.S. friendship."

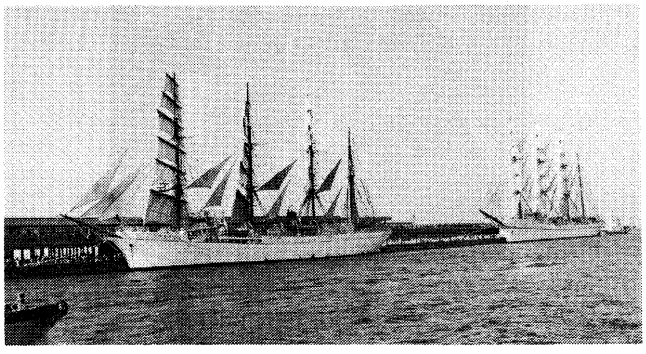
Mr. Halpin said, "The two ports have many points in common, and the affiliation is highly meaningful. Nagoya is the fist port in Japan with which we have had this relationship. The port seems to have developed remarkably since my first visit here. To make the most of our new association, we hope to conduct active exchanges of information and of personnel to deepen our friendship.

The signing ceremony was followed by a commemorative tree-planting in the Graden Pier. The representatives of the two ports planted six trees in all. Three were white oaks, the symbolic tree of Maryland, while the others were of different kinds, all bearing some relation to the Port of Nagoya. The city of Nagoya was represented by a camphor tree. After the tree-planting, monument was unveiled.

The Ports of Nagoya and Baltimore are linked by the U.S. East Coast Container Route, which operates via New York. In 1984, Nagoya shipped to Baltimore 1.05 million tons of cargo, comprising transport equipment and non-ferrous metals. Coal and chemicals weighing 3,330,000 tons were carried in the reverse direction.

Vigorous urban renewal is being carried out in Baltimore today, serving as an appropriate model for Nagoya, which is trying to revitalize its port.

Port of Yokohama Autumn Festival



The Port of Yokohama was the stage for the "Port Yokohama Autumn Festival", held for four days from 1st to 4th November 1985 under the auspices of the Port Yokohama Tourism Promotion Association and supported by the City and the Chamber of Commerce. Various daily event attracted hundreds of thousands of people to the waterfront park and adjacent areas. One the most popular attractions was the "open-house" presence of the two tall trainer ships, Kaio-Maru and Shin Nihon Maru, berthed at the passenger terminal.

Port of Pusan signs sister port agreement with Rotterdam

The Port of Pusan, Korea and the Port of Rotterdam, Netherlands have agreed to establish a sisterhood agreement with the aim of gaining benefits for their respective countries and societies and have agreed as follows:

- Both sides will promote and encourage trade through consolidating the friendly ties between the two ports.
- Both sides will encourage the exchange of views in the fields of technical cooperation, port management, administration and development. The Korea Maritime and Port Administration and the Port of Rotterdam Authority will work out further details in this field.
- Both sides will exchange information material on maritime and port affairs.
- Both sides will endeavour to stimulate as much as possible the increase of the economic spin-off of their cooperation in the benefit of their respective ports and cities.
- Both sides agree to cooperate with each other for the further promotion of the relations between the Netherlands and the Republic of Korea, in the framework of this agreement. Concrete methods of such cooperation, dedicated to both cities concerned, will be discussed and decided upon by both parties in due course.
- The terms of this agreement are valid for a period of 5 years; after this period an evaluation of the results achieved will take place, as a basis for further decisions about prolongation.
- Both sides agree to devote themselves to the above objectives.

Wonderful growth in kiwifruit exports : Port of Auckland

Kiwifruit exports through Fergusson Container Terminal moved from fourth place in 1983 to second place in 1984 and will likely maintain that position in 1985.

Exports of kiwifruit through Auckland in 1985 are expected to be about 174,000 tonnes, representing an increase of approximately 67% over 1984.

The growth in kiwifruit exports has been quite prodigious.

Exports have increased by 178% over these six years. If the estimated 1985 figure is taken into account the percentage increase over the past seven years jumps to a staggering 365%!

In 1984 kiwifruit has jumped to 20.8% of all reefer exports and is expected to reach 33% in 1985.

In 1979 exports made up 2.5% of all container movements both inwards and outwards. This figure has climbed to 5.1% in 1984 and is estimated to reach 8.8% in 1985.

(Port of Auckland)

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